Australian Government

Civil Aviation Safety Authority

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 139.712 and 201.025 of the *Civil Aviation Safety Regulations 1998*.

Pip Spence
Director of Aviation Safety

February 2025

MOS Part 139H Amendment Instrument 2025

1 Name of instrument

This instrument is MOS *Part 139H Amendment Instrument 2025*.

Note "MOS" is short for Manual of Standards.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of MOS Part 139H

Schedule 1 amends MOS *Part 139H — Standards Applicable to the Provision of Aerodrome Rescue and Fire Fighting Services*.

Schedule 1 Amendments

[1] Paragraph 4.1.1.7

substitute

4.1.1.7 Fire fighting vehicles must be of a single conspicuous colour, or at least predominantly of that colour.

[2] Paragraph 7.1.1.1, the Table

substitute

MINIMUM USABLE AMOUNTS OF EXTINGUISHING AGENTS							
Aerodrome Category	**Foam Meeting Performance Level A**		**Foam Meeting Performance Level B**		**Foam Meeting Performance Level C**		**Complementary Agent**
	Discharge rate foam solution		**Discharge rate foam solution**		**Discharge rate foam solution**		**Dry chemical powder**
	Water litres	Discharge rate l/m	Water litres	Discharge rate l/m	Water litres	Discharge rate l/m	DCP kg
1	350	350	230	230	160	160	45
2	1 000	800	670	550	460	360	90

MINIMUM USABLE AMOUNTS OF EXTINGUISHING AGENTS							
Aerodrome Category	**Foam Meeting Performance Level A**		**Foam Meeting Performance Level B**		**Foam Meeting Performance Level C**		**Complementary Agent**
	Discharge rate foam solution		**Discharge rate foam solution**		**Discharge rate foam solution**		**Dry chemical powder**
	Water litres	Discharge rate l/m	Water litres	Discharge rate l/m	Water litres	Discharge rate l/m	DCP kg
3	1 800	1 300	1 200	900	820	630	135
4	3 600	2 600	2 400	1 800	1 700	1 100	135
5	8 100	4 500	5 400	3 000	3 900	2 200	180
6	11 800	6 000	7 900	4 000	5 800	2 900	225
7	18 200	7 900	12 100	5 300	8 800	3 800	225
8	27 300	10 800	18 200	7 200	12 800	5 100	450
9	36 400	13 500	24 300	9 000	17 100	6 300	450
10	48 200	16 600	32 300	11 200	22 800	7 900	450

[3] Paragraph 7.1.1.6

substitute

7.1.1.6 For aerodrome categories 1 and 2:

(a) for up to 100% of water, a complementary agent may be substituted; and

(b) for the purpose of such substitution, 1kg of foam-compatible DCP (the ***foam***), equals 1 litre of water for production of foam meeting performance level A.

7.1.1.7 For any aerodrome category after any permitted substitution of complementary agent for water, the substitution ratios must be carefully checked to ensure that foam meets the required performance level.

[4] Paragraph 7.1.2.1

repeal and substitute

7.1.2.1 RESERVED

[5] Paragraph 7.1.3.1

repeal and substitute

7.1.3.1 A reserve supply of foam concentrate, complementary agent, and propellant gas cylinders (***fire fighting agents***) must be maintained on an aerodrome to replenish the quantities of those agents prescribed for the aerodrome category as mentioned in the Table in paragraph 7.1.1.1.

7.1.3.1A For paragraph 7.1.3.1, the reserve supply must be as follows:

(a) for foam concentrate — equivalent to 200% of the quantity of that agent prescribed for the aerodrome category as mentioned in the Table in paragraph 7.1.1.1;

(b) subject to paragraph (c), complementary agent, with its associated propellent gas cylinders — equivalent to 100% of the quantity of those

agents prescribed for the aerodrome category as mentioned in the Table in paragraph 7.1.1.1; and

(c) for aerodrome categories 1 and 2 that have substituted up to 100 per cent of the water with complementary agent — equivalent to 200% of the quantity of complementary agent, with its associated propellent gas cylinders, prescribed for the aerodrome category as mentioned in the Table in paragraph 7.1.1.1.

7.1.3.1B Foam concentrate carried on fire fighting vehicles, in excess of that prescribed for the aerodrome category as mentioned in the Table in paragraph 7.1.1.1 may contribute to meeting the reserve supply percentages mentioned in subparagraph 7.1.3.1A(a).

7.1.3.1C If a delay greater than 7 days is reasonably anticipated in replenishing any fire fighting agent up to its required level of reserve supply, the reserve supply must be increased by such reasonable percentage as mitigates against the aviation safety risks of the delay.

[6] Paragraph 22.1.2.1

repeal and substitute

22.1.2.1 Subject to paragraph 22.1.2.1A, a new or existing FSCC must provide clear vision of the runway and 'short final' approaches from:

(a) direct out-of-the-window observations (which may require appropriate elevation of the FSCC or part of it): or

(b) a visual surveillance system (***VSS***) terminating in the FSCC which provides indirect observations, provided the observations and ARFFS response times are at least as effective as would be achieved under paragraph (a).

[7] After paragraph 22.1.2.1

insert

22.1.2.1A For paragraph 22.1.2.1(b), a VSS:

(a) must be approved in writing by CASA; and

(b) must not be established or used until approved in writing by CASA.

[8] Paragraph 22.1.2.3

substitute

22.1.2.3 Subject to paragraph 22.1.2.3A, aerodrome fire alarms must terminate at the relevant ARFFS FSCC.

22.1.2.3A An aerodrome fire alarm (the ***alarm***) may terminate other than at the relevant ARFFS FSCC but only if:

(a) the other termination, and the relevant procedures for it, are the subject of a written agreement between the aerodrome operator and the relevant ARFFS provider; and

(b) at the other termination, the alarm is constantly monitored, or monitored at least to the same degree, and for the same hours, as it would otherwise have been monitored at the relevant ARFFS FSCC; and

(c) the monitoring mentioned in paragraph (b) must be carried out by an AFASP, that is, an automatic fire alarm service provider approved by an official agency of a State or Territory government; and

(d) at the other termination, an activated alarm is immediately notified by the AFASP:

(i) during the hours of ARFFS operation — to a responsible individual employed by the ARFFS provider; or

(ii) outside the hours of ARFFS operation — to the nearest State or Territory emergency service; and

(e) the time taken to respond to the alarm is not materially different from the time it would otherwise take had the alarm terminated at the relevant ARFFS FSCC.

[9] Paragraph 22.1.7.1

omit

If provided, inshore rescue boats must be housed under cover, and

insert

If provided, inshore rescue boats must be:

(a) housed, berthed, stored or otherwise located in accordance with paragraph 22.1.7.1A; and

(b)

[10] After paragraph 22.1.7.1

insert

22.1.7.1A For paragraph 22.1.7.1 (a), the relevant ARFFS must ensure that the inshore rescue boats are housed, berthed, stored or otherwise located in accordance with each of the following that is applicable:

(a) the boat manufacturer's operating and maintenance recommendations;

(b) the local environmental conditions;

(c) the boat's actual location at any particular time;

(d) the applicable, or anticipated, rescue requirements;

(e) the applicable national, State, Territory and local government regulatory requirements.