

# NFPA<sup>®</sup>

# 403

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## Standard for Aircraft Rescue and Fire-Fighting Services at Airports

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2018



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## NFPA® 403

### Standard for

## Aircraft Rescue and Fire-Fighting Services at Airports

### 2018 Edition

This edition of NFPA 403, *Standard for Aircraft Rescue and Fire-Fighting Services at Airports*, was prepared by the Technical Committee on Aircraft Rescue and Fire Fighting. It was issued by the Standards Council on August 1, 2017, with an effective date of August 21, 2017, and supersedes all previous editions.

This edition of NFPA 403 was approved as an American National Standard on August 21, 2017.

### Origin and Development of NFPA 403

Committee work leading to the development of a recommended practice by the Association commenced in 1947 following a request from the Civil Aeronautics Board (USA) for information on what constituted “adequate” ground fire-fighting equipment and personnel for airports served by air carrier aircraft.

NFPA Committee work continued during 1948, and in 1949 the Association adopted a tentative text at its Annual Meeting held in San Francisco. In 1952, a revised text was submitted for adoption by the Association, and unanimously accepted. Since its original adoption, this text has been revised periodically, with editions issued in 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1965, 1966, 1967, 1970, 1971, 1972, 1973, 1974, 1975, and 1978.

The 1988 edition comprised a complete revision to the text of the document to make it a standard and to segregate mandatory requirements from advisory material. Prior to the 1988 edition, all editions were recommended practices. The standard was revised again in 1993.

The 1998 edition was a partial revision.

The major change to the 2003 edition was the addition of staffing requirements.

The 2009 edition modified some definitions. Additional cleanup of the document was made by moving nonmandatory language to Annex A. The FAA Airport Category column in Table 4.3.1 was updated.

For the 2014 edition, the committee made several changes to various requirements and sections within the document. The committee updated the definitions pertaining to foam and extracted several definitions from other NFPA standards for document and project consistency. Most of the updates and changes in the 2014 edition revolved around response times and response capabilities for ARFF departments. The committee invested a significant amount of time looking at existing science and data along with currently accepted practices and adjusted the response time requirements accordingly. Along with adjusting response times and capabilities, the committee also developed requirements that would allow for a risk analysis to be conducted by the AHJ in order to determine what would best meet the needs and demands of each ARFF department, recognizing the fact that each department and airport are different and have different needs. The committee also made adjustments to the minimum number of ARFF vehicles required based on airport category. Annex B, which is related to agent qualities, was also revised.

For the 2018 edition, the committee updated the reference sections of the document as well as updated and included new definitions in the document. Some of the newly included definitions are pertaining to special events, specifically air shows occurring at airports. There are now definitions for the three categories pertaining to the aircraft showline. This had been included because the committee has added a new chapter pertaining to special events and airport-based air shows. The committee also made changes to the requirements pertaining foam with the intent of limiting variation due to potential confusion and increased complication in testing. The committee also re-evaluated the staffing levels within the document, and in doing so they added new text to ensure that the levels can be modified based on the AHJ completing a task and resource analysis based on the airport's individual needs and demands. The committee also added clarification to the distinction between the terms *arriving* and *responding*, with the intent to reduce and eliminate confusion. The committee also included response times relating to passenger boarding areas of the airport, such as jet bridges.