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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: AIRCRAFT FIRE AND RESCUE FACILITIES AND EXTINGUISHING AGENTS

1. **PURPOSE.** This circular furnishes general guidance for estimating the aircraft fire and rescue facilities needed at civil airports to provide a reasonable degree of aircraft fire and rescue service consistent with the current acceptable risk factor. These facilities include, but are not limited to, suggested quantities of fire extinguishing agents, the number of trucks to transport the agents, and the discharge rate for the agents. This revision updates the Federal Aviation Administration's (FAA) philosophy on this subject, and incorporates a new index system for determining fire and rescue service at airports.
 2. **CANCELLATION.** Advisory Circular 150/5210-6, Aircraft Fire and Rescue Facilities and Extinguishing Agents, dated 7 September 1966, is cancelled.
 3. **REFERENCES.**
 - a. Advisory Circular 150/5325-5A, Aircraft Data, dated 12 January 1968.
 - b. Advisory Circular 150/5210-10, Airport Fire and Rescue Equipment Building Guide, dated 7 December 1967.
 - c. Advisory Circular 150/5210-11, Response to Aircraft Emergencies, dated 15 April 1969.
 4. **HOW TO OBTAIN PUBLICATIONS.** Obtain additional copies of this publication, Advisory Circular 150/5210-6A, Aircraft Fire and Rescue Facilities and Extinguishing Agents, and the referenced publications from the Department of Transportation, Distribution Unit, TAD-484.3, Washington, D.C. 20590.
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5. GENERAL.

- a. Many systems have been used to index airports with respect to the need for aircraft fire and rescue capability. These systems were found to have deficiencies which made them unworkable or difficult to administer. Therefore, it was necessary to develop a more workable indexing system which uses a minimum number of factors readily available to airport management personnel. This new system is based on an area which must be secured in order to effect evacuation or protection of aircraft occupants in case of post-accident aircraft fire. The area to be protected is equal to the length of the aircraft times a 100-foot width. This includes 40 feet on each side of the aircraft fuselage plus a 20-foot allowance for fuselage width. For our purposes, the area requiring protection is referred to as the critical area, which is expressed in aircraft length. The system for indexing fire and rescue facilities at an airport, based on the critical area concept, provides more equitable protection to all aircraft using the airport. In recognizing the wide variation in aircraft seating capacity, it was also considered reasonable to permit a reduction in the degree of protection at those airports served by aircraft with fewer seats. Therefore, a passenger capacity factor is included in the system for determining the airport index number.
- b. Studies show that there is a reasonably consistent ratio of aircraft ground emergencies or accidents to aircraft movements. While it is recognized that there is always the possibility of a major accident occurring on any civil airport, the probability factor is sufficiently remote at those airports with fewer movements to permit the acceptance of a lesser degree of fire and rescue service facilities. Therefore, to provide for this probability factor, each index also specifies a required total number of departures, including both air carrier and general aviation.

6. AIRPORT INDEXES.

- a. The degree of aircraft fire and rescue service suggested is based on risk potential. The factors of critical area, aircraft passenger capacity, and aircraft departures were considered in determining the risk factor. Appendix 1, Page 1, has been developed to readily identify the quantities of extinguishing agents, fire and rescue truck capabilities, and other facilities suggested for airports falling within the various indexes.

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These indexes are defined below:

- (1) INDEX I. Unattended airport subjected to limited operations.
- (2) INDEX II. Attended airports used exclusively by single-engine aircraft with seating capacities not exceeding six.
- (3) INDEX III. Airports used exclusively by general aviation type aircraft, having 1,200 or more annual departures of aircraft, grossing 12,500 pounds and under and designed for seating six or more passengers.
- (4) INDEX IV. Airports having 5,000 or more annual departures of large general aviation aircraft or 1,400 or more annual departures of large air carrier aircraft up to 65 feet in length and designed for seating up to 35 passengers.
- (5) INDEX V. Airports having 1,400 or more annual departures of aircraft between 65 and 90 feet in length and designed for seating 36 to 75 passengers.
- (6) INDEX VI. Airports having 1,400 or more annual departures of aircraft between 90 and 115 feet in length and designed for seating 76 to 150 passengers.
- (7) INDEX VII. Airports having 1,400 or more annual departures of aircraft between 115 and 155 feet in length and designed for seating 76 or more passengers.
- (8) INDEX VIII. Airports having 1,400 or more annual departures of aircraft between 155 and 200 feet in length and designed for seating 151 or more passengers.
- (9) INDEX IX. Airports having 1,400 or more annual departures of aircraft between 200 and 310 feet in length and designed for seating 151 or more passengers.

b. Note that:

- (1) Aircraft length is the overall length shown in Advisory Circular 150/5325-5A and Appendix 2 of this circular.
- (2) Passenger seating is the design maximum seating capacity of the aircraft to be protected (see Appendix 2).

