



## Defence Fire and Rescue Tactics, Techniques & Procedures

### Tactics, Techniques & Procedures

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## VERSION CONTROL HISTORY

Version	Date	Author/Reviewer	Role	Amendments
V1.0	14/10/2023	P McGuinness	CFR Hd of Response	Single MPRV response ATTP Drafted
V1.1	19/10/2023	Trevor Fenn	WM Middle Wallop	CFR Reviewer
V1.2	02/11/2023	Shane Cook	DFR HQ Ops Capability	DFR Reviewer
V1.2	09/11/2023	P McGuinness	CFR Hd of Response	Issued



## AIRCRAFT TACTICS TECHNIQUES PROCEDURES (ATTP/A33)

### Apache-AH64E

This ATTP applies to the operation of a single MPRV

#### MPRV (Crash 1)<sup>1</sup>

1 x Watch/Crew Manager

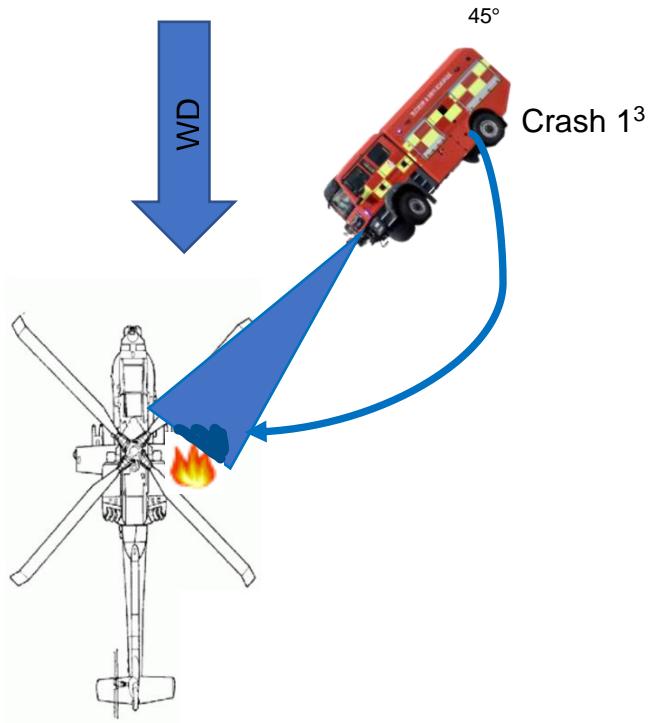
1 x ERD

2 x FFtr (for H3 Vehicle Variant +1)<sup>2</sup>

Version History	Page 2
TTP1 - External Fire	Page 3
TTP 2 - Engine Compartment Fire	Page 6

### TTP 1 – External Fire

#### Event Plan - Initial deployment



<sup>1</sup> Apache AH64E - H2 Category Aircraft (Response: 1 x MPRV Crew of 4).

<sup>2</sup> H3 crewing constitute either a 5<sup>th</sup> seat variant MPRV or an additional SUV to cater for the additional firefighter.

<sup>3</sup> MPRV holds 4600lts - Water Requirement for Apache 1200lts.

## **Incident Commander Considerations:**

- Confirm whether armaments and countermeasures are present
- Consider safe deployment of ARFF Vehicles (armaments depending)
- Conduct a Dynamic Risk Assessment (DRA)
- Direct all operational control and implement Incident Command System
- Consider mass discharge from monitor
- Consider contacting aircraft commander via Air Traffic Control
- Be aware of aircrew exiting aircraft (if able to self-evacuate)
- If unable to self-evacuate, direct firefighting actions to create survivable conditions
- Declare Tactical Mode
- Consider use of secondary media
- Extinguish all Fires/Rapid knock down of smoke plume
- Breathing Apparatus (BA) team to don BA, on air, using Rapid Deployment
- Direct BA crew/triage casualties can they be moved Yes/No

## **Crash 1 – MPRV Actions\***

- Deploy vehicle at minimum of 45-degree angle to aircraft nose (armaments depending)
- Be aware of aircrew exiting the aircraft
- Direct aircrew 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 Incident Commanders (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 aircrew on board if survivable conditions are present
- Aid Medics in extricating aircrew
- Consider use of auxiliary equipment such as TIC
- Carry out external airframe cooling
- Provide scene safety.

