

An ARFF driver / operator from a unit on the right side of the aircraft had closed the jetway doors to the terminal concourse. Two ARFF personnel from units on the right side laddered the right forward service door (R1) and entered the aircraft with another 1 3/4 inch hose line. These two ARFF personnel took over the fire attack and overhaul duties while the fire officer conducted a search of the aircraft aft of the fire area. Another hose line was deployed to the rear air stairs. One of the engines established two supply lines to the ARFF unit on the right side pumping the hose lines to door R1 and the rear air stairs. The ladder company set up a fan in the jetway to help ventilate the aircraft. Engine company personnel relieved ARFF personnel on hose lines in the interior of the aircraft and completed the overhaul and extinguishment of spot fires, as well as the secondary search. The other engine company set up a medical sector. Air carrier personnel were directed to open the remainder of the doors and hatches, from the outside, to help ventilate the aircraft.

The aircraft was considered a total loss and the jetway had to be replaced. (6) of the persons that were on the aircraft and (4) air carrier ground personnel, who attempted to fight the fire with fire extinguishers, were treated at the hospital for smoke inhalation and released the same day.

The security camera video clearly shows how turret streams discharged into a functioning vertical ventilation opening will push the fire horizontally through the aircraft and into the jetway. The only purpose for turrets is to extinguish fuel spill fires and protect the exterior of the fuselage. A turret stream will not extinguish a fire on the inside of a jet engine or the inte-

rior of an aircraft when the top of the aircraft is still intact. Turret streams used during an interior fire will help the fire burn up more of the aircraft, faster. AFFF is not environmentally friendly. Large amounts of foam unnecessarily dumped on the outside of the aircraft is a tremendous waste of money and creates a huge environmental containment and cleanup problem.

In this incident, the turret streams delayed the interior fire attack and drove the fire horizontally through the aircraft and into the jetway. It would have compromised their survivability if persons were still on the inside of the aircraft. It would have driven smoke into the terminal if the jetway concourse door had remained open.

ARFF was lucky that everyone inside the aircraft at the time of the fire escaped. Three of the nineteen persons inside the aircraft barely made it out alive. It would have been a much worse scenario if general boarding had begun, with more than fifty (50) persons inside the aircraft and jetway. If persons are confirmed or suspected to have been on the inside of the aircraft when the in-

terior fire started, ARFF needs to assume that some of them may still be on board and begin interior fire attack, ventilation, and search. As more mutual aid, structural firefighters arrive, additional hose lines and firefighters should be assigned to these tasks.

When will ARFF know for sure everyone is out of the aircraft? It will most likely be when the fire is extinguished and the interior is thoroughly searched. The task for accounting for the survivors should be handled by the Medical Group and the involved air carrier. It should begin immediately, but may take a few hours to accomplish. In this situation, survivors ended up on the ramp and in the terminal.

If it is obvious the fire started in the belly or bottom of the fuselage, anticipate a hole or holes in the cabin flooring that firefighters could fall into. This incident response also shows what one hose line will accomplish on a well-involved, large aircraft interior fire. Every ARFF department with three or more personnel are capable of deploying one hose line for interior fire attack. This

