



Ministry
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Defence Fire and Rescue

Aviation Tactics Techniques & Procedures

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VERSION CONTROL HISTORY

Version	Date	Author	Brief Details	Role	Status
V1.1	05/02/2024	D Cain		FS TMSQAC	Review
V1.2	12/03/2024	P McGuinness	References added: Ops Instruction 066 Ops Instruction 069	CFR Hd of Response	For Review
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V1.2	13/03/2024	P McGuinness	For publishing	CFR Hd of Response	Published
V1.3	15/03/2024	P McGuinness	Removed reference to 2 nd BA team - all ATTPs.	CFR Hd of Response	Published



Defence Fire & Rescue

AIRCRAFT TACTICS TECHNIQUES PROCEDURES

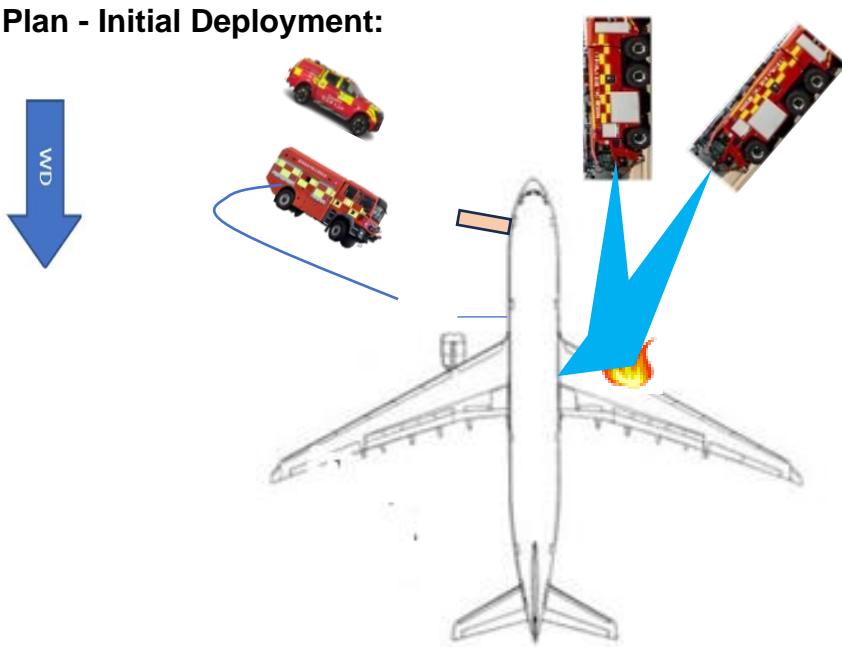
Voyager (Refueller)

SUV	MPRV (Crash 1)	Striker HRET (Crash 2)	Striker HRET (Crash 3)
1 x WM	1 X CM, 2 X Fftr	1 X CM, 1 X Fftr	1 X CM, 1 X Fftr

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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 and resources
- Consider implementing MIP
- Direct firefighting actions
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft from all available exits
- Direct BA 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
- Consider aircraft role (Refueller, etc....)
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 1¹ - MPRV Actions:

- Deploy vehicle to rescue side of aircraft, consider best entry point to aircraft based on incident information
- Be aware of Aircrew/PAX exiting the aircraft
- Be prepared to operate monitor
- Consider method of entry if Aircrew/PAX remain on board (it may be necessary to remove a deployed escape slide to site stairs or pitch a 10.5 ladder): If urgency is of the utmost importance, it may be necessary to puncture the slide²
- 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
- 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

¹ Vehicle call signs may vary between fire stations, whilst actions remain the same.

² This procedure should only be considered as the last resort after the use of the deflation valve and crew disconnection of the slide from inside the aircraft

- Consider further media application
- Provide scene safety
- Maintain contact with IC.

Specific Aircraft Hazards (Make use of AQRC):

- Flammable liquids
- Flammable/pressurised gases
- Radioactive material
- LOX
- Larger quantity of fuel (Tanker a/c).

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers
- Other agencies
- Environmental conditions.

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
- Ops Instruction 016 - Oshkosh Striker HRET Operator Considerations
- Ops Instruction 018 - SUV positioning Deployment & Task
- 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 006 - Aircraft Internal Fires
- Op Guidance 007 - Aircraft Engine Fires.
- Op Guidance 009 - Incidents Involving Cargo / Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- AQRC-A29-Voyager

Training:

- Aircraft familiarisation
- Aircraft lecture - 6 monthly lesson.
- Redkite CMS
- Deployment exercise(s)

TTP 2 - Undercarriage Incident

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 if available
- Be aware of PAX exiting aircraft from all available exits
- 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 aircraft role (Refueller, etc....)
- Consider water consolidation/replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 3¹ - MPRV Actions:

- Deploy vehicle to rescue side of aircraft, consider best entry point to aircraft based on incident information
- Be aware of Aircrew/PAX exiting the aircraft
- Be prepared to operate monitor
- Consider method of entry if Aircrew/PAX remain on board (it may be necessary to remove a deployed escape slide to site stairs or pitch a 10.5 ladder): If urgency is of the utmost importance, it may be necessary to puncture the slide⁴
- 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.

