



Advisory Circular

Subject: Incident Management/Command
and Control Training for Airport Personnel

Date: Draft
Initiated By: AAS-300

AC No: 150/5210-26
Change:

1 1 **Purpose.**

2 This Advisory Circular (AC) provides guidance to the airport operator in the
3 development and implementation of an incident management (command and control)
4 system for use during an airport emergency when the airport emergency plan (AEP) is
5 implemented.

6 2 **Cancellation.**

7 None. This is a new document.

8 3 **Applicability.**

9 The Federal Aviation Administration (FAA) recommends the standards and guidelines
10 in this AC for Incident Management/Command and Control Training of emergency
11 response airport personnel in leadership roles during Aircraft Rescue and Fire Fighting
12 (ARFF) incidents and events. This AC does not constitute a regulation and is not
13 mandatory. It is not legally binding in its own right and will not be relied upon as a
14 separate basis by the FAA for affirmative enforcement action or other administrative
15 penalty. However, the following applies:

- 16 1. The standards and guidelines contained in this AC are practices the FAA
17 recommends for establishing an acceptable level of safety, performance and
18 operation during ARFF incidents and events.
- 19 2. This AC provides one, but not the only, acceptable means of meeting the
20 requirements of 14 Code of Federal Regulations (CFR), Part 139, *Certification of*
21 *Airports*.
- 22 3. Use of these standards and guidelines is mandatory for projects funded under
23 Federal grant assistance programs, including the Airport Improvement Program
24 (AIP). See Grant Assurance #34.
- 25 4. This AC is mandatory, as required by regulation, for projects funded by the
26 Passenger Facility Charge (PFC) program. See PFC Assurance #9.

- 27 4 **Related Documents.**
28 ACs referenced in this document do not include a revision letter, as they refer to the
29 latest version.
- 30 5 **Principal Changes.**
31 None. This is a new document.
- 32 6 **Using this Document.**
33 Hyperlinks (allowing the reader to access documents located on the internet and to
34 maneuver within this document) are provided throughout this document and are
35 identified with underlined text. When navigating within this document, return to the
36 previously viewed page by pressing the “ALT” and “←” (left arrow) keys
37 simultaneously.
- 38 7 **Where to Find this AC.**
39 You can view a list of all ACs at
40 https://www.faa.gov/airports/resources/advisory_circulars/.
- 41 8 **Feedback on this AC.**
42 If you have suggestions for improving this AC, you may use the Advisory Circular
43 Feedback form at the end of this AC.

John R. Dermody
Director of Airport Safety and Standards

CONTENTS

Paragraph	Page
44	CHAPTER 1. REQUIREMENTS FOR CERTIFICATED AIRPORTS 1-1
45	1.1 Introduction..... 1-1
46	1.2 Personnel Requiring Incident Management/Command and Control Training –
47	Definition..... 1-1
48	1.3 Training Schedule..... 1-3
49	1.4 Training Curriculum..... 1-5
50	1.5 Officer Certification..... 1-10
51	1.6 OSHA 1910.120 Hazardous Waste Operations and Emergency Response..... 1-10
52	1.7 ARFF Department Professional Development..... 1-11
53	1.8 ARFF Officer Related Training Materials..... 1-11
54	1.9 Mutual Aid Agreements..... 1-12
55	1.10 Non-certificated Airports..... 1-12
56	Appendix A. RELATED READING MATERIALS A-1
57	A.1 Regulations..... A-1
58	A.2 Advisory Circulars..... A-1
59	A.3 Part 139 CertAlerts..... A-1
60	A.4 Other Resources..... A-2
61	A.5 Definitions and Acronyms..... A-2
62	Appendix B. SAMPLE COMMAND and CONTROL PROFICIENCY SHEETSB-1

63 **TABLES**

64	Table 1-1. Training 1-3
----	-------------------------------

Page Intentionally Blank

65

CHAPTER 1. REQUIREMENTS FOR CERTIFICATED AIRPORTS

66 1.1

Introduction.

67 14 CFR Part 139.319(i) requires that each holder of an airport operating certificate
68 ensure that fire fighting personnel are properly trained to perform their duties. This AC
69 provides a method for meeting this provision and lists the minimum requirements for
70 incident management/command and control training programs. Proficiency is the key
71 to a successful ARFF training program as it relates to critical incident management and
72 command and control skills. However, this guidance is not intended to serve as a source
73 of proficiency standards for personnel who may find themselves in a command role
74 during an airport or aircraft incident. Instead, it is provided to assist the airport sponsor
75 in establishing and ensuring an adequate training program that encompasses
76 competency standards for incident management and command and control are met. The
77 number of hours of training required will vary from individual to individual and from
78 rank to rank. The FAA recommends a comprehensive, continuous, ongoing, and robust
79 training program that regularly tests and challenges personnel to demonstrate continued
80 competency. It should encompass not only the subjects specified in this AC but also
81 those additional areas of special interest defined in any local Standard Operating
82 Procedure (SOP), Memorandum of Agreement (MOA), Memorandum of Understanding
83 (MOU), and Standard Operating Guideline (SOG). At a minimum, annual recurrent
84 training may occur for all ARFF officers on a recurring basis at least once every 12
85 consecutive calendar months (CCM). The training in this AC should become part of the
86 airport's training curriculum. The Airport Certification Safety Inspectors (ACSI)s
87 should check the officers' training jacket to ensure command and control training is
88 being implemented. (See CertAlert 10-01 for an interpretation of the term "consecutive
89 calendar months" as used in Part 139, *Certification of Airports*, available at
90 https://www.faa.gov/airports/airport_safety/aircraft_rescue_fire_fighting.)

