

**Metropolitan Washington Airports Authority
Office of Public Safety
Fire & Rescue Department**

Fire Code Enforcement Division

**Fire Protection System Impairment Requirements
For
Contractors and Service Personnel**

Introduction

This document establishes requirements for Fire Protection System (FPS) impairments under emergency or non-emergency conditions at Ronald Reagan Washington National Airport (National Airport) or Washington Dulles International Airport (Dulles Airport).

Fire detection and suppression systems installed and used by the Airports Authority are numerous and complex systems. Under the Airports Authority's property insurance program, airport facilities are classified as Highly Protected Risk (HPR). This classification, issued by insurance companies, is awarded to organizations offering the highest level of prevention against risk. This classification allows the Airports Authority to obtain significantly lower insurance premiums and also demonstrates the Airports Authority's commitment to improving safety.

To be considered a HPR property, the Airports Authority must demonstrate a solid commitment to loss prevention and control, have an effective loss prevention policy, and include buildings or facilities of better than average construction with functional automatic fire protection systems. To ensure the functionality and reliability of our fire protection systems, the Airports Authority must have a written procedure to properly manage impairments of these systems, whether they are planned impairments or impairments caused by an emergency event.

The adverse impact of an impaired fire protection system could be costly in terms of life safety, loss of, or severely damaged property, and disruptions to Airports Authority and tenant operations.

Establishing *Fire Protection System Impairment Requirements* will go a long way to ensuring the Airports Authority maintains the HPR classification by documenting the efforts that have been made to protect physical assets, and the Airports Authority's business continuity efforts.

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1. Permit Requirements for Fire Protection System Installation, Rehabilitation or Modification

The Virginia Construction Code (VCC) and the Virginia Statewide Fire Prevention Code (VSFPC) require a permit to be obtained for all fire protection system installation, rehabilitation or modification. Fire protection systems include, but are not limited to, fire detection & alarm systems, fire extinguishing systems, fire hydrant systems, fire standpipe systems, fire pump systems, private fire service mains and other systems and appurtenances as defined in the VCC, VSFPC and National Fire Protection Association (NFPA) standards.

A permit for the installation, rehabilitation or modification of any fire protection system within the jurisdiction of the Metropolitan Washington Airports Authority shall be obtained from the Airports Authority Building Codes Department (BCD).

For all system work requiring a permit, construction documents shall be submitted to the Airports Authority BCD and Airports Authority Fire Marshal for review and approval *prior* to the start of work on a system.

Upon completion of all permit required work and prior to placing a system in service, all required inspection(s) and testing required by the VCC, VSFPC and as otherwise directed by the Building Code Official and/or Airports Authority Fire Marshal, shall be completed.

A “repair” meeting the definition above does not require inspection and testing by the BCD or FCED.

At the discretion of the Airports Authority Fire Marshal, inspection and testing may be required for “repair” of a system, whereby repair work is required due to “damage” to a system or other unforeseen conditions.

Inspection and testing will be required for “repair” of a system, whereby repair work subsequently requires rehabilitation or modification of a system.

The Airports Authority BCD shall be contacted to schedule all required inspection and testing.

The Airports Authority Fire Marshal shall be notified before any construction permit required fire protection system inspection and testing is conducted.

All construction permits required fire protection systems testing procedures require prior approval by the BCD and the Fire Code Enforcement Division (FCED).

Personnel performing the work shall be responsible for assuring all required inspection and testing is scheduled with the BCD and completed, and the FCED is notified *prior* to any testing. All work on a FPS shall be fully documented by the personnel performing the work.

Any work being performed must also comply with the Airports Authority’s Design Manual and all applicable codes and standards.

A copy of all documentation of inspection, testing, maintenance, alteration or repair to a FPS shall be maintained permanently by the building owner and/or tenant for non-Authority owned or maintained buildings and by the appropriate Airport Engineering and Maintenance Department for Airports Authority owned or maintained buildings. This documentation shall be readily available for review by the FCED.

Record (as-built) drawings shall be submitted to the appropriate Airports Authority Engineering Department whenever installation of a new system is completed, or any rehabilitation or modification is performed on an existing fire protection system.

A permit is ***not required for periodic inspection, testing & maintenance*** of a fire protection system conducted in accordance with the VSFPC, which includes NFPA 25: Inspection, Testing & Maintenance of Water-Based Fire Protection Systems, and other fire protection systems receiving periodic inspection, testing or maintenance in accordance with the standard(s) applicable to that specific type of system.

Failure to obtain a required Construction Permit, complete required systems testing, or otherwise comply with the VSFPC, will result in the issuance of a Notice of Violation or Summons by the FCED.

If you have any questions regarding the need for a Construction Permit, please contact the Airports Authority BCD at 703-417-8156 or the Authority FCED at 703-572-2975.

