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Defence Fire and Rescue Tactics Techniques Procedure

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Stakeholders:	<table><tr><td>DFR HQ</td><td>✓ Capita Fire and Rescue</td><td>✓</td></tr><tr><td>RN Aircraft Handler¹</td><td>✓ RAF Fire and Rescue</td><td>✓</td></tr><tr><td>DFRS LEC</td><td>✓ Other FRS Providers²</td><td></td></tr><tr><td>DFRS (DFSR, DIO, RN)³</td><td>✓ DFRS (USVF)</td><td></td></tr></table>	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 DFRS, DIO & RN, are included for information purposes only.

VERSION CONTROL HISTORY



AIRCRAFT TACTICS TECHNIQUES PROCEDURES (ATTP/A36)

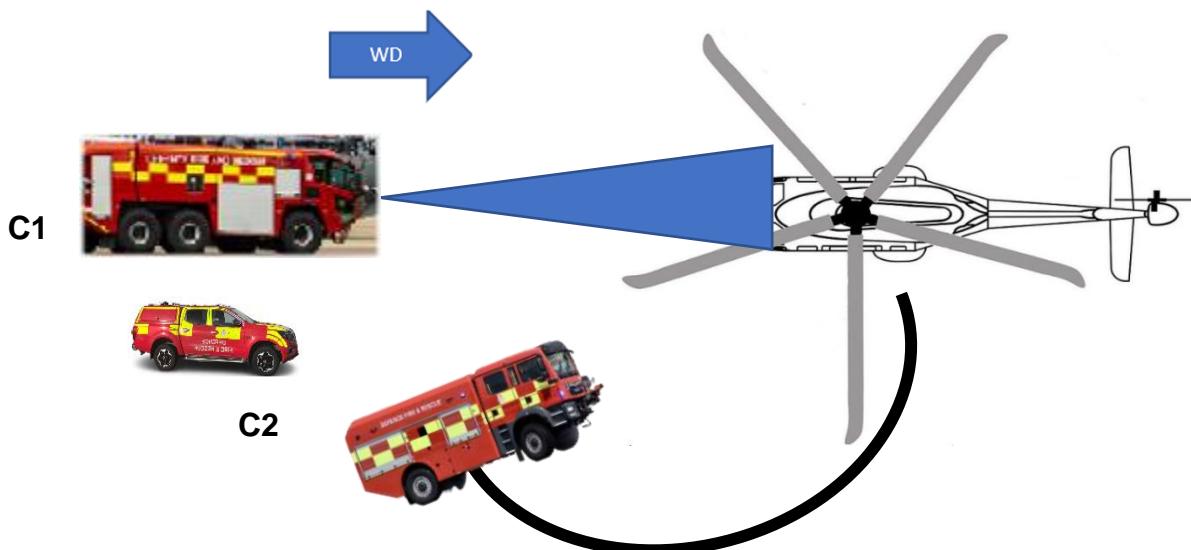
Agusta Westland AW189

1 x SUV 1 x MPRV 1 x Striker (HRET)

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TTP 1 – Engine Fire

Event Plan - Initial Deployment



Incident Commander Considerations:

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies
- Consider implementing Major Incident Plan
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct rescue crew
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water consolidation/replenishment
- Communicate hazards to all crews and agencies
- Instigate JESIP for multi-agency incident

Crash 1 – Striker Actions:

- Deploy vehicle to point of Hazard
- Operate monitor to extinguish flame mass using mass discharge
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Knock off monitor and deploy HRET at earliest opportunity
- Consider use of Hydro-Chem
- Utilise HRET as a covering line
- Consider use of FLIR to check for hotspots and provide cooling as necessary to prevent re-ignition
- Provide scene safety
- Maintain contact with IC

Crash 2 – 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
- Utilise monitor if required
- Consider method of entry if PAX remain onboard
- Don BA and utilise Rapid Deployment Procedures if required
- Deploy media with 45mm hose/hose reel as determined by IC DRA and prepare for entry into aircraft
- BA team 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
- Consider use of auxiliary equipment such as TIC
- Maintain contact with IC

Specific Aircraft Hazards: (Make use of AQRC):

- Aircraft position and wreckage
- Leaking fuel
- Flammable liquids
- Pressurised gases
- MMMF / Rotor blades

