

FED. SUPPLY CLASS

FACILITY REQUIREMENTS FOR AIRCRAFT OPERATIONS

STANDARD PRACTICE

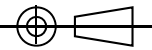


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1. INTRODUCTION

1.1 Scope

This standard is not intended to replace statutory or regulatory requirements addressing same/similar issues such as life safety, building, and fire codes. It has been created to be utilized in contractual efforts and is intended to be utilized in conjunction with/in addition to those requirements to establish protection for high value/critical aircraft and associated operations. It consolidates airfield criteria, aircraft rescue and firefighting (ARFF) capabilities, and aircraft hangar construction and fire protection requirements in a single document.

Although most often used in contracts involving the U.S. Government, this standard may be utilized by any party. Terms in this document are consistent with its use on Government contracts. If other parties choose to utilize this standard they are encouraged to define terms as applicable to the specifics of the situation.

This standard is intended for use as a baseline document. Other requirements may be contractually imposed or be established via various local, state, federal, or host nation codes/laws.

When adherence to this standard is contractually required and unless otherwise specified via contractual documents, the requirements of this standard apply to all contractual aircraft and aircraft operations being conducted at prime, associate, and subcontractor operating locations.

1.2 Purpose

This standard provides requirements to establish a minimum level of protection for life, high value/critical aircraft and aircraft operations, and associated property. Adherence to these requirements should result in establishing capabilities that minimize risk as much as practical. These requirements have been extracted from various sources such as the Federal Aviation Regulations (FAR), National Fire Protection Association (NFPA) codes and standards, International Civil Aviation Organization (ICAO) guidance, and Department of Defense (DoD) and Service regulations/standards.

1.3 Compatibility With Existing Regulations

Minimum requirements for facilities and/or operations prescribed in this standard may differ from existing statutory or regulatory requirements. If conflicts in requirements exist, the typical approach shall be to utilize guidance that provides the greater level of protection. Consideration for life safety shall take priority. Final determination for applicable requirements shall be subject to the agreement of all parties involved. Nothing in this standard shall relieve any party from complying with applicable local, state, federal and/or host nation codes and laws.

1.4 Referenced Standards/Documents

Standards/documents referenced within this standard are applicable and contractually enforceable to the extent that they form part of this standard. The edition, version, or applicable date of referenced standards/documents is the most current as of the release date of this standard unless otherwise specified within this document or via contractual arrangement. Significant updates and changes to referenced documents shall be negotiated between contracted parties and applicability shall be subject to the agreement of all parties involved.

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1.5 Deviations from this Standard

1.5.1 Equivalency

Nothing in this standard is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety over those prescribed by this standard. The system, method, or device shall be designed and approved for the intended purpose. Appropriate technical documentation shall be submitted to the party awarding the contract (unless otherwise directed) to demonstrate equivalent or superior functionality. Use of equivalent means of protection or operations is dependent upon the approval of the party awarding the contract.

1.5.2 New Technology and/or Alternate Methods

Nothing in this standard shall be intended to restrict new technologies or alternate arrangements, provided the level of safety prescribed by this standard is not lowered. Use of such alternate means of protection or operations is dependent upon the approval of the party awarding the contract. Materials or devices not specifically designated by this standard shall be utilized in complete accord with all conditions, requirements, and limitations of their listings.

1.5.3 Waiver Process

The requirements/criteria contained in this standard are established at the applicable minimums required by various source documents or protection levels expected by the party awarding the contract. Waivers (i.e., eliminating or changing the requirement) to the minimum requirements established by certain entities (such as the Federal Aviation Administration (FAA), Occupational Safety and Health Administration (OSHA), local fire and building codes) may not be granted by the party awarding the contract since they may not have the authority to waive requirements established by public law or other Government agencies. Waivers to the applicable standards may only be approved by the appropriate regulating agency. Any waiver approved by agencies/entities outside the contract arrangement must be accepted/approved by the party awarding the contract before it can be applied to contract operations.

For issues that fall within the purview of the party awarding the contract, a waiver/deviation request may be submitted by the contractor. The waiver process contained in the applicable contract shall be followed. For contracts that require adherence to the document "Contractor's Flight and Ground Operations" (DCMA INST 8210.1; AFI 10-220; AR 95-20; NAVAIRINST 3710.1; COMDTINST M13020.3), the waiver process outlined in that document shall be followed. The contractor shall include any diagrams, drawings, and descriptions needed to accurately describe the condition under consideration. The contractor shall include justification for the inability to develop an alternative/mitigating procedure and a risk analysis along with the waiver/deviation requests.

