



DEPARTMENT OF THE NAVY

U.S. NAVAL SUPPORT ACTIVITY NAPLES ITALY

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NAVSUPPACTNAPLESINST 3750.4

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8 Apr 25

NAVSUPPACT NAPLES INSTRUCTION 3750.4

From: Commanding Officer, U.S. Naval Support Activity Naples, Italy

Subj: AIRCRAFT SALVAGE OPERATIONS

Ref: (a) OPNAVINST 4740.2H, Salvage and Recovery Program
(b) NAVAIR OO-80T-124, NATOPS U.S. Navy Airfield Operations Manual
(c) NAVAIR OO-80R-20, NATOPS U.S. Navy Aircraft Salvage Operations Manual
(Ashore)
(d) CNICINST 7320.1B, General Equipment Policies and Procedures
(e) NAVAIR OO-80R-14-1 U.S., Navy Aircraft Firefighting and Rescue Manual
(f) COMNAVREGEURAFCENTINST 11135.1, Aircraft Salvage Operations

Encl: (1) Salvage Officer Mishap Checklist

1. Purpose. To provide policy and procedures for salvage operations of disabled or damaged aircraft at U.S. Naval Support Activity (NAVSUPPACT) Naples, Italy, per references (a) through (f).
2. General. Except for immediate safety related action items, salvage operations shall begin after the scene has been released by the Aircraft Mishap Board, Aviation Safety Officer, and the NAVSUPPACT Naples Commanding Officer (CO) in coordination with Gestione Servizi Aeroporti Campani (GESAC) Airport Duty Officer (ADO) and Italian Air Force (ITAF). Once the aircraft has been released for salvage operations, the tenant/detachment/transient squadron resumes responsibility for the aircraft. All salvage activity will be under the direction and control of the transient/detachment aircraft unit, as identified by the aircraft custodian, with the support of the NAVSUPPACT Naples Salvage Officer. If the transient/detachment aircraft unit is unable to conduct Salvage Operations, NAVSUPPACT Naples Salvage Team will be allowed, with written permission from the aircraft custodian, to conduct the Salvage Operation. NAVSUPPACT Naples Salvage Officer is responsible for coordinating logistical support for salvage operations with a designated member of the tenant/detachment unit.
3. Capodichino Runway/Taxiway Salvage. Any US military aircraft or contracted aircraft bound for NAVSUPPACT Naples ramp that becomes disabled or damaged prior to reaching the ramp, will be handled by the Host Nation (HN) with the assistance of the NAVSUPPACT Naples Salvage team, with the exception of the C-26 aircraft. With a single runway and Naples being an international airport, the main objective for any salvage operation, regarding an aircraft disabled or damaged on the runway, is to clear the runway safely and as expeditiously as possible. NAVSUPPACT Naples has limited capability to move aircraft other than the C-26. Due to this, coordination with the Ente Nazionale per l'Assistenza al Volo (ENAV), ITAF, and GESAC is

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paramount. Access is ensured by the HN in coordination with GESAC ADO and ITAF Base Operations Center (BOC) to allow members of NAVSUPPACT Naples Salvage team to be escorted onto the airfield to determine their capability in a salvage operation. Once escorted onto the airfield, the NAVSUPPACT Naples Crash and Salvage Officer will begin the inspection along with HN, utilizing the Salvage Officer Mishap Checklist (Enclosure 1) to identify any information relevant to the aircraft incident. With limited local salvage equipment, the Salvage team will coordinate with the Naval Air Station Sigonella (NASSIG) and Commander, Task Force 63 (CTF-63) to have required equipment delivered. For immediate runway clearance Capodichino airport and NAVSUPPACT Naples are reliant on external contracted agencies, coordinated by the GESAC Airfield Manager.

