
SUBJECT	EFFECTIVE DATE	RESCINDS
OFF-FIELD AIR CRASH	10/11/2005	all previous

REFERENCE

Franklin County Fire Chiefs Association
Norwich Township Fire Department SOG# 13

PURPOSE:

The purpose of this document is to provide a guideline for the operation at incidents or situations that may arise during the course of an operation. Each member is expected to know, understand, and operate according to this guideline as each situation arises.

RESPONSIBILITY:

1. All Officers are responsible for the training of firefighting personnel and for ensuring proper compliance with this guideline.
2. All members have the responsibility to adequately learn this guideline and to carry out this policy.
3. All members shall show reasonable judgment in their use of this guideline.

GUIDELINE:

Off-Field Air Crash Emergencies

Effective Date

October 11, 2005

Rescinds

Off-Field Air Crash Emergency SOG September 2000

Reference

NFPA 424 Airport/Community Emergency Planning, 2002
NFPA 402 Aircraft Rescue and Firefighting Operational Procedures, 2002
NFPA 403 Aircraft Rescue, Firefighting at Airports, 2003
Aircraft Rescue Technical Order (T.O. 00-105E-9), U.S. Air Force, July 1, 2004
14 CFR Part 139 Certification & Operations: Land Airports Serving Certain Carriers Administration, 2004
National Incident Management System (NIMS), department of Homeland Security, March 1, 2004

Purpose

To establish a systematic and coordinated operating guideline for response to off-field air crash incidents in Central Ohio.

A comprehensive review of existing emergency operations plans provided by each Airport and local emergency response agencies was conducted to ensure compatibility and consistency.

Scope

This Guideline was prepared by, and is intended for use by, the municipal emergency response agencies of Central Ohio. These groups include branches of the Federal or State Military, City, Township, Village, and Fire District.

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SECTION 1- DEFINITIONS TERMINOLOGY

AGL **Above Ground Level. Actual distance measured in feet above the surface.**

Ailerons **A movable hinged rear portion of an airplane wing.**

Aircraft Classes

Heavy (Heavy) Maximum certified takeoff weight of 300,000 pounds or more.

Large (Medium) More than 12,500 pounds up to 299,999 maximum certified takeoff weight.

Small (Light) 12,500 pounds or less maximum takeoff weight.

Airport Identifier 3 digit alpha or alphanumeric designation of all FAA airports.

Port Columbus International Airport *CMH*

Don Scott Field *OSU*

Rickenbacker Air National Guard Base *LCK*

Bolton Field Airport *2I4 (Two-India-Fow-er)*

ALERT I "Local Standby" - When an aircraft has, or suspected to have, an operational defect that would not cause serious difficulty for the aircraft to make a normal landing.

ALERT II "Full Emergency" - When an aircraft has, or is suspected to have, an operational defect that affects normal flight operations to the extent that there is danger of an accident.

ALERT III "Aircraft Accident" - This alert denotes that an aircraft accident has occurred on, or in the vicinity of, the airport.

ARFF Aircraft Rescue and Firefighting. The firefighting action taken to prevent, control, or extinguish fire involving, or adjacent to, an aircraft, for the purpose of providing maximum fuselage integrity and escape area for it's occupants.

ATC Air Traffic Control. The radio control center for aircraft at an airport staffed by FAA personnel.

ATIS Automated Terminal Information Service. Recorded data regarding airport weather, runway information and instructions to aircraft.

Autorotation Flight condition in which the lifting rotor of a helicopter is driven entirely by the action of air during flight.

Base Leg The flight path at a right angle to the landing runway off the approach end.

Ballistic Parachute A rocket deployed emergency parachute system.

Color Coding Aircraft components may be color coded. IFSTA, Aircraft Rescue and firefighting as well as manufacturers specifications manuals may serve as references.

