



Ministry
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Defence Fire and Rescue

Aviation Tactics Techniques & Procedures

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¹ Other FRS Providers include Babcock Fire Services, Mitie Fire Service, QinetiQ Fire Service.

Document Control

Version	Date	Author	Role/Name	Status	Changes
V1.0	16/08/2021	A Wood	Watch Manager	Current	N/A
V1.1	05/02/2024	D Cain	FS TMSQAC	Review	
V1.2	19/02/2024	P McGuinness	Hd of Response	For Review	References added: Ops Instruction 066 Ops Instruction 069
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Defence Fire and Rescue

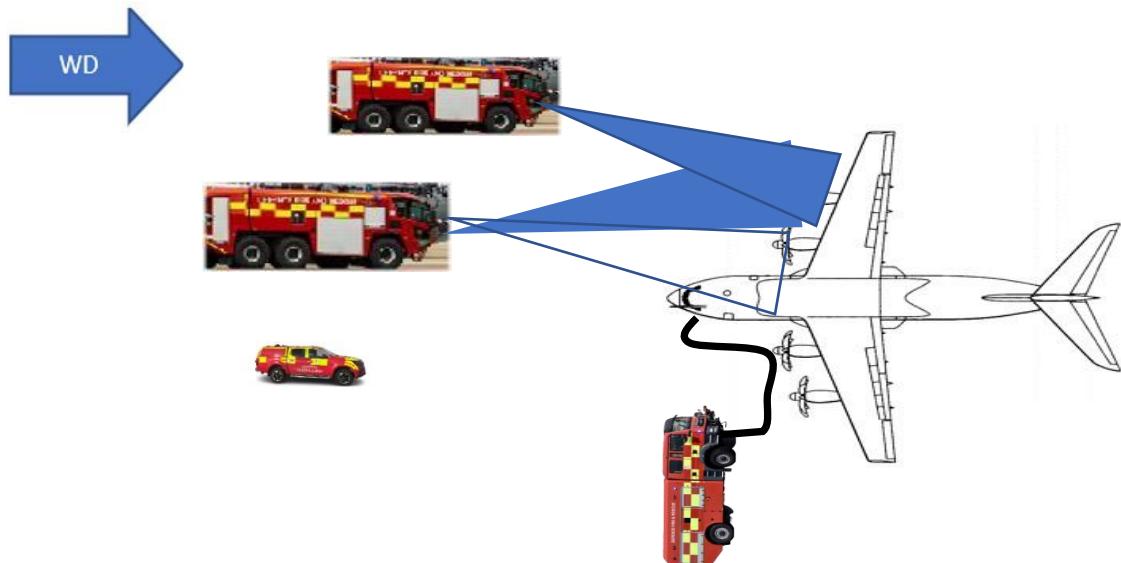
AIRCRAFT TACTICS TECHNIQUES PROCEDURES

A400M (Cargo)

SUV 1 x WM	MPRV (Crash1) 1 x CM 2 x Ff's	Striker (Crash 2) 1 x CM 1 x Ff's	Striker (Crash 3) 1 x CM 1 x Ff's
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ATTP 1 – Engine Fire

Event Plan - Initial Deployment



Incident Commander Actions

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing MIP
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 to lower the ramp
- Be aware of PAX exiting aircraft
- Direct rescue crew
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Communicate Hazards to all crews and agencies
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft, consider deploying on the rear if the ramp is lowered
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate monitor
- Consider method of entry if PAX remain on board
- Don BA and utilise initial deployment procedures if required
- Deploy sufficient lengths of hose (45mm) and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions
- Confirm/make safe aircraft systems
- Consider use of TIC
- 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 in dominate position in accordance with conditions
- Operate main monitor to lay foam blanket on the fuselage and extinguish fire utilising mass discharge if required
- Deploy HRET (as Vehicle IC see fit)
- Carry out check of area affected by fire to confirm area is safe
- Cool the airframe if required to prevent reignition
- Consider use of FLIR to check for hot spots before utilising TIC confirm temperature
- Consider further media application
- Provide scene safety
- Redeploy if required
- Maintain contact with IC.

