



Ministry
of Defence



Defence Fire and Rescue

Tactics Techniques & Procedures

Tactics Techniques & Procedures

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Stakeholders:	DFR HQ	✓	Capita Fire and Rescue	✓
	RN Aircraft Handler	✓	RAF Fire and Rescue	✓
	DFRS LEC	✓	Other FRS Providers ¹	✓
	DFRS (Retained Officers)		DFRS (USVF)	

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

Document Control

Version	Date	Author/Reviewer	Role	Amendments
V1.0	03/11/2022	Cpl L Murdoch	SME RAF Odiham	Single MPRV response ATTP - Drafted
V1.1	23/11/2022	FS C Freeborn	FSM RAF Odiham	Document - Reviewer
V1.2	09/11/2023	P McGuinness	CFR Hd of Response	For Issue

Defence Fire & Rescue



AIRCRAFT TACTICS TECHNIQUES PROCEDURES (ATTP/A46)

AW 159 Wildcat

This ATTP applies to the operation of a single MPRV

MPRV (Crash 1)²

1 x Watch/Crew Manager

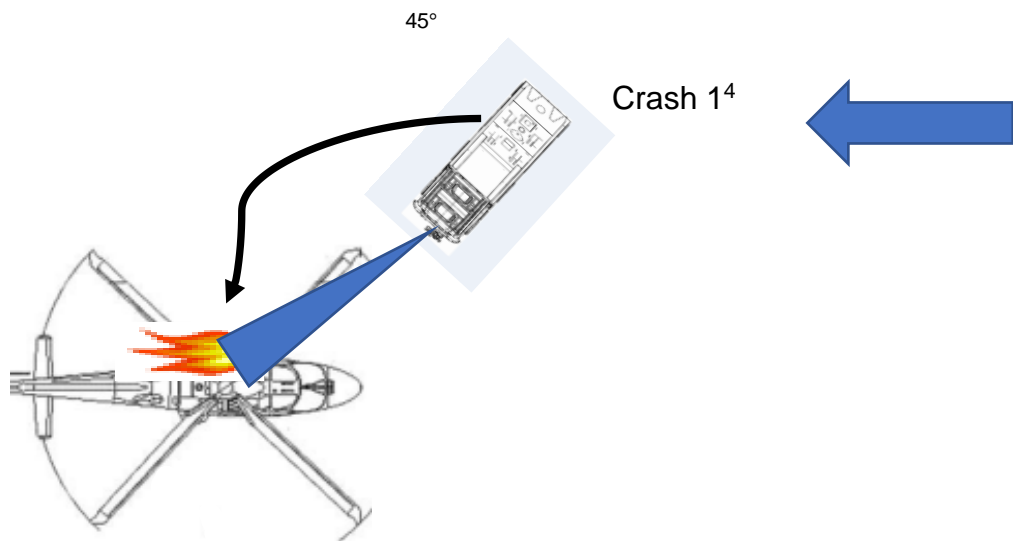
1 x ERD

2 x FFtrs (for H3 Vehicle Variant +1)³

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TTP 1 – External Fire

Event Plan – Initial deployment



² AW 159 Wildcat - H2 Category Aircraft (Normal Response: 1 x MPRV Crew of 4).

³ H3 crewing constitute a 5th seat variant MPRV.

⁴ MPRV holds 4600lts - Water Requirement for Wildcat 1200lts.

Incident Commander Considerations:

- Confirm whether armaments and countermeasures are present
- Conduct and complete DRA
- Order BA Team to don BA using Rapid Deployment procedures
- 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
- Consider MMMF risk / Implement Cordon control
- 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 degree angle to aircraft nose
- Be aware of PAX and assist them exiting the aircraft
- Direct personnel away from the airframe
- Consider use of monitor to extinguish fire
- 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 lengths of 45mm hose/hose reel as determined by IC DRA and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions if required
- 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
- Carry out external airframe cooling as required
- Provide scene safety.

