

IATP Aircraft Recovery Pool & Aircraft Recovery Preparedness

The Eighth Meeting of the Asia/Pacific Aerodrome Assistance Working Group
(AP-AA/WG/8)
21 – 24 April 2026
Bangkok, Thailand



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Introduction

What is Aircraft Recovery/ ARD & ARM.

Benefits

Obligations

Statistics

IATP Forms (Members and Non-Members)

Options and Scenarios

Why Aircraft Recovery

Annual Exercises (Mandatory)

Training and Experience(Mandatory)

Worldwide Coverage

Potential Cost avoidance-Members and Non-Members

What is Aircraft Recovery?

- Aircraft Recovery is a process approved by the OEM to move a disabled aircraft. A disabled aircraft is the one which can't be moved by normal methods.
- Aircraft Recovery Manuals(ARM) provided by OEMs is the basic technical reference document. It includes tooling requirements, procedures and references to additional technical documents.
- ARM compliance, combined with a **Trained and Experienced** recovery team is necessary to approach the Aircraft with the mindset of repairing and returning the same aircraft back into service.
- ARM procedures are designed to safely execute a task and supports you and the OEM with warranty/Insurance claims that can be processed only if the aircraft has been recovered following an approved process, tooling and resources.
- The Aircraft recovery pool group membership provides global coverage of all current passenger and freighter aircraft to all potential airlines that would like to join.

BENEFITS

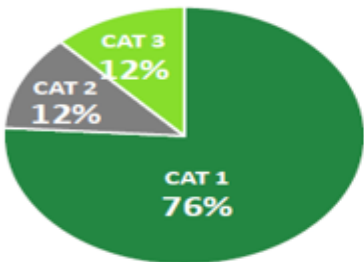
- Aircraft Recovery Kit is multi million dollar investment for kit provider airlines.
- You have a nominal cost of membership and kit value shared between pool participants as per kit types to be covered in the areas you fly.
- Provides an added step in being approved to fly into many large International/Major airports.
- An agreement in place ensures safe and quicker removal of aircraft, thus minimize penalties or other compensation expenses due to air traffic disruption and ensures earlier aircraft serviceability
- Assurance of your Aircraft being safely removed from Runways/Taxiways Airport aprons. This also has a positive impact when submitting a claim for the Aircraft repair requirements/insurance.
- You get to join a recovery pool group, that provides a cost effective Recovery solution, as opposed to the specific Aircraft Recovery Organisations, that will have a much higher cost base than the Providers.

OBLIGATIONS

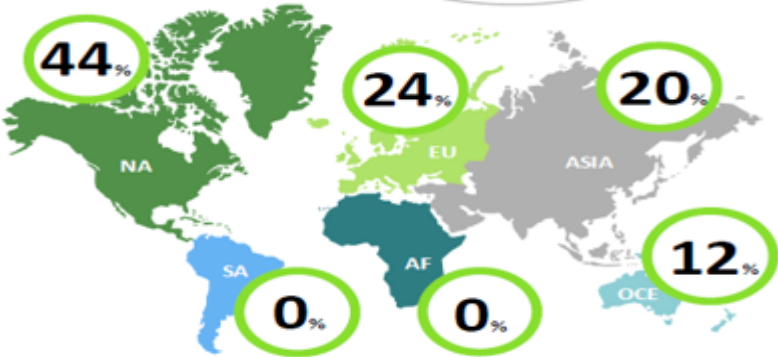
- There is a requirement to identify any incident and disclose it to the OEM if any claim is to be made for any of your Aircraft.
- Strict compliance to ARD/ARM, Lifting loads, torsion readings and forces exerted on the Airframe and Landing Gears.
- This could provide the OEM with valuable information on any Stresses that have been put on the Aircraft and for future modifications to the Aircraft reliability.
- The above can be obtained by the approved tooling and equipment provided by the Aircraft recovery team.
- When a kit you are a member of, is being utilised, a broadcast via the IATP website should be generated, so all the members are informed of the kits usage.
- Membership obligations: Please ensure you join the correct kit e.g. Basic or Large. If you belong to the large kit you will be required to also join the basic kit as there are equipment from the basic kit required to enable a full A380/ 747-800 recovery.