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(3) Annual departures refers to the departure of aircraft specified in each index. When an airport, which falls in Indexes V through IX, qualifies for an index, based on aircraft length and passenger seating, but has less than 1,400 annual departures, the next lower index may be used.

- c. The equipment recommendation for an Index IV airport is the minimum for an airport used by large aircraft.
 - d. When, due to unusual or irregular flying activities, an airport cannot be readily indexed, the aeronautical operations conducted on the airport should be carefully analyzed; and the fire and rescue service determination should be based on a realistic application of the philosophy reflected in this circular.
 - e. In considering Appendix 1, it is essential to recognize the prevailing local conditions on an airport-by-airport basis in arriving at a judgment on equipment needed.
7. FIRE FIGHTING AND RESCUE EQUIPMENT. (Refer to Column 8 of Appendix 1, Fire Extinguishing Agents and Equipment Recommendations.)
- a. Index I Airports. Provide a direct-line telephone or fire alarm box to readily notify the local fire department, ambulance service, or police of an emergency occurring on or adjacent to an airport.
 - b. Index II Airports. Provide a sufficient number of portable hand fire extinguishers having a 20 BC Underwriters' Laboratories, Inc., rating:
 - (1) Strategically located within the apron and parking areas in a ratio of one extinguisher for every 10 based aircraft. Install extinguishers in weatherproof cabinets, painted red, and adequately marked. Provide cabinets with "break glass" fronts to permit ready access in case of emergency and, to an extent, reduce unauthorized use and pilferage of, or damage to, the fire extinguishers.
 - (2) To permit the installation of two extinguishers on each of one or more vehicles normally restricted to use on the airport.

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- c. Index IV through Index IX Airports. Total quantities of water for foam production and of dry chemical are specified in Columns 2 and 3 of Appendix 1. Columns 4, 5, and 8 suggest a system for transporting and discharging the water/foam solution which provides:
- (1) A capability of protecting both sides of the aircraft fuselage simultaneously, except at Index IV airports.
 - (2) Reasonable assurance that at least 50 percent capability is available when one truck is out of service.
 - (3) An orderly progression of acceptable fire and rescue service with increased airport activities and minimum economic burden. This results from maximum utilization of existing equipment, augmented to the degree necessary, to satisfy increased protection demands.
- d. General Notes.
- (1) A combination truck having 500 gallons of water for foam production and 300 pounds of dry chemical is considered an acceptable substitute for the light rescue truck with 500 pounds of dry chemical when, due to increased aeronautical activity, the airport advances from an Index IV to a higher index number.
 - (2) Fire extinguishing agent carrying and discharge capabilities of standard structural type fire fighting trucks, responding from surrounding communities to on-airport aircraft emergencies, should not be applied against the suggestions in Column 3 of Appendix 1.
 - (3) Characteristics of recommended aircraft fire and rescue trucks are specified in the 150/5220 series of advisory circulars.
 - (4) Water tank trucks, of the size and in the number listed in paragraph 9, may be used to transport and discharge water to resupply the water/foam truck for Indexes VI through IX airports and provide an orderly progression with a minimum economic burden through maximum utilization of existing equipment.

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8. QUANTITIES, DISCHARGE CAPABILITIES, AND STOCKAGE OF FIRE EXTINGUISHING AGENTS.

- a. Quantities. Figures in Column 3 of Appendix 1 reflect quantities of water for foam production suggested for airports in the various indexes. Figures in Columns 4 and 8 show the suggested methods for transporting the total quantities.
- b. Discharge Capabilities. The total discharge capabilities are based on the truck assignment shown in Column 8 of Appendix 1 and in paragraph 9. If a combination of water/foam and tank trucks, suggested in paragraph 9, is used to transport the extinguishing agents, the total discharge capability should equal the sum of the discharge rates of the water/foam trucks as shown for each index. The discharge rates of the tank truck should not be included as part of the total application rates specified for the water/foam trucks.
- c. Stock. Provide the following stock level of fire extinguishing agents:
- (1) Double the quantity of fire extinguishing agents carried on the water/foam trucks for airport stock to readily resupply the trucks. In those instances where the supplier cannot replenish this stock within 48 hours, proportionately increase the quantity stocked in relation to replenishment time.
 - (2) A reserve stock at airports contemplating the foaming of runways in an amount necessary to meet this condition without depleting the foam required for fire fighting operations.
 - (3) A quantity of agents to be used for training. This quantity should be over and above that reserved for use in fire fighting and the foaming of runways.
 - (4) Consolidation of the stocks for various uses and withdrawals made on a "first-in/first-out" basis.

