Ministry of Defence

Defence Fire and Rescue
Tactics Techniques Procedures

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Conditions of Release

4. This document has been subject to a DFR HQ Equality Impact Assessment.

5. On initial release a publication will be reviewed at the 12-month point, following which reviews will be 5 yearly or where changes in circumstances warrant a review.

[1] RN (AH) stakeholders are the Operational Responders based at the Culdrose, Predannack, Yeovilton and Merryfield aerodromes
[2] Other FRS Providers include Babcock, Mitie and QinetiQ Fire Services. In addition, this publication will also be shared with AWE and QinetiQ FRS for information purposes only.
[3] For the purposes of this ATTP, DFRS Fire Officers employed within DFSR, DIO & RN, are included for information purposes only.

Version Control History

Version	Date	Amended By	Role	Para No. Affected / Brief Details	Status
V1.1	02/09/2021	George McLelland	FSM	Initial Draft	Initial Draft
V1.1	23/11/2021	J. Ward	WM		Draft
V1.2	17/03/2023	Phil McGuinness	CFR Hd of Response	1. New Cover, 2. Tabbing and OTTO II firefighting reference added	Issued
V1.3	30/09/2024	Phil McGuinness	CFR Hd of Response	1. New Cover 2. New sponsor details	For Stn Review
V1.3	30/10/2024	George McLelland	FSM		Fire Station Review
V1.3	06/11/2024	Shane Cook	AM for DFR HQ	Stakeholder Review	Forwarded for issue
V1.3	07/11/2024	Phil McGuinness	CFR Hd of Response	Re-issued	Re-issued

Defence Fire & Rescue

AIRCRAFT TACTICS TECHNIQUES PROCEDURES
ATTP/A16

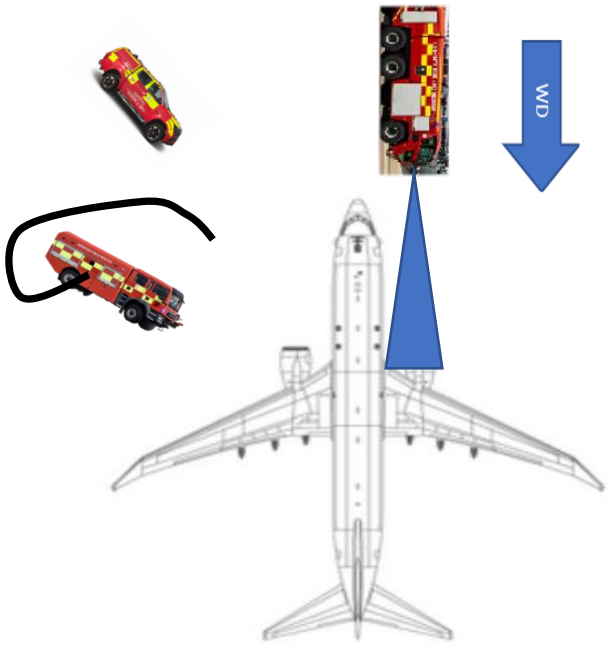
POSEIDON MRA 1

1 x SUV	1 x MPRV (Crash1)	1 x Striker (Crash 2)

Version Control	Page 2
TTP 1 - Engine Fire/External Fire	Page 3
TTP 2 - Wheel Assembly Incidents	Page 6
TTP 3 - Internal Fire	Page 9
TTP 4 - External Fire with weapons	Page 12
TTP 5 - Auxiliary Power Unit Fire	Page 15

TTP 1 – Engine Fire / External Fire

Event Plan - Initial Deployment: **ICAO 7**



Incident Commander Considerations:

- Gather information from available sources such as ATC enroute:
  - Is aircraft armed?
  - POB?
  - Any other complications?
- Request relevant resources immediately required:
  - Sqn Personnel
- Correct deployment on aircraft, taking into consideration wind direction and gradient
- Be aware of PAX exiting aircraft from all exits
- Carry out a dynamic risk assessment, identify hazards, any possible casualties in the vicinity of aircraft, evaluate risks and select safe systems of work