Class C Airspace Airport traffic area Controlled air space around an airport

- Crosswind Leg A flight path at right angles to the landing runway off its upwind leg
- CVR A recording device installed in large civilian aircraft to record crew conversations and communications
- Downwind Leg The flight path parallel to the landing runway in the direction opposite to landing.
- Drag Chute A parachute device installed on some aircraft that is deployed on landing roll to aid in slowing the aircraft to taxi speed.
- Elevator The hinged movable control surface at the rear of the horizontal stabilizer.
Controls up and down pitch or hold the aircraft in level flight.
- ELT Emergency Locator Transponder. Transmits a variable tone on emergency frequencies as an aid in locating a crashed aircraft.
- FAA Federal Aviation Administration. An independent agency of the U.S. federal government charged with the primary responsibility of regulating the safety of both military and civil aviation.
- FDR Flight Data Recorder. A recording device used to record flight data on large civilian aircraft including altitude, airspeed, heading, etc....
- Final approach That portion of the landing pattern in which the aircraft is lined up with the runway and is heading straight in to land.
- FL Flight Level. Actual or assigned altitude of aircraft.
- FSDO Flight Standards District Office. Branch of FAA responsible to issue licenses and certifications to pilots/aircraft.
- Hazard Zone The area immediately around the crash site which poses risk to emergency response personnel working in the area.
- IFR Instrument Flight Rules. Rules that govern the operation of an aircraft in weather conditions with visibility below the minimum required for visual flight rules. Occurs when visibility is *less* than 3 miles and the ceiling is *below* 1000 feet above ground level (AGL).
- ILS Instrument Landing System. An electronic navigation system that allows aircraft to approach and land during inclement (IFR) weather.
- MSL Mean Sea Level. The elevation of the ground or an aircraft when measured against mean sea level. The runways of Port Columbus International Airport are approximately 815 feet MSL.
- NDA National Defense Area. The temporary establishment within the United States of "federal areas" for the protection or security of Department of Defense (DOD) resources. **Typically any site surrounding the crash of a military aircraft will result in an NDA.**
- NM Nautical Miles. A nautical mile is 6000 feet.

NOTAM **Notice to Airman. Pilot advisories relating closed runways, out of service navigational sites, etc... that is provided during flight planning or through Automated Terminal Information Services (ATIS)**

Definitions/Terminology continued

NTSB National Transportation Safety Board.

Ordnance Bombs, rockets, ammunition, and other explosive devices carried on most military aircraft.

Rudder The upright movable part of the aircraft tail assembly that assists in the directional control of the aircraft. Also called the vertical stabilizer.

Stall The aerodynamic loss of lift of an aircraft wing surface. May occur at any power setting or attitude in flight. Does not refer to engine failure.

SM Statute Mile. A statute mile is 5280 feet.

Universal Precautions Universal precautions include gloves, goggles if available, and facemasks as required. Personnel shall avoid intentional contact with blood and other bodily fluids.

VDR Voice Data Recorder. A recording device used to record flight communications on large civilian aircraft including cockpit to crew, aircraft to Air Traffic Control (ATC).

VFR Visual Flight Rules. Rules that govern the operation of an aircraft during visual flight conditions. Apply when visibility is *greater* than three miles and the flight path may be controlled by visual reference with the ground.

Wing Flaps Hinged flaps attached to the trailing edges of the wing, used to lower the landing speed and to control flight characteristics.

Phonetic alphabet	A Alpha (al-fah)	N November (no-vem-ber)	1 - Wun
	B Bravo (brah-voh)	O Oscar (oss-cah)	2 - Too
	C Charlie (char-lee)	P Papa (pah-pah)	3 - Tree
	D Delta (dell-tah)	Q Quebec (ka-beck)	4 - Fow-er
	E Echo (eck-oh)	R Romeo (rom-me-oh)	5 - Five
	F Foxtrot (foks-trot)	S Sierra (see-air-rah)	6 - Sicks
	G Gulf (golf)	T Tango (tang-go)	7 - Sev-en
	H Hotel (hoh-tel)	U Uniform (you-nee-form)	8 - Ait
	I India (in-dee-ah)	V Victor (vik-tah)	9 - Nin-er
	J Juliet (jew-lee-ett)	W Whiskey (wiss-key)	0 - Zero
	K Kilo (key-loh)	X-Ray (acks-ray)	
	L Lima (lee-mah)	Y Yankee (yang-key)	
	M Mike (mike)	Z Zulu (zoo-loo)	

SECTION 2 – NOTIFICATION PROCEDURES BY AIR TRAFFIC CONTROL**Responsibility to Notify**

Aircraft arriving/departing Central Ohio are in radio contact with a ATC and are in controlled airspace within 20 nautical miles of Port Columbus International Airport

Notification of investigative branches of the Military, Federal, or State Government falls within the jurisdiction of the airport ATC. Many of these notifications are duplicated by the air carrier if the incident involves a commercial aircraft.

Emergency response agencies should notify the ATC of the closest operating Airport as soon as possible of the exact location of the aircraft.. If unable to make contact at an Airport other than CMH,n notification shall be made to the Port Columbus International Airport ATC supervisor at 614-338-4092 (24 hours). Try to provide the following information:

- Location of aircraft
- Aircraft registration number (N Number)
- Number of casualties (estimation)

Notification of Emergency Response Agencies**ALERT III**

The Appropriate ATC will make the following notification when an Aircraft is presumed to have crashed (Alert III) off of airport property:

* Notify the Ohio State Highway Patrol and airport fire departments if within two nautical miles of an airport. They will provide as a minimum the following information:

- Aircraft type (ie. commercial transport/private, jet/propeller, Boeing/Cessna)*
- Problem or condition*
- Amount of fuel on board*
- Number of passengers, including crew*
- Approximate location from Airport or last known position*
- Intended Airport/Runway*

ALERT II

In the event of a declared Alert II, the appropriate ATC will notify the appropriate fire department who will in turn notify the surrounding communities within two (2) nautical miles of the approach end of any runway.

