



Runway Foaming Requirements

In recent years, a number of airlines and airports have contacted Airport Technology concerning the procedures for the application of aircraft rescue and fire fighting foam onto runways for various types of aircraft experiencing unsafe landing gear indications.

The Boeing Company has no recommended procedures concerning the application of foam to the surface of a runway when an aircraft may land with some, or all, landing gears either retracted or indicating not down and locked. The procedure of foaming runways was previously done extensively in the military environment and occasionally for commercial aircraft. However, the newer types of foam are not suitable for use in this operation and this procedure currently is not widely used. The FAA, in 1987, withdrew Advisory Circular 150/500-4 dated 12/21/66 and titled Foaming of Runways and has no plans to recommend this procedure in the future.

The International Civil Aviation Organization (ICAO) Airport Services Manual, Part 1 – Rescue and Fire Fighting (Doc 9137-AN/898) provides procedures in Chapter 15, Foaming of Runways for Emergency Landings, on how to foam the runway and dimensions of the foam blanket. Note – Unless the airports in question are using protein foam and have the required spreader equipment, the procedures recommended by ICAO are not applicable.

Additional questions regarding issues related to Aircraft Rescue and Fire Fighting (ARFF) and Boeing aircraft can be directed to either of the following:

Boeing Fire Department
Attn: Randy Krause, Deputy Chief – Training & Safety
P.O. Box 3707, MC 10-51
Seattle, Wa. 98124
206-963-0635 (Cell)
randy.i.krause@boeing.com

or

Boeing Airport Technology
P.O. Box 3707, MC 67-KR
Seattle, Wa. 98124
425-237-0126
AirportTechnology@boeing.com