

Union County Standard Operating Guidelines
Special Operations

Special Operations, SOG 4.18
AIRCRAFT EMERGENCIES

I. Procedure

1) Upon Arrival (Non - Airport Emergency)

- A. Civilian – Have the fire dispatcher notify the State Patrol dispatcher of the exact location of the incident if civilian aircraft and request the State Patrol to respond.
Commercial – Have the fire dispatcher notify the appropriate airline of the exact location of the incident if commercial aircraft and have appropriate representative respond.
Military - Have the fire dispatcher notify the appropriate military contact of the exact location of the incident and have the appropriate representative respond.

Note: If possible, look for identification on the aircraft (i.e. Aircraft usually have and identification number on the tail section).

- B. Assume an effective, visible command position.
- C. Rapidly evaluate the situation.
- D. Initiate material identification operations:
 - 1. It is imperative that the first arriving unit determines if hazardous materials are involved, and how much, prior to taking action to stabilize the incident.
 - 2. Entering the scene to make positive identification may involve considerable risk. The danger of explosion, leaking gas, and poisoning may be great.
 - 3. Action taken prior to determining the product involved may be totally wrong and may severely compound the problem.
 - 4. Aircraft emergencies are often more difficult than other transportation emergencies. The material involved may be unknown, warning signs may not be visible or obscured by smoke and debris, and the air crew may not be in a condition to give such information. D.O.T. hazardous materials marking systems are inadequate because some hazardous materials in quantities up to 1000 pounds do not require a placard and there may be combinations of products involved with only a “dangerous” label showing. Sometimes only the most evident hazard is identified, while additional hazards are not labeled or missed.

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- E. If Commercial, Cargo, or Military obtain a copy of the shipping/manifest papers (Pilot should have them with him/her or in cockpit). Contact shipper and/or manufacturer.
- F. Develop an action plan for dealing with the incident.
 - 1. Action plan must be based upon:
 - a. Protection of life.
 - b. Confinement of the material and its by-products.
 - c. Control of the material and its effects on life, property, and the environment.
 - 2. Identify priorities based on the following:
 - a. The type and magnitude of life hazard involved.
 - b. The type and quantity of hazardous material(s) involved.
 - 3. Monitor progress of the action plan to insure that objectives are either accomplished or modified according to the dynamics of the situation.
- G. If commercial airline utilize Mass Causality Incident Plan.
- H. Do not move anything unless necessary for life safety and firefighting. Identify the area and what was moved. This is important for investigation of the scene.
- I. Request assistance as may be necessary to handle the emergency.
- J. Request State Patrol or Sheriff assistance and secure scene. If necessary, evacuate area.
- K. Coordinate with the appropriate authority (i.e. State Patrol, Commercial, Military) once they arrive on the scene.
- L. Be cautious when approaching the crash site. Victims may be strewn over a wide area.
- M. Downed military aircraft should always be approached with caution. Unexploded ordinance may pose an extreme hazard.

2) Safety

- A. Responding personnel shall wear protective clothing in accordance with the emergency situation.
- B. Some situations involving cargo (when the cargo is of hazardous nature) may dictate evacuation of the immediate area and/or surrounding areas (i.e. explosives, etc.). Remember Air haulers (i.e. Federal Express, UPS, etc.) could be carrying anything from livestock to Hazardous Materials.
- C. Keep personnel and equipment upwind and up terrain. Personnel should be aware that commercial and military aircraft carry Jet fuel in large quantities. Their wings may be full of fuel along with extra tanks mounted on wings.
- D. Be cautious around propellers and engine exhausts. Do not enter these areas unless absolutely necessary to save life and then only if it can be done safely. Advance at a 45-degree angle. A running jet engine can pull you in and out in seconds.

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- E. Only properly trained personnel should shut down aircraft (feather throttles, fuel switch off, disconnect battery).
- F. Be cautious when cutting aircraft body. Fuel lines, electrical, hydraulic, etc. could be present.

3) Non-Fire

- A. Use foam on spilled fuel and aircraft (6% AFFF) to minimize ignition potential.
- B. If foam is not available, flush spilled fuel away from cabin or cockpit and keep semi-fog streams in operation while effecting rescue of occupants (Keep in mind where the spilled fuel may be running).
- C. Take precautions against possible fuel ignition.
- D. Set up a safety perimeter around the incident site.

4) Fire

- A. Wear full protective clothing including SCBA's.
- B. Approach from windward side, if possible.
- C. If engine fire extinguish at a 45 degree angle. Beware of Engine props.
- D. If no hazardous materials or explosives, handle as flammable liquid fire.
- E. Consider using foam when firefighting Jet A fuel (Fuel, aviation, turbine engine ID # 1863).
- F. If immediate rescue is required and foam is not available, use a semi-fog stream and push fire away from cabin or cockpit. Protect rescue crews.
Note: Make sure that the fuel spill and fire does not flow back behind you as you are advancing and/or while protecting rescue crews, and trap you.
- G. If Hazardous Materials are on fire, follow Hazardous Material resource guides for the product(s) involved.
- H. If explosives are on fire follow Hazardous Material resource guides.
- I. Set up a safety perimeter around the incident site.

4) Upon Arrival (Airport Emergencies)

- A. If at Union County Airport.
 - 1. Obtain as much information as possible from airport on nature of emergency (i.e. Fire, landing gear problems, etc.).
 - 2. Obtain runway aircraft landing. Runways are numbered by degrees from north. Landing runway numbers indicate the number they are landing on (i.e. landing on Runway 27). Take-off runways are the end they are leaving from.

