

<b>Campbell County Fire Department</b> <b>Procedure</b>		
Operations	<i>Airport Response</i>	<i>408.01</i>

**I. PURPOSE:**

To outline safe procedures for firefighters engaging in aircraft down and aircraft emergencies at the Gillette/Campbell County Airport.

**II. SCOPE:**

This procedure applies to all CCFD firefighting personnel and airport emergency responses.

**III. PROCEDURE:**

## 1. Modes :

- 1.1. **Alert 1** An aircraft is approaching the airport and is experiencing minor difficulty, such as a feathered propeller on a multi-engine aircraft or an oil leak. This condition does not require a response by CCFD personnel unless requested by airport personnel.
- 1.2. **Alert 2 (Proceed)** An aircraft is approaching the airport and is experiencing a major problem, such as an engine fire, faulty landing gear, smoke in the cockpit, or a failing engine. This condition requires a response to the airport, with pre-positioning of emergency equipment at a designated staging area on the airport grounds.
- 1.3. **Alert 3 (Accident)** An aircraft has crashed, either on or off of the airport; parked aircraft are endangered by or involved in fire; a collision involving an aircraft has occurred; or an aircraft has left the runway. This condition requires emergency equipment to proceed directly to the scene of the emergency, after proper clearance has been obtained.

## 2. General:

- 2.1. All procedures will be in accordance with the current Airport Emergency Plan.
- 2.2. Aircraft always have the right-of-way in movement areas.
- 2.3. Never enter a movement area, such as a runway or taxiway, without clearance from the air traffic control tower or an escort from the Airport Operations personnel
- 2.4. Radio communications between the tower and emergency equipment is not probable after the initial call. All subsequent communications will probably be with Airport Operations on Main Fire or a TAC channel
- 2.5. Do not hesitate to request a tender when the possibility of a wildland fire or protracted fuel fire exists.

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2.6. All apparatus warning lights will remain on during the course of the incident. Four-way flashers will suffice while exiting the airport through non-movement areas at the conclusion of the incident.

3. Alert 1 Response:

3.1. No immediate action is taken under this alert condition. However, units are made aware that the possibility of an aircraft incident exists. SO Dispatch will not assign an incident report number for this condition.

4. Alert 2 Response :

4.1. Upon an Alert 2 condition, Gillette Tower will notify Dispatch that an aircraft is approaching the airport in major difficulty. SO Dispatch will then alert necessary units to respond to the airport.

4.1.1. Don full protective clothing.

4.1.2. The first responding units should contact Airport Ops on Main Fire.

4.2. The following information should be obtained from Airport Ops:

4.2.1. The type of aircraft

4.2.2. The nature of the problem

4.2.3. Amount of fuel on board (in gallons or pounds)

4.2.4. The intended runway

4.2.5. Souls on board

4.2.6. Cargo

4.3. Position units side-by-side at the staging area. Do not position behind any other vehicle.

4.4. This allows for rapid escape from the area in the event that an aircraft leaves a runway unexpectedly.

4.5. When the aircraft is safely on the ground, Airport Operations will advise units if further assistance is needed. If no further assistance is needed, units will return to service and exit the airport through the non-movement areas.

4.6. If the aircraft fails to execute a safe landing and an incident occurs, refer to the Alert 3 response.

5. Alert 3 Response:

5.1. Upon an Alert 3 condition, Gillette Air Traffic Control Tower will notify SO Dispatch that an aircraft accident has occurred on or near the airport. SO Dispatch will then alert necessary units to proceed to the accident site. This response is determined by Gillette/Campbell County Airport Emergency Action Plan.

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- 5.1.1. Don full protective clothing.
- 5.1.2. Upon responding, the closest unit(s) should contact Airport Operations on Main Fire and obtain the following information:
  - 5.1.2.1. Location of the crash site
  - 5.1.2.2. The type of aircraft
  - 5.1.2.3. The nature of the problem
  - 5.1.2.4. Amount of fuel on board (in gallons or pounds)
  - 5.1.2.5. Souls on board
  - 5.1.2.6. Cargo
- 5.2. Upon reaching crash site, give initial radio report to SO Dispatch and initiate the incident command system.
- 5.3. If it is necessary to enter onto the movement area to access the crash site, contact Airport Operations on Main Fire channel to obtain clearance. Only when you arrive on scene of the crash site, switch to the appropriate TAC channel.
- 5.4. Position apparatus in a strategic location upwind and preferably to the left side of the aircraft. Most aircraft cabin doors will be found on the left side of the aircraft.
- 5.5. If fire conditions exist, allow Gillette/Campbell County Airport ARFF units to extinguish the main body of the fire using truck mounted turrets. On large fires, initial attack should not try to completely extinguish all fires, but direct attack as to provide a corridor to aid passenger evacuation and a safe route for fire crews to access the aircraft and perform extrication, rescue, and/or interior attack. Once the corridor is established, pull a class B foam line from an engine, charge the system, and approach aircraft. The nozzleman will standby to keep evacuation route open while passenger evacuation is accomplished, after which the remainder of the fire may be extinguished by class B foam by any engine.
- 5.6. If fire is not a factor, have Gillette/Campbell County Airport ARFF units apply foam to any fuel spilled and pull a class B foam line from an engine and have the nozzleman in position to protect passengers and rescuers in the event of a fire.
- 5.7. Responsibility for the crash site itself lies with the law enforcement agency within whose jurisdiction the accident occurs. Gillette/Campbell County Airport will assume responsibility for accidents occurring on the airport grounds. Upon completion of the incident, whether it occurs on or off of the airport grounds, the flight standard district office, a division of the Federal Aviation

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Administration, will conduct an investigation and arrange for removal of the aircraft.

Reference:

Gillette/Campbell County Airport Emergency Action Plan

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