1.6 Contractor Evaluation of ARFF, Aircraft Facilities, and Protection of Aircraft on the Ground

Prior to arrival of first aircraft and/or beginning contractual operations, the contractor shall evaluate and provide a report to the party awarding the contract for the following capabilities at all proposed operating locations: airfields/heliports, ARFF services, hangars/facilities, and protection methods for aircraft on the ground. The report shall identify any conditions failing to meet the minimums of this Standard. For hangars, the report shall identify the specific construction and fire protection capabilities to include the NFPA 409 Edition to which the hangar is compliant, and fuel status of aircraft to be placed in the hangar(s). The contractor shall provide the party awarding the contract all corrective action plans or proposed alternative compliance strategies designed to mitigate any deficient conditions. The party awarding the contract shall accept/reject the contractor's proposed actions in writing and document their decision, to include conditions (if any), for conducting operations.

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2. REFERENCED DOCUMENTS

The following documents form a part of this standard practice to the extent specified herein:

2.1 Governmental

Federal Aviation Administration Regulations:

Federal Aviation Regulation (FAR)
Part 77 "Objects Affecting Navigable Airspace"

Federal Aviation Administration Advisory Circular (AC)
150/5300-13 "Airport Design"
150/5390-2 "Heliport Design"
150/5340-1 "Standards for Airport Marking"
70/7460-1 "Obstruction Marking and Lighting"
150/5210-17 "Programs for Training of Aircraft Rescue and Firefighting Personnel"

USAF Technical Order 00-105E-9 "Aircraft Emergency (Fire Protection Information)"

US Army ETL 1110-3-485 – Fire Protection for Helicopter Hangars

Mil-F-24385 - FIRE EXTINGUISHING AGENT, AQUEOUS FILM-FORMING FOAM (AFFF) LIQUID CONCENTRATE, FOR FRESH AND SEA WATER

2.2 Non-Governmental

National Fire Protection Association Codes (NFPA)

NFPA 10	"Standard for Portable Fire Extinguishers"
NFPA 13	"Standard for Installation of Sprinkler Systems"
NFPA 30	"Flammable and Combustible Liquids Code"
NFPA 33	"Standard for Spray Application Using Flammable or Combustible Materials"
NFPA 70	"National Electrical Code"
NFPA 72	"National Fire Alarm and Signaling Code"
NFPA 80	"Standards for Fire Doors and Other Opening Protectives"
NFPA 402	"Guideline for Aircraft Rescue and Fire-Fighting Operations"
NFPA 403	"Standard for Aircraft Rescue and Fire-Fighting Services at Airports"
NFPA 405	"Standard for the Recurring Proficiency of Airport Fire Fighters"
NFPA 409	"Standard on Aircraft Hangars"
NFPA 410	"Standard on Aircraft Maintenance"
NFPA 412	"Standard for Evaluating Aircraft Rescue and Fire-Fighting Foam Equipment"
NFPA 414	"Standard for Aircraft Rescue and Fire Fighting Vehicles"
NFPA 418	"Standard for Heliports"
NFPA 424	"Guide for Airport/Community Emergency Planning"
NFPA 1001	"Standard for Fire Fighter Professional Qualifications"
NFPA 1003	"Standard for Airport Fire Fighter Professional Qualifications"
NFPA 1500	"Standard on Fire Department Occupational Safety and Health Program"
NFPA 1710	"Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments"
NFPA 1851	"Standard on Selection, Care, and Maintenance of Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting"
NFPA 1911	"Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus"
NFPA 1971	"Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting"
NFPA 1981	"Standard on Open-Circuit Self-Contained Breathing Apparatus for Fire and Emergency Services"

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3. DEFINITIONS

3.1 General

The definitions contained in this section shall apply to the terms used in this standard. In the case of a conflicting definition, the hierarchy of guidance, in descending order, is: the contract, DCMA INST 8210.1, this standard, referenced documents. Where terms are not defined they shall be defined using their ordinarily accepted meanings within the context in which they are used. Merriam-Webster's Collegiate Dictionary shall be the source for the ordinarily accepted meaning.

