



Ministry
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Defence Fire and Rescue

Tactics, Techniques & Procedures

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RN Aircraft Handler RAF Fire and Rescue ✓
DFRS LEC Other FRS Providers¹
DFRS (Retained Officers) DFRS (USVF)

Technical Approved DFR HQ & CFR
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¹ Other FRS Providers include Babcock Fire Services, Mitie Fire Service, QinetiQ Fire Service.

VERSION CONTROL HISTORY

Version	Amendment	Brief Details	Amended By	Date
V0.1	Draft	New Document	Michael Kelly	20 May 2022
V1.0	New Layout	For Issue	Phil McGuinness	13 Oct 2022

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TACTICS TECHNIQUES PROCEDURES

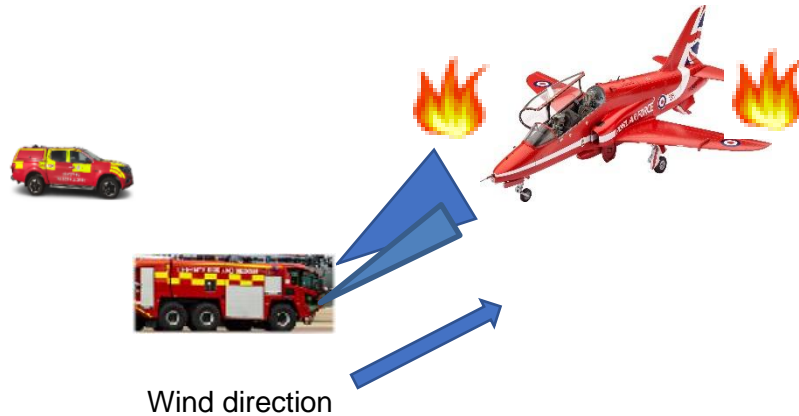
RAF Waddington²



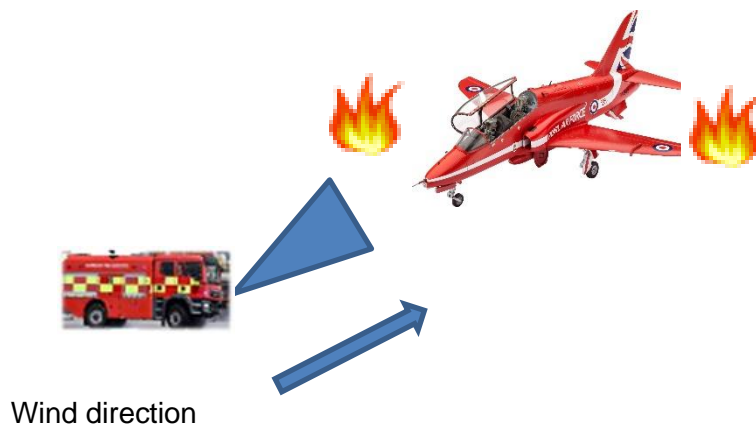
BAE Hawk T1 - RAFAT Formation Take-off

TTP 1 - Crash occurred during formation take off (Split Deployment).

- Event Plan – Site 1
Hawk AC UC intact
2 POB



- Event Plan – Site 2
Hawk AC UC collapsed
2 POB



SUV Actions – Incident Commander & Fftr

- Location of A/C
- Emergency declared
- Wind Direction
- Transit to incident
- Confirm with all crew's the nature of incident and locations where to deploy:
 - SUV and Striker to Site 1,
 - MPRV to Site 2
- Informing ATC of Tactical Mode, requesting external resources as required.
- SUV Passenger will assist Striker crew in slipping short extension ladder from vehicle and footing for rescue team to make entry.
- DRA followed by METHANE report.

² Note: RAF Waddington operates ICAO7

- Consider implementing station CP1 (Major Incident Plan) through ATC.
- Repeat DRA as appropriate to the incident. Confirm when airframe temperature is reduced below 150°C to allow the replacement of BA with 3M RPE.
- Prepare for ARA.
- Declaring State of Airfield and ICAO capability.
- Call forward medical team to incident location as required.
- Request Sqn Support.
- LAFRS.
- Direct external resources on arrival.
- Consider water supplies for consolidation and/or replenishment.
- Ensure safe handover of incident, when declared safe to relevant authority.
- Debrief all crews post incident, identifying any further support required.

Striker Actions – Crash Two (Crew Mgr & 3 Fftrs)

- Deploy vehicle in accordance with weather conditions.
- Utilise pump and roll using the bumper monitor on high output.
- Once stationary deploy HRET, if needed and utilise FLIR.
- Vehicle Commander becomes BA1 to form a BA team with 1st Striker passenger as BA2 to gain entry to A/C. BA Team deploy under Rapid Deployment procedures.
- Striker driver remains on HRET to maintain all round fire cover.
- BA1, BA2, Striker Passenger 2 and SUV passenger slip and split short extension ladder from Striker.
- BA1 to carry out check of area affected by fire to confirm area is safe.
- BA1 and BA2 make entry by appropriate means, shut down engine and make safe AAES assisted by SUV Passenger and 2nd Striker Passenger footing both ladders wearing 3M RPE.
- Once confirmed aircraft systems shutdown and airframe temperature is below 150°C by the IC BA 1 and BA 2 can remove BA and replace with 3M RPE.
- Call forward medics to triage casualties on board if survivable conditions are present.
- Aid medics in extricating casualties.

MPRV Actions – Crash One (Crew Mgr & 3 Fftrs)

- Deploy vehicle in accordance with weather conditions
- Utilise pump and roll using the bumper monitor on high output
- IC conduct DRA
- MPRV Driver remains in vehicle to maintain all round fire cover
- BA1 and BA2 will don BA sets and deploy under Rapid Deployment procedures
- BA1 and BA2 make entry to airframe and shut down aircraft systems
- BA1 and BA2 to simultaneously make safe AAES
- Call forward medics to triage casualties on board if survivable conditions are present
- Aid medics in extricating casualties.

Specific Aircraft Hazards/Procedures

- Flammable Liquids
- Pressurised Gases
- Solids
- Explosive Material / A/C weapons
- Polymer composites, scattered debris and sharps
- Hydraulic Systems
- Running Engines
- Noise
- 3M face masks

Further Considerations

- Aircraft familiarization with Sqn personnel
- Aircraft position and wreckage
- Leaking fuel
- Other agencies
- Current Eng Auth for AAES
- This ATTP is to be read in conjunction with, ATTP A10-Leeming³ and AQRC-A10

Supporting Information:

- NOG
- 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 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 Final
- CFR Op Guidance 003 – Aircraft Fuel Fires
- CFR Op Guidance 007 – Aircraft Engine Fire
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16).

Training:

- Aircraft familiarisation – Sqn engineers
- Deployment exercise(s)
- Aircraft lecture – 6 monthly lesson / familiarisation presentation
- [Redkite CMS](#).

³ Note: RAF Leeming operates a ICAO 5