

**AOP 10 –**  
*Rescue & Fire*  
*Fighting*  
*Service*  
*(RFFS)*

## Document Control

<b>Version</b>	<b>Amendment Date</b>	<b>Amended By</b>
1.0	01/08/2020	M Hope

# **1 SECTION 1 - Rescue & Fire Fighting Services (RFFS)**

## **1.1 Aims and Objectives**

The Fire category at Leeds Bradford Airport is Category 7 with Category 8 and 9 available on request, during the Airport's operating hours as stated in the UKAIP.

All aircraft movements, which require the use of a certificated aerodrome, shall be provided with a level of protection, which is no less than the minimum appropriate for that aircraft type.

The Fire Watch Manager will inform the Duty ATCO of any change from Category 7 and provide details of the fire category available.

Implement policies and plans for emergency and contingency responses

## **1.2 Safety Accountabilities**

The Fire Service Manager (FSM) has specific safety accountabilities which are detailed in SECTION 6 of the LBA SMM.

## **1.3 Fire Operations Structure**

The FSM is responsible for the provision of Fire Operations and medical services and for ensuring a satisfactory standard of training, and provision of equipment.

Overall control of Fire Operations at Leeds Bradford Airport is vested in the FSM whose staff comprises of:

<b>RANK</b>	<b>QUALIFICATION</b>
– 4 x Watch Manager	Supervisor
– 12 x Crew Manager	Crew Commander Incident Command
– 24 x Fire Fighters	Fire fighter

## **1.4 Temporary Depletion of Fire Operations**

There may be circumstances when part of the Fire Operations facility is temporarily unavailable due to an unforeseen circumstance e.g. an in-service mechanical failure of a piece of equipment or sudden illness of a member of staff. Details of the procedures to be used are also contained in the Fire Station Standards SECTION 1 – Temporary Depletion of Manpower.

In the event of temporary depletion in rescue and firefighting provision, the Duty Watch Manager shall ensure:

- Inform ATC if the levels of protection fall below the promulgated level of Category 7. ATC must be made clear as to what category of fire cover is available, including the likely duration.
- ATC shall issue a NOTAM to promulgate the available Category to all airline operators who would expect to use Leeds Bradford.
- ATC shall inform all aircraft under their control of the Category available and request their intentions. Aircraft may elect to use the airport at a reduced Category.
- Notify the FSM on Ext 3224 or Mobile 07827 357315.
- Notify the Head of Airfield Services Ext 3382 or Mobile 07711016610.
- Notify the AOUS Leader on Ext 3231 or Mobile 07813 817314.
- Attempt to reinstate levels of service to the normal promulgated Category as soon as is practically possible following guidance in the Fire Station Standards Section 16.
- When the levels of Fire protection are restored to the required Category following the period of temporary depletion, the Watch Manager is to immediately inform the Duty ATCO, FSM and the Head of Airfield Services
- Ensure all actions taken are logged in the Fire Station Watch Room Logbook (Occurrence Log).

## **1.5 Providing a Higher Fire Category**

For aircraft operations requiring a higher Fire Category than published, the aircraft operator shall do so only by prior arrangement.

For movements of aircraft requiring the upgrade of Fire provision sufficient notification will be required for additional staffing resources to be called in.

In the event of aircraft departures occurring within 15 minutes of airport closure, Fire Operations are to remain fully serviceable until 15 minutes after departure.

## **1.6 Facilities & Capabilities**

### **1.6.1 Media and Discharge Rates**

The quantities of extinguishing media available for use, and the amounts/quantities held in reserve, along with the discharge rates of appliances are found in RFFS Station Standards Section 7.

### 1.6.2 Appliances

The extinguishing media, rescue equipment and personnel required for Category 7 are carried on the following appliances:

Appliance	Water (Litres)	Foam (Litres)	Discharge Rate (litres/min)	Dry Powder (Monnex) (Kg)	Co2 (Kg)
Rosenbauer Panther (Fire 1)	12500	1500	5000	220	20
Carmichael Cobra 2 (Fire 4)	12000	1680	4500	50	32
Rosenbauer Panther HRET 002	11200	1500	5000	220	0
Rosenbauer Panther HRET 003	11200	1500	5000	220	0
Total	46900	6180		710	52

### 1.6.3 Manning Levels and Watch Structure

The crewing of moving appliances as agreed with the regulatory authority are detailed in the RFFS Station Standards Section 1.

### 1.6.4 Level of Supervision

The FSM is responsible for the overall operational effectiveness of Fire Operations. On a daily basis, the Duty Watch Manager is in charge of the station.

Leeds Bradford Airport shall maintain a Watch Structure at all times during promulgated operating hours, a copy of the Task and Resource Analysis (TRA) has been provided to the CAA

### 1.6.5 Fire Station

The fire station is a two story, five bay, purpose built structure designed to accommodate both personnel and appliances. It is located to the north of runway 14/32 (adjacent to Stand 1) and enables response times to be met to all parts of the response area.

The bays house the appliances and equipment and allow for quick egress from the station. Sufficient room is provided around and above the appliances to permit personnel easy access to equipment lockers, cabs and rooftops.

