

NFPA® 412

Standard for Evaluating Aircraft Rescue and Fire-Fighting Foam Equipment

2009 Edition



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An International Codes and Standards Organization

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Standard for

Evaluating Aircraft Rescue and Fire-Fighting Foam Equipment

2009 Edition

This edition of NFPA 412, *Standard for Evaluating Aircraft Rescue and Fire-Fighting Foam Equipment*, was prepared by the Technical Committee on Aircraft Rescue and Fire Fighting. It was issued by the Standards Council on May 30, 2008, with an effective date of July 18, 2008, and supersedes all previous editions.

This edition of NFPA 412 was approved as an American National Standard on July 18, 2008.

Origin and Development of NFPA 412

Work on this material started in 1955 when the NFPA Subcommittee on Aircraft Rescue and Fire Fighting (as then constituted) initiated a study on methods of evaluating aircraft rescue and fire-fighting vehicles. A tentative text was adopted by the Association in 1957, and a revised text was officially adopted in 1959. Revisions were made in 1960, 1964, 1965, 1969, 1973, and 1974. With the introduction of new types of foam liquid concentrates over the years for this specialized service, the text has been broadened to cover these concentrates.

In 1987, the standard was completely revised to bring it into conformance with the NFPA *Manual of Style* and to refine the test methods.

The 1993 edition of the standard established a single test method for expansion and drainage for all foams. Additionally, information on using the conductivity meter for determining foam solution concentration was added. Problems with the apparatus of the single test method in the 1993 edition and with accurately determining results indicated a need to reinstate the simpler method for the 1998 edition as an alternative method. The simpler method is also in general field use.

The standard was revised for the 2003 edition with only minor editorial changes.

For the 2009 edition, the Technical Committee reaffirmed the requirements of the 2003 edition. Minor editorial changes were made.

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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents on aircraft rescue and fire-fighting services and equipment, for procedures for handling aircraft fire emergencies, and for specialized vehicles used to perform these functions at airports, with particular emphasis on saving lives and reducing injuries coincident with aircraft fires following impact or aircraft ground fires. This Committee also shall have responsibility for documents on aircraft hand fire extinguishers and accident prevention and the saving of lives in future aircraft accidents involving fire.



Contents

Chapter 1 Administration	412- 4	4.3 Undertruck Nozzles	412- 5
1.1 Scope	412- 4	Chapter 5 Performance Criteria	412- 5
1.2 Purpose	412- 4	5.1 Expansion Ratio and Drainage Time	
Chapter 2 Referenced Publications	412- 4	Requirements	412- 5
2.1 General	412- 4	5.2 Foam Solution Concentration	412- 5
2.2 NFPA Publications	412- 4	Chapter 6 Test Methods and Calculations	412- 5
2.3 Other Publications	412- 4	6.1 Preparation for Testing	412- 5
2.4 References for Extracts in Mandatory		6.2 Foam Solution Concentration	
Sections	412- 4	Determination	412- 6
Chapter 3 Definitions	412- 4	6.3 Foam Tests	412- 6
3.1 General	412- 4	6.4 Ground Sweep Nozzle and Hand Line	
3.2 NFPA Official Definitions	412- 4	Nozzle Tests	412- 8
3.3 General Definitions	412- 4	6.5 Turret Ground Pattern Test	412- 8
Chapter 4 Rescue and Fire-Fighting Vehicle		6.6 Report of Test Results	412- 8
Foam Production Performance		Annex A Explanatory Material	412- 8
Testing	412- 5	Annex B Foam Extinguishing System Capability ...	412-11
4.1 Foam and Foam System Tests	412- 5	Annex C Informational References	412-12
4.2 Turret Nozzles, Ground Sweep Nozzles,		Index	412-13
and Hand Line Nozzles	412- 5		