## **Specific Aircraft Hazards:**

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

## **Further Considerations:**

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

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

**Training:**

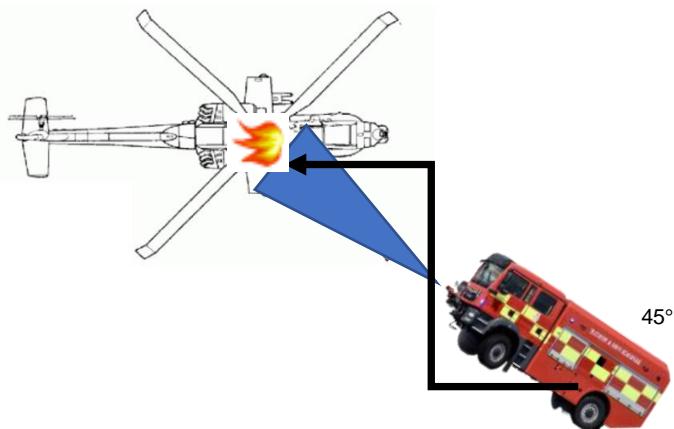
- Aircraft familiarisation
- Deployment exercise(s)
- Redkite CMS
- Aircraft lecture – 6 monthly lesson / familiarisation presentation.

**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
- 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 Fires
- MOD Aircraft Crash Hazards Document Set
- AQRC A33 – AH64E Apache
- NATO STANAG/TO 00-105E-9-Chapter 13 (revision 16)
- DSA 1000m assessments
- DSA Water assessments
- DSA Response assessments

## TTP 2 – Engine Compartment Fire

### Event Plan - Initial Deployment



### Incident Commander Considerations:

- Confirm whether armaments and countermeasures are present
- Consider safe deployment of ARFF Vehicles (armaments depending)
- Conduct a Dynamic Risk Assessment (DRA)
- Direct all operational control and implement Incident Command System
- Consider mass discharge from monitor
- Consider contacting aircraft commander via Air Traffic Control
- Be aware of aircrew exiting aircraft (if able to self-evacuate)
- If unable to self-evacuate, direct firefighting actions to create survivable conditions
- Declare Tactical Mode
- Consider use of secondary media
- Extinguish all Fires/Rapid knock down of smoke plume
- Order Breathing Apparatus (BA) team to don BA, on air, using Rapid Deployment
- Direct BA crew/triage casualties can they be moved Yes/No
- Provide M/ETHANE report
- Consider required additional agencies and resources
- Maintain safe operations and ensure scene safety
- Exercise Cordon Control
- On arrival of additional agencies instigate JESIP for multi-agency incident.
- Share Situational Awareness (Hazards and Risks)
- Conduct Rescues/Assist Medics (appropriate PPE/RPE in use)
- Direct other Agencies
- Consider media run-off and water courses on scene.
- Consider preservation of evidence

## **Crash 1 – MPRV Actions\***

- Deploy vehicle at minimum of 45-degree angle to the aircraft nose if a/c is armed
- Be aware of aircrew exiting the aircraft
- Direct aircrew 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 where required
- Confirm/make safe aircraft systems
- Utilise Medics to triage aircrew on board if survivable conditions are present
- Aid Medics in extricating aircrew
- Consider use of auxiliary equipment such as TIC
- Carry out external airframe cooling
- Provide scene safety

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

- Rotors
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- Flammable liquids
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- 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 the additional firefighter will be tasked as detailed**

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