

should be the goal

What sized hose should be used for aircraft interior attack? The department that responded to this incident used 1 3/4 inch hose. Most ARFF departments or airport fire stations have limited staffing issues. The flow and nozzle pressure of a 1 3/4 inch hose makes it a two person hose line. The bigger the hose line, the more water, and the heavier it is to move and drag around an incident scene or into an aircraft. A 1 1/2 inch hose provides a much lighter line that can be deployed and operated by one person if necessary. An adjustable nozzle that flows 60, 95, and 125 gpm, provides the user with some flexibility for different firefighting situations.

Would moving an aircraft with an interior fire away from the jetway or moving the jetway away from the aircraft be a good tactic? This might be a reasonable action with an unoccupied aircraft. During an interior fire, with the possibility of persons still inside, moving the aircraft would only delay fire control and rescue. If a tug was not attached and air carrier push back personnel were not readily available, this would be a complicated process to accomplish. The jetway operating controls are located right where it positions against the aircraft. If the access door L1 is open, this area may be compromised by smoke and heat. Again, seconds save lives when it comes to persons overcome by smoke inhalation. It would be easier to deploy resources to protect the jetway and concourse, while conducting interior fire attack and rescue.

The jetway provides a means to evacuate the aircraft and a platform from which to access an interior fire. If any smoke is visible between the aircraft and the jetway, a hose line should be



immediately positioned to protect the evacuation and the jetway. If smoke is entering the jetway, close the door to the terminal at the end of the jetway, perform positive pressure ventilation of the jetway, and take evacuating passengers and crew down jetway exterior stairways to a safe up wind ramp area. Do not let evacuating persons, from a burning aircraft, that may be injured or have smoke related respiratory problems, mix with travelers inside a busy terminal. For emergency medical and accountability reasons, evacuating persons must be controlled, collected and corralled in separate, yet safe area.

#### **PERSONS TRAPPED BEHIND AIRCRAFT EGRESS SYSTEMS**

In 1990, a collision between two aircraft on a foggy runway started an interior fire on a DC-9. The DC-9 had gotten lost in the fog while taxiing and inadvertently strayed onto a runway. A 727 was cleared for takeoff on the same runway. The DC-9 was on the ground control frequency and the 727 was on the runway frequency. The right wing of the 727 sliced open the right side of the DC-9 just below the windows,

ripped off its number 2 engine, and set its interior on fire. Both aircraft came to a stop 2,100 feet away from each other. There were 44 persons on the DC-9 and 154 on the 727.

Over (13) feet of the 727's right wing tip was sheared off and fuel was leaking from the damaged wing tank. The interior of the DC-9 passenger cabin was extensively damaged by fire. All cabin sidewall and ceiling panels, stowage bins, and seat cushions were destroyed. Many of the seat frames on the right side of the aircraft were displaced rearward of their normal positions. The top of the fuselage, from the windows up, was burned off aft of the cockpit to forward of the aft bulkhead.

One (1) cabin crew and seven (7) passengers perished on the DC-9. Ten (10) passengers suffered serious injuries and the remainder had minor or no injuries. Three of the fatalities were sitting in seats adjacent to the right side of the DC-9 and died of blunt force trauma. Two of the fatalities inside the cabin died of smoke inhalation. One was found still in her seat and the other was found lying in the aisle.