Crash 3 - Striker HRET Actions:

- Deploy vehicle to front of engine fire if possible, taking into consideration wind direction, gradient, passengers and other ARFF vehicle positions
- Utilise pump and roll using the bumper monitor on high output if required
- Once stationary deploy HRET onto affected engine and consider utilising Hydrochem
- Carry out check of area affected by fire to confirm area is safe
- Cool if required
- Consider further media application
- Provide scene safety
- Maintain contact with IC.

Specific Aircraft Hazards: (Make use of AQRC):

- Flammable/Pressurised Liquids
- Pressurised Gases/Vessels
- Explosive Material
- Radioactive Material.
- Polymer composites
- Chaff and flares (If fitted).

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers and crew
- Other agencies
- Environmental conditions.
- Scene preservation for the DAIB investigations (Post Crash Management).

Supporting Information:

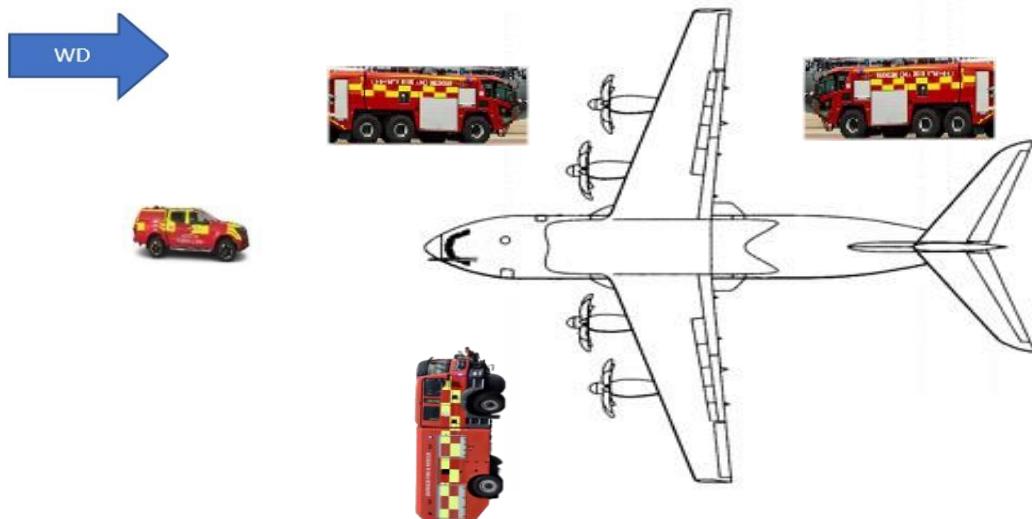
- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Ops Instruction 007 - MPRV Vehicle Operations
- Ops Instruction 009 - Oshkosh Striker HRET Positioning Deployment & Task
- Ops Instruction 010 - Oshkosh Striker HRET Incident Commander Considerations
- Ops Instruction 012 - Oshkosh Striker HRET Controls
- Ops Instruction 013 - Oshkosh Striker HRET Manual Recovery
- Ops Instruction 014 - Oshkosh Striker HRET Safety Considerations
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- Ops Instruction 033 - BA Operations
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 003 - Aircraft Fuel Fires
- Op Guidance 007 - Aircraft Engine Fires.
- Op Guidance 009 - Incidents Involving Cargo / Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16).
- AQRC A01.

Training:

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

ATTP 2 – Wheel Assembly Incidents / With or Without Hot Brakes

Event Plan - Initial Deployment



Incident Commander Actions

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing MIP
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 to check on wheel brake assembly temperatures
- Be aware of PAX exiting aircraft
- Direct rescue crew (if required)
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Communicate Hazards to all crews and agencies
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate monitor
- Consider method of entry if PAX remain on board
- Don BA and utilise Initial Deployment Procedures if required
- Deploy sufficient lengths of hose (45mm) and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions
- Confirm/make safe aircraft systems
- Consider use of TIC

- 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 in accordance with conditions.
- Select firefighting media depending on whether fire is present and flame mass.
- Deploy HRET utilising FLIR for monitor temperatures in conjunction with TIC/Raytek gun
- Carry out check of area affected by fire (if present) to confirm area is safe.
- Consider the use of secondary agent
- Cool if required
- Consider further media application.
- Provide scene safety
- Maintain contact with IC.