- Declare tactical mode to all personnel and ATC
- Consider implementing Major Incident Plan
- Implement ICS as soon as possible
- Liaise with pilot via ATC or 121.6 (if available), at earliest opportunity to confirm immediate shut down of engines to reduce escalation of incident and evacuate aircraft safely
- Communicate hazards to all crews and agencies
- Direct firefighting actions
- Consider secondary agents
- Direct rescue crew
- IC to continually assess and implement safe systems of work to deal with the incident.
- Provide M/ETHANE report
- Direct other agencies
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident
- Ensure safe handover of incident when declared safe to relevant authority
- Debrief all crew's post-incident and identify any further support required.
- Consider preservation of evidence

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft taking into consideration wind direction and gradient
- If directed by IC deploy main monitor and / or initiate dual application
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Consider method of entry if PAX remain onboard
- Don BA and utilise Rapid Deployment Procedures, where necessary
- For engine fire: Deploy 45mm lengths of hose with Akron branch/dry powder at IC's direction
- External fire: Deploy media either 45mm hose / hose reel as determined by IC DRA and prepare for entry into aircraft
- BA team access aircraft and maintain survivable conditions
- Confirm / make safe aircraft systems
- Utilise medics to triage casualties on board if survivable conditions are present
- Aid medics in extricating casualties
- Consider use of auxiliary equipment such as TIC
- Maintain contact with IC

N.B. No internal entry to airframe should take place until all external fires are extinguished or declared as under control.

Crash 2 - Striker / HRET Actions:

- Deploy vehicle near to the point of hazard commensurate with safety, taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Operate main monitor and extinguish fire utilising mass discharge
- Deploy HRET (Mid-attack position (if needed)
- Consider Hydro chemical from HRET
- Carry out check of area affected by fire to confirm area is safe, cool if required
- Consider further media application (maintenance of foam blanket)
- Vehicle Commander will provide supporting resources if incident requires BA intervention (emergency covering line in support of BA Team, 45mm lay flat hose from MPRV, ladder access requirements)
- Provide second/emergency BA team if required
- Provide scene safety
- Be prepared to redeploy if required
- Vehicle I/C to act as sector commander and maintain contact with IC.

Specific Aircraft Hazards: (Make use of AQRC):

- Flammable Liquids
- Pressurised Gases
- Explosive Material
- Radioactive Materiel
- Composite Materials
- Armaments (HX/Fuel)
- Countermeasures.

Further Considerations:

- Aircraft position and wreckage
- Passengers and crew
- Environment
- Will engine covers need to be opened?
- ICP set up point
- LAFRS response times.

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 009 - Oshkosh Striker HRET Positioning deployment & Task
- Ops Instruction 010 - Oshkosh Striker HRET ICs Considerations
- Ops Instruction 012 - Oshkosh Striker HRET Controls
- Ops Instruction 013 - Oshkosh Striker HRET Manual recovery
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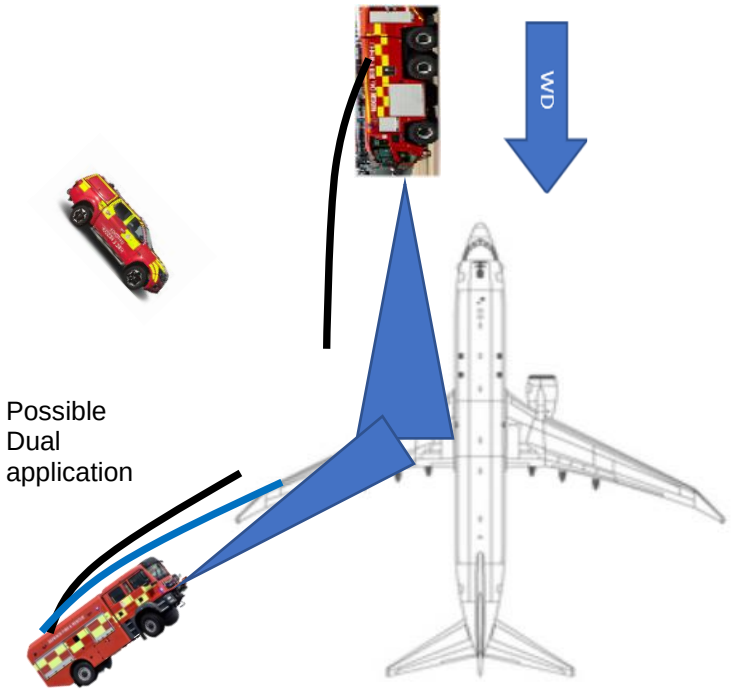
- Ops Instruction 016 - Oshkosh Striker HRET Operator Considerations
- Ops Instruction 018 - SUV positioning Deployment & Task
- Ops Instruction 033 - BA Operations
- Ops Instruction 034 - OTTO II Fuel
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 007 - Aircraft Engine Fires
- Op Guidance 009 - Incidents Involving Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (Revision 16)
- A1-P8AAA-NFM-000 The Naval Air Training and Operating Procedures Standardization
- NTRP 3-22.4-P8A Naval Aviation Technical Information Product (NATIP)
- AQRC A16 Poseidon MRA 1.

