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CHAPTER 8 CV/CVN FLIGHT DECK/HANGAR BAY FIRE DOCTRINE

SECTION 1 - REQUIRED INFORMATION

- Ref: (a) NTTP 3-20.31, Surface Ship Survivability
 (b) NAVAIR 00-80R-14, NATOPS U.S. Navy Aircraft
 Fire Fighting and Rescue Manual
 (c) NSTM Chapter 555, Shipboard Fire Fighting

8100 Required Chapter TABS

- (a) TAB A, Considerations for Fighting a Flight
 Deck/Hangar Bay Fire
 (b) TAB B, Fire Boundaries
 (c) TAB C, Smoke Boundaries
 (d) TAB D, Isolation List

SECTION 2 - PURPOSE

8101 Purpose

(a) This section outlines responsibilities of and support requirements between the DCA and Air Officer when coordinating fire fighting efforts in conjunction with Flight Deck or Hangar Bay fires.

SECTION 3 - RESPONSIBILITIES

8102 Responsibilities

(a) The Air Officer has overall responsibility for aircraft fire fighting, salvage, jettison, personnel rescue and aviation fuels repair in accordance with references (a) and (b).

(b). The Hangar Deck Officer shall man the applicable Conflag Control Station and activate appropriate zone(s) of the hangar deck sprinkling system for any multi aircraft fire or when a spill fire is judged to be beyond the capability of the initial hose team.

(c) Aircraft Crash, Salvage, and Rescue Officer (Air Bosn) is responsible for organizing, supervising, and training the crash, salvage, and rescue team (both flight and hangar deck) and maintaining and operating assigned equipment on the flight deck/hangar deck. Establish back up response team from flight deck personnel.

(d) Damage Control Assistant shall develop contingency plans and communications to advise the bridge and ship's company which areas of the ship must be evacuated and define the routes of evacuation to avoid fire and explosion

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hazards. The DCA will develop contingency plans to control and use the ship's DC organization, material and firefighting assets from unaffected areas of the ship.

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TAB A

CONSIDERATIONS FOR FIGHTING A FLIGHT DECK/HANGAR BAY FIRE

1. ON SCENE LEADER

___ Organize initial attack team/rapid response team

___ Ensure initial response equipment on scene

Initial Attack Team consists of the following personnel as a minimum:

___ On Scene Leader

___ 4 AFFF hose teams (minimum personnel)

___ Messengers (until communications can be established)

Initial Attack Team OSL Responsibilities

___ Direct hose teams and attack fire

CAUTION:

HOSE TEAMS SHOULD NOT GO UNDERNEATH ANY
AIRCRAFT TO FIGHT FIRES

___ Recommend the movement of aircraft.

___ Establish communications with Conflag, Hangar Deck Control, Damage Control Central, Primary, Flight Deck Control and Background Scene Leader.

___ Direct remaining personnel to an unaffected part of the Hangar Bay, if possible, and muster with background scene leader for further tasking.

SEQUENCE OF EVENTS:

Reporting of a casualty shall be accomplished by the most expeditious method per the ship's operating instructions, i.e., MC announcing systems, J-dial, Portable Radios, etc.

NOTE:

Uninterrupted communications between OSL and Receiving Stations (i.e., DCC Primary Flight Control, AFFF Stations, Background Scene Leader, etc.) are paramount.

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NOTE:

The scene leader shall maintain visual contact for hand signal and voice communications with hose team leaders and overhaul personnel.

2. BACKGROUND SCENE LEADER RESPONSIBILITIES

- ___ Organize and dispatch background assistance personnel in support of the scene leader.
- ___ Ensure Conflag makes 3 MC announcement, reports fire to DCC
- ___ Ensure affected Hangar Bay fuel systems are mechanically and electrically isolated, notify attack team OSL. Return elevators to flight deck level.
- ___ Close all division/elevator doors
- ___ Recommend Bridge set winds stbd to port
- ___ Leave all hangar deck lights on
- ___ Close all weapons elevator doors/hatches
- ___ Close all doors and hatches from hangar to interior of ship
- ___ Cooling teams shall be posted on opposite sides of divisional doors of affected bay
- ___ Ensure immediate response equipment assembled at background assistance scene, including the following:
 - ___ Two portable extinguishers (Halon 1211, P1W or CO2)
 - ___ Two spare hoses
 - ___ Crash/fire axes
 - ___ Halligan Tool
 - ___ Two safety flashlights
 - ___ Battery-powered megaphone
 - ___ Tool roll, kit
 - ___ Two SCBA's (minimum), with 4 spare cylinders
- ___ Establish communications with Conflag, OSL, Hangar Deck Control, DCC, Fire Marshall
- ___ Affect the removal of aircraft adjacent to the scene
- ___ Assemble two AFFF hose teams, for backup/cooling
- ___ Ensure immediate assignment of personnel to be provide as the Background Response Team, provide from repair locker _____

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NOTE:

Background Scene Leader shall provide immediate SCBA relief of initial attack team

NOTE:

The Background Response Team will normally consist of V-3 and Squadron personnel dressed out in SCBA's

3. Background Response Team will consist of the following personnel:

___ On scene leader (relief)

___ 4 AFFF Hose Teams

___ Plugman

___ Messenger/phone talker

___ Two rescue personnel

___ Two overhaul personnel

___ Assemble additional personnel not required at scene (Fuels Repair, Squadron Rep, weapons/EOD, etc.)

___ Appoint an SCBA time management coordinator

___ Assemble medical personnel and ensure stretcher-bearers have SCBA's

___ Ensure two stretchers/two first-aid kits are on-scene

___ Setup SCBA change out area and fire fighter recovery station

___ Establish fire/smoke zone throughout Hangar Bay

___ Crack elevator and sponson doors for de-smoking

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3. SHIP'S FIRE MARSHAL RESPONSIBILITIES

___ Muster Flying Squad at designated repair locker and provide assistance as required.

___ Establish communications with DCC, OSL, Background Scene Leader, and Conflag Stations.

___ Report Flying Squad manned and ready.

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4. FLYING SQUAD ON-SCENE LEADER RESPONSIBILITIES

NOTE:

Flying Squad shall maintain the 4 hose team concept.

