Ministry of Defence

Defence Fire and Rescue Tactics Techniques Procedure

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Stakeholders:	DFR HQ ✓ Capita Fire and Rescue ✓ RN Aircraft Handler[1] ✓ RAF Fire and Rescue ✓ DFRS LEC ✓ Other FRS Providers[2] DFRS (DFSR. DIO. RN)[3] ✓ DFRS (USVF)
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[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	Changes	Status
V1.0	28 04 2021	Simon James	FSM Leeming		Draft
V1.0	14 09 2021	Phil McGuinness	CFR Hd of Response		Published
V1.1	07 01 2025	Phil McGuinness	CFR Hd of Response	New cover, new sponsor, layout alterations	Doc Review
V1.1	16 01 2025	WM T Johnson	WM for RAF Leeming	Additional details provided regarding fuel capacity.	
V1.2	22 01 2025	Shane Cook	AM for DFR HQ	Stakeholder Review	For issue
V1.2	22 01 2025	Phil McGuinness	CFR Hd of Response	Issued following feedback	Issued

Defence Fire & Rescue

AIRCRAFT TACTICS TECHNIQUES PROCEDURES

BAe Hawk Mk 2[4]

1 x MPRV

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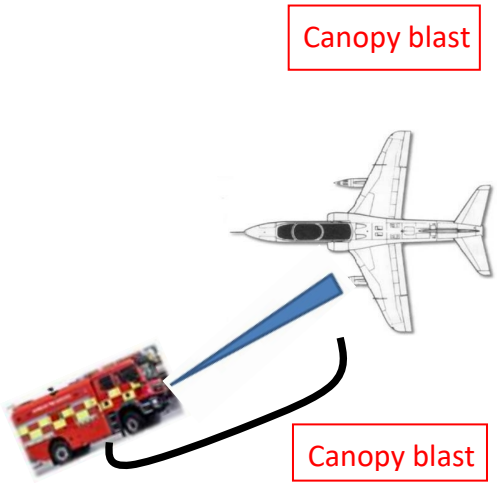
TTP 1 – Engine/External Fire

Event Plan - Initial Deployment



Incident Commander Considerations:

- On arrival complete DRA of incident
- Formulate tactics dependent if fire is present and whether escalation is likely
- Declare Tactical Mode to ATC.
- Consider required agencies
- Consider M/ETHANE as not all external fire incidents may be a Major Incident
- Consider Implementing Unit/Station Contingency Plan 1 (through ATC)
- If available contact aircraft commander via ATC or 121.6
- Direct firefighting actions
- Direct rescue crew operations
- Direct all operational control and implement ICS
- Maintain safe operations and ensure scene safety
- Request Local Authority Ambulance attendance through ATC or direct by mobile.
- Request & direct other agencies (Medic, Doctor, Enviro, Armourer, POL response team, A/C Recovery)
- Consider water consolidation/replenishment

[4] ICO3 Response: Consisting of single MPRV, c/w a crew of 4.

Crash 1 - MPRV Actions:

- Deploy MPRV vehicle to dominant engine or firefighting position on cockpit access side
- Consider further media application
- Operate main monitors and extinguish fire with mass discharge
- Cool A/C if required.
- Carry out check of area affected by fire to confirm area is safe
- Don BA under Rapid Deployment Procedures.
- Deploy covering 45mm jet c/w Akron branch
- Consider method of entry if pilot remains in cockpit (AQRC and A/C familiarise trg)
- Make safe aircraft systems and weapons (where appropriate)
- Provide scene safety
- Assist with medical/trauma response.

Specific Aircraft Hazards: (Make use of AQRC):

- Aviation fuel capacity:
    - Total weight 1650kg = 1,320 Litres including belly tank
- Aircraft Escape Systems (canopy and seat(s)
- Hydraulic fuels and lubricants
- High Pressure Hydraulics.
- Pressurised Gases (cylinders)
- MMMFs

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Other agencies
- Crash crew trained as First Aid.