DAR INCIDENTS OVERVIEW- 2026

A HIGHLY UNDERESTIMATED RISK!



CATEGORIES OF INCIDENTS*

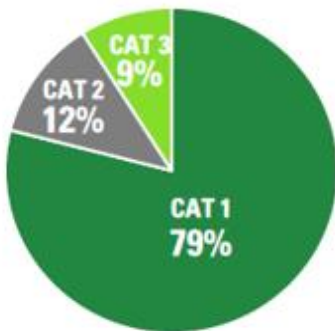


TOP 5 AIRCRAFT

- B737
- ATR42
- ATR72
- B747
- B777

*Data Courtesy: AR OEM / Online sources

DAR INCIDENTS STATISTICS 2025



CATEGORIES OF INCIDENTS*



TOP 5 AIRCRAFT

- B737
- A320
- B777
- C208
- A330

* Data Courtesy: OEM / Online Sources

DAR Incidents- 2026



Atlanta - United States



Budapest - Hungary



Magadan - Russia



Paris - France



Reynosa - Mexico



Simberi - Papua New Guinea

Major DAR incidents-2025



Fomboni – Comores



Kunming - China



SXM Airport, St. Maarten(NL)



Port Harcourt - Nigeria



Rhodes - Greece



Xiamen - China

Major DAR incidents-2024



Houston - **United States**



Malabo - **Equatorial Guinea**



Manila - **Philippines**



Sandefjord - **Norway**

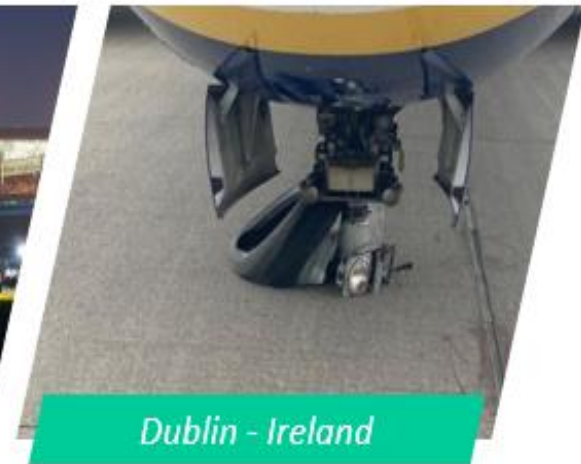


Vancouver - **Canada**



San Carlos de Bariloche - **Argentina**

Major DAR incidents-2023



Major DAR incidents-2022



Aircraft Recovery Categories

In accordance with the International Civil Aviation Organization (ICAO) Annex 14, Chapter 9.3 and Airport Services Manual Part 5, Aircraft Recovery accidents are divided into two categories, Large Aircraft and Small Aircraft. Recovery Operations are further classified into three categories.

Light (Category I)

Medium (Category II)

Heavy (Category III)

Category I Aircraft Recovery

- Aircraft skid off the runway/Taxiway with the landing gears fully extended and saftied.
- When repositioned on tarmac, the aircraft can be towed on its own.



Category II Aircraft Recovery

- One or more landing gears are not extended or are partially extended.
- After lifting the aircraft, gears can be extended/saftied or repaired and the aircraft can be towed on its own.



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Category III Aircraft Recovery

- One or more landing gears are separated from the aircraft structure, or heavily damaged that the aircraft cannot be towed on its own landing gears.
- Aircraft to be lifted and placed on recovery trailers to transfer to a repair facility.



A321NEO Runway Excursion Incident

Ninoy Aquino International Airport, Manila.