Facilities are provided for technical training, office accommodation, hygiene and rest.

### 1.6.6 Rescue Equipment

The scale of rescue equipment provided for use by the fire service is detailed in the RFFS Station Standards Section 21

### 1.6.7 Personal Protective Clothing for RFF Personnel

All fire personnel are issued with their own personal issue of protective clothing for use when carrying out firefighting duties. Details are contained in the Station Standards Section 9 – PPE Assessment Document.

### 1.6.8 Respiratory Protective Equipment for RFF Personnel

Details are as per the Station Standards Section 03 – Health & Safety

### 1.6.9 Inspection and Testing of Fire Service Equipment

All equipment will be inspected and tested in accordance with Health & Safety at work Act, Provision & Use of Work equipment Regulations (PUWER) and Manufactures recommendation.

## **1.7 Operational Objective**

### 1.7.1 AMC5 ADR.OPS.B.010 (a) (2)

The aerodrome operator should ensure that:

The rescue and firefighting service is provided to create and maintain survivable conditions, to provide egress routes for occupants, and to initiate the rescue of those occupants unable to make their escape without direct aid

Effective Rescue and equipment will be provided in conjunction with the attending Local Authority Fire Service and is detailed in the Category 7 Task and Resource Analysis. This provision is agreed via the Memorandum of Understanding Document (MOU) with West Yorkshire Fire Service and is reviewed on an annual basis.

See the RFFS Station Standards Section 21 LBA Operations TRA documents Category 3 – 9.

Response times to any other part of the movement area, in optimum visibility and surface conditions, are calculated and included in the Aerodrome Emergency Plan;

Any vehicle, other than the first responding vehicle(s), required to achieve continuous agent application of the amount of extinguishing agents specified in Table 1 of AMC4 ADR.OPS.B.010 arrives no more than one minute after the first responding vehicle(s); and suitable guidance, equipment and/or procedures for rescue and firefighting services are provided, to meet the operational objective, as nearly as possible, in less than optimum conditions of visibility, especially during low visibility operations.

See the RFFS Station Standards Section 1 – Levels of Service

## **1.8 Training**

All personnel involved in Rescue, and Fire Fighting duties shall receive acquisition training and are certified by a CAA approved training provider.

All new fire fighters will whenever possible receive training on station prior to their attendance at a CAA approved training course. Recruits will be required to pass the statutory examination and acquire a 'Certificate of Competence'.

All Fire Operations personnel will carry out continuation maintenance training in line with the RFFS training programme as well as twice yearly Crew Training days at an external approved training provider as part of the revalidation of competence (ROC). This involves four realistic training scenarios incorporating pressurised fuel fires on various aircraft simulators that represent the category of aircraft present at LBA.

## **1.9 Certification Requirements**

All Fire Operations personnel are required to hold valid 'Certificates of Competence' at an appropriate level.

The following certification requirements are appropriate:

ROLE	QUALIFICATIONS
Fire Service Manager	Fire Service Manager and Supervisor Civil Contingencies, IOSH
Watch Manager	Supervisor
Crew Manager	Crew Commander, Incident Command
Fire Fighter	Fire Fighter
New recruit	Induction training

All certificates of Competence shall be revalidated at periods not exceeding their certificate of competence. Personal records of all technical and practical instruction by an approved training provider and that carried out at LBA are to be maintained in accordance with CAP 699. It is the responsibility of the individual and the RFFS training officer to ensure this is maintained.

To allow flexibility in the employment of new recruits and those awaiting revalidation, Fire Operations will ensure at least 75% of those on duty including Watch Managers, shall hold a 'Certificate of Competence'. It is the intention that all new competent Fire fighter starters will attend an ATP within 6 months of the in-house competence course completion date.

In addition to attending mandatory training courses, all Fire Operations personnel are required to undertake comprehensive practical and technical training on station in order to maintain levels of competence. The Fire Watch Manager is responsible for the daily management of training and the maintenance of personnel trainings record.

Personal Protective Equipment (PPE) shall be provided, as per Fire Service Standards Section 9 PPE Assessment Document, for all personnel to equip them for the full range of practical operations expected of them. All PPE provided shall comply with current British and European Standards and Health & Safety Regulations.

Respiratory protection in the form of positive pressure self-contained breathing apparatus shall be provided to enable Fire Operations personnel to work safely in hostile atmospheres. Operational procedures with respect to breathing apparatus shall be followed in accordance and guidance as detailed in Technical Bulletin 1/97 and Fire Service Standards Section 03.

Fire Operations shall undertake practical exercises in compliance with the requirements of the regulatory Authority with regard to hot fire training and breathing apparatus training. All personnel shall undertake Breathing Apparatus training in heat and smoke at least every 6 months. In addition, realistic fuel fire training shall be carried out by all RFFS personnel. Time periods for recurrent training are defined by means of a 'Frequency Analysis'.

### **1.10 1000m Incidents - Runway 32 1000 Meter Response Area and Hydrant Locations**

The procedures regarding LBA 1000 m response plan are detailed in the Fire Station Standards Section 1 – Levels of Service.

