

Central Region Airport Certification Bulletin



Bulletin: 2010-01

Subject: Training on High-Reach Extendable Turret (HRET) with Skin-Penetrating Nozzle (SPN)

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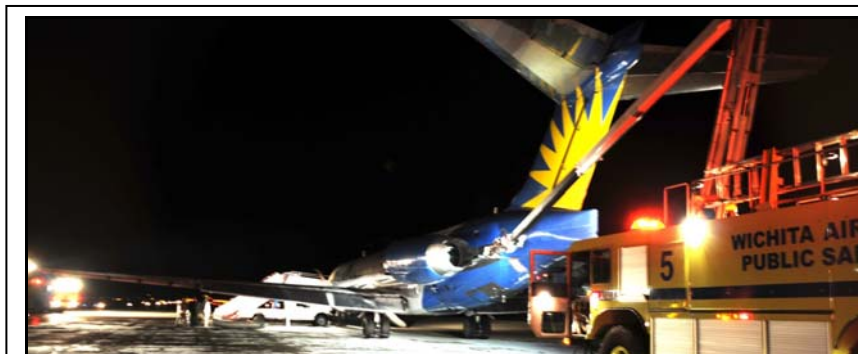
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Application:

This bulletin is intended for Part 139 Airport Managers and State Aviation Directors in the States of Iowa, Kansas, Missouri and Nebraska

Background:

NTSB investigations of three incidents involving the use of HRET/SPN on aircraft fires has determined that some ARFF personnel are not adequately trained on use of the HRET/SPN, reducing the effectiveness of the device in fighting interior aircraft fires. Specifically, the piercing tip folded back or slid off and had to be reset several times during piercing attempts. It is imperative that the piercing tip be perpendicular to the fuselage when making a penetration.



ARFF vehicles equipped with a HRET/SPN have proven to provide ARFF personnel with enhanced capability for interior aircraft firefighting and agent application.

The FAA recognizes that regular hands-on training with the HRET/SPN is necessary to maintain proficiency. [AC 150/5220-10D, Guide Specification for Aircraft Rescue and Firefighting Vehicles](#), Appendix A, addresses the requirement for a HRET/SPN training device when purchasing a new ARFF vehicle equipped with a HRET/SPN.

The HRET/SPN training device can be either a rigid frame fuselage mockup structure or a computer based simulator training program. The FAA has issued [CertAlert 08-07, Guidance on the High-Reach Extendable Turret \(HRET\)](#), which also discusses this issue. Airports currently equipped with a HRET/SPN on an ARFF vehicle can expect to be required to demonstrate ARFF personnel proficiency with the HRET/SPN during Part 139 inspections. In addition, training curriculums and training records will be examined to ensure that personnel are receiving adequate training on use of the HRET/SPN.

Action Required:

HRET/SPN Training Device – Airports that have an ARFF vehicle equipped with a HRET/SPN should have either an aircraft fuselage mockup training structure or a computer based HRET/SPN training simulator, as described in Appendix A, of AC 150/5220-10D. It is very difficult for ARFF personnel to be proficient in the proper use of a HRET/SPN without a training device.

Airports that do not have either of these training devices should budget for obtaining a HRET/SPN training device as soon as possible. The training mockups or simulators will be inspected during Part 139 inspections. The training devices described in Appendix A of AC 150/5220-10D are eligible for AIP funding, even if not included with funding for a new ARFF vehicle. Airports that do not have a HRET/SPN training device can include one in their ACIP for AIP funding.

ARFF Training Curriculum/Training Records – If not already accomplished, airports equipped with a HRET/SPN on an ARFF vehicle should have a separate topic in their ARFF training curriculum addressing the required training and proficiency requirements for use of these turrets. Training records should document this specific type of training for the personnel using a HRET/SPN.

Copies of the NTSB Safety Recommendations discussing this issue are available for download. These documents should be incorporated into the ARFF training programs at airports equipped with a HRET/SPN on an ARFF vehicle.

[A-07-97-103](#) - NTSB Safety Recommendation (12/17/2007)

[A-09-43-53](#) - NTSB Safety Recommendation (7/8/2009)

Live-Fire Training with the Mobile ARFF Trainer

Airports with a HRET/SPN on an ARFF vehicle should include penetration training when training with the Mobile ARFF Trainer during live-fire training.



The Mobile ARFF Trainer operated by the University of Missouri Fire Rescue Training Institute has the capability to provide HRET/SPN training.

If you have any questions concerning this bulletin, contact either, Mike Mullen, Lead Airport Certification Inspector, 816-329-2618 or Pat Haynes, Airport Certification Safety Inspector, 816-329-2621.