91 1.2

**Personnel Requiring Incident Management/Command and Control Training –
92 Definition.**

93 1.2.1

94 Rank structures are unique to each department and are based on the personnel that are
95 on duty each day. Typically, any qualified person who could fill a role as an initial
96 incident commander or any other role within the Incident Command System (ICS)
97 during an incident would be responsible for completing initial and recurrent training in
98 this area. The successful outcomes of incidents are often judged based on the skill sets
99 that unit and command officers have prior to the incident occurring. Therefore, ARFF
100 Departments are encouraged to complete a comprehensive review of their departments
101 and determine which personnel could fall into this category and react accordingly. The
102 following examples (which are not all encompassing) depict examples in which ARFF
103 departments would provide incident management/command and control training for
their personnel.

104 1.2.1.1

105 Any officer within an ARFF Department who serves as a command officer
for incidents or events taking place on the airport. This could be a chief

- 106 officer (Battalion Chief, Division Chief, District Chief, etc.) or other type
107 of officer (Captain, Lieutenant, etc.) who leads the ARFF operation on any
108 particular day but also any other officer who could arrive at the incident,
109 such as a training officer or other fire officer.
- 110 1.2.1.2 If an ARFF Department has an engine or truck company on their
111 respective airport and the unit officer (Lieutenant, Captain, Fire Fighter)
112 would be assigned the role of the Fire Attack or Rescue Group Supervisor
113 (as an example), they should receive incident management/command and
114 control training as it relates to their respective role(s).
- 115 1.2.1.3 If an ARFF department has personnel who participate in the emergency
116 medical services (EMS) portions of the ICS framework in the EMS Group
117 or EMS Branch, they should receive the respective incident
118 management/command and control training.
- 119 1.2.1.4 If an ARFF department has a command officer on the airport (Battalion
120 Chief, Division Chief, Deputy Chief, etc.) but move-up personnel are
121 utilized to fill this position in the absence of that officer, they should
122 receive the training respective for their current position and any acting or
123 move-up position.
- 124 1.2.1.5 If an airport utilizes law enforcement and/or airport operations personnel
125 to fill ICS positions, they will receive training commensurate to their
126 respective duties and roles they would fill. For example, if an Airport
127 Operations Duty Manager or a Police Lieutenant fills the role as the
128 Incident Commander as part of the respective airport's emergency
129 response plan, they will need initial and recurrent training in the
130 management of an incident.
- 131 1.2.1.6 If the on-airport fire department receives personnel who could fill ICS
132 positions during an incident from off-airport organizations, they too
133 should receive training commensurate with all of their respective duties.
134 For example, if an on-airport department initially uses an officer
135 (Lieutenant, Captain, Battalion Chief, etc.) as its incident commander and
136 expects/anticipates an off-airport chief officer to merge into the ICS
137 framework or assume command on arrival, they should receive training in
138 the management of that incident and be familiar with the respective airport
139 emergency plan. If the off-airport chief could be placed into the
140 Operations Section Chief or Division or Group Supervisor roles, training
141 should be provided for those roles in strategies and tactics of an ARFF
142 incident.

143 1.3 **Training Schedule.**144 1.3.1 Initial Training.

145 At the initial entry rank to the ARFF department, all personnel are required to comply
 146 with the training requirements for the National Incident Management System (NIMS)
 147 and Homeland Security Presidential Directive-5 (HSPD-5) of 2003. Personnel who
 148 enter a department are required to complete NIMS 100, 200 and 700. As personnel
 149 work toward progressive levels of responsibility, IS-800, and ICS-300 and 400 are
 150 required to be completed for their respective positions. Additional training is highly
 151 recommended for personnel who could interact or serve in Emergency Operations
 152 Centers (as appropriate) to better prepare themselves for large scale types of events that
 153 involve the airport and aid in the recovery.

154

Table 1-1. Training

Course #	Course Title	Hours	Online	Entry Level (General Personnel)	Mid-Level (Command Staff)	Senior Level (Incident Managers)	Executive Leaders
IS-700	NIMS, An Introduction	2-3	Yes	X	X	X	X
ICS-100	Introduction to ICS	2-3	Yes	X	X	X	X
ICS-200	ICS for Single Resources and Initial Action Incidents	2-3	Yes		X	X	X
IS-800	National Response Framework, An Introduction	2-3	Yes		X	X	X
ICS-300	Immediate ICS for Expanding Incidents	24	No		X	X	X
ICS-400	Advanced Incident Command	16	No			X	X
G-191	Incident Command System/ Emergency Operations Center Interface	8	No		X	X	

Course #	Course Title	Hours	Online	Entry Level (General Personnel)	Mid-Level (Command Staff)	Senior Level (Incident Managers)	Executive Leaders
G-775	Emergency Operations Center Management and Operations	24	No		X	X	

155

156

157

More information on the NIMS Training program can be found at:
<https://www.fema.gov/national-incident-management-system>.

158

1.3.2 Before emergency response personnel assume any supervisory duties, they should complete task specific training that will prepare them when placed into a role requiring incident management and command and control skill sets. Do not place emergency response personnel into supervisory positions based solely on their previous initial and recurrent training (or structural supervisory experience) and without the necessary additional training that personnel should be receiving. The training curriculum must include current instruction in at least the areas listed in paragraph 1.4.

