



## Defence Fire and Rescue Tactics Techniques & Procedures

<b>Document No:</b>	ATTP-A24		
<b>Title:</b>	<b>Swordfish</b>		
<b>Date Issued:</b>	20 09 2024		
<b>Supersedes:</b>	N/A		
<b>Review Date:</b>	XX 09 2024		
<b>Stakeholders:</b>	DFR HQ	✓	Capita Fire and Rescue ✓
	RN Aircraft Handler <sup>1</sup>	✓	RAF Fire and Rescue ✓
	DFRS LEC	✓	Other FRS Providers <sup>2</sup> ✓
	DFRS (DFSR, DIO, RN) <sup>3</sup>	✓	DFRS (USVF)
<b>Technical Author(s):</b>	Fire Station and Stn SMEs		
<b>Approved Authority:</b>	DFR Sponsored Ops Policy Committee		
<b>Sponsor Details:</b>	Strategic Lead Operational Capability & Development Defence Fire & Rescue (DFR) Headquarters Sedgemoor Building, Marlborough Lines, Monxton Road, Andover, Hampshire, SP11 8HT		
<b>Contact:</b>	<a href="mailto:dfr-hqocd@mod.gov.uk">dfr-hqocd@mod.gov.uk</a>		

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<sup>1</sup> RN (AH) stakeholders are the Operational Responders based at the Culdrose, Predannack, Yeovilton and Merryfield aerodromes

<sup>2</sup> 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.

<sup>3</sup> 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	Author	Role/Name	Status	Changes
V1.0	17/08/2024	T Burden	CM	Initial draft	
V1.0	19/09/2024	T Meechan	FSM	Reviewed	
V1.1	20/09/2024	P McGuinness	CFR Head of Response		1. New cover added 2. Tabs and layout adjustment 3. Content review
V1.1	27/09/2024	S Cook	DFR HQ Area Manager	Stakeholder review	



## AIRCRAFT TACTICS TECHNIQUES PROCEDURES (ATTP/A24)

### SWORDFISH

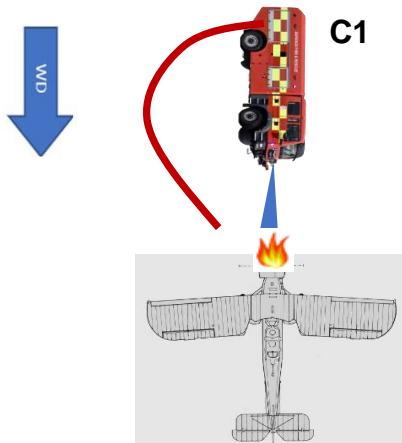
This TTP applies ICAO2 Operation of a single MPRV 4-seater variant

1 x WM/CM  
1 x ERD/Dvr  
2 x Fftrs

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### TTP 1 Engine

#### Event Plan - Initial Deployment



#### Incident Commander Considerations

- Conduct and Complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider contacting aircraft commander via ATC or 120.8 if available
- Direct BA rescue crew
- Direct Medical Teams
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies using JESIP

- Consider water replenishment
- Consider media run-off and water courses on scene.
- Consider preservation of evidence

### **Crash 1 - MPRV Actions:**

- Deploy vehicle upwind of aircraft
- Operate monitor and extinguish fire utilising mass discharge if required
- Consider secondary agents
- Be aware of aircrew exiting the aircraft
- Deploy 2 x 45mm hose
- Don BA and utilise Rapid Deployment Procedures
- Create survivable conditions
- Confirm/make safe aircraft systems
- Aid Medics in extricating casualties
- Utilise Medics to triage casualties on board if survivable conditions are present
- Cool Engines and prevent internal fire spread
- Consider use of TIC

### **Specific Aircraft Hazards/Procedures:**

- Propeller
- Flammable liquids
- Flammable/pressurised gases
- Carbon composites

### **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Aircrew
- Other agencies.
- Provide scene safety.

### **Training:**

- Aircraft familiarisation - Sqn engineers
- Deployment exercise(s)
- Aircraft lecture - 6 monthly lesson / familiarisation presentation

