

Union County Standard Operating Guidelines  
**Special Operations**

**Special Operations, SOG 4.18**

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**AIRCRAFT EMERGENCIES**

1. Procedure

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.
- b. Commercial – Have the fire dispatcher notify the appropriate airline of the exact location of the incident if commercial aircraft and have appropriate representative respond.
- c. 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 an identification number on the tail section).

- Assume an effective, visible command position.
- Rapidly evaluate the situation.
- Initiate material identification operations:
  - ✓ 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.
  - ✓ Entering the scene to make positive identification may involve considerable risk. The danger of explosion, leaking gas, and poisoning may be great.
- 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.
- 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.
- Be cautious when approaching the crash site. Victims may be strewn over a wide area.
- Downed military aircraft should always be approached with caution. Unexploded ordinance may pose an extreme hazard.

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2. Safety

- a. 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)
- b. 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.
- c. 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.
- d. Be cautious when cutting aircraft body. Fuel lines, electrical, hydraulic, etc. could be present.

3. Non-Fire

Take precautions against possible fuel ignition and set up a safety perimeter around the incident site.

4. Fire

- ✓ Wear full protective clothing including SCBA's.
- ✓ Approach from windward side, if possible.
- ✓ If engine fire extinguish at a 45 degree angle. Beware of Engine props.
- ✓ If no hazardous materials or explosives, handle as flammable liquid fire.
- ✓ Consider using foam when firefighting Jet A fuel (Fuel, aviation, turbine engine).
- ✓ 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.
- ✓ If Hazardous Materials or explosives are on fire, follow Hazardous Material resource guides for the product(s) involved.
- ✓ Set up a safety perimeter around the incident site.

5. Upon Arrival (Airport Emergencies)

If at Union County Airport.

- a. Obtain as much information as possible from airport on nature of emergency (i.e. Fire, landing gear problems, etc.).
- b. 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.

Union County Airport Runways: (aircraft is landing runway 27 or 270 degrees from North.



**Runway 27** \_\_\_\_\_  
Towards Industrial Pkwy.

**Runway 09** \_\_\_\_\_  
Towards Weaver Rd.

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- c. Obtain number of souls (people) onboard.
- d. Obtain minutes out.
- e. Enter through gate and stage at ramp next to hanger.
- f. Runway shall be shutdown to other aircraft and remain shutdown until emergency is over.
- g. One crew should be assigned fire attack and another crew assigned as rescue. One crew should be ready as back-up.
- h. If Aircraft is not shutdown (engines running) wait for pilot to shutdown. If pilot is immediately not available, then it may be necessary to approach with caution. Shutdown Aircraft if trained to do so. UCFD personnel that are trained shall follow these steps.
  - ✓ Feather Engines
  - ✓ Pull Fire Bottles.
  - ✓ Fuel Switch
  - ✓ Battery Switch (Auxiliary power unit)

Note: Union County uses the same radio frequency that the pilot uses to turn on runway lights when Airport tower is closed.