159

160

161

162

163

164

165

1.3.2.1 Initial training is that training provided to enable personnel to identify and interpret advanced theories, facts, concepts, principles, requirements, procedures, equipment, and components of incident management/command and control of ARFF incidents. Trainees must also be able to apply these principles to the aircraft serving the airport, as well as the other target hazards that are found on the respective airfields, and demonstrate all required tasks safely and accurately and in accordance with established procedures. The goal is to provide sufficient training and instruction such that emergency response personnel can function well as part of a team.

166

167

168

169

170

171

172

173

174

175

1.3.2.2 Initial training is not complete until individuals have finished all basic training as listed in paragraph 1.4.

176

177

1.3.3 Recurrent Training.

178

1.3.3.1 Once emergency response personnel have completed initial training, they must receive recurrent instruction every 12 CCM. Recurrent training is defined as that training provided as often as necessary, but at least once every 12 CCM, to enable ARFF Officers to maintain a satisfactory level of proficiency. Appropriate frequencies for recurrent training may vary from airport to airport and from one officer to another. Training in several areas will require coordination and should take place with other organizations and stakeholders on the local airport and mutual aid agencies.

179

180

181

182

183

184

185

186 **Note:** The ARFF training curriculum should be approved by the ARFF
187 Chief and available for inspection by the FAA ACSI during an inspection.

188 1.3.4 Frequency of Training.

189 Recurrent training must be completed each year within a 12 CCM period. If the
190 training is not completed within 12 CCMs, the firefighter will not be qualified to
191 perform their duties at a certificated Part 139 airport. To remain in compliance, airports
192 with officers who miss training for any reason, such as injury, deployment, or other
193 circumstances, must not be assigned ARFF response duties until their training is
194 current.

195 1.3.4.1 In addition, the CCM period can differ for the recurrent training and the
196 drill training. For example, fire fighters who completed the last cycle of
197 recurrent training on December 5, 2023, have until December 31, 2024, to
198 complete the next round of recurrent training.

199 1.4 **Training Curriculum.**

200 1.4.1 Incident Command System (ICS) and National Incident Management System (NIMS).

201 The program should train ARFF Officers to:

- 202 1. Identify the various levels and training requirements of NIMS under the HSPD-5.
- 203 2. Identify and understand the ICS to be utilized in an emergency or event, according
204 to the NIMS or the airport emergency plan (AEP).
- 205 3. Identify and demonstrate proper terminology when utilizing ICS for incidents and
206 events.
- 207 4. Demonstrate the proper procedures for establishing command, transferring
208 command, and terminating it.
- 209 5. Demonstrate the proper procedures for building ICS structures utilizing NIMS
210 principles.
- 211 6. Demonstrate principles and practices of establishing Unified and Area Commands
212 as they relate to their organization.
- 213 7. Demonstrate knowledge on the procedures that lead to their interaction with the
214 Emergency Operations Center (EOC) for their organization (if applicable).
- 215 8. Demonstrate knowledge of information dissemination procedures via a Public
216 Information Officer (PIO) and/or Joint Information Center (JIC).
- 217 9. Demonstrate knowledge of demobilization procedures.

218 1.4.2 Familiarization with Regulatory Requirements for ARFF Departments.

219 The program should train ARFF personnel to:

- 220 1. Demonstrate an understanding for the various airport indexes in 14 CFR 139.315,
221 including the aircraft length for each index and the associated vehicles and agents
222 that are required for each index.
- 223 2. Demonstrate an understanding of the notification process when the local fire
224 department falls below index.
- 225 3. Demonstrate an understanding for the training and exercise requirements in 14 CFR
226 139.319 and associated advisory circulars AC 150/5200-31, *Airport Emergency*
227 *Plan*, AC 150/5210-17, *Programs for Training of Aircraft Rescue and Firefighting*
228 *Personnel*, and AC 150/5210-23, *ARFF Vehicle and High Reach Extendable Turret*
229 *(HRET) Operation, Training and Qualifications*.
- 230 4. Demonstrate an understanding of the fueling requirements and regulations for
231 fueling operations on the airport (if applicable to the local fire department).
- 232 5. Demonstrate an understanding of the various extinguishing agents required by
233 ARFF departments, required testing, flowing, and the proper cleanup, and re-service
234 of the agents once they have been flowed.
- 235 6. Demonstrate an understanding of the required paperwork for the annual inspection
236 process of the airport with the FAA, Federal Emergency Management Agency
237 (FEMA), and Occupational Safety and Health Administration (OSHA) (if
238 necessary), required items.

239 1.4.3 Familiarization with Fire Officers Duties Under the Airport Emergency Plan (AEP).

240 The program should train ARFF personnel to:

- 241 1. Identify airport pre-fire and emergency plans.
- 242 2. Identify various types of aircraft-related emergencies.
- 243 3. Identify the procedures to evaluate a given aircraft accident/incident.
- 244 4. Identify and understand individual duties as described in the AEP.
- 245 5. Identify the other duties of his/her organization under the AEP.

246 1.4.4 Emergency Communications Systems on the Airport, Including Fire Alarms.