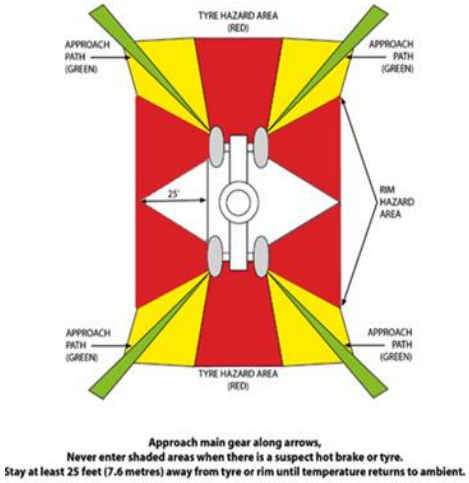
Training:

- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation.

TTP 2 – Wheel Assembly Incidents

Event Plan - Initial Deployment





Incident Commander Actions:

- Gather information from available sources such as ATC enroute:
  - Is aircraft armed?
  - POB?
  - Any other complications?
- The Crew Commander is to prepare to react to the potential of:
  - Aircraft hot brakes
  - Wheel brake fires
  - Undercarriage collapse
- Correct deployment on aircraft, taking into consideration wind direction
- I/C to book in attendance at incident with ATC controller
- Owing to the potential of a minor incident involving an undercarriage to rapidly escalate into a major fire involving both the interior and the exterior of the aircraft all Fire and Rescue Service personnel should consider:
  - Possible spread of fire and heat to fuel tanks and fuselage
  - Evacuating aircrew
  - Danger zones
  - Sudden movement or collapse of the aircraft
  - Rapid and effective intervention is essential if the incident is to be confined to the undercarriage assembly itself, preventing the spread of flame to the aircraft fuselage
  - Always keep away from the disintegration zones, ensuring hoses are run out avoiding these areas as far as possible
- Carry out a dynamic risk assessment, identify hazards, any possible casualties in the vicinity of aircraft which I/C can rescue, evaluate risks and select safe systems of work, declare tactical mode to all personnel and ATC

- Fire and Rescue Service personnel should be dressed in full protective clothing with visors down and those working in the vicinity of an undercarriage should wear respiratory protective equipment and aural protection
- Dry powder should be considered especially where hydraulic oils are on fire. Advantages of dry chemical powders:

    - Envelopes and covers the whole heated surface simultaneously and uniformly
    - Low cooling effect, therefore avoiding thermal shock
    - Powder forms a coating where there is oil contamination
    - Effective extinguishing agent on hydraulic fluids and lubricants

- The duty fire crew commander will retain command and control of the incident site until relieved by the nominated incident commander
- Liaise with pilot via ATC or 121.6, if available, at earliest opportunity to confirm immediate shut down of engines to reduce escalation of incident and evacuate aircraft safely
- Provide M/ETHANE report
- Direct other agencies if required
- Maintain contact with ATC and relevant agencies throughout.