Crash 3 - Striker HRET Actions:

- Deploy vehicle in accordance with conditions to the opposite side of affected undercarriage
- Select firefighting media depending on whether fire is present and flame mass
- Deploy HRET
- Carry out check of area affected by fire to confirm area is safe
- Consider the use of secondary agent
- Cool if required
- Consider further media application
- Provide scene safety
- Maintain contact with IC.

Specific Aircraft Hazards (make use of AQRC):

- Flammable/Pressurised Liquids
- Pressurised Gases/Vessels
- Explosive Material
- Radioactive Material.
- Polymer composites
- Chaff and flares (If fitted).

Further Considerations

- Aircraft position and wreckage
- Leaking fuel
- Passengers and crew
- Other agencies
- Environmental conditions.
- Scene preservation for the DAIB investigations (Post Crash Management).

Training

- Aircraft familiarisation / Sqn Engineers
- 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
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- Op Guidance 007 - Aircraft Engine Fires.
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- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16).
- AQRC A01.

ATTP 3 – Internal Fire Incidents

Event Plan - Initial Deployment



Incident Commander Considerations:

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing MIP
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 to lower the ramp
- Be aware of PAX exiting aircraft
- Direct rescue crew if required
- Consider deployment of ASN
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Communicate Hazards to all crews and agencies
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate monitor at ventilation points
- Consider method of entry if PAX remain on board
- Don BA and utilise initial deployment procedures if required
- Deploy sufficient lengths of hose (45mm) and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions
- Escape route(s) should be established in case a rapid withdrawal becomes necessary
- Confirm/make safe aircraft systems
- Consider use of TIC
- 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 in accordance with conditions.
- Once stationary deploy HRET/Bumper monitor to provide cover, if needed utilise the FLIR to direct BA teams
- Consider deployment of ASPN
- Carry out check of area affected by fire (if present) to confirm area is safe.
- Cool if required
- Provide scene safety
- Maintain contact with IC.

Crash 3 - Striker HRET Actions:

- Deploy vehicle in accordance with conditions. Consider rear deployment to utilise the ramp
- Once stationary deploy HRET/Bumper monitor to provide cover, if needed utilise the FLIR to direct BA teams
- Consider deployment of ASPN
- Carry out check of area affected by fire (if present) to confirm area is safe.
- Cool if required
- Provide scene safety
- Maintain contact with IC.

Specific Aircraft Hazards - (Make use of AQRC):

- Flammable/Pressurised Liquids
- Pressurised Gases/Vessels
- Explosive Material
- Radioactive Material.
- Polymer composites
- Chaff and flares (If fitted).

Further Considerations:

- Preserve the scene for DAIB investigations (Post Crash Management)
- Reduce or mitigate effects on the environment / Leaking fuel
- Guard branches should be maintained
- Appropriate level of RPE once situation and conditions dictate
- Aircraft position and wreckage
- Passengers
- Internal lighting
- Hydraulic ventilation
- Environmental conditions.