247 The program should train ARFF personnel to:

- 248 1. Demonstrate the use of communication equipment used by their organization.
- 249 2. Demonstrate knowledge of the phonetic alphabet.
- 250 3. Identify radio frequencies and channels used by their organization and mutual aid
251 organizations.
- 252 4. Identify the procedures for receiving an emergency alarm.
- 253 5. Identify procedures for multiple alarms and mutual aid.
- 254 6. Demonstrate the proper procedure for obtaining clearance from the Air Traffic
255 Control Tower (ATCT) or other responsible authority for apparatus movement.
- 256 7. Identify emergency light gun signals used by the ATCT.

- 257 8. Demonstrate the use of standard hand signals used to communicate with aircrew
258 personnel.
- 259 9. Give initial and on-going status reports for a simulated aircraft accident.
- 260 10. Identify the local method used to communicate with aircrew personnel.

261 1.4.5 Fire Fighting Operations – Strategies and Tactics.

262 The program should train ARFF personnel to:

- 263 1. Describe departmental SOPs for various emergency scenarios.
- 264 2. Select strategy and tactics for incident control and termination.
- 265 3. Identify the procedures for securing and maintaining a rescue path.
- 266 4. Identify the proper procedure to use when protecting an aircraft fuselage from fire
267 exposure.
- 268 5. Identify the procedures to use when providing protective streams for personnel.
- 269 6. Identify procedures for controlling runoff from fire control operations and fuel
270 spills.
- 271 7. Identify the procedures to use to stabilize aircraft wreckage.
- 272 8. Identify interior aircraft ventilation procedures.
- 273 9. Identify interior aircraft attack procedures.

274 1.4.6 Rescue and Fire Fighting Personnel Safety.

275 The program should train ARFF personnel to reduce the risks associated with their
276 duties by:

- 277 1. Identifying the hazards associated with aircraft rescue and fire fighting.
- 278 2. Identifying the hazards to personnel associated with aircraft and aircraft systems.
- 279 3. Identifying the potential stress effects on emergency services personnel involved in
280 a mass casualty situation.
- 281 4. Identifying the purpose and limitations of approved personal protective clothing
282 used locally.
- 283 5. Demonstrating the inspection process for protective ensembles—proximity suits
284 and/or structural fire fighting turnout gear.
- 285 6. Demonstrating the ability to properly put on and remove personal protective
286 ensembles.
- 287 7. Identifying the purpose, components, operation, and limitations of self-contained
288 breathing apparatus (SCBA).
- 289 8. Demonstrating the inspection process for the SCBA.
- 290 9. Demonstrating changing the air supply cylinder of a team member with an
291 exhausted air supply cylinder.

- 292 10. Demonstrating proper putting on and removal of the SCBA.
- 293 11. While wearing an SCBA, demonstrating the actions to take when the following
294 emergency situations occur:
- 295 a. low air alarm activates,
296 b. air supply is exhausted,
297 c. regulator malfunctions,
298 d. face piece is damaged,
299 e. low pressure hose is damaged, or
300 f. high pressure hose is damaged.
- 301 12. While wearing an SCBA, demonstrating the actions to take to assist a team member
302 experiencing the following emergency situations:
- 303 a. low air alarm activates,
304 b. air supply is exhausted,
305 c. regulator malfunctions,
306 d. face piece is damaged,
307 e. low pressure hose is damaged, or
308 f. high pressure hose is damaged.
- 309 13. Identify techniques for protection from communicable disease hazards.

310 1.4.7 Familiarization and Utilization of Mass Casualty Incident Management (MCIM).

311 The program should train ARFF personnel to:

- 312 1. Identify and demonstrate knowledge of the department's procedures for the
313 management of a mass-casualty event.
- 314 2. Demonstrate the ability to initiate and build out the MCIM elements of NIMS as
315 they relate to a mass-casualty incident.

316 1.4.8 Dangerous Goods/Hazardous Materials Incident Management.

317 The program should train ARFF personnel to:

- 318 1. Identify the hazards indicated by each Department of Transportation (DOT) and
319 International Civil Aviation Organization (ICAO) label.
- 320 2. Identify the limitation of the DOT and ICAO classifications and labeling system.
- 321 3. Identify local procedures in the event of a hazardous materials (HAZMAT) situation
322 requiring a HAZMAT response.
- 323 4. Identify the procedures for contacting and using the Chemical Transportation
324 Emergency Center (CHEMTREC) and other resources to obtain information about a
325 hazardous material.

- 326 5. Using information obtained from the DOT Emergency Response Guidebook (ERG)
327 and CHEMTREC, identify the appropriate response, including risk assessment and
328 rescue or evacuation requirements, for a given situation involving hazardous
329 materials.
- 330 6. The program should train ARFF personnel to identify the Notification to Captain
331 (NOTOC), Pilot Notification Form (PNF), and Applicable Cargo Waybill Listing
332 Dangerous Goods Carried by the Aircraft.
- 333 7. Demonstrate the ability to have an understanding, work with, and develop an
334 Incident Action Plan (IAP) as it relates to a HAZMAT incident.

335 1.4.9 Strategic and Tactical Proficiency of Management and Mitigation of ARFF Incidents.