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Op Instruction 001 - Aircraft Incidents
- Op Instruction 002 - CFR HSE Policy
- Op Instruction 005 - Low Speed Manoeuvring
- Op Instruction 006 - MPRV ARFF Positioning Deployment & Task
- Op Instruction 007 - MPRV Vehicle Operations
- Op Instruction 033 - BA Operations
- Op Instruction 066 - Fire Contaminants
- Op Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 004 - Military Fast Jets
- Op Guidance 006 - Aircraft Internal Fires
- Op Guidance 007 - Aircraft Engine Fire
- MOD Aircraft Crash Hazards Document Set

- NATO STANAG / TO 00-105E-9-Chapter 13 (revision 16)
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments

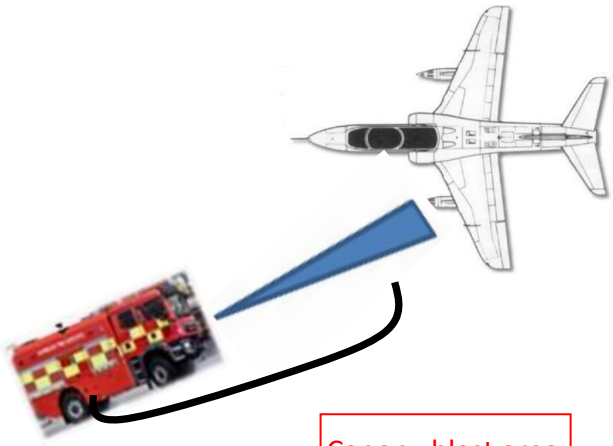
Training:

- Aircraft familiarisation training (CMS/Redkite)
- 6 monthly Hawk seat and shutdown training
- Deployment and exercises

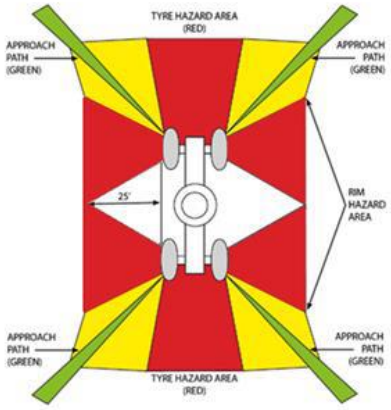
TTP 2 – Wheel Assembly Incidents

Event Plan - Initial Deployment

Canopy blast area



Canopy blast area



Approach main gear along arrows,
Never enter shaded areas when there is a suspect hot brake or tyre.
Stay at least 25 feet (7.6 metres) away from tyre or rim until temperature returns to ambient.

Incident Commander Considerations:

- On arrival complete DRA of incident
- Formulate tactics dependent if fire is present and whether escalation is likely
- Declare Tactical Mode to ATC.
- Consider required agencies
- Consider M/ETHANE as not all external fire incidents may be a Major Incident
- Consider Implementing Unit/Station Contingency Plan 1 (through ATC)
- If available contact aircraft commander via ATC or 121.6
- Direct firefighting actions
- Direct rescue crew operations
- Direct all operational control and implement ICS
- Maintain safe operations and ensure scene safety
- Request Local Authority Ambulance attendance through ATC or direct by mobile.
- Request & direct other agencies (Medic, Doctor, Enviro, Armourer, POL response team, A/C Recovery)
- Consider water consolidation/replenishment

Crash 1 - MPRV Actions:

- Deploy vehicle to affected wheel (if incidents escalates it may become necessary to redeploy to rescue side of the aircraft).
- Consider discharge from Monitor (if circumstances dictate)
- Consider method of entry if needed / pilot may choose to remain on board
- Don BA and utilise Rapid Deployment Procedures
- Deploy sufficient lengths of hose (45mm) / c/w Akron Branch
- Consider use of secondary agent
- Select firefighting media dependent, if fire is present and to what extent
- Consider use of TIC
- Carry out check of area affected by fire (if present) to confirm area is safe
- Cool if required / though natural cooling may be safer
- Make access to aircraft (if necessary)
- Utilise Medics to triage casualties if survivable conditions are present, (if required)
- Aid Medics in extricating casualties, (where necessary).
- Provide scene safety.

Specific Aircraft Hazards (Make use of the AQRC):

- Aviation fuel capacity:
    - Total weight 1650kg = 1,320 Litres including the belly tank
- Aircraft Escape Systems (canopy and seat(s)
- Hydraulic fuels and lubricants
- High Pressure Hydraulics.
- Pressurised Gases (cylinders)
- MMMFs

Further Considerations:

- Aircraft position (and wreckage)
- Leaking hydraulic fluid
- The actions during this incident will be dependent on the following conditions:
    - Is the wheel assembly on fire?
    - Is the fire confined to one area or is escalation likely?
- Other agencies

Training:

- Aircraft familiarisation training (CMS/Redkite)
- 6 monthly Hawk seat and shutdown training
- Deployment and exercises

Supporting Information:

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- Op Guidance 001 - Aircraft Incidents
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 004 - Military Fast Jets
- Op Guidance 005 - Incidents Involving Small Aircraft
- Op Guidance 006 - Aircraft Internal Fires
- Op Guidance 008 - Aircraft Undercarriage Incidents
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG / TO 00-105E-9-Chapter 13 (revision 16)
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments