



Rogers Fire Department Standard Operating Procedures

Policy Title:	Aircraft Emergencies		
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PURPOSE

The purpose of this policy is to provide guidelines for safe and efficient operations at emergencies involving aircraft. This policy includes operations occurring at airport facilities and emergencies occurring in the open environment.

POLICY

Response Criteria

The fire department shall respond to all reports of downed aircraft outside of the Rogers Municipal Airport, including ELT (Emergency Location Transmitter) activations. For incidents occurring at the Rogers Municipal Airport, the RFD will respond for all impending alerts, fluid spills, fires or possible accidents. The director of the Rogers Municipal Airport shall have the authority to respond the fire department for any perceived or impending emergency.

Initial Deployment – Rogers Municipal Airport

Because the Rogers Municipal Airport is a large facility and may also relay aircraft alerts that are occurring off-site, only the ARFF unit should initially investigate the runway area. One ARFF unit, one engine, one ladder, one ambulance, one rescue, and the Battalion Chief are part of the initial assignment. All companies should respond to the Fire Station 3 entry gate (labeled #2) and stage there. The primary gate (#1) may be used at the discretion of the incident commander.



Initial Deployment – Open Areas, Non-Aiport Facility

There are a vast variety of areas for aircraft to land if they experience an emergency and must immediately land. These areas could include any paved surface, open fields, bodies of water, and parking lots. The initial assignment for open area aircraft emergencies is one ARFF unit, one engine, one ladder, one rescue, one ambulance and the Battalion Chief. The incident commander should strongly consider responding a brush pumper if the crash could be located well off a paved road, making access difficult. If an aircraft is uncontrolled, then any area of land could be a possible crash site. Responding units must realize that the address or location initially provided may not be close to the actual address and alternate routes must be examined and considered. In situations where a general location is given for a plane crash, initial response apparatus must consider other routes of entry to the area and not allow for all apparatus to “bottleneck” at an area.

Tactical Considerations

Phase 1 – Arrival

1. The first arriving company should establish command and assist escaping passengers. The scope of the incident must be determined early. Ask witnesses whether the aircraft broke apart and try to determine how “wide” the incident is.
2. An initial size-up of the situation should involve:
 - a. Number of victims in the aircraft
 - b. Number of victims on the ground (casualties of debris or multiple impacts)
 - c. Current fire size-up
 - d. Fuel hazard
 - e. Potential for extrication
 - f. Need for additional EMS response (MCI Incident)
 - g. Type of aircraft and contents
3. A Safety Officer shall be assigned prior to the deployment of any resources.
4. The mode of operation, rescue or recovery, should be decided based on the information available.
5. It is essential that law enforcement have a presence at the scene. All debris must be secured and civilians must be immediately removed from the area.

Phase 2 – Fire Suppression and Rescue Operations

1. If the aircraft is on fire, immediate action should be taken to utilize AFFF foam to suppress the fire and allow for an escape route for any trapped occupants. If foam is not available, large amounts of water will have to be utilized. Consider the use of ground monitors or the deck gun if a large amount of fire is present. Currently, fire hydrants are present at both entry points.
2. If a fire is present and the aircraft is large enough to accommodate several passengers in the fuselage, then positive pressure ventilation should be considered to evacuate the main cabin area of any smoke.
3. In basic jet commuter aircraft, it is common to have fuel tanks throughout the fuselage, wings and in rear portions under the tail.
4. If fires appear to be burning in concealed spaces, consider the use of piercing nozzles to minimize risk to firefighting crews.
5. A Medical Group, Fire Attack Group should be established at a minimum. Consider branches (Fire Suppression Branch, Medical Branch, Rescue Branch) if the incident is large.
6. All flammable liquids present should be blanketed in foam to prevent ignition.
7. Some larger aircraft carry oxygen cylinders. If these cylinders are present then they can explode and quickly accelerate fires already burning.

8. The incident command system for aircraft emergencies must be capable of expanding quickly since the size of aircraft and number of victims will dictate the scale of the incident.

Phase 3 – Termination

1. When terminating the scene of an aircraft emergency, the Incident Commander shall ensure that all equipment and personnel are properly accounted for.
2. All vehicles shall be re-stocked upon return to the fire station and all equipment logs shall reflect the use of the equipment at the specific incident.

INCIDENT COMMAND ORGANIZATIONAL CHART (Example)

