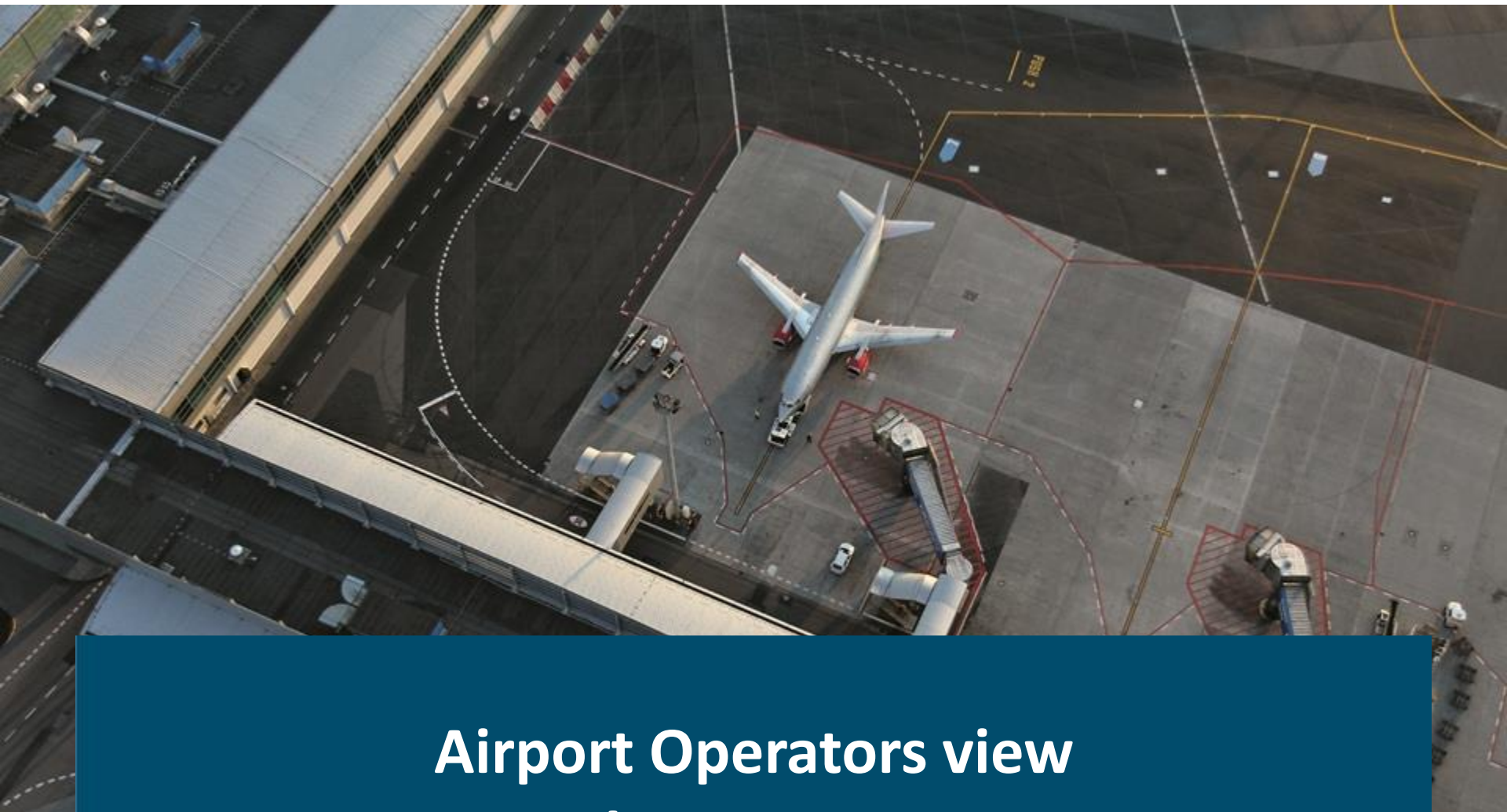


15.6.2017



Airport Operators view Instructors

Qualification (levels by national FF rules)

- Initial Fireman
 - FF school A level OR 6 week training in facility of Ministry of Interior and 4 weeks in fire brigade (4+4+2)
 - Refreshing each 5 years (or by the exam in fire brigade)
- LGV Driver
 - Initial 4 weeks in a facility of Ministry of Interior
 - Refreshing 1 week each 5 years of by exam on fire brigade (PRG but fire school make supervising on it)
- Team leaders
 - Same system but refreshing only in facility of Ministry of Interior