Further Considerations:

- Passengers
- Other agencies
- Contaminated PPE

Training:

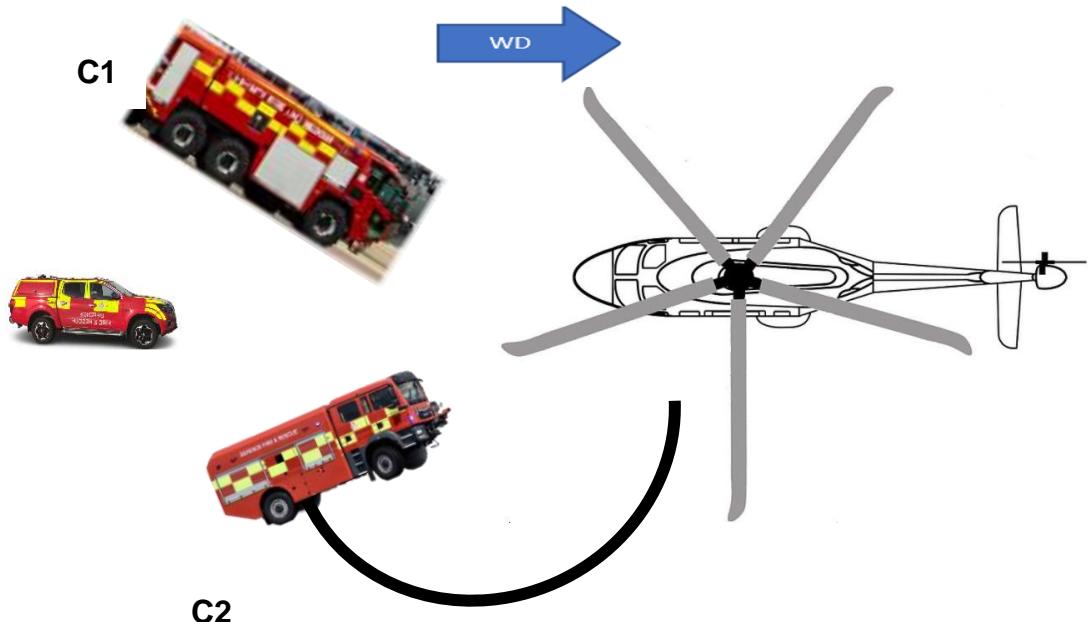
- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation

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 033 - BA Operations
- Ops Instruction 066 - Fire Contaminants
- Ops Instruction 069 - Polymer-Composites-and-MMMF
- Op Guidance 001 - Aircraft Incidents
- Op Guidance 002 - Incidents Involving Rotary Wing Aircraft
- Op Guidance 003 - Aircraft Fuel Fires and Foam Application
- Op Guidance 006 - Aircraft Internal Fires
- Op Guidance 007 - Aircraft Engine Fire
- Op Guidance 008 - Aircraft Undercarriage Incidents
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16)
- AQRC A36
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments

TTP 2 – Wheel Assembly Incidents

Event Plan - Initial Deployment



Incident Commander Considerations:

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies
- Consider implementing Major Incident Plan
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct rescue crew
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water consolidation/replenishment
- Communicate hazards to all crews and agencies
- Instigate JESIP for multi-agency incident

Crash 1 – Striker Actions:

- Deploy vehicle to point of Hazard
- Be prepared to operate HRET
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Knock off monitor and deploy HRET at earliest opportunity (If utilised)
- Consider use of Hydro-Chem
- Utilise HRET as a covering line
- Consider use of FLIR to check for hotspots and provide cooling as necessary to prevent re-ignition
- Provide scene safety
- Maintain contact with IC

Crash 2 – 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
- Utilise monitor if required, consider Dry Powder
- Consider method of entry if PAX remain onboard
- Don BA and utilise Rapid Deployment Procedures if required
- Deploy media with 45mm hose/hose reel as determined by IC DRA and prepare for entry into aircraft
- BA team 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
- Consider use of auxiliary equipment such as TIC
- Maintain contact with IC

Specific Aircraft Hazards – (Make use of AQRC):

- Rotors / Composite Materials
- Flammable liquids / Hydraulic fluids
- Flammable/pressurised gases
- Inflatable Systems

Further Considerations:

- Aircraft position
- Leaking fuel/Hydraulic fluids
- Passengers
- Other agencies.
- The actions during this incident will be dependent on the following conditions:
 1. Is the wheel assembly on fire?
 2. Is the fire confined to one area or is escalation likely?