### **Post Crash Actions**

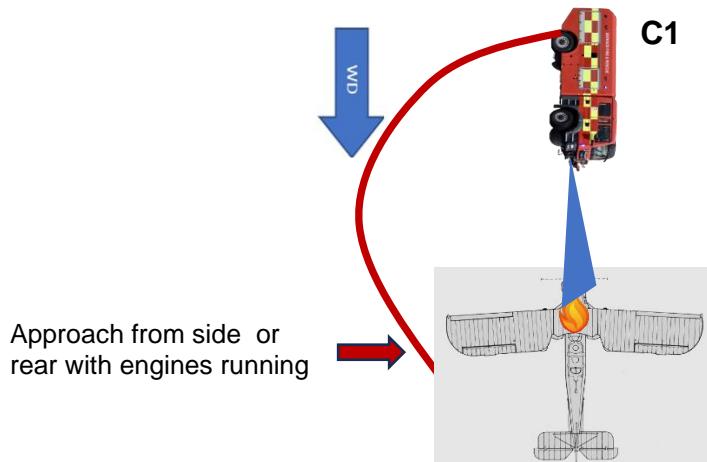
- Ensure hot debrief is carried out involving all relevant agencies
- On occasions when firefighters have been subjected to the type of traumatic conditions likely to be experienced at an aircraft incident in which loss of life has occurred a variety of personal feelings and conditions may arise, including Post Traumatic Stress Disorder
- A formal debrief and feedback session should be conducted post incident, identify training needs and good practice (DB01 / EIR).
- Shared learning identified should be disseminated via HQ staff.

## **Supporting Information:**

- DFR-Ops Guidance 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 033 - BA Operations
- Ops Instruction 051 - Incident Command System
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires / Foam Application
- Op Guidance 006 - Aircraft Internal Fires
- Op Guidance 007 - Aircraft Engine Fire
- MOD Aircraft Crash Hazards Document Set
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments
- AQRC A24

## TTP 2 – Internal Fire

### Event Plan - Initial Deployment



### Incident Commander Considerations

- Conduct and Complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider contacting aircraft commander via ATC or 120.8 if available
- Direct BA rescue crew
- Direct Medical Teams
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies using JESIP
- Consider water replenishment
- Consider media run-off and water courses on scene.
- Consider preservation of evidence

### Crash 1 - MPRV Actions:

- Deploy vehicle upwind of aircraft
- Operate monitor and extinguish fire utilising mass discharge if required
- Consideration should be given to the use of vehicle secondary media (DP) if appropriate
- Be aware of aircrew exiting the aircraft
- Deploy 2 x 45mm hose and prepare for entry into aircraft
- Don BA and utilise Rapid Deployment Procedures
- Create survivable conditions
- Confirm/make safe aircraft systems
- Aid Medics in extricating casualties
- Utilise Medics to triage casualties on board if survivable conditions are present
- Cool Engines and prevent internal fire spread
- Consider use of TIC

## **Specific Aircraft Hazards/Procedures:**

- Propeller
- Flammable liquids
- Flammable/pressurised gases
- Carbon composites

## **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Aircrew
- Other agencies.
- Provide scene safety.

## **Training:**

- Aircraft familiarisation - Sqn engineers
- Deployment exercise(s)
- Aircraft lecture - 6 monthly lesson / familiarisation presentation

## **Post Crash Actions**

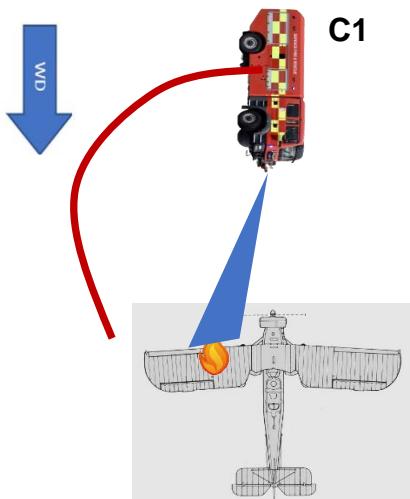
- Ensure hot debrief is carried out involving all relevant agencies
- On occasions when firefighters have been subjected to the type of traumatic conditions likely to be experienced at an aircraft incident in which loss of life has occurred a variety of personal feelings and conditions may arise, including Post Traumatic Stress Disorder
- A formal debrief and feedback session should be conducted post incident, identify training needs and good practice (DB01 / EIR).
- Shared learning identified should be disseminated via Defence Fire HQ staff.