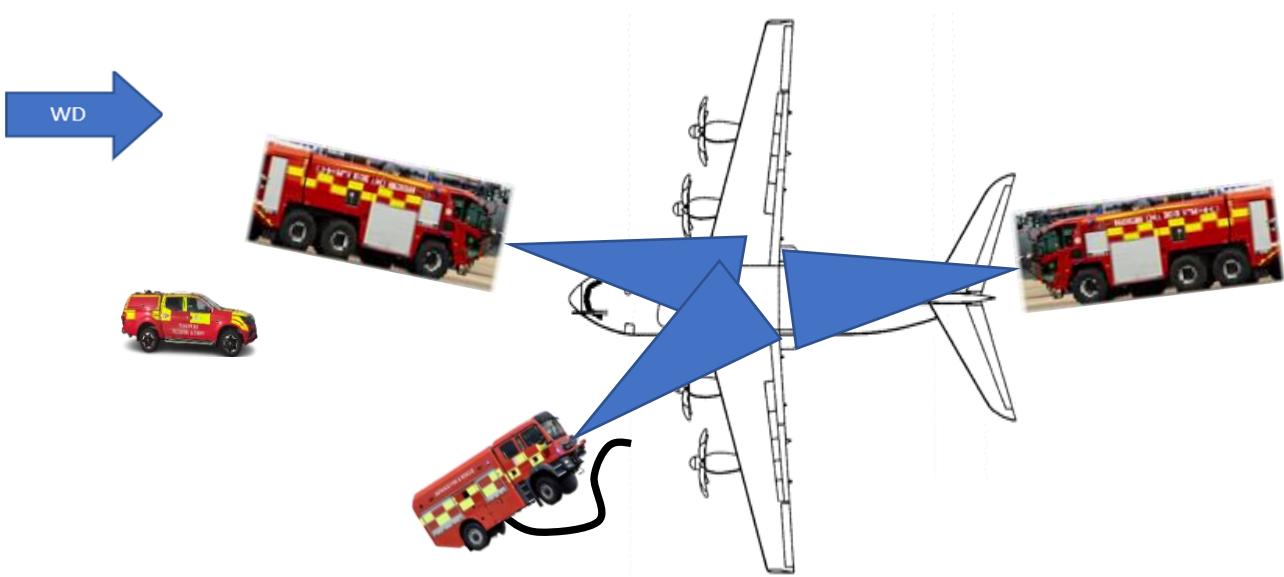
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- Op Guidance 009 - Incidents Involving Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16).
- AQRC A01.

Training

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

ATTP 4 - External Fire Incidents



Incident Commander Considerations:

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing MIP
- If external fire only then utilise MPRV Monitor as well as HRET Strikers
- Direct firefighting actions
- Be aware of PAX exiting aircraft
- Consider contacting aircraft commander via ATC or 121.6 to lower the ramp
- Direct rescue crew (if required)
- Consider deployment of ASPN
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Communicate Hazards to all crews and agencies
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 1 - MPRV Actions:

- Deploy vehicle to rescue side of aircraft
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Be prepared to operate monitor at ventilation points
- Consider method of entry if PAX remain on board
- Don BA and utilise initial deployment procedures if required
- Deploy sufficient lengths of hose (45mm) and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions
- Escape route(s) should be established in case a rapid withdrawal becomes necessary

- Confirm/make safe aircraft systems
- Consider use of TIC
- 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 in accordance with conditions.
- Once stationary deploy HRET/Bumper monitor to provide cover, if needed utilise the FLIR to direct BA teams
- Consider deployment of ASPN
- Carry out check of area affected by fire (if present) to confirm area is safe.
- Cool if required
- Provide scene safety
- Maintain contact with IC.

Crash 3 - Striker HRET Actions:

- Deploy vehicle in accordance with conditions. Consider rear deployment to utilise the ramp
- Once stationary deploy HRET/Bumper monitor to provide cover, if needed utilise the FLIR to direct BA teams
- Consider deployment of ASPN
- Carry out check of area affected by fire (if present) to confirm area is safe.
- Cool if required
- Provide scene safety
- Maintain contact with IC.

Specific Aircraft Hazards (make use of AQRC):

- Flammable/Pressurised Liquids
- Pressurised Gases/Vessels
- Explosive Material
- Radioactive Material.
- Polymer composites
- Chaff and flares (If fitted).

Further Considerations:

- Preserve the scene for DAIB investigations (Post Crash Management)
- Reduce or mitigate effects on the environment / Leaking fuel
- Guard branches should be maintained
- Appropriate level of RPE once situation and conditions dictate
- Aircraft position and wreckage
- Passengers
- Internal lighting
- Hydraulic ventilation
- Environmental conditions.

Training:

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

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
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