Crash 1 - MPRV Actions

- Deploy vehicle to rescue side of aircraft taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Crash 1 crew are to attempt to deploy on the Port side of the aircraft. Using the Raytek temperature gun, ascertain the temperatures of:

- Wheel brakes / Wheel Rims
- Tyres and transference of heat to the undercarriage

- Depending on the type of incident, deploy Dry Powder extinguishers, crash line, CO2 and 45mm hose.
- Prepare to approach the aircraft to chock the front wheel
- Report all findings and temperature readings to the Crew Commander
- Be prepared to operate Monitor
- Don BA and utilise Initial Deployment procedures if required to prevent the incident escalating
- Maintain contact with IC.

Note: No internal entry to airframe should take place until all external fires are extinguished or declared as under control.

Crash 2 - Striker / HRET Actions

- Deploy vehicle to rescue side of aircraft taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Be prepared to operate monitor
- Prepare to approach the aircraft to chock the front wheel.
- Don BA and utilize Initial Deployment procedures if required to prevent the incident escalating
- Vehicle IC to act as Sector Commander
- Maintain contact with IC

Specific Aircraft Hazards – (Make use of AQRC):

- Flammable/pressurised liquids
- Pressurised gases
- LOX
- Radioactive Material

- Dangerous Goods (DG)
- Weapons
- Electronic countermeasures.

Further Considerations:

- If fire penetrates fuselage or the situation escalates, adopt Engine Fire/External Fire TTPs (mass discharge)
- Are handheld CO2's sufficient?
- Will charged handlines be more effective?
- Radar safety distances
- Environment
- Other agencies.

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 009 - Oshkosh Striker HRET Positioning deployment & Task
- Ops Instruction 010 - Oshkosh Striker HRET ICs Considerations
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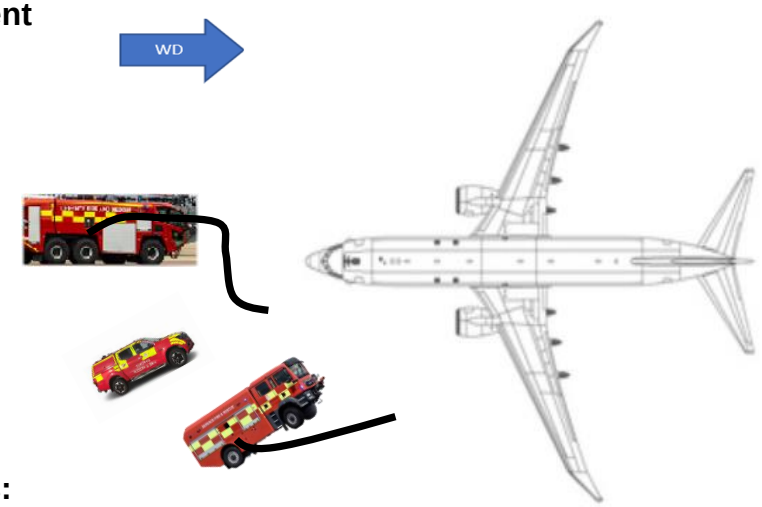
- Ops Instruction 016 - Oshkosh Striker HRET Operator Considerations
- Ops Instruction 018 - SUV positioning Deployment & Task
- Ops Instruction 033 - BA Operations
- Ops Instruction 034 - OTTO II Fuel
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 008 - Aircraft Undercarriage Incidents
- Op Guidance 009 - Incidents Involving Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (Revision 16)
- A1-P8AAA-NFM-000 The Naval Air Training and Operating Procedures Standardization
- NTRP 3-22.4-P8A Naval Aviation Technical Information Product (NATIP)
- AQRC A16 Poseidon MRA 1.

Training:

- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation.

