



Ministry  
of Defence



## Defence Fire and Rescue

### Tactics Techniques & Procedures

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ATTP-A46

**Title:**

Wildcat - 1 MPRV 1 HRET Response Model RAF Odiham

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**Stakeholders:**

DFR HQ	✓	Capita Fire and Rescue	✓
RN Aircraft Handler	✓	RAF Fire and Rescue	✓
DFRS LEC	✓	Other FRS Providers <sup>1</sup>	✓
DFRS (Retained Officers)		DFRS (USVF)	

**Technical Approved**

Defence Fire and Rescue (CFR HQ)  
Operations Committee

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<sup>1</sup> Other FRS Providers include Babcock Fire Services, Mitie Fire Service, QinetiQ Fire Service.

### Document Control

Version	Amendment	Para No. Affected/Brief Details	Amended By	Date
V1.0		Draft	Cpl L Murdoch	03/11/22
V1.1	Minor Amendments	Final Draft	FS C Freeborn	23/11/22
V1.2	Issue	New Format	P McGuinness	05/01/23

# AIRCRAFT TACTICS TECHNIQUES PROCEDURES (ATTP/A46)

## AW 159 Wildcat

### MPRV (Crash1)

1 x JNCO (CM)

1 x ERD

1 x AS 1/2 (Fftr)

### MPRV (Crash 2)

1 x SNCO (WM)

1 x ERD

Document Control

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TTP 1 - External Fire

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TTP 2 - Engine Compartment Fire

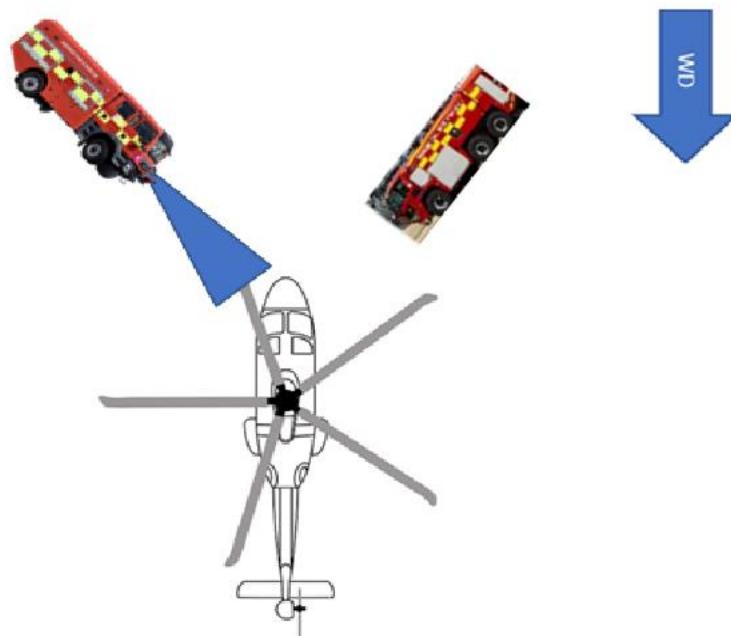
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TTP 3 - Internal Fire

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## TTP 1 – External Fire

### Event Plan – Initial deployment



## **Incident Commander Considerations:**

- Confirm whether armaments and countermeasures are present
- Conduct and complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider mass discharge from monitor
- Consider use of secondary media
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct BA rescue crew
- Direct Medical Teams
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water replenishment from Crash 2
- Consider media run-off and water courses on scene.
- Consider preservation of evidence
- Instigate JESIP for multi-agency incident.

## **Crash 1 – MPRV Actions:**

- Deploy vehicle at 45 degrees to the aircraft onto the PAX door
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Consider use of monitor.
- Consider method of entry if PAX remain on board
- Don BA and utilise Rapid Deployment Procedures (When directed)
- Deploy media with sufficient lengths of 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
- Consider requirement to cool external airframe
- Maintain contact with IC
- Provide scene safety

## **Crash 2 - Striker Actions:**

- Deploy vehicle at 45 degree angle to aircraft nose
- Be aware of PAX exiting the aircraft
- Operate monitor and extinguish and consider secondary agents (If tasked)
- Assist rescue / BA team (Where tasked)
- Consider necessity to water relay to Crash 1.
- Consider use of FLIR to check for hotspots (post fire extinguishment)

## **Specific Aircraft Hazards:**

- Rotors
- Armaments / Pyrotechnics
- Flammable liquids
- Flammable/pressurised gases
- Composite aircraft materials.

