

Issued: 24 July 2017

Aerodrome Rescue and Fire Fighting Service – Provision of Fire Extinguishing Agents

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 Licensed/Certificated 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 **CAP168** (Licensing of Aerodromes) makes provision for all aerodrome operators to substitute complementary fire extinguishing agent or water at given substitution rates. In addition, at aerodromes where the selected complementary agent is a dry powder, a further concession to reduce the quantity provided is allowed when a high performance type is used.
- 1.2 The purpose of this Information Notice (IN) is to inform aerodrome operators that the CAA intends to withdraw UK Acceptable Means of Compliance (AltMoC) 4 (see **CAP1168**), and change CAP168 Chapter 8 to align the complementary extinguishing agent requirements at UK licensed and certificated aerodromes with the standards and recommended practices of ICAO Annex 14, and EASA acceptable means of compliance (AMC) to Commission Regulation (EU) No 139/2014 (hereafter referred to as Part 139).

2 Scope

- 2.1 Aerodrome operators at licensed or certificated aerodromes are required to review the provision of complementary extinguishing agent to ensure the quantities provided comply with the changed requirements described below by the stated implementation dates (see para 3.13)

3 Further Information

- 3.1 EASA Part 139, and its supporting AMC, is aligned to ICAO annex 14 in respect of the provision of complementary extinguishing agent.
- 3.2 ICAO Annex 14 and Part 139 allow up to 100% of the minimum quantity of water required at RFFS category 1 and 2 aerodromes, to be substituted with complementary agent at specified substitution rates.
- 3.3 Until now CAP168 has not limited the provision for substitution of extinguishing agents to RFFS category 1 and 2 aerodromes; in addition, CAP168 states that complementary agent *or* water may be replaced through substitution.
- 3.4 There is also a concession in CAP168 that allows the required amount of dry powder to be reduced by 50% if a 'high performance' type is used. Neither ICAO Annex 14 nor EASA Part 139 makes provision for this concession.
- 3.5 In order to retain the UK's different requirements in respect of the provision of complementary agent, a difference was filed with ICAO, and an alternative means of compliance (AltMoC) to the EASA Part 139 AMC was proposed, this AltMoC was subsequently published in CAP1168.
- 3.6 As part of the EASA standardisation process the CAA has been asked to review the AltMoC to determine whether it is still required, and to ensure that, if an aerodrome operator makes use of the AltMoC, an equivalent level of safety can be achieved.
- 3.7 As a part of the review the CAA carried out an assessment and an online survey to determine the possible impact of withdrawing the AltMoC and removing the concessions from CAP168 Chapter 8. Details of the survey results can be found at [Appendix 2](#).
- 3.8 As a result of the review of the UK AltMoC, and the subsequent impact assessment, the CAA intends to withdraw the AltMoC and cancel the difference that has been filed with ICAO. Further to this, the CAA also intends to make changes to CAP168 to align the requirements of UK licensed aerodromes with ICAO Annex 14 requirements. This will have the effect of harmonising the requirements for the provision of complementary extinguishing agents at all licensed and certificated aerodromes in the UK (See [Appendix 1](#) for details of the revisions to CAP168).
- 3.9 Changes to CAP168 will limit the concession to substitute up to 100% of water for complementary agent, to RFFS category 1 and 2 aerodromes only.
- 3.10 The concession to reduce the amount of dry powder by providing a high performance type will be removed for all aerodromes.
- 3.11 EASA aerodrome operators who wish to reduce the amount of dry powder by providing a high performance type have the option to submit an AltMoC to the CAA for approval in accordance with ADR.OR.A.015.
- 3.12 Aerodromes who operate to the requirements of CAP168, and who wish to reduce the amount of dry powder by providing a high performance type, may apply to the CAA for such a concession. The application must be supported by an assessment that shows how the aerodrome operator is assured that the lower quantity of dry powder can provide an equivalent level of fire extinguishing performance for the types of fires where complementary agent is expected to be used.
- 3.13 To make provision for aerodrome operators to plan for the implementation of the changes, the following time-line will be applied:

01 January 2019 – all aerodromes operating to EASA Part 139 requirements must comply with the requirements of AMC4 ADR.OPS.B.010(a)(2).

01 January 2019 – UK AltMoC4 ADR.OPS.B.010(a)(2) will be removed from CAP168.

01 January 2020 – all aerodromes operating to the requirements of CAP168 must comply with the requirements of the revisions contained in [Appendix 1](#) of this IN.

01 January 2020 – the revisions to CAP168 contained in [Appendix 1](#) of this IN will come into force and will be included in CAP168 at the next scheduled update.

4 Queries

- 4.1 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

5 Cancellation

- 5.1 This Information Notice will remain in force until further notice.