336 The program should train ARFF Officers to:

- 337 1. Utilize departmental procedures and industry best practices, and demonstrate
338 strategic and tactical proficiency of the management and mitigation of ARFF
339 incidents. This demonstration can be accomplished in number of ways, such as via
340 a command lab or with computer simulation software, wipe board drills simulating
341 incidents with other departmental personnel, or via other methods such as hands on
342 practical evolutions that are being conducted as part of the annual live fire training
343 refresher. The main purpose is for ARFF officers to periodically practice their craft
344 to ensure readiness for airport or aircraft-related events and incidents.
- 345 2. Demonstrate proper size-up procedures and effectively communicate the size-up to
346 other responding personnel and apparatus.
- 347 3. Demonstrate the principals of Life Safety, Incident Stabilization, Property
348 Protection (LIPS) in the management of airport or ARFF-related incidents and
349 events.
- 350 4. Demonstrate the use of incident tracking and personnel accountability to encompass
351 incident progress and benchmarks.
- 352 5. Demonstrate the ability to safely minimize the disruption to the airport and get the
353 airport back up and running following an incident or event.

354 **Note:** Appendix B of this guidance provides examples of proficiency skill checkoff
355 sheets for initial and recurrent training.

356 1.4.10 Additional Training.

357 The program should train ARFF Officers to:

- 358 1. If the airport emergency plan calls for ARFF personnel to respond to special
359 situations, such as structural fire fighting emergencies, water rescues, other modes
360 of transportation or technical rescues, the ARFF department should provide incident
361 management and familiarization training specific to those such situations or events.
362 While these are not ARFF-specific, they may impact the respective airport and
363 providing training in this area will undoubtedly be beneficial for the department's
364 officers.

365 1.5 **Officer Certification.**

366 1.5.1 National Fire Protection Association (NFPA) Certification.

367 NFPA certification is not required by 14 CFR Part 139, but it would be a worthwhile
368 goal of a training program to enable personnel to meet proficiency criteria as detailed in
369 NFPA 1021, *Standard for Fire Officer Professional Qualifications*. The NFPA 1021
370 series is broken into four separate chapters that provide task specific job performance
371 requirements (JPRs) for fire officers to better perform at their respective levels. The
372 four levels are:

- 373 1. Fire Officer I, which addresses supervisory tasks,
- 374 2. Fire Officer II, which addresses supervisory and managerial tasks,
- 375 3. Fire Officer III, which addresses managerial and administrative tasks, and
- 376 4. Fire Officer IV, which addresses administrative tasks.

377 These courses do not provide specific tasks requirements to ARFF Officers but do
378 provide information to better prepare individuals in doing their jobs. The NFPA 1021
379 series is a baseline best practice and is a national consensus standard with respect to the
380 training of fire officers. The NFPA Technical Committee on Fire Fighter Professional
381 Qualifications developed the standard. Copies of NFPA 1021, latest edition, may be
382 ordered from NFPA (see [Appendix A](#)). Once candidates have completed the four levels
383 of progression, they should obtain national certification from Pro Board
384 (<https://www.theproboard.org/>) or the International Fire Service Accreditation Congress
385 (IFSAC) entities (<https://www.ifsac.org/>).

386 1.6 **OSHA 1910.120 Hazardous Waste Operations and Emergency Response.**

387 1.6.1 Hazmat Incident Commander Qualification.

388 While airports vary in sizes and complexities, all have at least a minimal hazardous
389 materials and dangerous goods presence on their respective airports. OSHA 1910.120
390 (q)(6)(v) requires personnel who are placed into a command role beyond the first
391 responder awareness level to be qualified to command the incident based on this
392 regulation. ARFF Officers who integrate or assume command of a hazardous material
393 or dangerous good incident must be qualified to this standard. Furthermore, most
394 aircraft-related incidents involve at least the potential of a hazardous materials presence,
395 and this qualification will benefit ARFF officers at their respective airports. The
396 requirements for satisfactorily meeting the requirement of OSHA 1910.120 (q)(6)(v)
397 are:

- 398 1. 1910.120(q)(6)(v): On-scene incident commander. Incident commanders, who will
399 assume control of the incident scene beyond the first responder awareness level, will
400 receive at least 24 hours of training equal to the first responder operations level and
401 in addition have competency in the following areas and the employer (Airport) will
402 so certify:

- 403 1910.120(q)(6)(v)(A): Know and be able to implement the employer’s incident
404 command system.
- 405 1910.120(q)(6)(v)(B): Know how to implement the employer’s emergency
406 response plan.
- 407 1910.120(q)(6)(v)(C): Know and understand the hazards and risks associated
408 with employees working in chemical protective clothing. **Note:** An employee is
409 a qualified Airport personnel as determined by Part 139.303(a).
- 410 1910.120(q)(6)(v)(D): Know how to implement the local emergency response
411 plan.
- 412 1910.120(q)(6)(v)(E): Know the state emergency response plan and of the
413 Federal Regional Response Team.
- 414 1910.120(q)(6)(v)(F): Know and understand the importance of decontamination
415 procedures.

416 The OSHA regulation following training and certification for emergency responders in
417 OSHA 1910.120 is online at [https://www.osha.gov/laws-](https://www.osha.gov/laws-regs/regulations/standardnumber/1910/1910.120#1910.120(a)(1))
418 [regs/regulations/standardnumber/1910/1910.120#1910.120\(a\)\(1\)](https://www.osha.gov/laws-regs/regulations/standardnumber/1910/1910.120#1910.120(a)(1))

419 1.7 **ARFF Department Professional Development.**

420 The International Association of Fire Chiefs (IAFC) provides a guide to streamline the
421 fire officer development for the nation’s fire officers. The IAFC Officer Development
422 Guide (2nd edition) has been widely implemented by the United States Fire Service as
423 the model for professional development starting at the junior fire officer level up
424 through the executive fire officer level. To establish and streamline the various levels
425 of ARFF training and provide for a linear progression, the ARFF Working Group has
426 developed the ARFF Professional Development Framework Handbook to assist ARFF
427 Departments in the progression from ARFF Fire Fighter through ARFF Executive Fire
428 Officer. This framework includes four steps of career progression along with a model
429 for job specific training and education for each level using new and existing course
430 work to enhance previously learned skills sets. The ARFF Professional Development
431 Framework manual is scalable and can be used in ARFF departments of all sizes and
432 rank structures with the department leadership implementing the various elements as
433 they see fit. This manual is available to airport fire departments through the ARFF
434 Working Group and provides a best-practice guide for departments that lack or want to
435 supplement their respective professional development programs.