This allows the community(s) in the intended flight path to monitor emergency communications, which will improve the response time in the event that the aircraft does not reach the airport. In certain "high risk" situations these communities may elect to stage apparatus in predetermined positions in close proximity to, but not in the flight path. **NOTE: This is not a notification to respond to the affected airport to stage.**

Port Columbus International Airport (CMH)

Port Columbus International Airport Communications Center will notify the following communities of aircraft declaring "Alert II" which will fly over that community.

Emergency approaches to **CMH runways 28L/28R/23** from the east:

- | | |
|-------------------------------------|----------------|
| West Licking Fire District | (614) 345-1170 |
| Jefferson Township Fire Department | (614) 861-2289 |
| Mifflin Township - Division of Fire | (614) 471-4444 |

Emergency Approaches to **CMH runway 10R/10L** from the west:

- | | |
|-------------------------------------|----------------|
| Mifflin Township - Division of Fire | (614) 471-4444 |
|-------------------------------------|----------------|

Don Scott Field (OSU)

Columbus Division of Fire will notify the following communities of aircraft declaring "Alert II" which fly over that community:

Emergency Approaches to **OSU runway 9 and 14** from the West/Northwest:
Washington Township Fire Department (614) 766-1112

Emergency Approaches to **OSU runway 5** from Southwest:
Upper Arlington Fire Division (614) 583-5700

Emergency Approaches to **OSU runway 23 and 27** from the East/Northeast:
Worthington City Fire Department (614) 885-9555

Emergency Approaches to **OSU runway 32** from the Southeast:
Washington Township Fire DEpartment (614) 766-1112

Bolton Field Airport (TZR)

Columbus Division of Fire will notify the following communities of aircraft declaring "Alert II" which fly over that community:

Emergency Approaches to **TZR runway 22** from the North:
Franklin Township Fire Department (614) 279-6373
Prairie Township Fire Department (614) 878-5366

Emergency approaches to **214 runway 4** from the south:
Pleasant Township Fire Department (614) 875-5626

Rickenbacker International Airport (LCK)

Communications Center at Rickenbacker ARFF will notify the following communities of aircraft declaring "Alert II" which will fly over that community:

Emergency approaches to **LCK runway 23/5**:
Hamilton Township Fire Department (614) 491-1041
Madison Township Fire Department (614) 221-2345
Jackson Township Fire Department (614) 875-5626
Harrison Township Fire Department (614) 474-2176

SECTION 3 – EMERGENCY SERVICES – DISPATCHER OPERATIONS**Receiving the Alarm**

Dispatchers may receive notification by telephone from the Ohio State Highway Patrol, Airport Communications Center, and/or local eyewitnesses.

If an actual crash is reported the supervisor of the communications/alarms center should anticipate the need for an additional dispatcher(s).

Emergency Response Categories/Apparatus Assignments

Each category of response is based on aircraft size and type, fuel quantity, number of passengers on board, and extent of emergency. The I.C. may escalate the assignment as information becomes available.

Small Aircraft Assignment Criteria: *Less than 250 gallons or 2000 pounds of fuel*

6 or less passengers

Non-Military Aircraft

Single engine/jet airplane/helicopter

No associated structure fire

Blimp/Airship

Aircraft "A" Assignment:

2 BN Chiefs	2 Foam Units
2 Engines	1 Rescue
1 Ladder Company	1 Tanker
3 Medics	1 EMS Supervisor

*1 ARFF Vehicle if within two nautical miles of the airport.

Large or Heavy Aircraft Assignment Criteria: *Greater than 250 gallons or 2000 pounds of fuel*

7 or more passengers

Non-Military Aircraft

Multi-engine/jet airplane/helicopter

Any aircraft involving a structure fire

Aircraft "B" assignment:

2 BN Chiefs	2 Foam Units
3 Engines	1 Rescue
2 Ladders	2 Tankers
4 Medics	1 EMS Supervisor
1 Mass Casualty Unit	1 Command Unit

*1 ARFF Vehicle if within two nautical miles of the airport.

