

**COMMISSION
"RESCUE AND FIRE FIGHTING AT AIRPORTS"**

DATE 15.5.2024 / 09:00 – 17:30 (CET)

CHAIRMAN Manfred Sommerer

MINUTES OF MEETING

CTIF Commission *RFF at Airports*, Meeting in Oslo, 14th-16th May 2024

Participants

Manfred Sommerer, Chairman

Ole J. Hansen, Board member

Milan Mraz

Simo Ekman

Valentin Gangur

Antonios Panagiotakis

Vasileios Stefanioros (online)

Alvydas Bezykornov

Aleksander Gumdal

Thomas Toftvåg

Pål Higræff

Hans Schmid

Tomáš Malučký

Veli-Matti Sääskilähti, Board member

Florian Monthoux, Board member

Jiri Markuci

Paul Nyberg

Stephan Syring (online)

Kostas Papakonstantinou

Igors Čavkins

Ulrich Bergkvist

Ola Framstad

Sebastian Knutsen

Andreas Lochmeier

Marcel Kiss

Associated Members

Martin Gorski

Peter Wunder

Jörg Winkler

Kim Olsen

Sindre Iversen

Philipp Platzl

Florian Kubowski

Sarah Wouterse

Scot Young

Welcome

The Chairman Manfred Sommerer welcomed everybody to the meeting and warmly thanks the meeting organizers for their work and hospitality.

He explained the aim of the commission and the way to share information between the participants. In principle, each participant has other working groups in his country and he can bring information from the national working groups to this commission and vice versa. Manfred shows an example of how RFF working groups are organised in Austria.

Thomas Toftevåg, head of section by Avinor, welcomed everybody to the meeting. He presents Avinor, which owns and operates 43 airports in Norway. Current challenges at RFF level are mainly at airports smaller than Oslo, with mixed CAT (*Commercial Air Transport*) and non-CAT traffic, and the fire service, which is provided by airport employees who have many other tasks to perform. The presence of water around airports is also a challenge (difficult environment).

Each participant introduces himself or herself briefly so that everyone can get to know each other.

Approval of the minutes of 2023: Balsthal and virtual meetings

The minutes of the last two meetings are approved by the commission without comment.

New members/regrets – Manfred Sommerer

In recent years, the board tried to recruit new members for the commission. The commission is currently in contact with a few countries to this end (United Kingdom, Croatia, Slovenia). However, we realize that some new members have unfortunately not yet had the opportunity to attend a commission meeting.

The new ordinary members are:

- From Slovakia: Marcel Kiss (Head of RFFS, Kosice Airport)
- From Cech Republic: Milan Mraz (Fire Safety Officer, Prague Airport)
- From Poland: Andrzej Marzeda (Deputy Head of RFFS, Wroclaw Airport)

The new associated members are:

- From Germany: Florian Kubowski (CEO, ARFF Driving Academy)
- From Hungary : Martin Juhász (Sales Manager, DETKA Oktató Ltd)

We have no news from ordinary members from the following countries

- Hungary
- Netherland
- France
- Luxemburg
- Belgium

Ole Hansen suggests looking into the history of the commission and gathering the relevant documents before all trace of the history is lost. This proposal is accepted and welcomed.

News from member countries

Each country (Austria, Cech Republic, Finland, Germany, Greece, Latvia, Lithuania, Norway, Slovakia, Switzerland) presents the latest developments in its country since the last meeting.

News from CTIF – Ole Hansen

The next Delegates Assembly will take place in Oslo on 19 and 20 June 2024. 25 countries are expected to participate. In addition to the assembly, a seminar with a focus on forest fires and drones will be organized.

Need of water – Simo Ekman

The quantity of water is based on the ICAO critical zone concept, which dates back to the 1970s and has not evolved since. In addition to material changes in aircrafts, the properties of extinguishing foams have changed considerably over the last 55 years. The effective quantity of water needed to fight an aircraft fire is much greater than the minimum required. When RFF vehicles are empty, it usually takes several minutes to refill the tanks with water. That's precious time when an aircraft is on fire.