___ Report manned and ready from repair locker _____

___ Flying Squad muster with Background Scene Leader for further
tasking

___ Relieve current OSL when directed

___ Nozzle move in

CAUTION:

Do not disturb the AFFF foam blanket before overhaul is
complete.

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5. DAMAGE CONTROL ASSISTANT RESPONSIBILITIES

- Man Damage Control Central
- Ensure affected AFFF and transfer stations are manned
- Ensure electrical/mechanical isolation of area is complete and status passed to On-Scene Leader
- Establish communications with Conflag, Hangar Deck Control, Primary, Flight Deck Control and Background Scene Leader
- Direct the setting of fire/smoke boundaries
- Receive status of elevators returned to flight deck level
- Receive status of all division elevator doors closed
- Receive status of closing all weapons elevator doors/hatches
- Receive status of all doors and hatches from hangar to interior of ship are closed
- Receive status of initial response equipment on scene
- Receive status of winds set stbd to port
- Receive status of fire/smoke boundaries set throughout hangar bay
- Fire under control
- Receive status of elevator and sponson doors cracked for de-smoking
- Receive status of weapons and when cooling has commenced
- Receive status of rescues or casualties
- Receive status of fire out
- Receive status of reflash watch set
- Receive status of EOD to make weapons safe (if applicable)

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___ Receive status of overhaul, residual fires, removal of liquid oxygen converter (if required), batteries

___ Receive status of atmospheric test conducted

___ Restow damage control equipment

___ Estimate time of repair

___ Commence FOD walkdown

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TAB B - FIRE BOUNDARIES

COMPARTMENT: (SPACE NAME/NUMBER)

PRIMARY BOUNDARIES or GROUPS:

BOUNDARY or GROUP #
COMPARTMENT NAME/NUMBER
BULKHEAD/DECK
FIRE STATION/# Hose Lengths
RESPONSIBLE PARTY (INPT/UW)
OBA /SCBA REQUIRED? (Y/N)

SECONDARY BOUNDARIES or GROUPS:

BOUNDARY or GROUP #
COMPARTMENT NAME/NUMBER
BULKHEAD/DECK
FIRE STATION/# Hose Lengths
RESPONSIBLE PARTY (INPT/UW)
OBA /SCBA REQUIRED? (Y/N)

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TAB C - SMOKE BOUNDARIES

COMPARTMENT NAME: _____

COMPARTMENT NUMBER: _____

PRIMARY:
(INCLUDING BUFFER ZONE)

FITTING NUMBER
CLASSIFICATION
CURTAIN/BLANKET
RESPONSIBLE PARTY
INPT/UW
OBA /SCBA REQUIRED? (Y/N)

SECONDARY:
(OUTSIDE BUFFER ZONE)

FITTING NUMBER
CLASSIFICATION
CURTAIN/BLANKET
RESPONSIBLE PARTY
INPT/UW
OBA /SCBA REQUIRED? (Y/N)

ISOLATION LIST

COMPARTMENT NAME: _____

COMPARTMENT NUMBER: _____

PRIMARY BOUNDARY FWD: _____

OVERHEAD BOUNDARY _____

PRIMARY BOUNDARY AFT: _____

SECONDARY BOUNDARY FWD: _____

OVERHEAD BOUNDARY _____

SECONDARY BOUNDARY AFT: _____

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TAB D
ISOLATION LIST

COMPARTMENT NAME:

COMPARTMENT NUMBER:

PRIMARY BOUNDARY FWD:

PRIMARY BOUNDARY AFT:

SECONDARY BOUNDARY FWD:

SECONDARY BOUNDARY AFT:

ELECTRICAL SYSTEMS:

SYSTEM TYPE	NOUN NAME	CKT NUMBER	LOCATION	RESPONSIBLE PARTY (INPT/UW)	FUSE/CKT BKR	PRI/ALT

ELECTRICAL ISOLATION SHALL INCLUDE ALL MACHINERY, SWITCHBOARDS AND LOAD CENTERS REQUIRED TO ISOLATE THE AFFECTED SPACE.

MECHANICAL SYSTEMS:

SYSTEM / SYSTEM TYPE	NOUN NAME	VALVE NUMBER	REMOTE OPERATOR	RESPONSIBLE PARTY (INPT/UW)	PRIORITY

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VENTILATION SYSTEM:

NATURAL/ FAN	CONTROLLER LOCATION	REMOTE CONTROL LOCATION	CLOSURE TYPE	DESIGNATION/ AREA SERVED	WEATHER DECK NTAKE EXH	RESPONSIBLE PARTY (INPT/UW)

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TRAINING

1. Hangar bay firefighting drills shall be conducted with sufficient frequency to maintain a level of proficiency in accordance with this doctrine and the COMNAVAIRLANTINST 3500.20.

1. Damage Control Flying Squad personnel shall be cross-trained in aircraft firefighting. Utilize available facilities, i.e., Air Department Training Team, Fleet Training Centers, Mobile Aircraft Fire Fighting Trainer, Naval Air Stations, etc., whenever possible to fight live fires for the purpose of continuing individual personnel qualifications and team training.