Military Aircraft Assignment Criteria:

All Aircraft of the U.S. Military

Aircraft operated by any U.S. Federal Agency

Aircraft "B" assignment + ARFF assignment from Rickenbacker International Airport:

2 Bn Chiefs/Shift Commanders	1 ARFF Chief
3 Engines	4 ARFF Units
2 Ladders	2 Tankers
1 Rescue	1 ARFF Heavy Rescue
3 Medics	1 Command Unit
1 EMS Supervisor	

SECTION 4 – RADIO COMMUNICATIONS

Communications

Radio communications should only be used when imperative and when face to face conversation cannot be accomplished due to live munitions/bombs.

Radio frequencies may be required for each of these operational Divisions/Sectors:

- Initial Dispatch
- Search
- Command
- Staging
- Operations
- Triage
- Treatment
- Transportation
- Suppression
- Law Enforcement
- Public Information

The highest ranking I.C. officer of the responsible jurisdiction shall determine the most appropriate frequency/radio channel.

Once the crash-site has been determined the highest ranking Officer of the jurisdiction having authority shall initiate a stationary command post.

SECTION 6 – COMMAND/SAFETY OPERATIONS**Incident Command System**

The Franklin County Fire Chief's Association has adopted the National Incident Management System (NIMS) as developed by the Department of Homeland Security and currently in use in Central Ohio.

A Unified Area Command shall be established as soon as practical. The ICS may be expanded at the discretion of the I.C..

Assigned positions within the ICS shall be readily identifiable by the use of lettered, reflective vests. In accordance with NIMS distinctive titles shall be assigned to each element of the ICS organization at each corresponding level, as well as the leadership title corresponding to individual level. Example:

Organizational Level

Incident Command
Command Staff
Section
Branch
Divisions/Groups
Unit

Leadership Level

Incident Commander
Officer
Section Chief
Branch Chief
Supervisors
Unit Leader

Emergency Operations Center (EOC)

The EOC's function is to facilitate the coordination of governmental and non-governmental groups during a highly unusual situation in an environment removed from the scene.

The highest ranking Official of any Agency that may be responsible for the incident scene during one or more phases has the authority to initiate an Emergency Operations Center.

During Non-Military emergency services operations the highest ranking official of the community having jurisdiction may initiate an EOC. If emergency services elects to not initiate an EOC this does not restrict other non-emergency response agencies/groups from establishing one.

Criteria that supports expanding to include an EOC include:

Multiple Agency/Group involvement

Limited access to the crash site due to fire, terrain, etc.

Long term emergency services operations (24 hours or greater)

Large impact on community operations

Evacuation of residents who will require support services (food, bedding)

Established EOC's

An EOC has been pre-determined for each Central Ohio Airport
Port Columbus International Airport (CMH)

4600 International Gateway - Phone 238-7800

Public Safety Emergency Operations Center (EOC) located on the mezzanine above the food court

Rickenbacker International Airport (LCK)

For all commercial aviation incidents – Building 440

For all military aviation incidents - Rickenbacker ANG Base

Ohio State University Airport (OSU)

Bolton Field Airport (214)

2000 Norton Road, Administrative Offices - Phone 851-9900

Safety of Emergency Response Personnel

Civilian aircraft crashes may encompass a large geographic area, involve catastrophic destruction of aircraft and/or ground structures, and may result in a devastating loss of life. In addition to these, military aircraft crashes may also introduce the threat of munitions.

As soon as practical, and in accordance to recognized safety practices, a designated Safety Officer(s) shall be established.

The Incident Commander or Safety Officer should establish perimeters as quickly as possible to limit the access of emergency response personnel within the hazard zone. The objective is to:

Limit exposure to bloodborne contaminants

Limit exposure to fuels and other materials

Protect evidence and debris

Fire/ other hazards

The Safety Officer shall maintain communications with the I.C. at all times. The Command Post shall have the ability to communicate by radio with all emergency services personnel operating on the scene until the Incident Commander has declared a situation contained.

Emergency Response Personnel Accountability

The Franklin County Fire Chief's Association has adopted the Passport Accountability System currently in use in central Ohio.

This system provides for maximum accountability of emergency response personnel and should be utilized fully during an aircrash incident.

Identification of Emergency Response Personnel

All Emergency Services Personnel shall be identifiable by one or more of the following methods:

Command and Branch/Division staff by reflective vests

Standard uniform with Department name, patch or badge

Department/ Company photo identification

Identification of other Agencies

Anyone seeking access into the crash site shall provide a photo I.D..

SECTION 7 – AIRCRAFT SEARCH OPERATIONS

Multi-Jurisdictional Search by Vehicle

Simultaneous searches by multiple jurisdictions shall be coordinated using the Unified Area Command approach.

The following guidelines should be implemented:

A stationary Command Post should be established.

Communications should be initiated on the frequencies designated by the jurisdiction having responsibility.

Consider requesting a search helicopter or plane.

A Company should be sent to the address of the caller to establish direct communications with witnesses.

A systematic search should be conducted using maps and/or grids.

