
**FIRE AND RESCUE SERVICES -
AIRPORT**
Lead entry team in an aircraft incident

level:	5
credit:	4
planned review date:	March 2008
sub-field:	Fire and Rescue Services
purpose:	<p>This unit standard is for personnel who will be leading entry teams at aircraft incidents at the point where external fire control measures are in place, but hazardous conditions may still be present inside the aircraft.</p> <p>People credited with this unit standard are able to: analyse situation and select strategy; effect entry into aircraft; re-assess and stabilise the situation inside the aircraft; maintain the safety of the entry crew; and liaise with the Incident Controller.</p>
entry information:	<p>Prerequisites: Unit 20389, <i>Respond to and fight external aircraft fire</i>; and Unit 20390, <i>Carry out internal aircraft fire fighting and rescue</i>; and Unit 20395, <i>Wear and operate breathing apparatus in specialist emergencies</i>; or demonstrate equivalent knowledge and skills.</p>
accreditation option:	Evaluation of documentation and visit by NZQA and industry.
moderation option:	A national moderation system of moderation networks has been established by the Fire and Rescue Services Industry Training Organisation.

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- special notes:**
- 1 Compliance with the fire and rescue service provider's Health and Safety policy and procedures is mandatory.
 - 2 Assessment against this unit standard may take place under real or practical simulated conditions.

Elements and Performance Criteria

element 1

Analyse situation and select strategy.

performance criteria

- 1.1 Type and extent of hazard is analysed in accordance with the requirements of the fire and rescue service provider.

Range: fire incidents, non-fire incidents.
- 1.2 Communication is maintained with Incident Controller in accordance with the requirements of the fire and rescue service provider.
- 1.3 Entry point is selected to preserve the safety of the crew and exiting people in accordance with the requirements of the fire and rescue service provider.

Range: main entry doors, emergency doors and windows, openings in the airframe caused by impact, emergency slides, hatches, cut-in points.

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- 1.4 Crew is briefed in accordance with the requirements of the fire and rescue service provider.
- Range: purpose for entering, entry procedure, equipment required, escape routes.
- 1.5 Resources and equipment are confirmed in accordance with the requirements of the fire and rescue service provider.
- Range: personal protective equipment, breathing apparatus, firefighting equipment, rescue equipment.

element 2

Effect entry into aircraft.

performance criteria

- 2.1 Entry into aircraft is made in accordance with the requirements of the fire and rescue service provider.
- 2.2 Equipment is operated to enter aircraft in accordance with the requirements of the fire and rescue service provider.
- Range: ladders, forcible entry equipment.
- 2.3 The requirement for additional fire and rescue resources is assessed and obtained in accordance with the requirements of the fire and rescue service provider.

element 3

Re-assess and stabilise the situation inside the aircraft.

performance criteria

- 3.1 Interior conditions are assessed in accordance with the requirements of the fire and rescue service provider.
- Range: heat, visibility, damage, stability.

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3.2 Occupants are assessed in accordance with the requirements of the fire and rescue service provider.

Range: trapped, injured, dead.

3.3 Plan is developed to safeguard occupants in accordance with the requirements of the fire and rescue service provider.

Range: rescue, fire control, ventilation, medical assistance.

element 4

Maintain the safety of the entry crew.

performance criteria

4.1 Hazards are identified and briefing conducted in accordance with the requirements of the fire and rescue service provider.

Range: crew, environment, resources.

4.2 Crew safety is monitored in accordance with the requirements of the fire and rescue service provider.

Range: personal protective equipment, Standard Operating Procedures (SOPs), heat illness.

element 5

Liaise with the Incident Controller.

performance criteria

5.1 Situation reports are communicated to the Incident Controller in accordance with the requirements of the fire and rescue service provider.

Range: frequency, in response to changing circumstances, as required by Incident Controller.

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5.2 Content of messages relays conditions inside the aircraft in accordance with the requirements of the fire and rescue service provider.

Range: heat, smoke, visibility, damage, extent of casualties, arrangement of occupants within the aircraft, aircraft stability, assistance required, changing conditions.

Comments on this unit standard

Please contact the Fire and Rescue Services Industry Training Organisation info@frsito.org.nz if you wish to suggest changes to the content of this unit standard.

Please Note

Providers must be accredited by the Qualifications Authority or a delegated inter-institutional body before they can register credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by the Qualifications Authority before they can register credits from assessment against unit standards.

Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for providers wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

This unit standard is covered by AMAP 0039 which can be accessed at <http://www.nzqa.govt.nz/site/framework/search.html>.