

CHAPTER II Operations

Rev. 8/89

SUBJECT 3 Emergency Operations**TOPIC 8 Aircraft Emergencies****A. SCOPE**

To establish guidelines for the response of C.F.D. Personnel and equipment to control an emergency situation involving aircraft.

B. PRIORITIES

Rescue, fire control, and property conservation with emphasis on rescue and triage.

C. WATER SUPPLY

Will be from hydrants if at all possible or from water tanker.

D. SAFETY

1. Full protective clothing shall be worn at the scene of aircraft emergencies.
2. Personnel assigned to CR-1 shall wear protective clothing assigned to that apparatus.
3. Be aware of special hazards such as;
 - a. Landing gear collapse
 - b. large fuel capacity
 - c. transporting hazardous materials
4. Do not approach military aircraft from front, they may be loaded with forward firing ordinance.
5. Overheated wheels may explode, approach from ends at oblique angle. It is possible that too rapid cooling or the heat from a fire could cause an explosive failure of the wheel. Cool with short burst (5 to 10 seconds) of water.

E. AIRCRAFT EMERGENCIES AT LUNKEN AIRPORT

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1. Lunken Tower Procedure

- a. Contact Fire Alarm Dispatcher on emergency line (an extension of this line will simultaneously notify Engine 18's quarters). For all aircraft emergencies at Lunken Airport, a one alarm will be transmitted.

- b. State the type of emergency which exist, including information such as:

- Type of plane

- Type of emergency

- Number of people aboard

- Type and quantity of fuel aboard

- Hazardous cargo

- Runway where plane will land, if known location in reference to nearest runway (for planes on the ground)

Because of the many variables with which we must work, personnel must have as much information as possible about the aircraft involved in order to plan their attack intelligently.

- c. As soon as possible close the airport to all air traffic. May be partially or entirely reopened only with the approval of the Incident Commander.
- d. Keep the Fire Alarm Dispatcher and/or Incident Commander fully informed of any contemplated actions and all changes in the situation which may affect tactics. CR-1 is equipped with a ground control radio to Lunken Control, however, messages to the Incident Commander must be relayed via Fire Dispatcher or Fire Division portable radios.

E. AIRCRAFT EMERGENCIES AT LUNKEN AIRPORT (continued)

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2. Operational Procedures

- a. A task group will be formed by personnel at Engine 18's quarters consisting of:

Engine 18 manned by Engine 18's personnel.

CR-1 manned by Ladder 3 Officer and CR-1 driver

Water Tanker manned by Ladder 3 FAO and one Ladder 3 Firefighter.

Foam 18 manned by Ladder 3 fourth and fifth Firefighter.

NOTE: Foam 18 will not respond with the Task Group but will standby at the rear of E-18's quarters with all other responding companies. Foam 18 will be manned by the second due engine company when Ladder 3 is operating with only 3 men.

The senior officer will be in command until the arrival of the District Chief.

- b. CR-1 shall establish radio contact with Lunken Control and confirm that the airport is closed and whether there is any additional information. (Radio contact is; 0700-2300 Lunken Control Tower, 2300-0700 Flight Service Station). If radio contact is lost, the Control Tower can signal units on the field via Red and Green Light, Red- Stop, Green - OK to Proceed.
- c. The Task Group will then enter the airport and follow CR-1 to an appropriate location. No other fire equipment will respond on taxiways or runways until clearance is received from Lunken Tower. The appropriate location for the Task Group, while waiting for a plane in the air, will be on the taxiway at the approach end of the runway on which the aircraft will attempt to land.
- d. All other responding companies shall standby at the rear of E-18's quarters. Information will be relayed through the Fire Alarm Dispatcher or by personal radios. No fire equipment shall enter or cross runways without permission from the Task Group Commander or the Incident Commander.
- e. Since an aircraft crash and/or fire would not usually have an exposure hazard, a quick attack to provide access for rescue is preferred.

All equipment must be spotted with one thought in mind; to facilitate rescue by achieving a rapid knockdown of the fire. Rescue personnel must be able to gain entry in order to direct or aid evacuation of passengers and crew. It is the responsibility of CR-1 to set up on, or establish the rescue side of the aircraft.

E. AIRCRAFT EMERGENCIES AT LUNKEN AIRPORT (continued)

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- f. When a pumper is to be supplied by the water tanker, a hard suction connection should be used, as this has been proven to provide more GPM's than any other connection.
- g. When advance information is received that an aircraft is to make an emergency landing and the cause is known, this may indicate the most probable point for the actual emergency. For example, if the landing gear is jammed and partly lowered, it is probable that any emergency will occur in the first part of the approach runway, shortly after contact with the runway. Brake difficulties cause emergencies well down the runway near or beyond its end.

3. Airport Marking System

Taxiways - Blue Lights and Yellow Center Stripe.

Runways - White Lights except last 1000' of departure end has Amber Lights.
White Center Stripe.

Obstructions - Red Lights (Buildings, Antennas etc.)

4. Building Fires At Lunken Airport

The appropriate box will be transmitted for the specific building. CR-1 will respond with driver only, L-3 will respond intact on their assigned apparatus.

5. CR-1 Response Off Of Lunken Airport

The Officer of L-3 will respond with CR-1, other members of L-3 will respond with Scout 5 or Foam 18 if Scout 5 is not available.

E. AIRCRAFT EMERGENCIES AT LUNKEN AIRPORT (continued)

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6. Moving Companies To E-18's Quarters

The Fire Alarm Dispatcher is to move up a company or companies to fill E-18's quarters whenever E-18 or L-3 will be out of service for 30 minutes or more. The Incident Commander shall notify the Fire Alarm Dispatcher of the situation.

7. Lunken Airport map.(see next page for map)

Notes About The Map.

- a. All Runways are referred to by numbers.
- b. All Taxiways are referred to by letters.
- c. All buildings & hangars are referred to by numbers.

(Note that the numbers on the buildings & hangars do not run in order. Even though the owners of these buildings will change, the numbers will remain the same.)

Definition Of Letters On Map.

B = Control Tower

R = Flight Training School ("A" Frame building)

S = Helicopter Parking

(Military Helicopters will park in this area.)

G = Secure Area

H = Secure Area

(Secure areas are used to park Aircraft that are carrying Hazardous Materials, or those Aircraft that are believed to have a bomb on board.)