Companies that are not needed to search should be staged in a single location that permits access to all areas.

After fifteen (15) minutes of unsuccessful searching the following should be implemented.

A stationary Command Post should be established if not already done.

Weather permitting, a helicopter/airplane search unit should be initiated.

Additional resources should be considered with emphasis on searching "by foot".

A systematic plan to search areas "by foot" should be initiated.

Consider the use of four wheel drive/ATV vehicles.

SECTION 8 – FIRE SUPPRESSION OPERATIONS

Establishment of a Suppression Division

If a fire or the threat of fire or explosion is evident the I.C. may establish a suppression division. This division would include personnel performing entry and rescue, fire suppression, foam application, and other related tasks.

The threat of a massive fuel fire after an air crash is imminent. FIRST ARRIVING SUPPRESSION COMPANIES SHOULD MAKE THEIR FIRST PRIORITY THAT OF ELIMINATING AND/OR COOLING POTENTIAL IGNITION SOURCES AND APPLYING FOAM TO ALL SPILLED FUEL.

Approach the Crash Site

The following are considerations when approaching a civilian aircraft that may/may not be on fire.

The first priority is the application of foam and elimination/cooling of ignition sources.

Stop at a safe distance and assess the scene, uphill/upwind, to determine the extent of fire, location of fuel sources (typically wings), location of survivors, etc., prior to entry.

Stage incoming apparatus, out of view if possible, until a size-up can be completed and specific objectives are determined.

Apparatus with foam capabilities should be utilized.

Do not park apparatus in close proximity if the apparatus will not be used.

Observe for fuel that has pooled, electric wire/poles and other hazards.

Military aircraft suspected of carrying munitions/armament should not be approached until military ARFF arrives.

In dark or limited visibility conditions, apparatus should be escorted by foot, being careful of victims/bodies and metal fragments. Tall weeds/grass should be checked thoroughly.

Placement of Apparatus

Spot fires and exposed pedestrian areas should receive the first foam line(s). Example, foaming the area around, but not directly onto, evacuation slides (chutes).

Suppression apparatus is best placed at 45 degree angles, no closer than 25 feet, from the front or rear of the aircraft. Do not place apparatus directly in front of or behind jet engines and wheels.

Placement should be upwind and/or uphill when wind/terrain are factors.

Vehicle placement should never obstruct aircraft evacuation or interfere with the deployment of evacuation slides.

Flight Crews hold the primary responsibility for the evacuation of its occupants and, if available, should be permitted to perform their duties.

Emergency response personnel should advise the flight crew if obstructions or hazards exist on the ground that render an escape route unusable.

Ground ladders may be placed to assist with evacuation and access for search crews. **STAY CLEAR OF UNOPENED DOORS AND EMERGENCY EXITS AS THEY MAY BE SUDDENLY DEPLOYED.**

If manpower is available, emergency personnel should assist with the handling of emergency slides that have been deployed.

Fire suppression

Establish Inner and Outer Perimeter

Protect property.

Prevent the disturbance of wreckage and debris except to preserve life, rescue the injured, or to protect the wreckage from further damage.

Protect and preserve ground scars and marks made by the aircraft.

Admit Public Safety personnel access to the wreckage to the extent necessary to preserve life and/or stabilize HAZMAT.

Maintain a record of personnel who enter the accident site.

Provide escape path for the escaping passengers. Protect the aircraft fuselage from direct flame impingement.

Provide interior ventilation inside the aircraft as soon as possible.

Provide for interior lighting.

Common combustibles (aircraft interiors) can be extinguished with water. Care must be taken that runoff will not dilute applied foam.

Foam must be reapplied to maintain the protective blanket. Heat from jet engines may provide a source of ignition for up to 30 minutes.

Personnel should stay clear from jet and propeller engines – intake and exhaust.

Personnel should ascertain if the aircraft has a ballistic parachute system and if the safety device has been activated or the parachute deployed.

Aircraft structures damaged by fire or impact forces are often unstable and subject to collapse. Blocking and shoring may be necessary.

Do not use water/foam on overheated tires or brakes due to fragmentation.

All personnel working inside spilled flammable liquid areas shall be wearing full PPE including SCBA.

Due to its compatibility with dry chemical, the Franklin County Fire Chiefs Association has selected AFFF as the standardized foaming agent. FUEL THAT IS SPLASHING INTO A FOAM BLANKET MAY RESULT IN THE FOAM BECOMING FLAMMABLE. AFFF IS VERY SUSCEPTIBLE TO THIS TYPE OF CONTAMINATION AS THE WATER DRAINS FROM THE FOAM.

