

City of Belleville Fire Department

Number: 1034

POLICY:

It is the policy of the Belleville Fire Department that the safety of all personnel be considered when responding to Aircraft Rescue and Fire Fighting operations.

Date S.O.G. Comes Into Effect: July 1, 2008

Date S.O.G. Revised: March 23, 2017

Date Committee Approved S.O.G.: December 24, 2007

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GUIDELINE

1:00 Purpose:

1:01 To establish guidelines for responses to aircraft crashes and fires that provide safe, efficient and practical procedures that reduces the risk to all personnel involved.

2:00 Procedures:

2:01 Dispatcher/RTO Responsibilities

2:02 Dispatcher/RTO will receive the call and determine the following:

- Nature and location of emergency
- Size and type of aircraft
- Amount and type of fuel on board
- Number of persons on board
- Type and location of any hazardous materials onboard
- Exposures at the incident

2:03 Dispatcher/RTO will dispatch both stations plus any other resources as directed by the Officer in charge.

THIS GUIDELINE IS NOT EXPECTED TO SUBSTITUTE FOR GOOD JUDGEMENT AND EXPERIENCE UNDER UNUSUAL CONDITIONS.

- 2:04 If directed by the Officer in charge, the Dispatcher/RTO will notify any and/or all of the following agencies listed in the emergency contact book:
1. Police
 2. Ambulance
 3. Transport Canada
 4. CFB Trenton
 5. Canutec
 6. Ministry of Environment
 7. Environment
- 2:05 First on Scene Responsibilities
- 2:06 First arriving Officer in charge on scene shall follow the Command protocol.
- 2:07 The Officer in charge shall complete a thorough size-up of the emergency scene and consider the following:
1. Calling of additional Platoons
 2. Requesting additional equipment
 3. Notifying the Chief, Deputy, Fire Prevention, Etc...
 4. Contacting other agencies that would be required (eg. Office of the Fire Marshall)
 5. Determine type and quantity of fuel
 6. Type of cargo load
 7. Number of people onboard
 8. Type and size of aircraft
 9. Exposures
 10. Evacuation
- 2:08 Rescue and/or Fire Fighting Responsibilities
- 2:09 The following considerations should be the minimum level of response to any aircraft emergency:
1. Setting up a perimeter around the incident
 2. Determine wind direction
 3. Establish fire control operations
 4. Plan evacuation route
 5. Rescue of victims (only if safe to personnel)
 6. Full protective clothing shall be worn
 7. Notify CFB Trenton to deploy their resources
 8. Co-ordinate with Police, Ambulance and any other agency
 9. Determine type of fuel onboard aircraft
 10. Protect all exposures at incident

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2:10 Additional Information

2:11 There are three types of aircraft materials:

1. Simple Composite (Fiberglass)
2. Advanced Aerospace Materials (Boron/Epoxy, Carbon/Epoxy, Depleted Uranium)
3. Radar Absorbent Materials (Stealth Technology)

2:12 There are two types of aviation fuel:

1. Regular fuel for reciprocating engines (avgas)
2. Fuel used in turbine engines (jet fuel)

Note: Avgas and regular automotive gas share a common P.I.N. (1203)

2:13 There are three types of Jet fuel (depending on manufacturer):

1. Jet-A is the most widely used as it can be used with most turbines and it is cheap.
2. Jet-A1 is used by carriers using a lighter engine and colder regions for easier starting.
3. Jet-B is used in smaller turbine engines as well as colder regions.

3:00 **Scope:**

3:01 It shall be the responsibility of the Captain/ Officer in charge of each shift to ensure that this guideline is explained and followed.

3:02 It shall be the responsibility of **all employees** to understand and adhere to this guideline.

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