Bath Township Fire Department			Standard Operating Guideline	
Section **Operations**	**Referral No.** **O-17**	**Subject:** **Response to Aviation Emergency**	**Date Issued** **03/03**	**Date Revised** **03/08**

Purpose:

- To establish guidelines for the safe response to aircraft emergency situations.

Scope:

- This standard operating guideline shall apply to all personnel.

Responsibilities:

- Officer
  - Ensure that personnel respond properly.
  - Provide direction based on the Incident Management System.
- Personnel
  - All personnel have the responsibility of following the direction of Incident Command at an emergency scene.
  - All personnel have the responsibility to wear the proper safety equipment and to operate in a safe manner.

Guidelines:

- **Safety is always our first priority**
- The crashes that have no survivors usually are the easiest to manage, in terms of fire extinguishment, E.M.S. and extrication requirements.
- The first engine company should assume command and assist escaping passengers and/or provide an escape path for the 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 fuselage within 60 seconds.
- Get an interior attack line inside the aircraft as soon as possible without interfering with the escape of the passengers.
- Provide interior ventilation as fast 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.
  - Ventilation should be started at the same time as the attack lines are put into operation, if possible.

- Aircraft have common attic spaces, large open cargo areas (in belly), and sidewalls that can have running fires in these confined spaces.
  - Consider using penetrating nozzles to reach fire in confined spaces or any interior where interior attack lines cannot be placed into position for whatever reason.
- Use ladders at the aircraft wing or other accessible points.
- Provide for interior lighting.
- Request that law enforcement secure the scene and assist in the control of the ambulatory passengers.
  - Have the police provide a holding area for them until sectors can be assigned.
- Initiate both fire and medical sectors as soon as possible.
- Establish sectors to address scene lighting, extrication, treatment, transportation and site safety.
- Large amounts of flammable liquids on fire require large amounts of foam extinguishing agents (Refer to "Flammable Liquid Incidents" Guideline).
  - Keep all flammable liquids covered with a foam blanket to prevent ignition.
- Be aware that large aircraft have enough electrical power running through the aircraft electrical lines to kill a person and/or ignite flammable liquids.
- Jagged metal parts of the aircraft can cut through protective clothing and hose-lines.
- The best place to cut is around windows, doors and the roof area.
- 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.
- Always have a back-up crew with charged hose-line in place to protect all personnel working inside the spilled flammable liquid areas.
- Have police secure a route in and out of the incident site to permit easy movement of emergency equipment, particularly for ambulances going to hospitals.
- Do not allow any overhaul operations to take place until all investigative agencies are through, unless needed to suppress fire.
- Be aware that large aircraft have oxygen cylinders on board that can explode, become missiles and/or accelerate the spread of fire.
- Consider adopting a defensive mode of operation-protect personnel and exposures.
- Notify the Ohio State Highway Patrol of all aircraft Incidents.