436 1.8 **ARFF Officer Related Training Materials.**

437 To assist with the training benchmarks in this AC, the ARFF Working Group has
438 developed several curriculums that are available for download as part of membership of
439 the organization. The materials provided by the ARFF Working Group are periodically
440 reviewed and updated as necessary and can be tailored for initial and recurrent training
441 programs for ARFF departments. In this area, ARFF departments can find course work
442 that can be used in part or whole in basic and advanced ARFF and ARFF Officer related

443 topics. Airports may also consider peer benchmarking or applicable NFPA references,
444 if available when developing coursework.

445 1.9 **Mutual Aid Agreements.**

446 Where mutual aid agreements exist with Department of Defense (DOD) personnel
447 and/or municipal fire services surrounding the airport, all parties should participate in
448 regular incident management and airport familiarization training as it relates to
449 aircraft/airport incidents. In connection with such mutual aid agreements, the U.S. Air
450 Force encourages and extends the use of Air Force base training facilities to
451 surrounding municipal fire organizations, as explained in Air Force Regulation 32-
452 2001, *Fire Protection and Prevention Program*.

453 1.10 **Non-certificated Airports.**

454 There are no regulatory requirements for ARFF services at non-certificated airports.
455 However, the FAA recommends the use of this AC at those airports that have ARFF
456 coverage or for fire departments that have airport responsibility.

457

APPENDIX A. RELATED READING MATERIALS458 A.1 **Regulations.**459 1. 14 CFR Part 139 (Part 139), *Certification of Airports*.460 A.2 **Advisory Circulars.**

461 The ACs listed below can be found at

462 https://www.faa.gov/airports/resources/advisory_circulars/. See current versions.463 1. AC 150/5200-12, *First Responders' Responsibility for Protecting Evidence at the*
464 *Scene of an Aircraft Accident/Incident*.465 2. AC 150/5200-18, *Airport Safety Self-Inspection*.466 3. AC 150/5200-31, *Airport Emergency Plan*.467 4. AC 150/5210-6, *Aircraft Fire and Extinguishing Agents for Airports*.468 5. AC 150/5210-7, *Aircraft Rescue and Fire Fighting Communications*.469 6. AC 150/5210-13, *Airport Water Rescue Plans and Equipment*.470 7. AC 150/5210-14, *Aircraft Rescue Fire Fighting Equipment, Tools and Clothing*.471 8. AC 150/5210-17, *Programs for Training of Aircraft Rescue and Firefighting*
472 *Personnel*.473 9. AC 150/5210-19, *Driver's Enhanced Vision System (DEVS)*.474 10. AC 150/5210-23, *ARFF Vehicle and High Reach Extendable Turret (HRET)*
475 *Operation, Training and Qualifications*.476 11. AC 150/5220-17, *Aircraft Rescue and Fire Fighting (ARFF) Training Facilities*.477 12. AC 150/5220-22, *Engineered Materials Arresting Systems (EMAS) for Aircraft*
478 *Overruns*.479 13. AC 150/5230-4, *Aircraft Fuel Storage, Handling, Training, and Dispensing on*
480 *Airports*.481 14. AC 150/5340-1, *Standards for Airport Markings*.482 15. AC 150/5340-18, *Standards for Airport Sign Systems*.483 16. AC 150/5340-30, *Design and Installation Details for Airport Visual Aids*.484 17. AC 120-57, *Low Visibility Operations/Surface Movement Guidance and Control*
485 *System (LVO/SMGCS)*.486 A.3 **Part 139 CertAlerts.**487 The FAA has published a number of ARFF-related CertAlerts. A complete list as well
488 as other ARFF resources are available at:489 https://www.faa.gov/airports/airport_safety/certalerts.

490 A.4 **Other Resources.**491 A.4.1 International Fire Service Training Association (IFSTA) Aircraft Rescue and Fire
492 Fighting, Current Edition.

493 The manual was developed to provide information for both airport and structural fire
494 department officers to effectively accomplish the various tasks involved in aircraft fire
495 fighting and rescue. It is designed for all types of fire protection organizations and
496 includes the use of both conventional and specialized aircraft fire fighting apparatus.
497 Copies may be purchased from IFSTA at <https://www.ifsta.org>.

498 A.4.2 ARFF Working Group.

499 The ARFF Working Group is an international organization that works “to promote the
500 science and improve the methods of aviation fire protection and prevention.” The
501 ARFF Working Group provides information, networking, and training materials to its
502 members that serve at airports worldwide. The ARFF Working Group hosts
503 educational conferences each year for the benefit of ARFF Fire Fighters and Officers
504 and the airports that they serve. Additional information on the ARFF Working Group
505 can be found at <https://arffwg.org/>.