3.2 Terms defined in the contract

Terms specifically defined in a contract will take precedence over the same terms defined in this Standard or referenced documents, as applicable to this Standard, for that contractual relationship only.

3.3 Defense Contract Management Agency (DCMA) Instruction 8210.1, "Contractor's Flight and Ground Operations"

Where compliance to DCMA INST 8210.1 is required via a contractual relationship with the U.S. Government, the definitions from that document shall apply to this standard. Note: DCMA INST 8210.1 is the same document as AFI 10-220; AR 95-20; NAVAIRINST 3710.1; and COMDTINST M13020.3. It is a multi-Service document that carries all these document numbers/designations.

3.4 Terms defined

3.4.1 Aircraft Production Facilities (Group 4 and 5 UA and all manned aircraft): Facilities where aircraft are initially produced/manufactured from parts, pieces, segments to form an aircraft. This definition applies only to new aircraft production/manufacture. It shall not apply to aircraft modification, repair, overhaul, servicing, etc., facilities no matter the extent of aircraft disassembly.

3.4.2 Aircraft Hangars (Group 4 and 5 UA and all manned aircraft): Facilities inside any part of which aircraft are housed, stored, serviced, repaired, altered and/or maintained (other than aircraft production facilities). Temporary or permanent shelters that are open to the front and rear (with no means to close off, i.e., not simply a hangar with open or removed doors) with access for fire/emergency response to the aircraft at all times (e.g., sunshades) are not hangars. They are considered as open flight line.

3.4.3 Aircraft Hangar Renovation: Repair, renovation, modification, and/or reconstruction of existing hangars. Major renovation involves 50 percent or more of any single fire area in a hangar. Minor renovation involves the renovation of less than 50 percent on any single fire area in a hangar.

3.4.4 Airfield Categories: A coding system used to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the airport. This categorization is based on a combination of wingspan and the aircraft's approach speed (VS) at its maximum certified landing weight. This coding system is for use with section 4 of this standard only (see section 4.4.1).

3.4.5 ARFF Category: A coding system used to determine the appropriate fire protection level (vehicles/equipment, firefighters, and agent requirements) as predicated on aircraft size and fuel capacity (see Table 5.1).

3.4.6 ARFF Vehicle: A vehicle specifically designed to perform aircraft firefighting operations, meeting NFPA 414, Aircraft Rescue and Fire Fighting Vehicles, requirements. The vehicle is designed for both on- and off-pavement aircraft firefighting. It is capable of transporting firefighting personnel and equipment to the scene of an aircraft emergency for the purpose of rescuing occupants and conducting firefighting operations in/on/around aircraft.