## **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Aircrew
- Other agencies.

## **Supporting Information:**

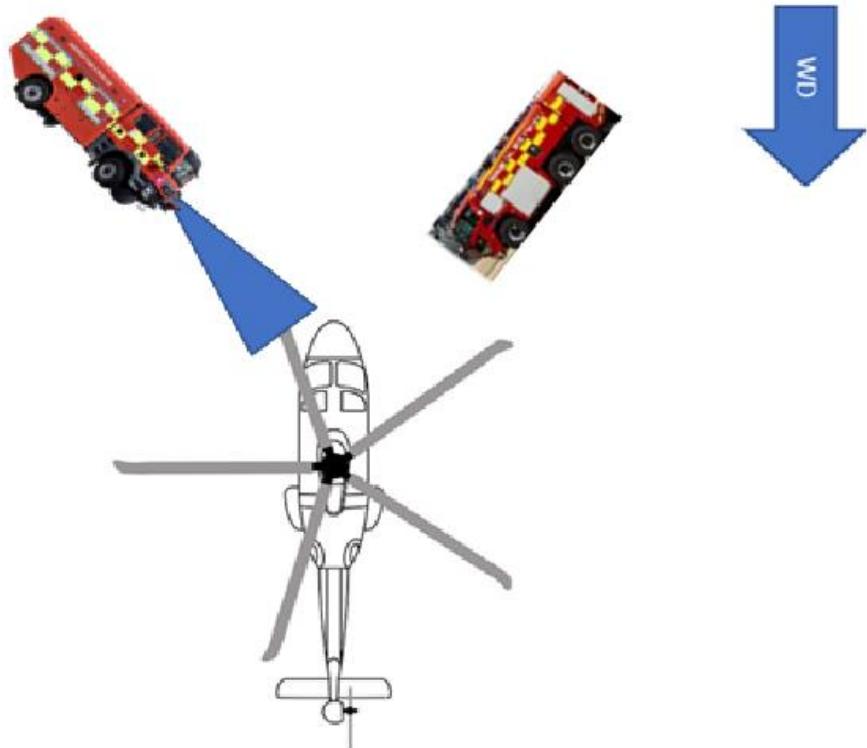
- NOG
- CFR ARFF TOG
- CFR Ops Instruction 001 - Aircraft Incidents
- CFR Ops Instruction 002 - CFR HSE Policy
- CFR Ops Instruction 005 - Low Speed Manoeuvring
- CFR Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- CFR Ops Instruction 007 - MPRV Vehicle Operations
- CFR Ops Instruction 033 - BA Operations
- CFR Op Guidance 001 - Aircraft Incidents
- CFR Op Guidance 002 - Incidents involving Rotary Wing Aircraft
- CFR Op Guidance 003 - Aircraft Fuel Fires
- CFR Op Guidance 006 - Aircraft Internal Fires
- CFR Op Guidance 007 - Aircraft Engine Fire
- MOD Aircraft Crash Hazards Document Set
- AQRC 46 - Wildcat AW159.
- AP 101B-530-15A1DOD TO 00-105E-9 (NATO STANAG 3896)
- DSA 1000m assessment
- DSA Water assessments
- DSA Response assessments

## **Training:**

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

## TTP 2 – Engine Compartment Fire

### Event Plan - Initial Deployment



### Incident Commander Considerations:

- Conduct and complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider mass discharge from monitor
- Consider use of secondary media
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct BA rescue crew
- Direct Medical Teams
- Direct all operational control and implement ICS
- Provide M/ETHANE report
- Maintain safe operations and ensure scene safety
- Direct other agencies
- Consider water replenishment from Crash 2
- Consider media run-off and water courses on scene.
- Consider preservation of evidence
- Instigate JESIP for multi-agency incident.