Standard training program PRG

- Practical Training
 - Engine, pump, equipment operation
 - Fire fighting drill
 - Aircraft familiarize
 - Live fire training
 - BA training
- Theoretical Training
 - Standards, rules
 - Human factor, team working
 - VR scenarios
- Physical Training
 - Physical preparation (2 hours each shift)



Standard training program PRG - exercises

- Exercises
 - Response time on RWY, TWY system (at least once a month each shift)
 - Tactical intervention (once a week – shift in duty)
 - Verification exercise (randomly/confidential for participants at least 4 times a year each shift)
 - Large scale exercise (ICAO, once a year)
 - Exercise for industrial accident (e.g. Fuel Farm) – once a year
 - Evacuation from buildings of fire fighting drill (according the building owners approx. 10 times a year)



Still have no problem but ...

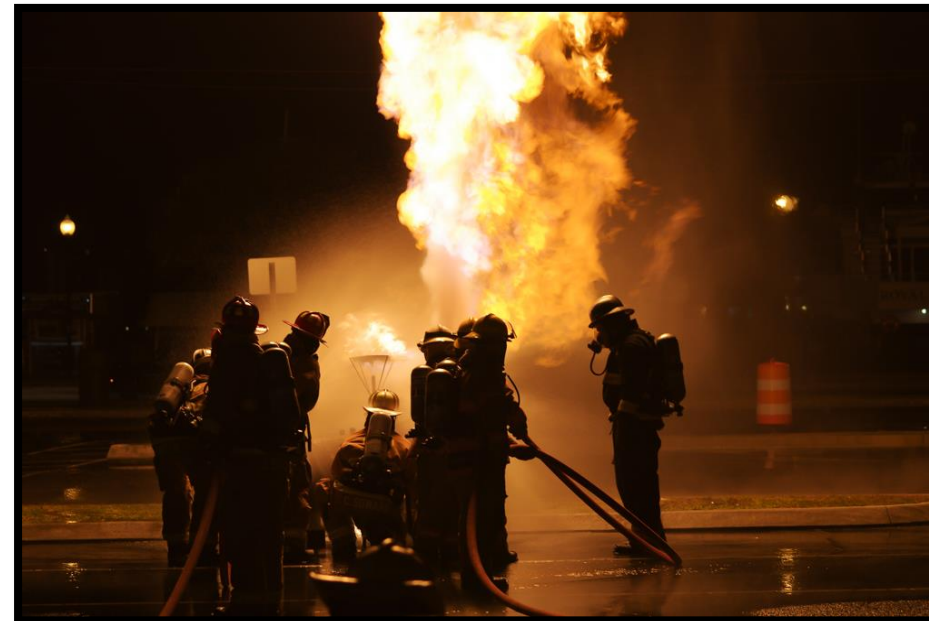
- What about powder training?
 - It is compulsory? And what scale of using dry agent?
- What about kerosine training?
 - GAS training is OK? Or need a higher frequency?
- What is refresh period of live fire training?
 - Once a year one day,
 - Once a five year five days
 - On once for a lifetime? (Slovakia)
- What about adequacy principle?
 - Big airports > bigger mockup
 - Smaller airports > just burning pan?



Both scenarios are pressurize fire (3D) but there are some differences

Small airports (non EASA) ?? Not sure

Real live-fire training



Some of European Airports have to fight for money each year



Starting point for future development

- To prepare a „cook book“ for training standard (UK, Austria...) with close cooperation with regulator (CAA)
- To define standard based on Airport category. It is probably unrealistic compare Cat. 5 and Cat. 10 Airport.
- Take into account with airport operator needs. Smaller airports can use his human resources wise and effectively.
- Surely define the Instructor (with big „I“) who has the qualification upon regulators needs. Provable
- Instructor can officially train own people (of from other airports)
- Prepare such standards which avoid friction between qualification (professional firefighter, doctor, safety inspector). With existence of Instructor we can put assurance for ARFF training



Discussion



Any ideas for the right solution?

- What is better spend 4 or 5 days by live fire training for longer period (4 or 5 years) OR one day each year?



Thank you

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