TTP 3 - Internal Fire/Smoke in the Cockpit

Event Plan – Initial Deployment



Incident Commander Actions:

- Gather information from available sources such as ATC enroute:
  - Is aircraft armed?
  - POB?
  - Any other complications?
- Request relevant resources immediately required:
  - Sqn Personnel
  - Station Armour
- Correct deployment on aircraft, taking into consideration wind direction and gradient
- I/C to book in attendance at incident with ATC controller
- Carry out a dynamic risk assessment, identify hazards, any possible casualties in the vicinity of aircraft which I/C can rescue, evaluate risks and select safe systems of work, declare tactical mode to all personnel and ATC
- Be aware of PAX exiting aircraft from all exits.
- Liaise with pilot via ATC or 121.6, if available, at earliest opportunity to confirm immediate shut down of engines to reduce escalation of incident and evacuate aircraft safely
- Communicate hazards to all crews and agencies
- Direct rescue crew
- Dependent on location, all adjacent aircraft are to be moved immediately
- I/C to continually assess and implement safe systems of work to deal with incident. This involves using and heat imagine equipment to check heat transfers and temperatures
- Implement ICS as soon as possible
- Maintain contact with ATC and relevant agencies throughout
- Provide M/ETHANE report
- Instigate JESIP for multi-agency incident
- Ensure safe handover of incident when declared safe to relevant authority
- Debrief all crew's post-incident and identify any further support required.

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Be aware of PAX and assist with them exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate monitor
- Consider method of entry if PAX remain on board: front, over wing or rear entrance/exit

- Don BA and utilise Initial Deployment procedures to make initial entry into the airframe with a 45mm hose and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions
- Confirm/make safe aircraft systems
- Ventilate if required
- Utilise Medics to triage casualties on board if survivable conditions are present
- Aid Medics in extricating casualties
- Maintain contact with OIC.

Note: No internal entry to airframe should take place until all external fires are extinguished or declared as under control.

Crash 2 - Striker / HRET Actions:

- Deploy to the main hazard ensuring the final approach is kept within the safe zone, use monitor to knock down mass flames if required
- Operate main monitor and extinguish fire utilizing mass discharge
- Deploy HRET (Mid-attack position)
- Consider Hydro chemical from HRET Carry out check of area affected by fire to confirm area is safe
- Bumper turret may be used to cool fuselage (if required).
- Consider conservation of media used
- Initiate stage 1 BA control and provide second/emergency BA team if required
- Vehicle Commander will provide supporting resources if incident requires BA intervention (emergency covering line in support of BA Team, 45mm lay flat hose from MPRV, ladder access requirements)
- Redeploy if required
- Maintain contact with OIC
- Vehicle I/C to act as Sector commander and Maintain contact with IC.

Specific Aircraft Hazards: (Make use of AQRC):

- Flammable Liquids
- Pressurised Gases
- Radioactive Materiel
- Radar safety distances
- Composite Materials
- Armaments (HX/Fuel)
- Countermeasures.

Further Considerations:

- Aircraft position and wreckage
- Passengers and crew
- Environment
- Will engine covers need to be opened?
- ICP set up point
- LAFRS response times.

Training:

- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation.