THE FUEL FLOW MUST BE STOPPED OR REDIRECTED TO PREVENT ASPIRATION OF THE FUEL/FOAM MIXTURE. FOAM SHOULD BE REAPPLIED TO THE AREA. See Franklin County Foam SOG'S for application methods/rates.

Additional foam concentrate can be obtained from the following sources:

AFFF Foam Quantities	5 Gal Pails	55 Gal Drums
Port Columbus International Airport	12	17
Rickenbacker ARFF	100	40
Madison Township	0	12
Franklin Township	200	0

Forcible Entry Search and Rescue

- 1) Rescue teams consist of a minimum of four personnel. Two manage a foam line / hose line, while the second pair, operate rescue equipment.
- 2) Forcible entry with hydraulic/pneumatic tools should be attempted first at windows and doors of Non-Military aircraft. NOTE: hydraulic/pneumatic tools and pry bars do not work well on aircraft due to the lack of solid supports to work against. Unopened doors should be approached with caution as they may be deployed at any time.
- 3) Do not cut oxygen, hydraulic or any other tubing or wiring.
- 4) Forcible entry should not be attempted by non-military personnel on Military aircraft.

SECTION 9 - EMERGENCY MEDICAL OPERATIONS

Establishment of an EMS Branch/Division

In cases where seven (7) or more victims require treatment the incident commander may establish an EMS branch/division.

EMS priorities are:

Triage to identify surviving victims

Relocation of victims to an unexposed/safe area

Treatment or additional triage

Transportation to medical facility

Victims (walking wounded) that are ambulatory, including those helping to evacuate others shall be identified with a triage tag to the front of their body/clothing. This will ensure that they can be readily identified and moved to a holding area for medical evaluation and monitoring.

Mass Casualty Incident/Major Medical Emergency

Incidents where the initial available EMS resources are exceeded due to the number of victims or potential victims.

The Incident Commander has the authority to declare a Mass Casualty Incident/Major Medical Emergency. The IC or his/her designee shall contact the COTS Incident Hospital Liaison at 614-637-4939 (24 hours) so that the hospitals are notified.

The declaration of a Mass Casualty Incident/Major Medical Emergency sets into motion a pre-arranged disaster plan which activates local hospital disaster plans, municipal response agencies, private EMS services, and governmental officials.

Mass Casualty Supplies

Jefferson Township Fire Department (East)	861-2289	50 Victims
Columbus Division of Fire Station 5	221-2345	50 Victims
Port Columbus International Airport	239-4089	200 Victims
Fatalities/Body Removal (County Coroner)	462-5290	
Parr Medical Supplies	647-7933 (Local Pager)	1-800-986-7046

The location of all fatalities and body parts in and about the aircraft wreckage should be clearly identified by the use of a flag, stake, or other marking device.

A completed triage tag shall be attached to each fatality.

Bodies, including detached parts, shall not be moved unless required to facilitate apparatus placement, rescue and medical treatment, or fire suppression.

Temporary Morgue

The Franklin County Coroner's Office must authorize the removal of any deceased victims from the incident site.

The Franklin County Coroners Office has the authority to establish a temporary morgue.

Universal Precautions

An appropriate level of personal protective clothing for the involved task shall be worn at all times.

Universal precautions may include gloves, goggles if available, and facemasks as required. Personnel shall avoid intentional contact with blood and other bodily fluids.

Fire gear should be used by all personnel when appropriate.

Coated tyvek may be used as a barrier against bloodborne pathogens.

SECTION 10 - HAZARDOUS MATERIALS OPERATIONS

Establishment of a Hazmat Division

If simultaneous suppression and hazmat operations are necessary the I.C. may establish a hazmat division.

If simultaneous operations are in effect, consideration should be given to protecting the hazardous material from runoff by hose streams.

General Guidelines

Approach with caution, upwind, then uphill if possible. Complete the following prioritized hazardous materials response objectives.

- 1) Isolate the area and deny entry. This includes Emergency Response Personnel.
- 2) Identify and verify the materials involved. Use three resources if possible.
- 3) Conduct a hazard and risk assessment.
- 4) Select appropriate personal protective equipment and clothing.
- 5) Coordinate resources. Communicate with all pertinent personnel/agencies operating on-site.
- 6) Rescue/Confinement/Containment. Mitigate the incident.
- 7) Set up or establish Decontamination. Personnel, equipment, apparatus.
- 8) Terminate the incident. Collect paperwork and documentation.

See Franklin County Hazardous Materials Response SOG's for additional information.

SECTION 11 - LAW ENFORCEMENT OPERATIONS

Establishment of a Law Enforcement/Police Division

The Incident Commander should establish a Law Enforcement Division with responsibilities to:

Secure the scene and assist in the control of the ambulatory passengers by providing a holding area for them until sectors can be assigned.