Event Synopsis

- **Early on July 12, 2024, a Cebu Pacific Airbus A321neo was involved in a minor incident at Ninoy Aquino Airport (NAIA) in Manila. The airplane has to be towed for repositioning to operate a domestic flight.**
- **Several factors, including wet and potentially slippery ramp surfaces due to rain, possible issues with the towing vehicle or equipment and potential miscommunication or errors in judgment during the towing process, are being considered as root causes.**
- **The incident has had several immediate consequences including delays and unavailability of bays and reduced parking capacity for wide-body aircrafts.**
- **CAT1 Recovery using debogging technique was initiated which later turned out intense due loose ground and challenged access for ground reinforcement due proximity to underground cabling/electrical /pipelines.**
- **Additional support using air bag lift was put to work thus ensuring ground reinforcement access and minimizing excavation and possible damage to underground iinfrastructure.**

B767 Freighter Runway Excursion Incident Vancouver (YVR) Airport.



Event Synopsis

- Cargojet Airways flight CJT2387, a Boeing 767-338ER cargo plane, suffered a runway overrun after landing on runway 08L (9,941 ft) at Vancouver International Airport (YVR), British Columbia. The nose landing gear collapsed.
- During the descent into YVR, the crew received a slat asymmetry warning. The crew leveled off, notified air traffic control, and declared a PAN PAN. The crew prepared for a faster than normal approach and landing speed due to the slat issue.
- The aircraft collided with numerous approach lights and sunk into the soft muddy ground and stopped approximately 1250 feet past the end of the paved surface. The crew completed the shutdown checklist and egressed with the assistance.
- A classic case of CAT II recovery to lift, level and followed by CAT1 Recovery procedures to return to tarmac for transfer to repair facility.

Aircraft Recovery Annual Exercises

- ❑ Conducted in accordance with approved procedure document of the provider.
- ❑ Serves as a refresher for the recovery team.
- ❑ Provides induction training for new members.
- ❑ Servicing, Calibration and periodic maintenance of equipment.
- ❑ Stock check, inventory update and verification.
- ❑ Discuss/Review past year events, developments and upgrade requirements, if any.

Aircraft Recovery Coverage

- The Aircraft Recovery providers can provide coverage of all Aircraft up and including A380 around the World.

BASIC KIT:

- Small General Aviation (GA) Aircraft up to and including B747-400.

LARGE KIT:

- This large kit will recover Aircraft like 747-800/F and including the A380 with the utilisation of the Basic Kit. You can not be a member of the large kit only, As it is used in conjunction with the basic kit to recover the Larger Aircraft.

Different types of available aircraft recovery equipment in IATP

The aircraft recovery kits in the IATP Aircraft Recovery Pool exist of the following types of equipment:

Aircraft lifting equipment

- Aircraft lifting bags (high pressure & low pressure)
- Aircraft recovery jacks
- Aircraft recovery crane equipment

Aircraft moving equipment

- Aircraft recovery debogging kit
- Aircraft recovery trailers and dollies

Support equipment

- Aircraft recovery tethering equipment
- Air compressor, generators, etc.
- Tools, ground support, cribbing, etc.

Aircraft lifting bags (high pressure and low pressure)

✈ Basic Kit



✈ Large Kit



Aircraft recovery crane equipment

✈ Basic Kit



✈ Large Kit



Aircraft recovery debogging kit

✈ Basic Kit



✈ Large Kit



Aircraft recovery trailers and dollies



Aircraft recovery support equipment



THE IMPORTANCE OF TRAINING

IATP (recurring) training philosophy

- ✈️ A trained and experienced recovery team is key to a safe and fast recovery operation of a disabled aircraft, without creating secondary damage.
- ✈️ All IATP kit members should provide regular training of their aircraft recovery team members, ensuring preparedness and up to date experience and skills in case of deployment.
- ✈️ All IATP pool member airlines are strongly encouraged to train a selection of their own staff as well, in order to be able to assist the IATP kit member recovery crew with the recovery of their aircraft. This training can take place at IATP kit members or at dedicated training providers such as IATA, ACI, RESQTEC, Kunz and any other training organizations.

Do you have any questions?

IATP



THANK

YOU!