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9. ALTERNATE EQUIPMENT.

- a. It is desirable to transport all the water for foam production, on vehicles designed to apply same, directly through turrets or handlines to the fire. However, in the interest of economy and to provide an easy progression from one index to the higher index, the following alternate combination of vehicles is acceptable for Index VI through Index IX.

(1) INDEX VI.

- (a) One combination truck, 500-gallon water tank capacity, 250 gallons per minute (GPM) discharge rate, and 300 pounds of dry chemical.
- (b) One water/foam truck, 1,000-gallon water tank capacity, and 500 GPM discharge rate.
- (c) One water/foam truck, 1,500-gallon water tank capacity, and 800 GPM discharge rate.

(2) INDEX VII.

- (a) One light rescue dry chemical truck.
- (b) Two water/foam trucks, 1,500-gallon water tank capacity, and 800 GPM discharge rate.
- (c) One 2,000-gallon or two 1,000-gallon water tank trucks.

(3) INDEX VIII.

- (a) One light rescue dry chemical truck.
- (b) Two water/foam trucks, 1,500-gallon water tank capacity and 800 GPM discharge rate.
- (c) One water/foam truck, 2,500-gallon water tank capacity and 1,200 GPM discharge rate.
- (d) One 2,000-gallon water tank truck.

(4) INDEX IX.

- (a) One light rescue dry chemical truck.
 - (b) Two water/foam trucks, 2,500-gallon water tank capacity and 1,200 GPM discharge rate.
 - (c) Two water/foam trucks, 1,500-gallon water tank capacity and 800 GPM discharge rate.
 - (d) One 2,000-gallon water tank truck.
- b. Other combinations of water/foam or water tank trucks may be substituted, provided the total quantities of water shown in Column 3 of Appendix 1 are available. A minimum of two water/foam trucks having not less than 50 percent of the total discharge capabilities specified, respectively, for Indexes VI through IX in Column 5, Appendix 1, must be provided.

10. FIRE STATION LOCATION.

- a. The location of the airport fire station is specified in Advisory Circular 150/5210-10.
- b. Fire stations located off the airport are not considered acceptable, as the response time goal suggested in Advisory Circular 150/5210-11 is impracticable to meet.



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Director, Airports Service

APPENDIX 1. FIRE EXTINGUISHING AGENTS AND EQUIPMENT RECOMMENDATIONS							
Col. 1	2	3	4	5	6	7	8
INDEX NO.	TOTAL QUANTITY EXTING. AGENTS		WATER/FOAM TRUCKS		WATER TANK TRUCKS		EQUIPMENT DESCRIPTION (See Paragraph 9 for Alternate Vehicles)
	DRY CHEM.	WATER	CAPACITY		CAPACITY		
	LBS.	GALS.	GALS.	GPM	GALS.	GPM	
I							Telephone or Fire Alarm Box
II							Portable Fire Extinguisher and a telephone or fire alarm box
III	500						1 - Light rescue dry chemical truck
IV	300	500	1 - 500	250			1 -Combination (water/foam and dry chemical) truck
V	300	1,500	1 - 500 1 - 1,000	500			1 - Combination truck 1 - 1,000-gallon water/foam truck
VI	500	3,000	2 - 1,500	800 ea.			1 - light rescue dry chemical truck 2 - 1,500-gallon water/foam trucks
VII	500	5,000	2 - 2,500	1,200 ea.	see para. 9a(2)		1 - light rescue dry chemical truck 2 - 2,500-gallon water/foam trucks
VIII	1,000	7,500	3 - 2,500	1,200 ea.	see para. 9a(3)		1 - light rescue dry chemical truck 3 - 2,500-gallon water/foam trucks
IX	1,000	10,000	4 - 2,500	1,200 ea.	see para. 9a(4)		1 - light rescue truck 4 - 2,500 gallon water/foam trucks