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 009 - Oshkosh Striker HRET Positioning Deployment & Task
- Ops Instruction 010 - Oshkosh Striker HRET Incident Commander Considerations
- Ops Instruction 012 - Oshkosh Striker HRET Controls
- Ops Instruction 014 - Oshkosh Striker HRET Safety Considerations
- Ops Instruction 016 - Oshkosh Striker HRET Operator Considerations
- Ops Instruction 018 - SUV positioning Deployment & Task
- Ops Instruction 033 - BA Operations
- Ops Instruction 034 - OTTO II Fuel
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 006 - Aircraft Internal Fires
- CFR Op Guidance 009 - Incidents Involving Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16)
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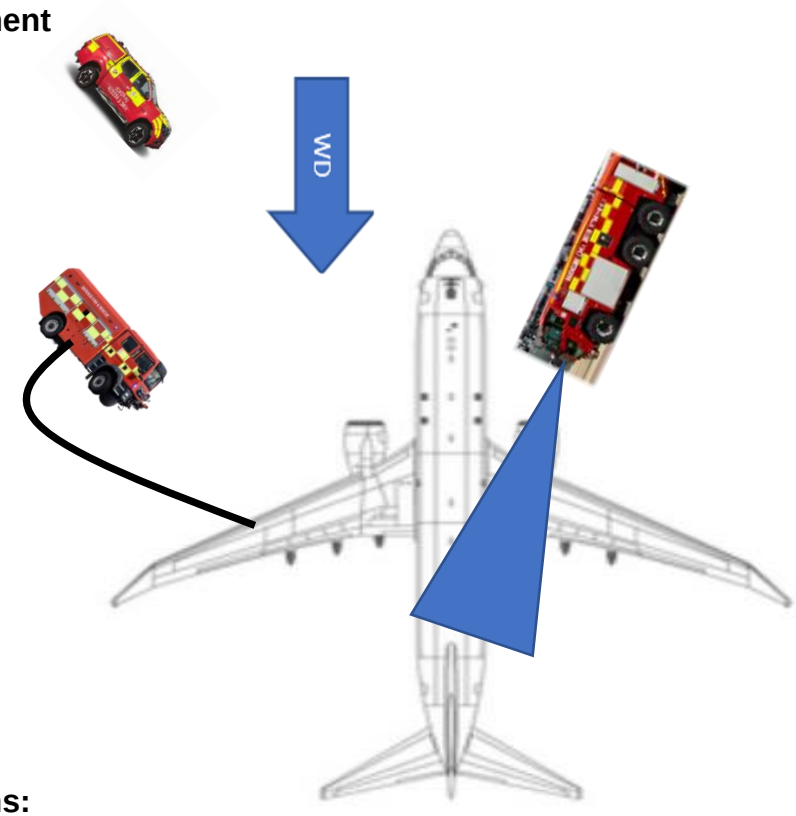
- NTRP 3-22.4-P8A Naval Aviation Technical Information Product (NATIP)
- AQRC A16 Poseidon MRA 1.

Note: The Aircraft Operators remain a little apprehensive around the deployment of the Aircraft Skin Piercing Nozzle (ASPN). However, the IC retains the right to order its deployment where he believes life to be at immediate danger in order to create survivable conditions. All Striker / HRET operators are to remain conversant with AQRC-A16-Poseidon for access points and maintain familiarity with Ops-Ins-011-Striker / HRET ASPN operations.

TTP 4 – External Fire with Weapons

Event Plan – Initial Deployment



Incident Commander Actions:

- Gather information from available sources such as ATC enroute
- Ascertain type state and number of armaments
    - POB
    - Any other complications.
- Request relevant resources immediately required:
    - Sqn personnel
    - Armorers
- Correct deployment on aircraft, taking into consideration wind direction
- I/C to book in attendance at incident with ATC controller
- Carry out a dynamic risk assessment, identify hazards, any possible casualties in the vicinity of aircraft which I/C can rescue, evaluate risks and select safe systems of work, declare tactical mode to all personnel and ATC
- Be aware of PAX exiting aircraft from all exits
- Liaise with pilot via ATC or 121.6, if available, at earliest opportunity to confirm immediate shut down of engines to reduce escalation of incident and evacuate aircraft safely
- Communicate hazards to all crews and agencies
- Direct rescue crews
- Dependent on location, all adjacent aircraft to be moved immediate
- IC to continually assess and implement safe systems of work to deal with incident. This involves using and heat imagine equipment to check heat transfers and temperatures
- Implement ICS as soon as possible
- Provide M/ETHANE report
- Direct other agencies
- Maintain contact with ATC and relevant agencies throughout

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft
- Be aware of PAX and assist with them exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate Monitor
- Consider method of entry if PAX remain on board, a short ex ladder may be required
- Don BA and utilise Initial Deployment procedures
- Deploy with 45mm hose into starboard side wheel assembly to locate and initiate APU emergency shut off
- BA team then access aircraft and create survivable conditions
- Confirm/make safe aircraft systems
- Utilise Medics to triage casualties on board if survivable conditions are present
- Aid Medics in extricating casualties
- Maintain contact with OIC.

Crash 2 - Striker / HRET Actions:

- Deploy vehicle to front of aircraft, taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Operate main monitor and extinguish fire utilising mass discharge
- Deploy HRET (Mid-attack position)
- Consider Hydro chemical from HRET
- Carry out check of area affected by fire to confirm area is safe
- Cool if required
- Consider further media application
- Provide scene safety
- Initiate BA stage 1 procedures and provide second BA team to enter aircraft, if required
- Redeploy if required
- Maintain contact with OIC
- Vehicle I/C to act as Sector commander and Maintain contact with OIC.