³ Vehicle call signs may vary between fire stations, whilst actions remain the same.

⁴ This procedure should only be considered as the last resort after the use of the deflation valve and crew disconnection of the slide from inside the aircraft

Specific Aircraft Hazards – (Make use of AQRC):

- Flammable liquids
- Flammable/pressurised gases
- Radioactive material
- Explosive materials

Further Considerations:

- Aircraft position and wreckage.
- Leaking fuel.
- Passengers.
- Other agencies.
- Environmental conditions.
- The actions during this incident will be depending on the following conditions:
 - Is the wheel assembly on fire?
 - Is the fire confined to one area or is escalation likely?

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
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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 006 - Aircraft Internal 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-A29-Voyager

Training:

- Aircraft familiarisation
- Aircraft lecture - 6 monthly lesson.
- Redkite CMS
- Deployment exercise(s)

TTP 3 - Internal / Electrical 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 if available
- Be aware of PAX exiting aircraft from all available exits
- 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 aircraft role (Refueller, etc....)
- Consider water consolidation/replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash⁵1 - MPRV Actions

- Deploy vehicle in accordance with conditions
- Be aware of Aircrew/PAX exiting the aircraft
- Consider method of entry if Aircrew/PAX remain on board (it may be necessary to remove a deployed escape slide to site stairs or pitch a 10.5 ladder): -
 - In the event aircrew are incapacitated, operate the slide deflation valves⁶
 - If speed is of the utmost importance, it may be necessary to puncture the slide⁷
- 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
- Deploy HRET
- Identify location of fire utilising FLIR capability
- Consider deployment of ASPN
- Consider further media application
- Provide scene safety
- Redeploy if required
- Consider water relay to MPRV
- Consider deploying safety line (45mm hose)
- Maintain contact with IC.

Crash 3 - Striker HRET Actions

- Deploy vehicle in accordance with conditions
- Deploy HRET
- Identify location of fire utilising FLIR capability
- Consider deployment of ASPN
- Consider water relay to MPRV Crew
- Consider deploying safety line (45mm hose)
- Provide scene safety
- Consider water relay to MPRV
- Maintain contact with IC.

⁵ Vehicle call signs may vary between fire stations, whilst actions remain the same.

⁶ See AQRC A29

⁷ This procedure should only be considered as the last resort after the use of the deflation valve and crew disconnection of the slide from inside the aircraft

Specific Aircraft Hazards – (Make use of AQRC):

- Flammable liquids
- Flammable/pressurised gases
- Radioactive Materials
- Explosive material

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers
- Other agencies
- Environmental conditions.

Supporting Information:

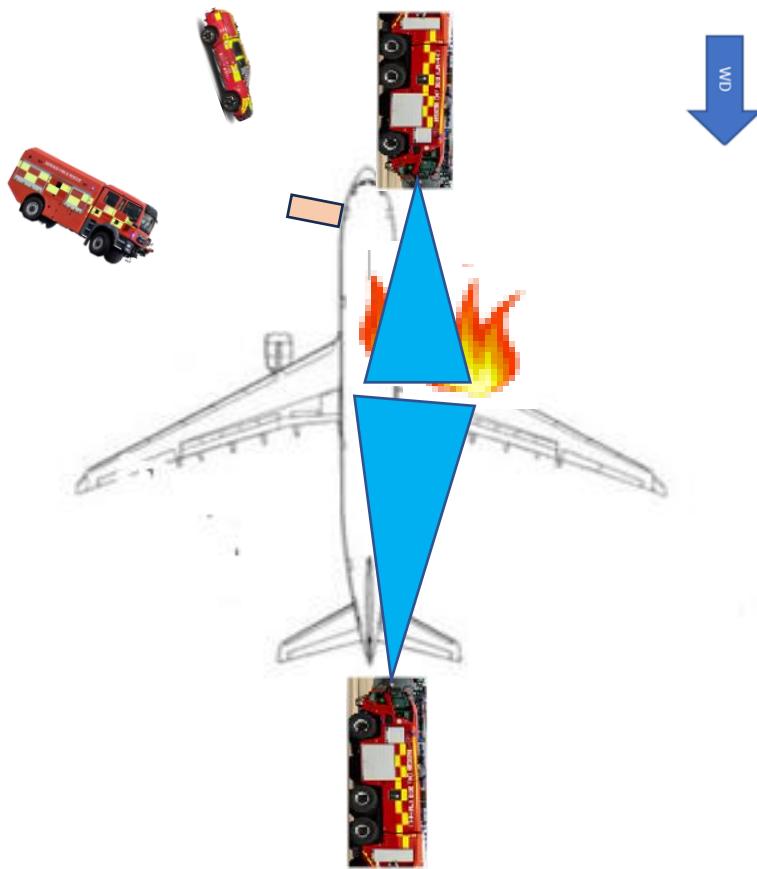
- DFR-OG 009 - Aircraft Fires
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- Ops Instruction 007 - MPRV Vehicle Operations
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- Op Guidance 007 - Aircraft Engine Fires.
- Op Guidance 009 - Incidents Involving Cargo / Large Aircraft
- MOD Aircraft Crash Hazards Document Set
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16).
- AQRC-A29-Voyager