2. Service Personnel Qualifications for Fire Protection System Inspection, Testing and Maintenance

The Virginia Statewide Fire Prevention Code (VSFPC) requires ***all service personnel conducting periodic inspection, testing and maintenance of a fire protection system to be certified, qualified and/or trained for the specific type of system they are working on.***

Certified, qualified and trained shall be defined as stated in the applicable code/standard for the type of system receiving periodic inspection, testing and maintenance. The following definitions are excerpts from National Fire Protection Association (NFPA) code/standards and are provided for your information:

“Certified” shall be defined as a formally stated recognition and approval of an acceptable level of competency, acceptable to the Authority Having Jurisdiction (AHJ).

“Qualified” shall be defined as “a competent and capable person or company that has met the requirements and training for a given field acceptable to the AHJ”.

“Trained” shall be defined as “a person who has become proficient in performing a skill reliably and safely through instruction and practice/field experience acceptable to the AHJ”.

The following qualifications are applicable to service personnel conducting periodic inspection, testing and maintenance of fire detection/alarm systems:

1. Personnel who are ***factory trained and certified*** for the specific type and brand of system being serviced.
2. Personnel who are certified by a ***nationally recognized certification organization*** acceptable to the authority having jurisdiction.
3. Personnel who are ***registered, licensed, or certified by a state or local authority*** to perform service on systems addressed within the scope of NFPA 72.
4. Personnel who are employed and qualified by an ***organization listed by a nationally recognized testing laboratory*** for the servicing of systems within the scope of NFPA 72.

Qualifications applicable to service personnel conducting periodic inspection, testing and maintenance of systems other than fire detection/alarm are specified in the applicable NFPA standard for the specific type of system.

“**Qualified**” service personnel are authorized to perform “repair” work on a fire detection/alarm system as defined below:

“**Repair**” shall be defined as the *exact* replacement-in-kind of any single component in an existing fire protection system for the purpose of its maintenance, whereby the individual component, or performance specification of the component, is not changed from the approved design.

Evidence of service personnel qualifications shall be provided to the Airports Authority FCED upon request.

Periodic inspection, testing and maintenance of fire protection systems ***do not*** include the “modification” or “rehabilitation” of a fire protection system as defined below:

- “**Modification**” shall be defined as any change to a system whereby any component or performance specification is changed from the record (design) drawings and performance specifications approved by the Building Code Official and Fire Code Official at the time of construction, or subsequent record (as-built) drawings and specifications approved at the time of previous system rehabilitation or modification. A “modification” shall also include any change to the approved FPS sequence of operation or the new interconnection of any existing FPS with another system.
- “**Rehabilitation**” shall be defined as any work on a fire protection system whereby a substantial replacement of system components, resulting in the *same* performance standard as specified in the approved design, is required in order to restore the system to its former condition.

Modification or rehabilitation of a FPS shall only be performed by personnel ***qualified in the design or installation*** of fire protection systems in accordance with applicable code requirements and/or state or local licensure regulations.

If you have any questions regarding service personnel qualifications, please contact the Airports Authority FCED at 703-572-2975.

3. Requesting a Fire Protection System Impairment

A FPS impairment within the jurisdiction of the Airports Authority begins with the completion of a “Utility Outage Request” form.

There are two types of Utility Outage Requests: (1) *Routine* Utility Outage Requests and (2) *Emergency* Utility Outage Requests.

Proper processing of a Utility Outage Request includes the following:

- The area(s) affected by the proposed fire protection system impairment must be clearly identified by airport (i.e., IAD or DCA) and building name & number, and as appropriate, the specific area(s) within the building where the impairment will exist (i.e., IAD/B-Terminal/between Gates 43 and 53).
- The time period of the impairment must be clearly specified (i.e., is the outage going to cover specific times each day, or 24 hours each day).
- List the specific devices to be impaired in the comments section on the form:
 - i. Valve Number(s) to be closed.
 - ii. Fire Alarm Device Number(s), Loop Number(s), and/or Node Number(s) affected.

4. Impairment Procedures

The VSFPC states that a building owner or occupant shall not reduce the effectiveness of a FPS without authorization from the Fire Code Official.

Any person or organization requesting a FPS impairment shall be responsible for:

- Notification of the Airports Authority FCED;
- Assignment of an Impairment Coordinator;
- Provision of a fire watch for all affected areas (see Appendix B & C for Fire Watch Procedural Documents);

- Compliance with this document, the procedures established in the VSFPC and any additional requirements as directed by the Airports Authority FCED (see Appendix D for the Fire Protection System Pre-Impairment Checklist);
- Verification by appropriate inspection/testing that all work has been properly completed and that all affected FPS(s) have been restored to full operational service (see Appendix E for Fire Protection System Restoration Checklist).