Specific Aircraft Hazards: (Make use of AQRC):

- Flammable Liquids
- Pressurised Gases
- Weapons
- Radioactive Materiel
- Radar safety distances
- Composite Materials
- Armaments (HX/Fuel)
- Countermeasures.

Further Considerations:

- Aircraft position and wreckage
- Passengers and crew
- Environment
- Will engine covers need to be opened?
- ICP set up point
- LAFRS response times.

Training:

- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation.

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 009 - Oshkosh Striker HRET Positioning deployment & Task
- Ops Instruction 010 - Oshkosh Striker HRET Incident Commander Considerations
- Ops-Instruction 011 - Striker / HRET ASPN operations
- Ops Instruction 012 - Oshkosh Striker HRET Controls
- Ops Instruction 013 - Oshkosh Striker HRET Manual recovery
- Ops Instruction 014 - Oshkosh Striker HRET Safety Considerations
- Ops Instruction 016 - Oshkosh Striker HRET Operator Considerations
- Ops Instruction 018 - SUV positioning Deployment & Task
- Ops Instruction 033 - BA Operations
- Ops Instruction 034 - OTTO II Fuel
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
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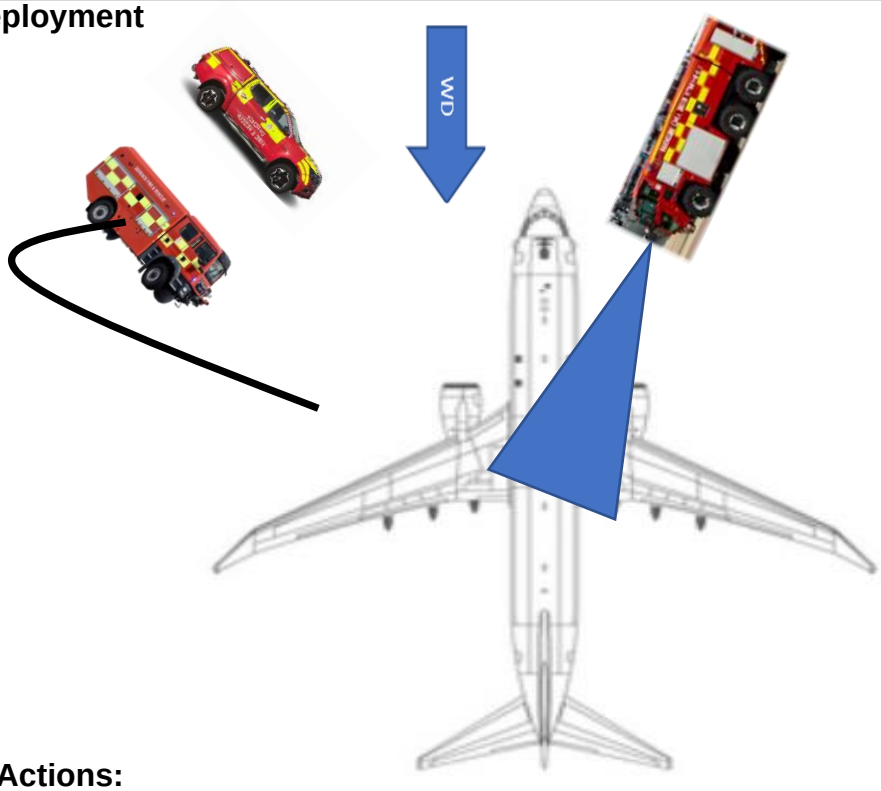
Note: The Aircraft Operators remain a little apprehensive around the deployment of the Aircraft Skin Piercing Nozzle (ASPN). However, the IC retains the right to order its deployment where he believes life to be at immediate danger in order to create survivable conditions. All Striker / HRET operators are to remain conversant with AQRC-A16-Poseidon for access points and maintain familiarity with Ops-Ins-011-Striker / HRET ASPN operations.