Supporting Information:

- DFR-OG 009 - Aircraft Fires
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- Ops Instruction 005 - Low Speed Manoeuvring
- Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
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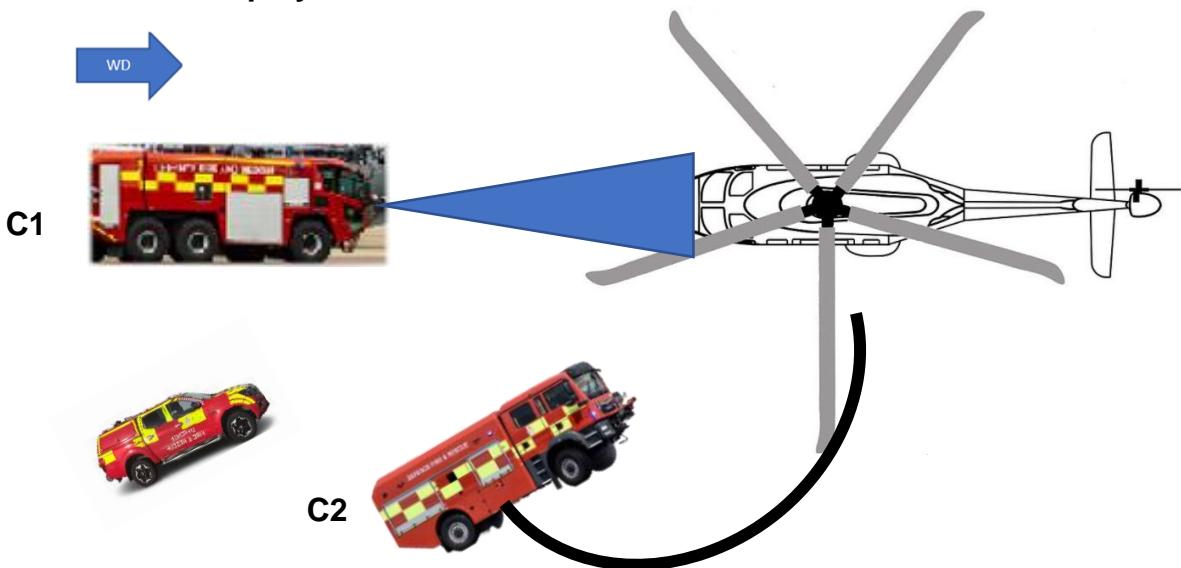
- DSA Water assessments
- DSA Response assessments

Training:

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

TTP 3 – Internal fire Incidents

Event Plan - Initial Deployment



Incident Commander Considerations:

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies
- Consider implementing Major Incident Plan
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct rescue crew
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water consolidation/replenishment
- Communicate hazards to all crews and agencies
- Instigate JESIP for multi-agency incident

Crash 1 – Striker Actions:

- Deploy vehicle to point of Hazard
- Operate monitor to extinguish flame mass using mass discharge
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Knock off monitor and deploy HRET at earliest opportunity
- Consider use of Hydro-Chem
- Utilise HRET as a covering line
- Consider use of FLIR to check for hotspots and provide cooling as necessary to prevent re-ignition
- Provide scene safety
- Maintain contact with IC

Crash 2 – 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
- Consider method of entry if PAX remain on board
- Utilise monitor if required
- Don BA and utilise Rapid Deployment Procedures if required
- Deploy media with 45mm hose/hose reel as determined by IC DRA
- Consider use of handheld extinguisher
- BA team 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
- Consider use of auxiliary equipment such as TIC
- Maintain contact with IC

Specific Aircraft Hazards – (Make use of AQRC):

- Rotors / Composite Materials
- Flammable liquids
- Flammable/pressurised gases
- Inflatable Systems

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers
- Other agencies
- Internal lighting
- Hydraulic Ventilation

Supporting Information:

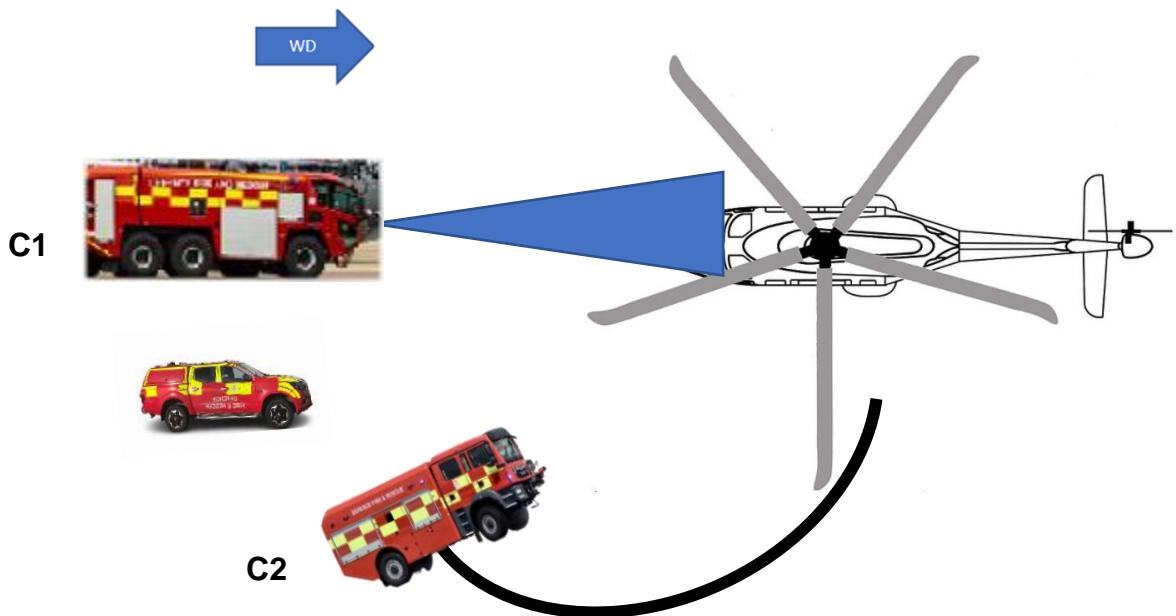
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- Op Guidance 006 - Aircraft Internal Fires
- Op Guidance 007 - Aircraft Engine Fire
- Op Guidance 008 - Aircraft Undercarriage Incidents
- MOD Aircraft Crash Hazards Document Set
- AQRC A36
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments

Training:

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

TTP 4 – External fire Incidents

Event Plan - Initial Deployment



Incident Commander Considerations:

- Conduct and complete DRA
- Declare Tactical Mode
- Consider required agencies
- Consider implementing Major Incident Plan
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct rescue crew
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water consolidation/replenishment
- Communicate hazards to all crews and agencies
- Instigate JESIP for multi-agency incident

Crash 1 – Striker Actions:

- Deploy vehicle to point of Hazard
- Operate monitor to extinguish flame mass using mass discharge
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Knock off monitor and deploy HRET at earliest opportunity
- Consider use of Hydro-Chem
- Utilise HRET as a covering line
- Consider use of FLIR to check for hotspots and provide cooling as necessary to prevent re-ignition
- Provide scene safety
- Maintain contact with IC

Crash 2 – 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
- Consider method of entry if PAX remain on board
- Utilise monitor if required
- Don BA and utilise Rapid Deployment Procedures if required
- Deploy media with 45mm hose/hose reel as determined by IC DRA
- Consider use of handheld extinguisher
- BA team 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
- Consider use of auxiliary equipment such as TIC
- Maintain contact with IC

Specific Aircraft Hazards – (Make use of AQRC):

- Rotors / Composite Materials
- Flammable liquids
- Flammable/pressurised gases
- Inflatable Systems

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers
- Other agencies
- The priority should be to engage in offensive firefighting actions prior to engaging pump & roll

Supporting Information:

- DFR-OG 009 - Aircraft Fires
- Ops Instruction 001 - Aircraft Incidents
- Ops Instruction 002 - CFR HSE Policy
- Ops Instruction 005 - Low Speed Manoeuvring
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- DSA Water assessments
- DSA Response assessments

Training:

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