Training:

- Aircraft familiarisation
- Aircraft lecture - 6 monthly lesson.
- Redkite CMS
- Deployment exercise(s)

TTP 4 - External 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 if available
- Be aware of PAX exiting aircraft from all available exits
- 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 aircraft role (Refueller, etc....)
- Consider water consolidation/replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash ⁸1 - MPRV Actions:

- Deploy vehicle in accordance with conditions
- Be aware of Aircrew/PAX exiting the aircraft
- Be prepared to operate monitor utilising mass discharge
- Consider method of entry if Aircrew/PAX remain on board (it may be necessary to remove a deployed escape slide to site stairs or pitch a 10.5 ladder):
 - In the event aircrew are incapacitated, operate the slide deflation valves⁹
 - If speed is of the utmost importance, it may be necessary to puncture the slide¹⁰
- 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

Crash 3 - Striker HRET Actions

- Deploy vehicle in accordance with conditions
- Operate main monitor and extinguish fire utilising mass discharge
- Deploy HRET
- Carry out check of area affected by fire to confirm area is safe
- Cool the airframe if required to prevent reignition
- Consider further media application
- Provide scene safety.
- Redeploy if required
- Maintain contact with IC.

⁸ Vehicle call signs may vary between fire stations, whilst actions remain the same.

⁹ See AQRC A29

¹⁰ This procedure should only be considered as the last resort after the use of the deflation valve and crew disconnection of the slide from inside the aircraft

Specific Aircraft Hazards - (Make use of AQRC):

- Flammable liquids
- Flammable/pressurised gases
- Radioactive Materials
- Explosive material

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers
- Other agencies
- The HRET should engage in pump and roll procedures at the earliest opportunity, this will allow the MPRV to carry out rapid offensive operations
- Environmental conditions.

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
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- Op Guidance 007 - Aircraft Engine Fires.
- Op Guidance 008 - Aircraft Undercarriage
- 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-A29-Voyager

Training:

- Aircraft familiarisation
- Aircraft lecture - 6 monthly lesson.
- Redkite CMS
- Deployment exercise(s)

ATTP 5 - Trailing Hose

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 if available
- Be aware of Aircrew/PAX exiting aircraft from all available exits
- 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 aircraft role (Refueller, etc....)
- Consider water consolidation/replenishment
- Maintain contact with ATC and relevant agencies throughout
- Instigate JESIP for multi-agency incident.

Crash 1¹¹ - MPRV Actions:

- Deploy vehicle to rescue side of aircraft, consider best entry point to aircraft based on incident information
- Be aware of Aircrew/PAX exiting the aircraft
- Be prepared to operate monitor
- Consider method of entry if Aircrew/PAX remain on board (it may be necessary to remove a deployed escape slide to site stairs or pitch a 10.5 ladder): If urgency is of the utmost importance, it may be necessary to puncture the slide¹²
- 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
- 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
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- Consider use of FLIR to check for hot spots before utilising TIC confirm temperature
- Consider further media application
- Provide scene safety

Crash 3 - Striker HRET Actions

- Deploy vehicle in accordance with conditions
- Operate main monitor and extinguish fire utilising mass discharge
- Deploy HRET
- Carry out check of area affected by fire to confirm area is safe
- Cool the airframe if required to prevent reignition
- Consider further media application
- Provide scene safety.
- Redeploy if required
- Maintain contact with IC.

Specific Aircraft Hazards - (Make use of AQRC):

- Flammable liquids
- Flammable/pressurised gases
- Radioactive Materials
- Explosive material

¹¹ Vehicle call signs may vary between fire stations, whilst actions remain the same.

¹² This procedure should only be considered as the last resort after the use of the deflation valve and crew disconnection of the slide from inside the aircraft

Further Considerations:

- Aircraft position and wreckage
- Leaking fuel
- Passengers
- Other agencies
- The HRET should engage in pump and roll procedures at the earliest opportunity, this will allow the MPRV to carry out rapid offensive operations
- Environmental conditions.

Supporting Information:

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