It's a strategic decision on the part of the airport operator. Do I just provide the required amount of water, or do I make sure I have a lot more water to fight an aircraft fire effectively. Do we want to be compliant or safe.

Accident A350/DHC8 in Tokyo-Haneda airport – Andreas Lochmeier

The accident in Tokyo highlighted the difficulty of fighting an aircraft fire when the fiber composite fuselage catches fire. Accessibility for extinguishing the fire is particularly complicated, and fire propagation is difficult to stop when the fuselage is on fire. This was more or less the case with traditional aluminum fuselages. This was not the case with traditional aluminum fuselages. Indeed, in the event of a fire, the fuselage is perforated by fire, making it more accessible for firefighting and stopping the propagation of the fire.

Live fire drills – Simo Ekman

EASA regulation AMC2 ADR.OPS.B.010(d) *Rescue and firefighting services* states that:

The aerodrome operator should ensure that rescue and firefighting personnel actively 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 jet fuel fire drills or any other type of fuel, provided that they apply the same extinguishing techniques as for jet fuel.

This requirement is not very clear. In fact, it raises several questions. How many live fire drills per year must be performed by RFF personnel? What exactly is a live fire drill? Is it necessary to do this with an aircraft mock-up? The initial aim is probably to train the basics to be in good position to manage a real live fire. A brief survey of participants showed that at least one live fire drill each year is performed by the aerodrome operators present.

The EASA representative provided the following response:

There is no defined frequency for live fire drills.

Could be an issue for the EASA RFFS Task Force.

A simulator can replace part of the training, but it cannot completely replace live fire drills. By simulator we mean mock-up with gas, for example, but also virtual reality.

Situational awareness of MFV Operators – Simo Ekman

The RFF service of Helsinki airport recently introduced a new training method to reduce the mental load of firefighters in emergency situations. The method is called iPREP for International Performance Resilience and Efficiency Program. First results are positive

The human factor is a major issue, with a view to improving the effectiveness of intervention and raising staff awareness.

Summary of the accident A320/crash tender in Lima airport – Stephan Syring

Stephan Syring was not part of the official investigation team, but as Lima airport is largely owned by Fraport, he has followed the investigation closely and has had the opportunity to

develop his own view of the accident and its probable causes. The presentation is a very good summary of the accident, and the aim is to learn from our mistakes and from the mistakes of others in order to prevent a similar accident from happening again.

Information about the F-35A – Hans Schmid

The Swiss army has decided to buy several F-35As. Hans Schmid was therefore curious about the aircraft's specific features, particularly in the event of a crash.

In the event of a crash, engine shutdown is not possible from outside the aircraft, according to information received, but it turns out that engineers say it is possible. The machine is made of carbon fiber and other hazardous materials such as CR6+.

Results of the EASA RFFS Task Force – Florian Monthoux & Veli-Matti Sääskilahti

Following numerous questions about the RFF requirements, EASA decided to set up a group of experts (EASA RFFS Task Force) to develop a common understanding of the requirements, so that they could be applied correctly and in the same way throughout Europe. It's important to point out that the EASA RFFS Task Force is not a rulemaking group. So, the aim is not to change the regulations, but to provide a more detailed explanation where necessary. The results will be published on the Q&A page of the EASA website.

EASA News – Vasileios Stefanioros

The representative of EASA presents the first results of the EASA RFFS Task Force. Around thirty experts from several countries are part of this group. The results will be published on the Q&A page of the EASA website in June 2024.

News from companies

Each associated member (*Dr. Sthamer, ARFF Driving Academy, Rosenbauer, Perimeter Solutions, Strategic Fire Solution, Alpine Metal Tech*) presented its areas of activity and the latest developments since the last meeting.

Conclusion and date of the next meeting

The next face-to-face meeting will take place in 2025 in Riga, Latvia. The commission thanks the Latvian participants for their proposal. The exact dates and location of the meeting will be communicated in due course.