APPENDIX 2. LENGTH AND DESIGN SEATING
DATA FOR TYPICAL LARGE AIRCRAFT

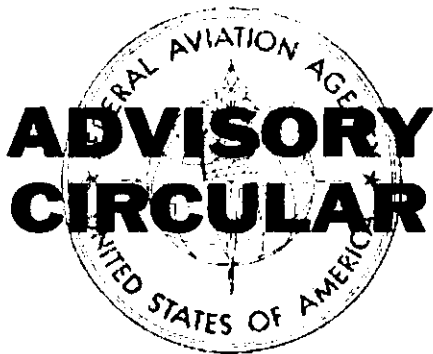
<u>Index No.</u>	<u>Make and Model</u>	<u>Overall Length</u>	<u>Design Seating</u>	
			<u>Min.</u>	<u>Max.</u>
IV				
Up to 65 feet long	Douglas DC-3	64' 6"		28
Up to 35 passengers	Grumman G-159	63' 9"		24
	Handley Page 137			
	Jet Stream	47' 1"		18
	Hawker Siddeley DH-125	47' 5"		12
	Lockheed (JetStar)			
	L-1329	60' 5"		10
	Nord 262	63' 3"		29
V				
65 to 90 feet long	Convair 240	74' 8"		42
36 to 75 passengers	" 440, 580, 640	81' 6"		52
	" 340	79' 2"		52
	Fairchild F-27 Series	77' 2"		52
	" FH-227 Series	83' 1"		52
	Grumman Gulfstream II	79' 11"		19
	Martin 404	74' 7"		40
	Nihon YS-11A	86' 3"		60
	Vickers (Viscount)			
	V745	81' 10"		73
	" 800	85' 8"		73
VI				
90 to 115 feet long	BAC 1-11/500	92' 6"		99
76 to 150 passengers	Boeing 737-100	94' 0"		107
	" 737-200	100' 0"		117
	Caravelle SE-210 VII	105' 0"	64	94
	" SE-210 VIII	108' 3"	69	119
	Douglas DC-6A & 6B	105' 7"	58	70
	" DC-7 & 7B	108' 11"	52	83
	" DC-9-10 & 9-20	104' 5"		90
	" DC-7C	112' 3"	58	99
	Lockheed	95' 2"	54	88
	" 1049 Series	113' 7"	47	89
	" 188 Series (Electra)	104' 7"	66	98

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<u>Index No.</u>	<u>Make and Model</u>	<u>Overall Length</u>	<u>Design Seating</u>	
			<u>Min.</u>	<u>Max.</u>
VII				
115 to 155 feet long	Boeing 707-100, 200	144' 6"	120	170
76 or more passengers	" 707-300, 320	152' 11"	131	189
	" 720	136' 2"	92	144
	" 727-100	134' 4"	75	131
	" 727-200	153' 2"	120	127
	Convair L-880	129' 4"	85	110
	" L-990	139' 5"	96	139
	Douglas DC-8/10-50 Series	150' 9"	115	159
	" DC-9-40	125' 7"		125
	" DC-9-30	119' 4"	76	125
VIII				
155 to 200 feet long	@BAC/SUD Concorde	193' 0"		144
151 or more passengers	Douglas DC-8-62	157' 5"	135	179
	" DC-8-61 & 63	187' 5"	195	259
	@ " DC-10	180' 0"		330
	@Lockheed L-1011	177' 8"		330
	Tupolev TU-154	157' 2"		164
	Vickers VC-10 Super	171' 0"	163	180
IX				
200 feet and Up	Boeing 747	231' 10"	320	490
151 or more passengers	@ " SST	306' 0"		350
	@Lockheed L-500 (C-5A)	247' 11"		844

@It is anticipated these aircraft will be included in the air carrier fleet at some future date.

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AIRPORTS

EFFECTIVE :

9/7/66

SUBJECT : AIRCRAFT FIRE AND RESCUE FACILITIES AND EXTINGUISHING AGENTS

1. **PURPOSE.** This circular furnishes general guidance for estimating the aircraft fire and rescue facilities needed at civil airports to provide a reasonable degree of aircraft fire and rescue service. These facilities include, but are not limited to, suggested quantities of fire extinguishing agents, the number of trucks to transport the agents, and the discharge rate for the agents.
2. **GENERAL.** Ideally, it would be desirable to provide the same degree of aircraft fire and rescue service at all airports used by like type aircraft regardless of air traffic volume or density. Studies have shown that there is a reasonably consistent ratio of aircraft ground emergencies or accidents to aircraft movements. While it is recognized that there is always a possibility of a major accident occurring on any civil airport, the probability of this occurrence is sufficiently limited at those airports with fewer movements to permit the acceptance of a lesser degree of protection.
3. **COMPARISON - FEDERAL AVIATION AGENCY AND NATIONAL FIRE PROTECTION ASSOCIATION INDEXES.**
 - a. The quantity and discharge rates of water for foam recommended in this circular for airports in Indexes VII and VIII, which are served by 4-engine jet aircraft, closely parallel those recommended by the National Fire Protection Association for airports similarly served in Indexes 4 and 5 of their Publication No. 403, "Aircraft Rescue and Fire Fighting Services at Airports." There is a variance, however, in the quantities of water for foam recommended for airports in the lower indexes, normally served by the smaller jet and piston aircraft. This circular recommends essentially the same ratio of water for foam to the takeoff fuel load for airports in Indexes IV through VIII.