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- 3.4.7 **Aqueous Film Forming Foam (AFFF):** A homogeneous solution (mixture) of water and foam concentrate (based on fluorinated surfactants plus foam stabilizers) in correct proportions (typically 1%, 3%, or 6% concentrate). The resulting solution produces a fluid aqueous film for suppressing hydrocarbon fuel vapors. The foam formed acts as a barrier both to exclude air or oxygen and to develop an aqueous film on the fuel surface that is capable of suppressing the evolution of fuel vapors. The foam produced with AFFF concentrate is dry chemical compatible and thus is suitable for combined use with dry chemical extinguishing agent.
- 3.4.8 **Auxiliary Fuel Tank:** Any fuel tank/cell that adds fuel capacity beyond the designed internal capacity for that aircraft. (Examples: external drop tanks, conformal tanks, bladder tanks added in cargo compartments, etc.).
- 3.4.9 **Clean Agent:** Fire extinguishing agents that are electrically non-conductive and leave no residue after extinguishment of the fire.
- 3.4.10 **Competent Person:** By way of training and/or experience, a person (or group of people) knowledgeable of applicable standards, is capable of identifying hazards relating to the specific operation, has experience and is knowledgeable of the methods and details of a specific operation, and has the authority to correct them.
- 3.4.11 **Complementary Extinguishing Agent:** Refers to a compatible extinguishing agent to perform fire suppressing functions in support of a primary extinguishing agent (normally AFFF/water) and where extinguishment may not be achievable using only the primary agent.
- 3.4.12 **Extrication:** The process of removing a trapped person(s) from a vehicle (motor vehicle, aircraft or other machinery), when conventional means of exit are impossible or inadvisable.
- 3.4.13 **Fire Area:** The aggregate gross floor area contained within fire walls, fire barriers, or exterior walls of a building. This area is subject to loss by a single fire due to a lack of internal structural subdivisions.
- 3.4.14 **Fuel Status of Aircraft:** Hangar fire protection systems are typically based on the fuel status of aircraft in the hangar. The following terms shall apply:
- 3.4.14.1 **Unfueled Aircraft:** An aircraft which has never been fueled or whose fuel system has had flammable or combustible liquid removed such that no tank or cell contains more than one-half of 1 percent of its volumetric capacity. Note: Individual components attached to each tank or cell (the piping) do not need to be individually drained. The fuel piping's volume shall be included as part of the tank/cell to which it is attached.
- 3.4.14.2 **Defueled Aircraft:** An aircraft which has had the fuel removed to the greatest extent possible without opening fuel tanks/cells or breaking the fuel lines, yet does not meet the definition of an unfueled aircraft.
- 3.4.14.3 **Fueled Aircraft:** An aircraft not meeting the definition of unfueled or defueled.
- 3.4.15 **Government Flight Representative (GFR) (defined in DCMA INST 8210.1, placed here for convenience):** A rated U.S. Military officer, or Government civilian in an aviation position, to whom the Approving Authority has delegated responsibility for approval of contractor flights, procedures, crewmembers, and ensuring contractor compliance with applicable provisions of DCMA INST 8210.1.
- 3.4.16 **Ground GFR (GGFR) (defined in DCMA INST 8210.1, provided here for convenience):** A U.S. Military aircraft maintenance officer or NCO (E-7 or above), or Government civilian equivalent, to whom the Approving Authority has delegated responsibility for approval of Procedures related to aircraft ground operations and ensuring contractor compliance with applicable provisions of DCMA INST 8210.1.

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- 3.4.17 Lower Explosive Limit (LEL) or Lower Flammable Limit (LFL): The minimum concentration (percentage) of a vapor in air below which propagation of a flame does not occur in the presence of an ignition source (arc, flame, heat).
- 3.4.18 Mutual Aid: Reciprocal assistance by emergency services under a prearranged plan. "Mutual aid" is synonymous with "mutual assistance," "outside aid," "memorandums of understanding," "letters of agreement" or similar agreements that constitute an agreed reciprocal assistance plan between emergency services.
- 3.4.19 Party Awarding the Contract: The organization or agency that issues or awards a contract. That organization or agency designates the responsible office or person that has the authority to take action or make binding determinations on a particular matter on its behalf. For contracts that the Government issues or awards, this Standard states the responsible office or person that has been so designated for some situations, using a parenthetical immediately after "party awarding the contract"; e.g., '(GFR/GGFR where assigned)' or '(Service Waiver Authority for the Military)'.
- 3.4.20 Registered Fire Protection Engineer: Registration shall be in accordance with the specific State or National regulations for engineering registration.
- 3.4.21 Standby Coverage: Appropriate equipment, agent and staffing are prepositioned so as to allow commencing of firefighting and/or emergency response operations within one minute or less.
- 3.4.22 Unmanned Aircraft (UA): Includes any aircraft that is operated without an operator onboard (piloted remotely or autonomously). UAs have been known as Unmanned Aerial Vehicles (UAV), Remotely Operated Aircraft (ROA), Remotely Piloted Aircraft (RPA), Remotely Piloted Vehicles (RPV), Unmanned Aircraft Systems (UAS) and Small Unmanned Aircraft Systems (SUAS).

The U.S. Military has established group identifiers for UAs based on size (weight) and airspeed/altitude capabilities. By size (weight), the Groups are:

3.4.22.1 UA Group 1. Weigh $\leq$ 20 pounds.

3.4.22.2 UA Group 2. Weigh $>20 - \leq 55$ pounds.

3.4.22.3 UA Group 3. Weigh >55 pounds - ≤ 1320 pounds.

3.4.22.4 UA Group 4 & 5. Weigh >1320 pounds.

- 3.4.23 Unmanned Aircraft System (UAS/SUAS): Includes the aircraft (UA), communications, control systems, and ground support elements.