506 A.4.3 National Fire Protection Association (NFPA).

507 The NFPA is an international organization that delivers information through more than
508 300 consensus codes and standards, research, training, education, outreach, and
509 advocacy; and by partnering with others who share an interest in furthering their
510 mission to help save lives and reduce loss. See <https://www.nfpa.org> for additional
511 information.

512 A.5 **Definitions and Acronyms.**513 A.5.1 Definitions.

- 514 1. **Notification to Captain (NOTOC)** documentation acts as a flight manifest. This
515 document has also been called the Notice to Pilot in Command (NOPIC) or the Pilot
516 Notification Form (PNF). Each NOTOC contains a standardized list of hazardous
517 materials and dangerous goods (for both non-radioactive and radioactive materials)
518 that are loaded onboard an aircraft. It also lists their location, quantity, and type of
519 packaging as well as procedures to follow in the event of an emergency situation.
520 Every air carrier has its own version of a written form to notify aircraft crew
521 members about dangerous goods (HAZMAT) that is loaded onboard the aircraft.
- 522 2. **Move-Up (Person)** – Someone who acts or fills in for personnel with a parallel or
523 higher position.

524 A.5.2 Acronyms.

525	AC	Advisory Circular
526	AEP	Airport Emergency Plan
527	ATC	Air Traffic Controller

528	ATCT	Air Traffic Control Tower
529	AIP	Airport Improvement Program
530	ARFF	Aircraft Rescue and Fire Fighting
531	BFC	Battalion Fire Chief
532	CCM	Consecutive Calendar Months
533	CertAlert	Certification Alert
534	CFR	Code of Federal Regulations
535	CHEMTREC	Chemical Transportation Emergency Center
536	DEF	Discrete Emergency Frequency
537	DOD	Department of Defense
538	DOT	Department of Transportation
539	EOC	Emergency Operations Center
540	EMS	Emergency Medical Services
541	ERG	DOT Emergency Response Guidebook
542	FAA	Federal Aviation Administration
543	FEMA	Federal Emergency Management Agency
544	HAZMAT	Hazardous Materials
545	HSPD-5	Homeland Security Presidential Directive-5
546	IAP	Incident Action Plan
547	ICAO	International Civil Aviation Organization
548	ICS	Incident Command System
549	IAFC	International Association of Fire Chief
550	IFSAC	International Fire Service Accreditation Congress
551	IFSTA	International Fire Service Training Association
552	JIC	Joint Information Center
553	LIPS	Life Safety, Incident Stabilization, Property Protection
554	LOA	Letter of Authorization
555	MCIM	Mass Casualty Incident Management
556	MOA	Memorandum of Agreement
557	MOU	Memorandum of Understanding
558	NIMS	National Incident Management System
559	NFPA	National Fire Protection Association

560	NOPIC	Notice to Pilot in Command
561	NOTOC	Notification to Captain
562	OSHA	Occupational Safety and Health Administration
563	PFC	Passenger Facility Charge
564	PIO	Public Information Officer
565	PNF	Pilot Notification Form
566	SCBA	Self-Contained Breathing Apparatus
567	SOG	Standard Operating Guidelines
568	SOP	Standard Operating Procedures
569	TAU	Twin Agent Unit

570

APPENDIX B. SAMPLE COMMAND AND CONTROL PROFICIENCY SHEETS**Command Officer Command and Control Competency Checkoff**

Candidate	
Training Number	
Date	

Section I: Roles and Responsibilities of the Battalion Fire Chief/Command Officer

<input type="checkbox"/>	Details the roles and responsibilities of the Battalion Fire Chief (BFC) on the response for assignments on both ARFF (as per the ARFF manual matrix) and non-ARFF events.
<input type="checkbox"/>	Details the roles and responsibilities of the other units without the BFC on the response for assignments on both ARFF (as per the ARFF manual matrix) and non-ARFF events.
<input type="checkbox"/>	Recites the stand-by positions for the BFC and the other apparatus for all four runway complexes: <ul style="list-style-type: none"> <input type="checkbox"/> Runway 19R-1L <input type="checkbox"/> Runway 19C-1C <input type="checkbox"/> Runway 19L-1R <input type="checkbox"/> Runway 12-30
<input type="checkbox"/>	Calling for clearance with the Air Traffic Controller (ATC) based on random locations.
<input type="checkbox"/>	Recites all applicable airfield rules and regulations.
<input type="checkbox"/>	Recites all relevant procedures from the Emergency Services agreement with the FAA ATC Letter of Authorization (LOA).
<input type="checkbox"/>	Recites the triggers and procedure for requesting the discrete emergency frequency (DEF) for emergency incidents at _____.
<input type="checkbox"/>	Recites the department, airport, and FAA procedures for when the fire fighting index falls below the requirements.

