Orchard Farm Fire Protection District Standard Operating Procedure

Division: 200 Emergency Operations
Section: 202 Fire & Rescue
Subject: 202.01 Aircraft Emergencies

Supersedes: N/A

Approved By:

Date: 05/22/2013 Date Last Reviewed: N/A

PURPOSE:

To define the District's response to emergency situations involving aircraft

RESPONSIBILITY:

All District Personnel

PROCEDURES:

Upon arrival, the first arriving apparatus shall give an initial report on conditions. Some issues to report include:

a. Are there any survivors?
b. Is the aircraft on fire?
c. Any hazardous leaks?
d. What exposures exist?

A full size-up should be performed and any additional requests for assistance should be made. An operational perimeter should be set-up as well as a Command Post. The Incident Command System shall be utilized. First arriving apparatus or officer will assume command of the scene upon arrival at the landing site.

If no fire is present:

1. Use foam on spilled fuel and aircraft to minimize ignition potential. If foam is not available, flush spilled fuel away from cabin or cockpit and keep fog streams in operation while effecting rescue of occupants. (Remember to keep in mind where the spilled fuel may be running.)

2. Take precautions against possible fuel ignition. Set up a safety perimeter around the incident site and try and determine if there are any hazardous materials on board the aircraft.

If fire is present:

1. If foam is not available, use large volumes of water. Protect the aircraft fuselage from direct flame impingement since fire can burn through fuselage within 60 seconds.

2. Approach from windward, if possible and protect exposures.

3. Set up a safety perimeter around the incident site and try and determine if there are any hazardous materials on board the aircraft.

4. Provide interior ventilation as quickly as possible. 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 the attack lines are put into operation, if possible.

5. Request that law enforcement secure the scene, assist in the control of ambulatory passengers and provide a holding area for them until sectors can be assigned.

6. Initiate both fire and medical sectors as soon as possible. An MCI plan with the County should be requested if necessary. Consider establishing a branch level Command system to address fire and medical operations separately

7. Large amounts of flammable liquids on fire require large amounts of foam extinguishment agent. Keep all flammable liquids covered with a foam blanket to prevent ignition.

8. Jagged metal parts of the aircraft can cut through protective clothing and hose lines.

9. If saws are used for extrication or ventilation, arcing and sparking will need to be suppressed with water/foam from hand lines. Be aware that aircraft have numerous high-pressure hydraulic lines that can cause serious injury if cut or broken.

10. Always have a safety back-up crew with a charged and staffed hose line in place to protect all personnel who will be working inside the spilled flammable liquid areas.

11. Have police secure a route in and out of the incident site to permit easy movement of emergency equipment, particularly for ambulances going to the hospital.

12. Do not allow any overhaul operations to take place until all investigative agencies are through, unless needed to suppress fire.

13. Be aware that larger aircraft have oxygen cylinders on board that can explode, become missiles, and/or accelerate the spread of fire.

14. Never assume that there are no survivors of the aircraft crash. Get primary and secondary all clears.

15. Notify the FAA via the Air Traffic Control Tower.

    - St. Louis Regional Air Traffic Control Tower 618-259-2350

    - Lambert International Air Traffic Control Tower 314-426-8000