5. Fire Code Enforcement Division Notification

Whenever an impairment of a FPS will take place, the Airports Authority FCED shall be notified by the person or company requesting the impairment. The following information will be required:

- Valve Number (s) to be closed
- Fire Alarm Device Number(s), Loop Number(s), Node Number(s) to be affected

6. Fire & Rescue Department Notification

The Impairment Coordinator will provide notification to the FRD.

7. Public Safety Communications Center Notification

The Impairment Coordinator will provide notification to the Airports Authority Public Safety Communications Center (PSCC).

8. Pre-Construction Requirements

FPS impairments associated with construction/renovation activities typically require special planning. Prior to all system impairments related to construction/renovation, approval shall be obtained from the Airports Authority FCED and the Airports Authority Building Codes Department prior to the start of any work.

9. Building Occupancy during a FPS Impairment

The FCED shall determine the appropriate level of occupancy or activity that may take place in a building or area during a FPS impairment. Buildings requiring FPS impairment shall be evaluated by the FCED to determine if any temporary fire protection measures need to be implemented during the outage. At the discretion of the FCED, any FPS impairment may be canceled if the required temporary fire protection measures have not been fully implemented or, at the discretion of the FCED, the building may be ordered vacated if the FPS impairment renders a building unsafe for occupancy.

10. Identification of Out of Service Fire Protection System(s)

When a FPS, or any portion thereof, is taken out of service for inspection, testing, maintenance, repair, construction/renovation, or any other reason, the personnel working on the system shall

attach a tag(s) to the exterior fire department connection for that system and to the affected control valve(s) at the point of work (or any other location required by applicable procedures) to indicate that the system is inoperative. The exterior fire department connection shall not be tagged if only a portion of the system is taken out of service *and* use of the exterior connection would not affect the portion of the system that is taken out of service. The personnel performing the work shall be responsible for removing the tag(s) when the system is placed back in service. All fire hydrants taken out of service (OOS) shall be covered or shall have an “OOS” ring placed behind the 4 ½” cap so that fire suppression personnel can clearly identify the hydrant as being out of service (see Appendix D).

11. Covering Smoke Detectors

Smoke detectors shall be covered with any type of paper or plastic bags, tape, etc., for the purpose of preventing unwanted alarms and damage to a smoke detector(s) during a fire protection system impairment associated with construction/renovation or other dust/smoke producing work. The impairment coordinator and persons performing the work shall be responsible for assuring all covers are removed immediately upon completion of work or as otherwise directed. Smoke detectors that are covered are *not required* to be otherwise removed from service unless directed.

12. Fire Watch Required

A fire watch shall be conducted in any building, or portion thereof, in which any part of a FPS impairment will prevent the system from functioning as required by design, providing acceptable levels of protection, communicating an alarm condition to the PSCC, or transmitting unwanted alarm signals. The fire watch shall be maintained until a FPS is placed back in service.

The person or organization requesting a FPS impairment will normally be responsible for providing the fire watch. When the fire watch will be provided by another party, written designation of the responsible party shall be provided to the FCED.

A fire watch is a temporary measure intended to ensure continuous and systematic monitoring of a building, or portion thereof, by one or more qualified individuals for the purpose of identifying and controlling fire hazards, detecting early signs of fire, raising an alarm of fire and notifying the fire department.

Depending upon the type of occupancy, a fire watch *may not be required* when another type of FPS will remain operational in the *same area of system coverage*. For example, if a smoke detection system must be removed from service and the affected area is protected by a fire sprinkler system that will remain fully operational, a fire watch may not be required.

The FCED will determine if a fire watch is required in all circumstances whereby a FPS will be impaired.

13. Fire Watch Procedures

(See Appendix B)

14. Transmitting Unwanted Alarms

When work of any type is being performed on a FPS, *only those portions of a FPS absolutely required may be removed from service* in accordance with this document to prevent the transmission of false or unwanted alarms to the PSCC. Upon completion of FPS work, any system components which cannot be returned to full operational status shall be disabled and/or disconnected to prevent transmission of false or unwanted alarms to the PSCC. If any system components or the entire system are transmitting false or unwanted alarms, they may be ordered removed from service at the discretion of the FCED and a fire watch implemented as directed by the Airports Authority FCED. Resetting a fire alarm is the responsibility of the FRD, unless otherwise authorized by responding FRD personnel or the FCED.

15. Requirements for Aircraft Hangars

No aircraft or fuel truck may be stored, repaired, or maintained in a hangar during an impairment of the hangar's FPS, except with approval of the FCED. *The following activities are not authorized during a FPS impairment:*

- Welding/cutting/hot work
- Spray painting or paint removal
- Fuel system maintenance
- Oxygen systems maintenance
- Battery charging operations
- Use of ground power units
- Fueling/defueling operations
- Use or transfer of flammable/combustible liquids

A request for approval for storage or parking of aircraft in the hangar during a FPS impairment shall be submitted by contacting the FCED. Written approval of the carrier's/tenant's Insurance Company or Corporate Safety/Risk Management Office shall be submitted with the request. A fire watch, in accordance with this document, shall be required. The FCED may order additional restrictions as deemed necessary.

