

Rescue and Fire Fighting Working Group



RFF WORKING GROUP MEMBERS

Country/Organisation	Role	Job
Airbus	Manufacturer	Engineer
Airport Council International	Airports	Operations
Australia	Regulator	Fire Fighter
Boeing	Manufacturer	Fire Fighter
Brazil	Regulator	Gov.t Official
Canada	Regulator	Fire Fighter
France	Regulator	Engineer
Germany	Regulator	Gov.t Official
Holland	Regulator	Gov.t Official
International Air Transport Association	Representative org.	Pilot
International Civil Aviation Organisation	UN Agency	Secretariat
International Federation of Air Line Pilots Associations	Representative org.	Pilot
Italy	Air Traffic	Manager
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RECENT WORK

- Level C performance foam
- Reviewed Airport Services manual
 - Level of protection
 - Communications
 - Vehicles
 - Personal Protection
 - Medical
 - Extinguishing agents
 - Fire Stations
 - Personnel
 - Procedures
 - Difficult environs
 - Training
 - Aircraft data sheets
- Compressed Air Foam Systems (CAFS)
- RFF Response Proposal

FUTURE WORK

- RFF Response Proposal
- Review SARP's, 63 to 25
- Procedural guidance – how to
- Finalise review of Airport Services Manual
- Crash charts on-line
- Review of Airport Service Manual on Emergency Planning

CAFS Tests May 2012



CAFS Consolidated Test Results

Test	Results	Effectiveness Index ¹	Reference
Schmitz one seven test December 2007. 87m ² tray 1500 l fuel Application rate 4.02 lpm/m ²	27% less media 12.5% less time to control.	39.5%	2007-Efectis-R0869 Available from Schmitz
Air Force Research Laboratory, USA November 2004 Up to 480 m ² fires	46% less media	46%	AFRL-ML-TY-TR-2004-4554
Air Force Research Laboratory, USA 2002	75% less media	50%	AFRL-ML-TY-TR-2002-4507
National Research Council, Canada September 2004	More than 75% less flow	44%	NRC, IRC-RR-174
National Research Council, Canada August 2008	75% less flow	50%	NRC, B-4071.1
National Research Council of Canada 2004	65% less time 60% less flow	72%	NRC, IRC 146
UK-CAA, CNPP, May 2012 86m ² tray 1500 l fuel Application rate: Level B – 2.32 Level C – 1.63	58% less time	59%	CNPP PN 12 8913 7 June 2012
Combined Results	60% less media 45% less time	51.5%	

CAFS

“where a vehicle delivers foam using a compressed air foam system complying with the appropriate specifications of the International Organization for Standardization (ISO)*, up to 30 per cent of the water and agent may be reduced for that vehicle.”

Agent Quantities Research

- Replacement/Update of TCA/PCA

 - Study if the current critical area is still a valid basis for determining fire fighting agent quantities

- FAA Study on the Effects of Fuselage Geometry

 - Study of fire behaviour of new large aircraft

- FAA Fuel Release Predictions

 - Provide a science based methodology to evaluate the quantity of fuel dispersed during various types of survivable accidents

[FAA Report Agent Quantities](#)

[FAA Report Suppression Effects](#)

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