## **Crash 1 - MPRV Actions:**

- Deploy vehicle at 45 degrees to the aircraft nose and onto the engine fire.
- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Consider use of monitor
- Consider use of secondary agents
- Consider method of entry if PAX remain onboard
- Don BA and instigate Rapid Deployment Procedures if required
- Deploy media with sufficient 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
- Cool airframe externally if required
- Maintain contact with IC
- Provide scene safety

## **Crash 2 - Striker Actions:**

- Deploy vehicle at 45 degree angle to aircraft nose
- Be aware of PAX exiting the aircraft
- Operate monitor and extinguish and consider secondary agents (If tasked)
- Assist rescue / BA team (Where tasked)
- Consider necessity to water relay to Crash 1.
- Consider use of FLIR to check for hotspots (post fire extinguishment)

## **Specific Aircraft Hazards/Procedures:**

- Rotors
- Armaments / Pyrotechnics
- Flammable liquids
- Flammable/pressurised gases
- Composite aircraft materials.

## **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Aircrew
- Other agencies.

## **Supporting Information:**

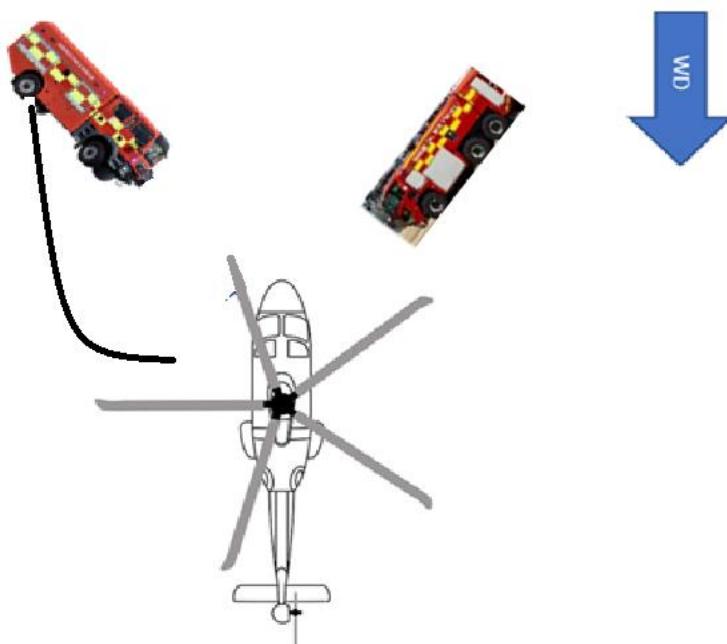
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- DOD TO 00-105E-9 (NATO STANAG 3896)
- DSA 1000m assessment
- DSA Water assessments
- DSA Response assessments

## **Training:**

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

## TTP 3 – Internal Fire

### Event Plan - Initial Deployment



### Incident Commander Considerations:

- Confirm whether armaments and countermeasures are present
- Conduct and complete DRA
- Order BA Team to don BA using Rapid Deployment
- Declare Tactical Mode
- Consider required agencies and resources
- Consider implementing Major Incident Plan
- Direct firefighting actions to create survivable conditions
- Consider use of secondary media
- Consider contacting aircraft commander via ATC or 121.6 if available
- Be aware of PAX exiting aircraft
- Direct BA rescue crew
- Consider taking in additional secondary media to extinguish electrical fires.
- Direct Medical Teams
- 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 from crash 2
- Consider media run-off and water courses on scene.
- Consider preservation of evidence
- Instigate JESIP for multi-agency incident

## **Crash 1 - MPRV Actions:**

- Be aware of PAX and assist them with exiting the aircraft
- Direct personnel away from airframe
- Consider use of monitor
- Consider method of entry if PAX remain on board
- Don BA and utilise Rapid Deployment Procedures
- Deploy media with sufficient lengths of 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
- Consider requirement to cool external airframe
- Maintain contact with IC
- Provide scene safety

## **Crash 2 - Striker Actions:**

- Deploy vehicle at 45 degree angle to aircraft nose
- Be aware of PAX exiting the aircraft
- Operate monitor and extinguish and consider secondary agents (If tasked)
- Assist rescue / BA team (Where tasked)
- Consider necessity to water relay to Crash 1.
- Consider use of FLIR to check for hotspots (post fire extinguishment)

## **Specific Aircraft Hazards/Procedures:**

- Rotors
- Armaments / Pyrotechnics
- Flammable liquids
- Flammable/pressurised gases
- Composite aircraft materials.

## **Further Considerations:**

- Aircraft position and wreckage
- Leaking fuel
- Aircrew
- Other agencies.
- Internal Lighting
- Hydraulic Ventilation

## **Supporting Information:**

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## **Training:**

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