Specific Aircraft Hazards:

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

***If operating H3 MPRV variant the additional firefighter will be tasked as detailed**

Further Considerations:

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

Supporting Information:

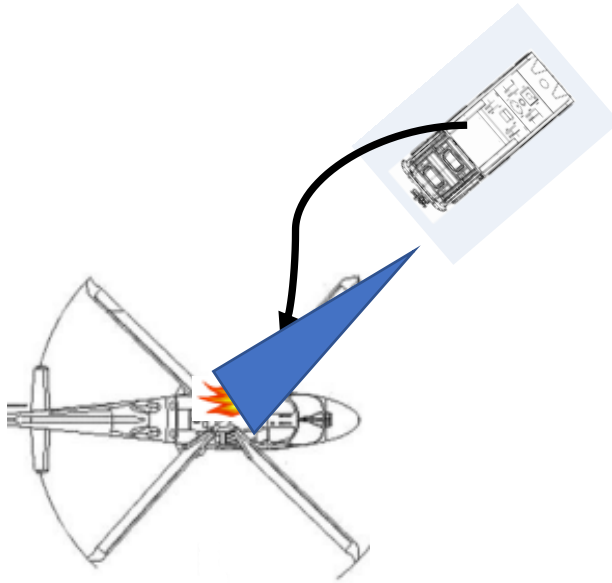
- NOG
- CFR ARFF TOG
- CFR Ops Instruction 001 - Aircraft Incidents
- CFR Ops Instruction 002 - CFR HSE Policy
- CFR Ops Instruction 005 - Low Speed Manoeuvring
- CFR Ops Instruction 006 - MPRV ARFF Positioning Deployment & Task
- CFR Ops Instruction 007 - MPRV Vehicle Operations
- CFR Ops Instruction 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:

- Confirm whether armaments and countermeasures are present
- Conduct and complete DRA
- Order BA Team to don BA using Rapid Deployment procedures
- 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
- Consider MMMF risk / Implement Cordon control
- 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 degree angle to aircraft nose
- Be aware of PAX and assist them exiting the aircraft
- Direct personnel away from the airframe
- Consider use of monitor and extinguish fire
- Consider use of secondary agents
- Consider use of in-situ airfield FAFAs
- Consider method of entry if PAX remain onboard
- Don BA and instigate Rapid Deployment Procedures if required
- Deploy media with sufficient lengths of 45mm hose/hose reel as determined by IC DRA and prepare for entry into aircraft
- BA team access aircraft and create survivable conditions if required
- 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
- Carry out external airframe cooling as required.
- Maintain contact with IC
- Provide scene safety.

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.

Training:

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

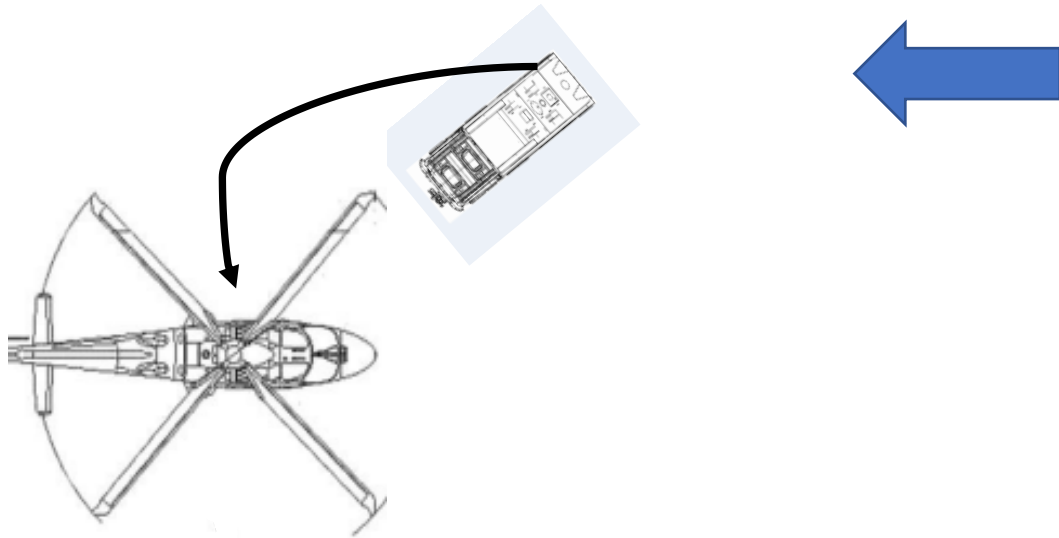
***If operating H3 MPRV variant the additional firefighter will be tasked as detailed**

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
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- CFR Op Guidance 007 - Aircraft Engine Fire
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- AQRC 46 - Wildcat AW159.
- AP 101B-530-15A1DOD TO 00-105E-9 (NATO STANAG 3896)
- DSA 1000m assessment
- DSA Water assessments
- DSA Response assessments

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 procedures
- 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
- Consider MMMF risk / Implement Cordon control
- 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
- 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

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

Training:

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

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
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- CFR Op Guidance 002 – Incidents Involving Rotary Wing Aircraft
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- DSA 1000m assessment
- DSA Water assessments
- DSA Response assessments