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- b. The use of en route segments to determine the type of aircraft, fuel loads, and passenger capacity is not new and is perhaps the simplest method for obtaining the information necessary in identifying the quantity and discharge rates recommended to provide a reasonable degree of aircraft fire and rescue protection.

4. AIRPORT INDEXING.

- a. The degree of aircraft fire and rescue service suggested is based on the risk potential. In determining the risk potential, the factors of fuel load on takeoff, passenger capacity of the aircraft, and frequency of aircraft movements must be considered. For the purpose of this circular, these factors are expressed as aeronautical operations and indexed. Table I has been developed to readily identify the quantities of extinguishing agents, fire and rescue truck capabilities, and other facilities suggested for airports falling within the various indexes. These indexes are defined below:
- (1) Index I. Unattended airport subjected to limited operations.
 - (2) Index II. Airports used exclusively by single-engine aircraft with seating capacities not exceeding four.
 - (3) Index III. Airports used exclusively by general aviation aircraft having 1,200 or more annual departures by aircraft grossing under 12,500 pounds that are capable of carrying four or more persons.
 - (4) Index IV. Airports having 5,000 or more annual departures of general aviation aircraft grossing over 12,500 pounds or 1,400 or more annual air carrier departures scheduled for en route segments up to 200 miles.
 - (5) Index V. Airports having 1,400 or more annual air carrier departures scheduled for en route segments of 200 or more but less than 400 miles.
 - (6) Index VI. Airports having 1,400 or more annual air carrier departures scheduled for en route segments of 400 or more but less than 1,000 miles.
 - (7) Index VII. Airports having 1,400 or more annual air carrier departures scheduled for en route segments of 1,000 or more but less than 2,600 miles.
 - (8) Index VIII. Airports having 1,400 or more annual air carrier departures scheduled for en route segments of 2,600 or more miles.

- b. When an airport which falls in Indexes V through VIII qualifies for an Index on the basis of scheduled miles to be flown by departing aircraft but has less than 1,400 annual departures in that mile range, the next lower Index may be used. The equipment recommendation for an Index IV airport is the minimum which should be considered for an airport serving air carrier operations or those of similar size aircraft used in charter or nonscheduled flights.
 - c. When, due to unusual or irregular flying activities, an airport cannot be readily indexed, the aeronautical operations conducted on the airport should be carefully analyzed and the fire and rescue service determination should be based on a realistic application of the philosophy reflected in this circular.
 - d. In considering Table I, it is essential to recognize the prevailing local conditions on an airport-by-airport basis in arriving at a judgment on equipment needed.
5. FIREFIGHTING AND RESCUE EQUIPMENT. (Reference is made to column 9, Table I, "Firefighting Agents and Equipment Recommendations," page 6.)
- a. A direct-line telephone or fire alarm box provides a means at Index I airports by which the local fire department, ambulance service, or police may be readily notified of an emergency occurring on or adjacent to an airport.
 - b. To provide a reasonable degree of service at Index II airports, a sufficient number of portable hand fire extinguishers having a 12 B. C. Underwriters Laboratories' rating should be:
 - (1) Strategically located within the apron and parking areas in a ratio of one extinguisher for each 10 based aircraft. The extinguishers should be installed in weatherproof cabinets painted red and adequately labeled. The cabinets should have "break glass" fronts which would permit ready access in case of emergency and, to an extent, reduce the unauthorized use and pilferage of, or damage to, the fire extinguishers.
 - (2) Provided to permit the installation of two extinguishers on each of one or more vehicles normally restricted to use on the airport.