4. NAVSUPPACT Naples Ramp Salvage. For aircraft emergencies and disabled or damaged aircraft that occur on the NAVSUPPACT Naples ramp, the NAVSUPPACT Naples Salvage team will be responsible for inspecting the initial damage, contacting the proper personnel and coordinating a salvage board to create a salvage plan. Each salvage operation will be unique. The purpose of the salvage board will be to determine interested parties and best process to complete a successful salvage. At a minimum, the salvage board will include:

- a. Air Operations Officer
- b. Salvage Officer
- c. Salvage Chief
- d. Aviation Safety Officer
- e. Public Works Representative
- f. CNREURAFCENT Representative (if available)

5. Salvage Training Requirements. Per reference (c) and reference (f) to be considered qualified, salvage team members shall conduct a minimum of one (1) simulated salvage drill annually. Incorporating other elements of a salvage operation such as Public Works, Fire/Emergency Management, and HN, as available, is strongly recommended to encourage coordination during an actual salvage operation. Additionally, a quarterly meeting with the NAVSUPPACT Naples salvage team and HN/ITAF counterparts in a tabletop discussion setting is required to stay proficient with new incidents and lessons learned.

6. Contact Information. For external support from Department of Defense components and appropriate agencies, the following contacts are available:

- a. Naval Safety Center (CONUS) DSN: 312-564-2929.
- b. CNREURAFCENT Regional Operations Center (ROC) DSN: 314-626-1988.
- c. CTF-63 (Naples, Italy) DSN: 314-626-4542/5196/3867 for personnel and equipment transport.
- d. 86th Air Wing Maintenance Operations Center (Ramstein, Germany) DSN: 314-408-2091.

- e. 86th Air Wing Aircraft Maintenance Squadron Aero Repair Shop DSN: 314-478-1821.
- f. 618th Air Operations Center (Tanker Airlift Control Center/Scott AFB, Illinois) Crash Damaged or Disabled Aircraft Recovery (CDDAR) POC DSN: 312-779- 1791 or Duty Floor Manager DSN 312-779-0320.
- g. 725th Air Mobility Squadron Director of Operations (Rota, Spain) DSN: 314-727-1646/1682. The 725th provides in route service to Air Force assets transiting through the area of responsibility. They can provide qualified CDDAR team chiefs in the event of a salvage operation involving Air Force assets.
- h. Camp Lemonnier, Djibouti KBR Representative DSN: 311-824-4288 for flyaway kit located in Africa.

7. Records Management

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned per the records disposition schedules located on the Department of the Navy Assistant for Administration, Directives and Records Management Division portal page at: <https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schedules/Forms/AllItems.aspx>.

b. For questions concerning the management of records related to this instruction or the records disposition schedules, please contact the local records manager or the OPNAV Records Management Program (DNS-16).

8. Review and Effective Date. Per OPNAVINST 5215.17A, NAVSUPPACT Naples will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, Department of Defense, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years unless revised or cancelled in the interim and will be reissued by the 10-year anniversary date if it still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.

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Lists: I through IV

Electronic via NAVSUPPACT Naples website:

<https://cnreurafcnt.cniv.navy.mil/Installations/NSA-Naples/About/Installation-Guide/Department-Directory/N1-Administration-Department/Instructions/>

SALVAGE OFFICER MISHAP CHECKLIST

NOTE: SAFETY and PRE-PLANNING ARE KEY FACTORS.		
ALL items to be completed if applicable and approved prior to aircraft salvage operations.		
Actions	Initial	Time
1. Flammable materials are completely extinguished or have been removed and fuel, oil, etc. have been diluted IAW fire department regulations.		
2. Ordnance & Hazardous cargo have been removed or saved by authorized personnel.		
3. Hazardous liquids have been controlled or removed as required (De-Fuel).		
4. Liquid Oxygen has been disconnected and / or removed.		
5. Ensure battery has been disconnected and / or removed.		
6. Walk around aircraft and note damage. (Torn skin, spars, fuel leakage, etc.).		
7. Ensure aircraft is grounded.		
8. Ensure gear pins installed on nose and main landing gear if applicable.		
9. Obtain fuel on board and cargo weight status. Check weight for jacking restrictions.		
10. Call meeting of squadron, departments, tenant commands, and salvage personnel to establish recovery plan of action.		
11. Discuss safety, hand signals to be used, and unique requirements specific to operation.		
12. Distribute & document assignments to appropriate personnel for recovery.		
13. Develop Risk Management Plan for the aircraft recovery operation.		
14. Clear salvage area. Aircraft skin must smooth and clear of protruding fixtures.		
15. Ensure that bags are positioned correctly for lift and inflation.		
16. Ensure cranes/lifting equipment are safely positioned (weight limits).		
17. Place fire extinguisher near air blowers and pneumatic air carts.		