3.5 Acronyms

AIA	Aerospace Industries Association
AC	Advisory Circular
A/C	Aircraft
ARFF	Aircraft Rescue and Fire Fighting
CAV	Combined Agent Vehicle
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
DOD	Department of Defense
GFR	Government Flight Representative
GGFR	Ground Government Flight Representative
ICAO	International Civil Aviation Organization
MCE	Maximum Credible Event
MIL SPEC	Military Specifications
NAS	National Aerospace Standard
NEMA	National Electrical Manufacturers Association
NFPA	National Fire Protection Association
NOTAM	Notice to Airmen

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PPE Personal Protective Equipment
PrPPE Proximity rated Personal Protective Equipment
SCBA Self Contained Breathing Apparatus
T.O. Technical Orders

3.6 Measurements

ft. feet
cm centimeters
m meters
l liters
gal gallons
GPM gallons per minute
% percent

3.7 Weights

lbs. pounds

3.8 Fire Fighting Agents

AFFF Aqueous Film Forming Foam
FFFP Film Forming Fluoroprotein Foam
FP Fluoroprotein Foam
PF Protein Foam
CA Complementary Agents, such as gaseous or dry chemical agents

3.9 Signs

< less than
> greater than

4. AIRFIELD AND HELIPORT REQUIREMENTS

4.1 General Requirements

The airfield facilities shall be capable of supporting all operations required by contract. If the specific aircraft technical performance manual criteria exceed the existing airfield/heliport capabilities, the technical performance manual criteria shall take precedence.

4.2 Airfield and Heliport Design Criteria and Operating Procedures

Airfield design criteria are based on FAA AC 150/5300-13A, "Airport Design". The airfield operating procedures shall address how safe separation is maintained between aircraft during ground and flight operations; and between aircraft and obstacles during ground operations.

4.2.1 Runways and taxiways shall be marked according to FAA Advisory Circular (AC) 150/5340-1, "Standards for Airport Markings" or ICAO Annex 14 Vol 1 – Aerodromes and ADM Part 4 – Visual Aids for the appropriate aircraft/airport category. Heliports shall be marked according to AC 150/5390-2C, "Heliport Design", or ICAO Annex 14 Vol II – Heliports, for the appropriate size of helicopter.

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- 4.2.2 Airfields shall have a runway distance marker system. If night flight operations are conducted, the distance markers shall be lighted. Lighting for airport and heliport surfaces (signs, markings, etc.) for day and night operations shall meet the criteria contained in Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace", or ICAO Annex 14 Vol I – Aerodromes, as applicable. Obstructions shall be marked according to FAR Part 77 and AC 70/7460-1, "Obstruction Marking and Lighting" or ICAO Annex 14 Vol I – Aerodromes.
- 4.2.3 Airfield runways, helipads, taxiways, apron pavements shall be able to support the loads imposed by the aircraft. Pavement shall be maintained in good operating condition and free from objects that could damage the aircraft. Table 4.1 provides reference data for selected military use aircraft wingspan, gross weight, and landing gear type. Table 4.3 provides reference data for helicopter physical characteristics and heliport requirements.
- 4.2.4 If no operating air traffic control tower is at the airfield, fixed or mobile radio communications service capable of communicating with the contract aircraft shall be provided. This service shall be available and staffed 30 minutes prior to arrival or departure, and until 30 minutes after aircraft departure.
- 4.3 Heliports
- Heliport design criteria are based on FAA AC 150/5390-2C "Heliport Design". Helicopter gross weight, rotor span, and applicable heliport requirements are shown in Table 4.3.
- 4.3.1 Fire protection for Heliports
- Heliports shall be protected in accordance with NFPA 418.
- 4.4 Airfield Design Standards
- Minimum airfield requirements regarding runway dimensions and separation standards are shown in Table 4.2.
- 4.4.1 Airfield Categories
- Category 1: Wingspans to 49 ft (15m) and 1.3 VS of less than 91 knots.
- Category 2: Wingspans of 49 ft (15m) up to but not including 79 ft (24m) and 1.3 VS of less than 141 knots.
- Category 3: Wingspans of 79 ft (24m) up to but not including 118 ft (36m) and 1.3 VS of less than 141 knots.
- Category 4: Wingspans of 118ft (36m) up to but not including 171 ft (52m) and 1.3 VS of less than 141 knots.
- Category 5: Any aircraft with 1.3 VS of greater than 141 knots.
- Category 6: Any aircraft with wingspan greater than 171 ft. (52m).

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