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- c. Aircraft fire and rescue trucks of the type and in the number listed will be capable of transporting the total quantity of fire extinguishing agents suggested in columns 2 and 3 for Index III through Index VIII airports.
- d. A minimum of two trucks capable of carrying and discharging the quantity of a water/foam solution listed in columns 5 and 6 is suggested for Index V through Index VIII airports. Two trucks will provide a capability to simultaneously protect both sides of an aircraft fuselage involved in fire and reasonably assure maintaining a firefighting and rescue capability of not less than 50 percent when one truck is being serviced or repaired.
- e. Water tank trucks of the size and in the number listed will transport and discharge the water suggested in columns 7 and 8 to resupply the water/foam trucks for Index VI through Index VIII airports.
- f. Truck assignments suggested permit an orderly progression in providing acceptable fire and rescue service, as airport activities increase, with the minimum economic burden. This is accomplished through maximum utilization of existing equipment augmented to the degree necessary to satisfy the increased protection demand.
- g. Airports in Index VI through Index VIII which are equipped with a combination truck may consider this unit an acceptable substitute for the 500-pound dry chemical truck. The additional water/foam capability of a combination truck compensates for the dry chemical deficiency.
- h. Fire extinguishing agent carrying and discharge capabilities of standard structural type firefighting trucks, responding from surrounding communities to on-airport aircraft emergencies, should not be applied against the suggestions in columns 3 and 4 of Table I.
- i. All aircraft fire and rescue trucks shall possess the capabilities described in advisory circulars in the 150/5220 series.

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6. QUANTITIES, DISCHARGE CAPABILITIES, AND STOCKAGE OF FIRE EXTINGUISHING AGENTS.

a. Quantities.

- (1) Figures in column 3 of Table I reflect quantities of water and foam concentrate suggested for airports in the various Indexes. Figures in column 5 of the Table show the suggested methods for transporting the total quantities.
- (2) If the quantities of extinguishing agent carried on the water/foam trucks exceed those reflected in column 5 of Table I, an equal reduction in the quantities of water suggested for water tank truck(s) may be considered acceptable.

b. Discharge Capabilities. Discharge capabilities of water tank trucks should not be applied to meet the total application rates reflected in column 4 of Table I.

c. Stockage. The stock level of fire extinguishing agents should provide for:

- (1) Double the quantity of fire extinguishing agents carried on the water/foam trucks for airport stock to readily resupply the trucks. In those instances where suppliers cannot replenish this stock within 48 hours, the quantity stocked should be proportionately increased in ratio to replenishment time.
- (2) A reserve stock at airports contemplating the foaming of runways in an amount necessary to meet this condition without depleting the foam required for firefighting operations. (See paragraph 6c(1) above.)
- (3) A quantity of agents to be used for training. This quantity should be over and above that reserved for use in firefighting and the foaming of runways.
- (4) Consolidation of the stocks for various uses and withdrawals made on a "first in - first out" basis.

TABLE I

FIRE EXTINGUISHING AGENTS AND EQUIPMENT RECOMMENDATIONS

Col. 1	2	3	4	5	6	7	8	9
INDEX NO.	TOTAL QUANTITY EXTINGUISHING AGENTS			WATER/FOAM TRUCKS		WATER TANK TRUCKS		EQUIPMENT DESCRIPTION
	DRY CHEM	WATER for FOAM		CAPACITY		CAPACITY		
	Lbs.	Gals	GPM	Gals.	GPM	Gals.	GPM	
I								Telephone or fire alarm box.
II								Portable fire extinguishers and telephone or fire alarm box.
III	500							1-Dry chemical truck.
IV	300	500	250	1-500	250			1-Combination (water/foam and dry chemical) truck.
V	300	1500	750	1-500 1-1000	250 500			1-Combination truck and 1-1000 gallon water/foam truck.
VI	500	3000	1000	2-1000	500 ea.	1-1000	500	1-Dry chemical truck, 2-1000 gallon water/foam trucks, 1-1000 gallon water tank truck.
VII	500	4500	1300	1-1000 1-1500	500 800	2-1000 or 1-2000	500 ea. or 800	1-Dry chemical truck, 1-1000 and 1-1500 gallon water/foam truck, 2-1000 or 1-2000 water tank trucks
VIII	500	7000	1600	2-1500	800 ea.	2-2000	800 ea.	1-Dry chemical truck, 2-1500 gallon water/foam trucks, 2-2000 gallon water tank trucks.

7. HOW TO OBTAIN THIS PUBLICATION. Obtain additional copies of this publication, AC 150/5210-6, Aircraft Fire and Rescue Facilities and Extinguishing Agents, from Federal Aviation Agency, Distribution Unit, HQ-438, Washington, D.C. 20553.


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Airports Service