Aircraft Rescue and Fire Fighting (ARFF)

- Changes to AC 150/5220-10
- Major Changes to AC 150/5210-17
- NTSB Recommendation to the FAA
- ACRP Projects
Changes to AC 150/5220-10

- Verification page
- Modification to Standard
- Make it so a D index airport cannot order a vehicle w/ a 65 ft. HRET
- Final Inspections for 2 people & Mechanics training
- Water and Foam level indicators that can be read from a distance
Changes to AC 150/5220-10 (cont.)

- HRET option is selected, the text needs to include.... if a clean agent system

- Under truck nozzles

- Ancillary Equipment

- Include warranty wording

- On-Board Air Compressor vs Shoreline Connection -
Major Changes to AC 150/5210-17

AC 150/5210-17 Programs for Training of Aircraft Rescue and Firefighting Personnel

- Applicability statement
- New paragraph numbering system
- New Chapter 2
- New Appendix
- New Addendum
- Removed the 1 minute requirement
  - PPE
  - SCBA
NTSB Recommendation to the FAA

**NTSB Safety Recommendation A-14-47:** “Work with the Aircraft Rescue and Firefighting Working Group and equipment manufacturers to develop and distribute more specific policies and guidance about when, how, and where to use the high-reach extendable turret’s unique capabilities.”

**NTSB Safety Recommendation A-14-48:** “Once the minimum staffing level has been developed by the Aircraft Rescue and Firefighting (ARFF) Working Group, as requested in Safety Recommendation A-14-60, amend 14 Code of Federal Regulations 139.319(j) to require a minimum ARFF staffing level that would allow exterior firefighting and rapid entry into an airplane to perform interior firefighting and rescue of passengers and crewmembers.”
NTSB Safety Recommendation A-14-49: “Work with the Aircraft Rescue and Firefighting (ARFF) Working Group to develop and distribute policy guidance and training materials to ensure that all airport and mutual aid firefighting officers placed in command at the scene of an aircraft accident have at least a minimum level of ARFF training.”

NTSB Safety Recommendation A-14-50: “Issue a CertAlert to all Part 139 airports to distribute the information contained in the Federal Aviation Administration’s (FAA) legal interpretation of 14 Code of Federal Regulations 139.319 that requires all personnel assigned to aircraft rescue and firefighting duties to meet the initial and recurrent training and live-fire drill requirements and clarify how the FAA will enforce this regulation.”
Clarification of training requirements for rescue and firefighting personnel under 14 C.f.R. § 139.319(i)(2)-(3)

- Whether § 139.319(i)(2)-(3) and corresponding guidance apply to all firefighters who are assigned to a certificated airport or only to a minimum number of firefighters at a certificated airport who would be required to "meet index" (i.e., the firefighters required to deliver the necessary vehicles and extinguishing agent to an accident site).

- Whether § 139.319(i)(2)-(3) and corresponding guidance apply to firefighting command staff at a certificated airport (e.g., Chief, Training Officer).
Clarification of training requirements for rescue and firefighting personnel under 14 C.f.R. § 139.319(i)(2)-(3)

The timetable by which newly hired firefighters and/or command officers must complete this training. Specifically, would a new hire employee be required to be fully trained in all 11 areas and have completed a live-fire drill prior to being assigned to a shift at the airport? If not, would the employee be able to respond to an actual airplane accident at the airport? If so, would there be any prohibitions against the untrained employee driving an ARFF vehicle or operating specialized equipment such as a High Reach Extendable Turret?

Whether a command officer at a certificated airport may take on the role of Incident Commander at an actual airplane accident without having the training specified in § 139.319(i)(2) and without having completed a live-fire drill under § 139.319(i)(3).
Sufficient and Qualified Personnel

- Look for policy on Sufficient and Qualified Personnel
- It is a number greater than zero
- Does not necessarily have to be an airport or operations personnel
  - Only in extreme cases should it not be
- Implemented on a case by case basis
- There are minimum training standard requirements depending on duties assigned
  - Drivers training on airport / in movement areas
- Call your regional office and they will end up coordinating with HQ.
The TRB Publications Index contains over 50,000 papers, articles, and reports published by the Transportation Research Board, Highway Research Board, Strategic Highway Research Program, or the Marine Board from 1923 to date.

For comments or questions, contact Lisa Loyo at lloyo@nas.edu.
FY 15 ACRP Projects

- ACRP 02-60 Managing Perfluorocarbon Impacts at Airports
- ACRP 04-19 Airport Emergency Planning Template: NIMS - Incident Command System Compliance
- ACRP 06-03 Airports and Family Assistance After an Aviation Accident
- ACRP 10-25 Use of Campus Notification and Lockdown System at Airports
ACRP Projects Complete or in Progress

- ACRP Report 103: A Guidebook for Integrating NIMS for Personnel and Resources at Airports (Complete)

- ACRP Report 112: Airport Terminal Incident Response Planning (Complete)

- ACRP 11-03/Topic S10-13 Issues with Airport Fueling System Operations (in progress)

- ACRP 10-22 Improving Stakeholder Engagement in Aircraft Accident Planning (in progress)
ACRP Project Completed

Integrating Web-Based Emergency Management Collaboration Tools into Airport Operations—A Primer

Aircraft Rescue and Fire Fighting Working Group
September 2014
Getting More Out of Airport Mutual Aid

TRB will conduct a webinar on February 11, 2014, from 2:00pm to 3:30pm ET that will introduce airport operators and emergency planners to mutual aid agreements. Participants must register in advance of the webinar, and there is no fee associated with this webinar. This webinar will provide 1.5 Continuing Education Units for Accredited Airport Executives.

The Federal Aviation Administration’s Advisory Circular “Airport Emergency Plan” places increased attention on mutual aid agreements, including the process by which they are created and the roles of mutual aid partners in Airport Emergency Plans (AEPs). Webinar presenters will highlight management practices that may be used to establish and help sustain multi-airport mutual aid programs at state, regional, and national levels.

Webinar Presenters
- James Smith, Smith-Woolwine Associates Inc.
- Fred McCrosby, Savannah/Hilton Head International Airport
- Todd Haines, Dallas-Fort Worth International Airport

Moderated by: Mark A. Crosby, Portland International Airport

Webinar Outline
- PART 1: ACRP Synthesis 45 “Model Mutual Aid Agreements for Airports”
  - Types of, and patterns found in, mutual aid agreements
  - Basic generic models for sound agreements
  - Examples of specialized agreements
  - Checklist of essential and desirable features in airport mutual aid agreements
- PART 2: ACRP Report 73, “Airport-to-Airport Mutual Aid Programs”
  - Formal and informal mutual aid agreements among airports in the event of community wide disasters
  - Benefits associated with an airport-to-airport mutual aid program (MAP)
  - Different considerations when setting up an airport-to-airport MAP
- PART 3: Question and answer session

The first 60 minutes of the webinar will be for presentations and the final 30 minutes will be reserved for audience questions.
Contact Information

Marc Tonnacliff
Federal Aviation Administration
800 Independence Ave. S.W.
Airport Safety and Standards,
AAS-300, Room 618
Washington, D.C. 20591
(202) 267-8732
marc.tonnacliff@faa.gov
http://www.faa.gov/airports/airport_safety/aircraft_rescue_fire_fighting/
QUESTIONS!