lease

News Re

FOR IMMEDIATE RELEASE

## COYNE APPEARS BEFORE NFPA PANEL TO DISCUSS IMPACT OF FOAM FIRE SUPPRESSION REQUIREMENTS

Alexandria, VA, April 23, 2009 -- NATA President James K. Coyne appeared earlier today before the National Fire Protection Association's (NFPA) Technical Committee on Airport Facilities to discuss the impact that changes to NFPA 409, *Standard on Aircraft Hangars*, could have on the general aviation industry. The committee is considering changes to NFPA 409 that would require the installation of automatic sprinkler systems in all new hangars of less than 12,000 square feet.

Coyne addressed the detrimental effect these changes would have on the development and construction of new hangars. In a recent NATA survey, over 77% of responding members stated that the costs associated with implementation of these changes would prevent the construction of new hangars. Coyne also expressed concern over the current requirement for foam fire suppression systems in all hangars over 12,000 square feet.

An excerpt from Coyne's testimony can be reviewed below:

I believe that the solution to this problem lies in collaboration between the general aviation industry and the professionals who compose the NFPA Standards Council and Technical Committees. The Technical Committee on Airport Facilities has already begun the process by receiving a proposal to create a new standard, NFPA 409A - Standard on Group III and Residential Hangars. It is my opinion that this new standard should incorporate all general aviation hangars and the first step in development must be to reject the proposed new requirements for Group III hangars. Adoption and enforcement of NFPA 409 codes already vary by locality and adding new requirements to Group III hangars while preparing to establish a new standard for those same hangars would only add to the disparity and confusion in adoption and enforcement."

I firmly believe that the effort to create a new standard on general aviation hangars must be driven by the realities of the general aviation environment. At the onset of development, limiting the new smaller hangar standard to only Group III hangars would be a mistake. The line between higher risk, large hangars and lower risk general aviation hangars must be set by analyzing actual fire data. I believe that, at least, a portion of group II hangars belong in this lower risk category. By tying the grouping of hangars to analysis of the actual fire risk data versus cost, a standard can be

4226 King Street Alexandria,VA 22302

P 703-845-9000 F 703-845-8176 www.nata.aero



developed that allows the general aviation industry to continue to thrive while providing adequate protection for lives and property from fire.

A complete copy of Coyne's statement is available by clicking here.

NATA member Mercer Dye of Dye Aviation Facilities also appeared before the committee and provided additional comments and data supporting NATA's opposition to the proposed rule changes.

At the conclusion of the presentations the committee was provided a tour of Galvin Flying Services at Boeing Field in Seattle Washington. This tour allowed the committee the opportunity to observe the differences in operations between a general aviation facility and larger airline and military facilities. Galvin's Director of Line Services, Doug Wilson, was also available to answer the committee member's questions on specific operational issues.

As the Technical Committee on Airport Facilities continues their meeting this week they will consider the proposed rule changes and develop a report on comments received that will be released to the public in the coming month. NATA will continue to monitor the committee's actions and will apprise our members of any changes.

# # #

NATA, the voice of aviation business, is the public policy group representing the interests of aviation businesses before Congress and the federal agencies.