

Standard Operating Guidelines

Guideline 406.0 Aircraft Emergencies



Purpose:

The purpose of this procedure is to establish guidelines for the response of Fire Department personnel and equipment to an aircraft emergency.

Guideline:

When a call is received for an aircraft emergency, the dispatcher will try to obtain the following information:

1. Nature of Emergency
 - a. In Flight Emergency
 - b. Ground Emergency at Airport
 - c. Crash at Airport
 - d. Crash off Airport
2. Location of aircraft
3. Estimated Time of Arrival
4. Type of Aircraft
 - a. Size of Aircraft
 - i. Large Frame
 - ii. Medium Frame
 - iii. Small Frame
 - b. Nature of Aircraft
 - i. Private
 - ii. Commercial
 - iii. Military
 - c. Classification of Aircraft
 - i. Passenger
 - ii. Cargo
 - iii. Fighter
 - iv. Bomber
 - v. Helicopter
5. Number of Soles on Board (How Many People)
6. Fuel Load
 - a. Pounds
 - b. Gallons
7. Cargo/Payload
8. Name of caller.
9. Phone number.
 - a. If cell phone get this number.

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In-flight Emergencies:

With in-flight emergencies it is unknown if the aircraft is going to be able to land at the airport. Upon notification of an in-flight emergency, fire department apparatus will pre-stage at the following locations:

Unit	Location
Engine 21	At End of Taxiway near County Rd. 17
Engine 22	At the corner of County Rd. 16 and D, on County Rd. 16
Engine 23	On County Rd. D at Entrance to Airport
Rescue 25	On County Rd. D at Entrance to Airport
Tanker 26	At the corner of County Rd. D and 17 on County Rd. D
Tower 27	At the corner of County Rd. D and 16 on County Rd. D
EMS	At the corner of County Rd 16 and D on County Rd. 16
Foam 20	At the corner of County Rd. 16 and County Rd. 15-C facing North

Once on the ground all apparatus will hold their position until directed by Command.

Ground Emergency or Crash at Airport:

Upon notification of an emergency or crash at the airport the following will be the standard response:

Engine 21, Tanker 26, Engine 22, Rescue 25, Foam 20, Engine 23, Tower 27

When approaching aircraft, approach towards the nose area of the aircraft at a 45⁰ angle. There may be radar on even the smallest of aircraft. This is especially important for military aircraft. Normal entrance into the aircraft will be on the left side (pilot side of aircraft). Maintain rescue path, protect cockpit and fuselage. Do not waste foam on outlying fire until aircraft has been completely evacuated.

Establish a water supply.

Do not approach a Wheel / Brake fire from side of aircraft. Some wheels have a fusible plug in them to release pressure. These plugs if released are projectiles.

Beware of jet exhaust and intakes. Also watch out for propellers.

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Crash off of Airport:



Upon notification of a crash off the airport the following will be the standard response:

Engine 21, Truck 28, Tanker 26, Engine 22, Rescue 25, Foam 20, Engine 23,
Tower 27

Upon arrival determine access to crash site.

If necessary, maintain rescue path, protect cockpit and fuselage. Do not waste foam on outlying fire until aircraft has been completely evacuated.

Establish a water supply.

Tactical benchmarks:

1. Assist escaping passengers and/or provide an escape path for escaping passengers by using foam to cut a path through the burning flammable liquid from the escape exit door to a safe area outside the burning flammable liquid. If foam is not available, use large volumes of water. Protect the aircraft fuselage from direct flame impingement since fire can burn through the fuselage within 60 seconds.
2. Get an interior attack line inside the aircraft as soon as possible without interfering with the escape of the passengers. Fire intensity will require the use of 1 3/4" or 2 1/2" hand lines.
3. Provide interior ventilation as soon as possible inside the aircraft. Most victims who die inside survivable aircraft crashes die of smoke inhalation. Use PPV fans or fog hose streams to ventilate. Pressurize from unburned area and provide ventilation exit in fire area. Ventilation should be started at the same time as attack lines are put into operation, if possible.
4. Aircraft have common attic spaces, large open areas (in belly), and sidewalls that can allow fire to extend through these confined spaces. Consider using a penetrating nozzle in a confined space or any interior area where attack lines cannot be positioned for effective fire attack.
5. Use ladders at the aircraft wing or other accessible points.
6. Never assume there are not any survivors of an aircraft crash. Secure primary and secondary all clears.
7. Provide for interior and site lighting.

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8. Request that the Police Department secure the scene and assist in the control of ambulatory passengers.
9. Initiate both fire and medical sectors as soon as possible. Establish geographical sectors for both sides of the aircraft to protect escape routes and to manage the evacuated passengers. Establish sectors to address extrication, treatment, transportation, and site safety.
10. Consider establishing a branch level command system to address fire and medical operations separately.
11. Large amounts of flammable liquids require large amounts of foam extinguishing agents.
12. Keep all flammable liquid covered with foam blanket to prevent ignition.
13. Be aware that all aircraft have enough electrical power running through the aircraft electrical lines to kill a person and/or ignite flammable liquids.
14. Jagged metal parts of the aircraft can cut through protective clothing and hose lines.
15. To cut into the fuselage of an aircraft, use the wing area to work from. The best place to cut is around the windows, doors and the roof area. Hurst tools and pry bars do not work well on aircraft metals due to the lack of solid supports to work against.
16. If saws are used for extrication and ventilation, arching and sparking will need to be suppressed with water/foam from hand lines. A good blanket of foam must be maintained on the flammable liquid area.
17. Deploy a backup crew with a charged hose lines in place to protect personnel who will be working inside the spilled flammable liquid areas. Personnel working on these areas shall be fully turned out with protective gear, with S.C.B.A. face piece in place.
18. Have police secure a route in and out of the incident site to permit easy movement of emergency equipment, particularly ambulances going to the hospital.
19. Do not allow any overhaul operations to take place until all investigative agencies are through, unless needed to suppress fire.

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20. Be aware that large aircraft have oxygen cylinders on board that can explode, become missiles and/or accelerate the fire.
21. Consider adopting a defensive mode of operation, protect personnel, and exposures.
22. Have the Dispatch Center notify the National Transportation Safety Board (NTSB) by contacting the FAA Air Traffic Control Tower at Toledo Airport.
23. Have the Dispatch Center notify the area hospitals.
24. Consider requesting other units such as Foam20.
25. Have an aircraft representative report to the Command Post along with the liaison from the Police Department, and any other agency that can assist with the incident.
26. Command will be turned over to The Ohio Highway State Patrol after the incident has been mitigated and safed.

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