## **Supporting Information:**

- DFR-Ops Guidance 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 033 - BA Operations
- Ops Instruction 051 - Incident Command System
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires / Foam Application
- Op Guidance 006 - Aircraft Internal Fires
- Op Guidance 007 - Aircraft Engine Fire
- MOD Aircraft Crash Hazards Document Set
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments
- AQRC A24

## TTP 3 – Wheel Assembly Incidents (Collapsed)

### Event Plan - Initial Deployment



### Incident Commander Considerations

- Conduct and Complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider contacting aircraft commander via ATC or 120.8 if available
- Direct BA rescue crew
- Direct Medical Teams
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies using JESIP
- Consider water replenishment
- Consider media run-off and water courses on scene.
- Consider preservation of evidence

### Crash 1 - MPRV Actions:

- Deploy vehicle upwind of aircraft
- Operate monitor and extinguish fire utilising mass discharge if required
- Consider secondary agents
- Be aware of aircrew exiting the aircraft
- Deploy 2 x 45mm hose
- Don BA and utilise Rapid Deployment Procedures
- Create survivable conditions
- Confirm/make safe aircraft systems
- Aid Medics in extricating casualties
- Utilise Medics to triage casualties on board if survivable conditions are present
- Cool Engines and prevent internal fire spread
- Consider use of TIC

## **Specific Aircraft Hazards/Procedures:**

- Propeller
- Flammable liquids
- Flammable/pressurised gases
- Carbon composites

## **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Is the wheel assembly on fire?
- Is the fire confined to one area or is escalation likely?
- Other agencies.
- Provide scene safety.

## **Training:**

- Aircraft familiarisation - Sqn engineers
- Deployment exercise(s)
- Aircraft lecture - 6 monthly lesson / familiarisation presentation

## **Post Crash Actions**

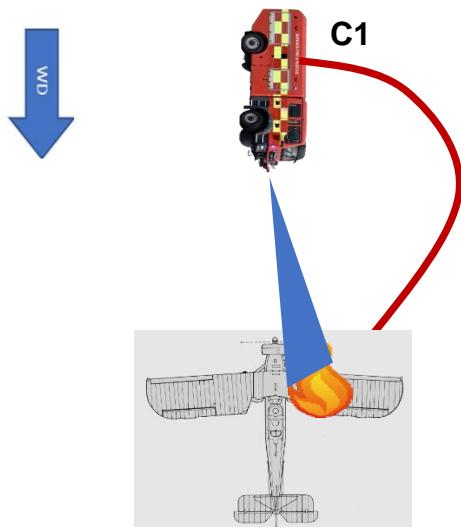
- Ensure hot debrief is carried out involving all relevant agencies
- On occasions when firefighters have been subjected to the type of traumatic conditions likely to be experienced at an aircraft incident in which loss of life has occurred a variety of personal feelings and conditions may arise, including Post Traumatic Stress Disorder
- A formal debrief and feedback session should be conducted post incident, identify training needs and good practice (DB01 / EIR).
- Shared learning identified should be disseminated via Defence Fire HQ staff.

## **Supporting Information:**

- DFR-Ops Guidance 009 - Aircraft Fires
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- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 033 - BA Operations
- Ops Instruction 051 - Incident Command System
- Ops Instruction 066 - Fire Contaminants
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires / Foam Application
- Op Guidance 008 - Aircraft Undercarriage Incidents
- MOD Aircraft Crash Hazards Document Set
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments
- AQRC A24

## TTP 4 – External Fire

### Event Plan - Initial Deployment



### Incident Commander Considerations

- Conduct and Complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider contacting aircraft commander via ATC or 120.8 if available
- Direct BA rescue crew
- Direct Medical Teams
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies using JESIP
- Consider water replenishment
- Consider media run-off and water courses on scene.
- Consider preservation of evidence

### Crash 1 - MPRV Actions:

- Deploy vehicle upwind of aircraft
- Operate monitor and extinguish fire utilising mass discharge if required
- Consider secondary agents
- Be aware of aircrew exiting the aircraft
- Deploy 2 x 45mm hose and prepare to attack any residue fire
- Don BA and utilise Rapid Deployment Procedures
- Create survivable conditions
- Confirm/make safe aircraft systems
- Aid Medics in extricating casualties
- Utilise Medics to triage casualties on board if survivable conditions are present
- Cool Engines and prevent internal fire spread
- Consider use of TIC

## **Specific Aircraft Hazards/Procedures:**

- Propeller
- Flammable liquids
- Flammable/pressurised gases
- Carbon composites

## **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Aircrew
- Other agencies.
- Provide scene safety.

## **Training:**

- Aircraft familiarisation - Sqn engineers
- Deployment exercise(s)
- Aircraft lecture - 6 monthly lesson / familiarisation presentation

## **Post Crash Actions**

- Ensure hot debrief is carried out involving all relevant agencies
- On occasions when firefighters have been subjected to the type of traumatic conditions likely to be experienced at an aircraft incident in which loss of life has occurred a variety of personal feelings and conditions may arise, including Post Traumatic Stress Disorder
- A formal debrief and feedback session should be conducted post incident, identify training needs and good practice (DB01 / EIR).
- Shared learning identified should be disseminated via Defence Fire HQ staff.

## **Supporting Information:**

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