TTP 5 – Auxiliary Power Unit Fire

Event Plan – Initial Deployment



Incident Commander Actions:

- Gather information from available sources such as ATC enroute:
  - Is aircraft armed?
  - POB?
  - Any other complications?
- Request relevant resources immediately required:
  - Sqn personnel
  - Armorers
- Correct deployment on aircraft, taking into consideration wind direction
- I/C to book in attendance at incident with ATC controller
- Carry out a dynamic risk assessment, identify hazards, any possible casualties in the vicinity of aircraft which IC can rescue, evaluate risks and select safe systems of work, declare tactical mode to all personnel and ATC
- Be aware of PAX exiting aircraft from all exits
- Liaise with pilot via ATC or 121.6, if available, at earliest opportunity to confirm immediate shut down of engines to reduce escalation of incident and evacuate aircraft safely
- Communicate hazards to all crews and agencies
- Direct rescue crew
- Dependent on location, all adjacent aircraft to be moved immediate
- I/C to continually assess and implement safe systems of work to deal with incident. This involves using and heat imagine equipment to check heat transfers and temperatures
- Implement ICS as soon as possible
- Provide M/ETHANE report
- Direct other agencies
- Maintain contact with ATC and relevant agencies throughout

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft
- Be aware of PAX and assist with them exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate Monitor
- Consider method of entry if PAX remain on board, a sort ex ladder may be required
- Don BA and utilise Initial Deployment procedures
- Deploy with 45mm hose into starboard side wheel assembly to locate and initiate APU emergency shut off
- BA team then access aircraft and create survivable conditions
- Confirm/make safe aircraft systems
- Utilise Medics to triage casualties on board if survivable conditions are present
- Aid Medics in extricating casualties
- Maintain contact with IC.

Crash 2 - Striker / HRET Actions:

- Deploy vehicle to front of aircraft, taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Operate main monitor and extinguish fire utilising mass discharge
- Deploy HRET (Mid-attack position)
- Consider Hydro chemical from HRET
- Carry out check of area affected by fire to confirm area is safe
- Cool if required
- Consider further media application
- Provide scene safety
- Initiate BA stage 1 procedures and provide second BA team to enter aircraft, if required
- Redeploy if required
- Maintain contact with OIC
- Vehicle I/C to act as Sector commander and Maintain contact with OIC.

Specific Aircraft Hazards: (Make use of AQRC):

- Flammable Liquids
- Pressurised Gases
- Explosive Material
- Radioactive Materiel
- Radar safety distances
- Composite Materials
- Armaments (HX/Fuel)
- Countermeasures.

Further Considerations:

- Aircraft position and wreckage
- Passengers and crew
- Environment
- Will engine covers need to be opened?
- ICP set up point
- LAFRS response times.

Training:

- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation.

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 009 - Oshkosh Striker HRET Positioning deployment & Task
- Ops Instruction 010 - Oshkosh Striker HRET Incident Commander Considerations
- Ops-Instruction 011 - Striker / HRET ASPN operations
- Ops Instruction 012 - Oshkosh Striker HRET Controls
- Ops Instruction 013 - Oshkosh Striker HRET Manual recovery
- Ops Instruction 014 - Oshkosh Striker HRET Safety Considerations
- Ops Instruction 016 - Oshkosh Striker HRET Operator Considerations
- Ops Instruction 018 - SUV positioning Deployment & Task
- Ops Instruction 033 - BA Operations
- Ops Instruction 034 - OTTO II Fuel
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 007 - Aircraft Engine Fires
- Op Guidance 009 - Incidents Involving Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16)
- A1-P8AAA-NFM-000 The Naval Air Training and Operating Procedures Standardization (NATOPS)
- NTRP 3-22.4-P8A Naval Aviation Technical Information Product (NATIP)
- AQRC A16 Poseidon MRA 1.

Note: The Aircraft Operators remain a little apprehensive around the deployment of the Aircraft Skin Piercing Nozzle (ASPN). However, the IC retains the right to order its deployment where he believes life to be at immediate danger in order to create survivable conditions. All Striker / HRET operators are to remain conversant with AQRC-A16-Poseidon for access points and maintain familiarity with Ops-Ins-011-Striker / HRET ASPN operations.