Secure a route in and out of the incident site to permit east movement of emergency equipment.

Radio Communications

The Law Enforcement Division Officer shall be able to speak face to face with the Fire Service IC or be assigned a radio/frequency that will permit radio communications.

A common law enforcement channel/frequency should be established for units working within the division.

SECTION 12 - ORDNANCE/MUNITIONS OPERATIONS

General Guidelines

Aircraft, military or otherwise, known or suspected to have carried armament including rockets, bombs, large caliber ammunition, or other explosive devices shall not be approached until military or civilian authorities have evaluated the site.

Unmanned portable monitors may be used to protect exposures and apply foam if:

Runoff will not contaminate the munitions

Direct water streams will not contact munitions

It can be done with minimal risk to emergency response personnel

SECTION 13 - MILITARY ARFF OPERATIONS

National Defense Area

The Chief of the military ARFF (Rickenbacker/Wright Patterson) or his designate may establish a federally secured area (NDA) upon arrival of an air crash involving any federal aircraft.

Civilian emergency response companies may:

Be requested to assist with the establishment of this area and secure it's perimeters

Be requested to assist military ARFF with rescue, suppression, and related activities

Restricted Access

In matters involving resources of the Department of Defense (DOD) it may be necessary to exclude civilian emergency response personnel from entering a designated NDA.

Emergency response personnel shall be advised by the Incident Commander when such an area has been established.

Emergency response personnel shall comply with such orders.

Rickenbacker ARFF Response Area

The Rickenbacker ARFF units may respond to an air crash that involves a military aircraft up to fifty miles from the airport. The ARFF Fire Chief, or designate, will determine the response needs given the aircraft type, location, etc....

Civilian response agencies should endeavor to maintain an access point for large ARFF suppression vehicles to enter the hazard zone upon their arrival.

SECTION 14 - SPECIAL RESOURCES**Non-Emergency Services Resources**

The following special resources may be required during an incident involving an aircraft. These are items not typically available to emergency services agencies.

Refrigerated Vehicles	Portable Lighting
Crane(s)	Helicopter(s)
Bulldozer(s)	Cadaver Shrouds/bags
Flatbed Trucks	Portable Phones
Portable Restrooms	Rehabilitation supplies
Food/Fresh Water	Video/audio equipment

Requesting Services from non-Governmental Groups

The Franklin County Emergency Management Agency may locate and coordinate private resources.

Requests for supplemental resources that are non-Governmental should be requested from Franklin County Emergency Management Agency.

Business Phone	794-0213
Emergency Phone	882-6614
On-Call Phone	510-3850

Requesting Services from non-Emergency Governmental Groups

The Incident Commander may request assistance from a governmental group in accordance to local policy. The Franklin County Emergency Management Agency may be of assistance in coordinating requests between local governments.

The Columbus Regional Airport Authority may provide liaisons to the IN when requested. Requests should be routed through the Port Columbus Airport Communications Center at 614-239-4029.

Federal Agencies that may arrive on scene and interface directly with the incident commander:

- NTSB – National Transportation Safety Board
- TSA – Transportation Security Administration
- FBI – Federal Bureau of Investigations

U.S. Postal Service

The location of mail sacks and cargo of the U.S. Postal service should be recorded and left in place unless the materials are in danger of being destroyed at which time they may be removed to a secure location until Postal authorities arrive. The IC should contact the Postal authority at 614-231-1054 (24 hours) to advise of the location of the mail/cargo.

SECTION 15 - NOTIFICATION OF LOCAL, STATE, AND FEDERAL AUTHORITIES

Responsibility to Notify

Aircraft arriving/departing Central Ohio are in radio contact with an ATC and are in controlled airspace within 20 nautical miles of Port Columbus International Airport.

Notification of investigative branches of the Military, Federal, or State Government falls within the jurisdiction of the airport ATC. Many of these notifications are duplicated by the air carrier if the incident involves a commercial aircraft.

Emergency response agencies are required to notify the ATC of the closest operating Airport as soon as possible. If unable to make contact at an Airport other than CMH, notification shall be made to the Port Columbus International Airport ATC supervisor.

SECTION 16 - MEDIA RELATIONS

Establishment of a Public Information Officer(s)

The I.C. should appoint a Public Information Officer (PIO) as soon as practical.

The emergency services PIO should receive updates from the Command Post and coordinate efforts with other agencies working on the scene.

Emergency services personnel should refrain from speaking with the media and direct all requests to the PIO.

Prior to speaking to the media the PIO should gather as much factual information as possible. For example:

Time of call/crash

Time of arrival of emergency response companies

Exact location, building name if pertinent

Current mode of operation (offensive, exposures, etc...)

