



Issued: 5 April 2016

RFFS Training – Live Fire Drills

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Operators
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 A recent communication from EASA Flight Standards Division to another National Aviation Authority stated that *“The purpose of the pressure-fed fuel fire drills is to train rescue and firefighting personnel on how to handle fuel fires which are the most common when an aircraft accident occurs. For this reason gas fires are not considered appropriate for this training”*.
- 1.2 The EASA correspondence above generated a number of enquiries from UK aerodrome operators regarding the suitability of their existing Rescue and Firefighting Service (RFFS) training programme and facilities.
- 1.3 The purpose of this Information Notice (IN) is to clarify the interpretation of the UK CAA regarding the requirement for RFFS personnel to participate in live fire drills commensurate with the types of aircraft, and type of rescue and firefighting equipment in use at the aerodrome, including pressure fed fuel fires.

2 Scope

- 2.1 Whilst the correspondence above relates to an aerodrome following the requirements of Commission Regulation (EU) No. 139/2014 (EU Rules), and specifically AMC1 ADR.OPS.B.010(b);(c), the UK guidance below also relates to aerodromes which continue to follow the requirements of CAP 168 (National Aerodromes).
- 2.2 ICAO Standards and Recommended Practices (SaRPs) Annex 14 (paragraph 9.2.42) states that *“all rescue and fire fighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of*

aircraft and type of rescue and fire fighting equipment in use at the aerodrome, including pressure-fed fuel fires". ICAO defines a pressure fed fuel fire as "Fires associated with fuel discharged under very high pressure from a ruptured fuel tank".

- 2.3 The content of an RFFS training programme should include *inter alia* firefighting operations, the use of fire hoses, nozzles, turrets and other appliances, and application of the types of extinguishing agent required.
- 2.4 Taking into account the various requirements and sources of guidance, the UK CAA has accepted the use of Liquefied Petroleum Gas (LPG) as a suitable alternative to the use of Class B liquid fuels. This is based on the principles that:
 - a) LPG can enhance safety during training due to its controllability
 - b) Environmental constraints can restrict the use of Class B liquid for fire training at aerodromes
 - c) Generating high volumes of black smoke may not be acceptable at an aerodrome
- 2.5 It is important that, if LPG is used during live fire drills, RFFS personnel are provided with suitable training to enable them to recognise the differing characteristics of LPG as opposed to class B fires, when used to simulate realistic fire training.
- 2.6 Provision should also be made for RFFS personnel to periodically practice the application of the types of extinguishing agent available at the aerodrome onto a Class B liquid fire.
- 2.7 The frequency of live fire drills, and the periodic application of firefighting agent to control and extinguish a Class B fire, should be determined through a suitable decay analysis.

3 Queries

- 3.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Airspace, ATM and Aerodromes
Safety and Airspace Regulation Group
Civil Aviation Authority
1NE Aviation House
Gatwick Airport South
RH6 0YR

E-mail: aerodromes@caa.co.uk

4 Cancellation

- 4.1 This Information Notice will remain in force until 31 March 2017.