### **1.11 Domestic Incidents**

The procedure for RFFS dealing with domestic incidents are detailed in the Emergency Orders Section 10.

### **1.12 Procedures for the Terminal Building**

#### 1.12.1 Single Stage Alarm:

- Monitor Channel 2 of the airport management radio system.
- Follow the progress of the investigation.
- Contact the TDM (Tango 31), stand by at the fire alarm panel and be prepared to reset if requested to do so.

#### 1.12.2 Full alarm activation/ confirmed Fire:

- Appliances to proceed to pre-determined standby points.
- Do not commit unless ATC confirm all aircraft movements have ceased.
- Coordinate actions with the TDM.

#### 1.12.3 Priorities

- Persons reported
- Disabled customers waiting in safe areas
- Management of apron assembly points, after flying has ceased
- Assistance to WYFS

Procedure for Bulk Fuel Installations Fuel Farms – See LBA Fire Service Standard Number 5 Standard Operating Procedures SOP No 1 (Incidents at Bulk Fuel Installations) and Emergency Order number 17.

### **1.13 Off Airfield Incident**

The procedure for Fire Operations dealing with off airfield incidents are detailed in the Fire Station Standards Section 1 – Levels of Service.

### **1.14 Additional Water Supplies**

The procedure for Fire Operations using additional water supplies are detailed in Fire Station Standards, Section 20, and the Fire Service Water Needs Analysis document.

### **1.15 Freight and Ambulance Flights**

Leeds Bradford Airport promulgates Category 7. Subject to prior notice, the category may be upgraded to a maximum of category 9.

The aerodrome handles ambulance flights on an ad hoc basis and provides the minimum RFFS category as required for aircraft type.

### **1.16 Low Visibility Search Procedures (LVSP)**

The procedures for LVSP are detailed in the Fire Station Standards Section 01 – Levels of Service.

### **1.17 Medical Services**

The procedures for Fire Operations use of Medical Services are detailed in Fire Station Standards Section 15 – Medical Equipment Needs Analysis

### 1.17.1 First Aid

Medical supplies are maintained at the fire station either on the appliances or in the RVP Cabin. The level of supplies has been established consultation with YAS and the TRA against the largest aircraft normally using the aerodrome.

All RFFS personnel hold a first aid qualification. To maintain competencies, an on-going training and assessment plan is in place. The Airport's own clinical governance committee and external advisory team carry out regular meetings in order to ensure best practice. Membership of these groups is outlined in RFFS Clinical Governance Policy (available on SharePoint).

### 1.17.2 Ambulance

The local Ambulance Service (YAS) are alerted to assist with medical incidents where local First Aid skills prove inadequate to deal with the incident.

### 1.17.3 Scales of Medical Supplies held at the Aerodrome

Medical supplies held at LBA are determined through conducting a medical equipment needs analysis on an annual basis. The needs analysis is carried out by the clinical governance team (currently guided by Trauma and Resuscitation Services LTD as our clinical governance lead) working together with YAS Resilience as part of the emergency planning group for LBA. The Medical equipment needs analysis can be viewed within the Fire Service standards section on Sharepoint.

## **2 SECTION 2 - Integrated Emergency Plan (Emergency Orders)**

### **2.1 Responsibility**

Leeds Bradford Airport Emergency Planning Group is the relevant body for the planning, review and amendment of Emergency procedures.

Only Air Traffic Control may initiate the procedures for an Aircraft Emergency i.e. Aircraft Accident, Full Emergency, Ground Incident or local standby even though the request for precautionary action may originate from the aircraft captain. Should Fire Operations become aware of an aircraft emergency, prior to ATC, then Fire Operations must respond whilst informing ATC who must then initiate the appropriate procedures.

### **2.2 Alerting, Mobilization and Stand by Procedures**

ATC monitor all apron and manoeuvring areas, any incidents requiring the Fire Operations attendance will be in accordance with the Airport's Emergency Orders.

Some observations are made from the Fire Operations watch room and callout attendance is possible from this location, subject to co-ordination with ATC.

In general the crash siren will be the primary callout system which is tested in conjunction with ATC and AOU. There is a direct line telephone which connects the Fire Operations and ATC. On occasions ATC will use the Fire Station P.A. system. All of which is tested daily. When Fire Operations personnel are not on the Fire Station, RT contact is maintained with ATC. Mobile telephones are also available on each appliance. Further details can be found in the Fire Service Standards Section 01, Levels of Service.



### **2.3 Routine Test Procedures**

A full-scale aerodrome emergency exercise will be held at intervals not exceeding two years. The timing of these exercises (where practical) alternates between daylight and the hours of darkness.

Partial emergency exercises/modules in the intervening year will be conducted to ensure that any deficiencies found during a full-scale emergency exercise are reviewed and the Emergency Orders amended as appropriate.

### **2.4 Publication of Amendments**

Recommendations for changes to the procedures will be made through the Emergency Planning Manager who is responsible for amending the Emergency Orders.