Number of Companies on the scene

Number of verified aircraft victims involved. If transported and to where

Non-aircraft victims involved

Witness or first-arriving company reports

What cooperation is needed from the community

Number of emergency response personnel on the scene

Number of injured emergency response personnel

The PIO should arrange video opportunities and/or interviews with a member of Command.

SECTION 17 - AIRCRASH AND STRUCTURAL FIRE INVESTIGATION

Structure Fire and Exposure Investigation

Although the cause of the fire is evident a basic fire investigation will need to be compiled.

The structure fire investigation must be coordinated with the air crash investigation. Aircraft components/debris must not be moved or removed from the site during the fire investigation.

Photographs and/or crash related data shall not be released to anyone without approval of the I.C. or the Fire Chief having jurisdiction.

Air crash Investigation

Following extrication of occupants from the aircraft, preservation of evidence at the site is of vital importance (similar in nature to that of a crime scene).

Perimeters shall be established to restrict access by emergency response personnel.

Photographic/videographic record should be made prior to cutting/moving aircraft parts if possible.

Do not permit the removal of any aircraft part or component, including passenger luggage.

Access to the cockpit of the aircraft should be strictly prohibited unless extrication of surviving crew members is required.

Remove all emergency response personnel and apparatus from the hazard zone as soon as the threat of fire has been eliminated and all surviving victims have been removed.

Preserve evidence for Local Police, County Sheriff, Highway Patrol, FAA, Coroner, NTSB

SECTION 18 - CRITICAL INCIDENT STRESS DEBRIEFING

CISD Activation

The Critical Incident Stress Debriefing team shall be activated prior to the dismissal of first arriving companies for the purpose of "demobilization."

The Incident Commander or Safety Officer have the authority to activate the CISD.

Activating the CISD Team can be accomplished by contacting the Columbus Fire Alarm Office.

SECTION 19 - INCIDENT TERMINATION

On-Site Debriefing

Debriefing shall be conducted to ensure that:

Staffing and apparatus changes can be reviewed
Safety and/or exposure information can be communicated
Critical investigative information can be gathered
Critique(s) may be scheduled

All personnel shall be debriefed by a representative assigned by the Incident Commander.

Transfer of Command

The transfer of Command Operations during an air crash incident signifies that a change in the mode of operations will take place. In most cases fire and emergency medical services will remain on the scene or available as a supportive measure (See section 5: Line of Authority).

Common Criteria for Transferring Emergency Services Command:

No longer a threat of fire or explosion
Eliminated potential for hazardous materials release
No remaining need for complex extrication
No structural collapse potential
No confined space entry required
No decontamination (Non-hazmat) operations required
All surviving victims removed and treated/transported

Documentation/Recordkeeping

Copies of all fire/EMS/hazmat reports shall be forwarded immediately to the authority having jurisdiction. This should include any video's or photographs.

Copies of completed checklists and documents completed during the incident should be forwarded to the I.C. when the incident is terminated.

Written statements should be requested from officers and first-arriving companies as soon as practical but no later than shift change.

SECTION 20 - EMERGENCY SERVICES POST-INCIDENT CRITIQUE

Scheduling the Post-Incident Critique(s)

The emergency services groups shall schedule a critique, on the same duty shift, within seven days after the incident.

The Fire Chief having jurisdiction is responsible to schedule the critique.

Multiple Simultaneous Critiques

In very large incidents where multiple simultaneous operations were in effect, several simultaneous critiques should be scheduled. For example, due to their scope, the EMS branch, suppression, and command may schedule separate critiques.

Each critique should focus on their specific operations.

Who Should Attend

The critique should be attended by the officer/supervisor of each ICS branch/division.

Who Should Not Attend

Entire companies should not attend. If they have not already met, limit the critique to the company officer.

Members of non-emergency services groups should not attend. The purpose of this critique is to re-enforce the positive aspects of the emergency operations and to identify any deficiencies that may have been discovered.

Although information discussed here is not a secret, it should be considered sensitive.

Documentation

Detailed minutes should be recorded.

A copy of the written transcripts should be provided to the Chief of the authority having jurisdiction. Audio and video transcripts are not acceptable.

Multi-Agency Critique

If a critique is requested at the multi-agency level one or more representatives of the Emergency Services group should attend.

SECTION 21 - OPERATING GUIDELINE PLAN REVIEW AND UPDATE

Guideline Review

The Franklin County Fire Chief's Association Off-Field Air crash committee, with at least two representatives of the emergency services group that participated in the incident shall review the critique data and existing SOG for deficiencies.

The Committee shall, within 60 days, provide written recommendations to the Franklin County Fire Chief's Association relating to:

Amendments to the Off-Field Air crash SOG

Additions to the Off-Field Air crash SOG

Deletions to the Off-Field Air crash SOG