Section II: Incident Management/Actions

<input type="checkbox"/>	Utilizing specific ARFF events, the candidate will depict the positions and actions of all units on the following events when the BFC is present: <ul style="list-style-type: none"> <input type="checkbox"/> Engine/wheel fire <input type="checkbox"/> Alert III crash or fire <input type="checkbox"/> Interior fire/smoke in the aircraft <input type="checkbox"/> Fuel spill
--------------------------	---

Command Officer Command and Control Competency Checkoff

<input type="checkbox"/>	Escalating the assignment/requesting additional resources: the candidate accurately and appropriately details the triggers that require that the incident requires or suggests an escalation/upgrade on the assignment based on the below assignments: <ul style="list-style-type: none"> <input type="checkbox"/> Alert I to Alert III <input type="checkbox"/> Alert II to Alert III <input type="checkbox"/> Alert III to an MCI box <input type="checkbox"/> Alert III to a 2nd alarm <input type="checkbox"/> Fuel spill to HAZMAT box
<input type="checkbox"/>	Establishing command: the candidate accurately and appropriately establishes command that not only demonstrates a command presence but also gives the location of the command post, and the command statement provides all required information.
<input type="checkbox"/>	Candidate accurately fills out the command board and tracks enough information to turn over to the BFC.
<input type="checkbox"/>	Candidate accurately describes the procedure and duties for the BFC for Certification Test responses along with the response areas for the three stations as it relates to certification testing.
<u>Notes:</u>	

<u>Certification</u>	<u>Signature</u>	<u>Date</u>
Candidate		
Battalion Fire Chief		
Deputy Fire Chief		

Twin Agent Driver/Operator Command & Control Competency Checkoff

Candidate	
Training Number	
Date	

Section I: Roles and Responsibilities of the Twin Agent Unit Officer

<input type="checkbox"/>	Details the roles and responsibilities of the Twin Agent Unit (TAU) Officer with the Battalion Chief on the response for assignments on both ARFF (as per the ARFF manual matrix) and non-ARFF events.
<input type="checkbox"/>	Details the roles and responsibilities of the TAU Officer without the Battalion Chief on the response for assignments on both ARFF (as per the ARFF manual matrix) and non-ARFF events.
<input type="checkbox"/>	Recites the stand-by positions for the TAU for all four runway complexes: <ul style="list-style-type: none"> <input type="checkbox"/> Runway 19R-1L <input type="checkbox"/> Runway 19C-1C <input type="checkbox"/> Runway 19L-1R <input type="checkbox"/> Runway 12-30
<input type="checkbox"/>	Recites the stand-by positions for the other Foam Units on the four runway complexes: <ul style="list-style-type: none"> <input type="checkbox"/> Runway 19R-1L <input type="checkbox"/> Runway 19C-1C <input type="checkbox"/> Runway 19L-1R <input type="checkbox"/> Runway 12-30
<input type="checkbox"/>	Calling for clearance with the ATC based on random locations.
<input type="checkbox"/>	Recites all applicable airfield rules and regulations.
<input type="checkbox"/>	Recites all relevant procedures from the Emergency Services agreement with the FAA ATC (LOA).
<input type="checkbox"/>	Recites the triggers and procedure for requesting the discrete emergency frequency (DEF) for emergency incidents at _____.
<input type="checkbox"/>	Recites the department, airport, and FAA procedures for when the fire fighting index falls below the requirements.

Section II: Incident Management/Actions

<input type="checkbox"/>	Utilizing specific ARFF events, the candidate will depict the location of the TAU and its actions on the following events when the BFC is present: <ul style="list-style-type: none"> <input type="checkbox"/> Engine/wheel fire <input type="checkbox"/> Alert III crash or fire <input type="checkbox"/> Interior fire/smoke in the aircraft <input type="checkbox"/> Fuel spill
--------------------------	--

Twin Agent Driver/Operator Command & Control Competency Checkoff

<input type="checkbox"/>	Utilizing specific ARFF events, the candidate will depict the location of the TAU and its actions on the following events when the BFC is not present: <ul style="list-style-type: none"> <input type="checkbox"/> Engine/wheel fire <input type="checkbox"/> Alert III crash or fire <input type="checkbox"/> Interior fire/smoke in the aircraft <input type="checkbox"/> Fuel spill
<input type="checkbox"/>	Escalating the assignment/Requesting additional resources: the candidate accurately and appropriately will detail the triggers that require that the incident requires or suggests an escalation/upgrade on the assignment based on the below assignments: <ul style="list-style-type: none"> <input type="checkbox"/> Alert I to Alert III <input type="checkbox"/> Alert II to Alert III <input type="checkbox"/> Alert III to an MCI Box <input type="checkbox"/> Alert III to a 2nd Alarm <input type="checkbox"/> Fuel spill to HAZMAT Box
<input type="checkbox"/>	Establishing command: the candidate accurately and appropriately establishes command that not only demonstrates a command presence but also gives the location of the command post, and the command statement provides all required information.
<input type="checkbox"/>	Candidate accurately fills out the command board and tracks enough information to turn over to the BFC or 1 st Arriving Command Officer.
<input type="checkbox"/>	Candidate accurately describes the procedure and duties for the TAU for Certification Test responses.
<u>Notes:</u>	

<u>Certification</u>	<u>Signature</u>	<u>Date</u>
Candidate		
Battalion Fire Chief		

Advisory Circular Feedback

Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0746. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are voluntary FAA Order 1320.46D Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Barbara Hall, 800 Independence Ave, Washington, D.C. 20590.

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by (1) mailing this form to Manager, Airport Engineering Division, Federal Aviation Administration ATTN: AAS-300, 800 Independence Avenue SW, Washington DC 20591 or (2) faxing it to the attention of the Office of Airport Safety and Standards at (202) 267-5383.

Subject: AC 150/5210-26

Date: _____

Please check all appropriate line items:

- An error (procedural or typographical) has been noted in paragraph _____ on page _____.
- Recommend paragraph _____ on page _____ be changed as follows:

- In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

- Other comments:

- I would like to discuss the above. Please contact me at (phone number, email address).

Submitted by: _____

Date: _____