The FCED may direct that emergency aircraft maintenance/repair be performed only while the Airports Authority's FRD has equipment and personnel on standby at the hangar. The operational readiness of the FRD shall take precedence over emergency aircraft maintenance/repair during the FPS impairment.

16. Emergency Fuel Shutdown System Impairment

Any outage of the Emergency Fuel Shutdown System (EFSS), in whole or in part, shall be completed in accordance with this document. Whenever the EFSS is shut down, in whole or in part, refueling operations may continue at the affected locations, provided the following restrictions are implemented:

- An individual shall be positioned as close as possible to each isolation valve area at all times to shut down the hydrant fueling system manually in the event of an emergency;

- Each individual positioned at an isolation valve area shall have a radio, and;
- Fuel truck operators shall be capable of maintaining radio contact with every individual stationed at an isolation valve, so that in the event of a mishap, they can communicate via radio to the person located at the isolation valve area to shut down the system manually.

These restrictions shall remain in effect until such time that the affected part of the system is restored to full operational status.

17. Timeliness of System Restoration

Work on any FPS shall be continuous until the system is restored to full operational status. All work on a FPS shall be completed as quickly as possible to minimize downtime. In the event of interruptions or delays, the FCED shall use discretion to exercise the powers and authority granted under the VSFPC to alleviate any potential hazards created by the FPS impairment.

18. Back in Service Notifications

When a FPS is placed back in service, all personnel who were previously notified of the FPS impairment shall be notified by the person or organization requesting the FPS impairment that the FPS is back in service. This notification may be verbal.

19. Unauthorized FPS Impairment

Upon discovery of any unauthorized FPS impairment, legal action may be initiated at the discretion of the FCED.

20. Enforcement

The FCED is authorized to enforce the provisions contained in this document. Violators are subject to the penalties prescribed in the VSFPC.

Appendix A

Glossary of Terms

- **Alteration:** “Alteration” shall be defined as any change to a system whereby any component or performance specification is changed from the record (design) drawings approved by the Fire and Building Code Officials at the time of construction or subsequent record (as-built) drawings approved at the time of previous system modification.
- **Authority Having Jurisdiction (AHJ):** The office or individual responsible for enforcement of a code, standard or regulation within a jurisdiction.
- **Emergency Aircraft Maintenance/Repairs:** Unscheduled aircraft maintenance/repairs of a critical nature that are required to maintain/restore aircraft at operational levels for immediate return to service and that cannot be delayed, deferred, or performed at another airport facility.
- **Emergency FPS Impairment:** Any unexpected condition that partially or totally impairs the effectiveness of a FPS. An emergency FPS impairment is not and cannot be classified as a planned impairment.
- **Fire Code Enforcement Division (FCED):** Airports Authority Fire and Rescue Department (FRD) personnel authorized to enforce the Virginia Statewide Fire Prevention Code (VSFPC).
- **Fire Protection System (FPS) Impairment:** Any situation in which all or part of a FPS is temporarily rendered inoperable.
- **Fire Protection System (FPS):** Devices, equipment and systems utilized to detect a fire, activate an alarm, suppress or control a fire, or any combination thereof. Including, but not limited to, automatic sprinkler systems, manual and automatic fire alarm systems, fire suppression systems, water supplies, water tanks and reservoirs, fire pumps, fire hydrants, standpipe systems, emergency fuel shut-off systems, underground fire service mains, fire service control valves and portions and components of those systems.
- **Fire Watch:** “A temporary measure intended to ensure continuous and systematic surveillance of a building or portion thereof by one or more qualified individuals for the purposes of identifying and controlling fire hazards, detecting early signs of fire, raising an alarm of fire and notifying the fire department.”
- **Hazardous Maintenance Operations:** Any maintenance operation specified in the latest edition of National Fire Protection Association (NFPA) Standard 410, Standard on Aircraft Maintenance. Operations considered "non-hazardous" are those that fall outside of the scope of NFPA 410, or as determined by the Fire Code Enforcement Division.
- **Hot Work:** Operations that include cutting, welding, brazing, soldering, grinding, thermal spraying, thawing pipe, installation of torch applied roof systems, or any other similar type of activity.

- **Hot Work Area:** Any area exposed to sparks, hot slag, radiant heat or convective heat.
- **Impairment:** A condition whereby a fire protection system or portion thereof, is inoperative and the condition can result in the malfunction or failure of the system during a fire event.
- **Impairment Coordinator:** “The person responsible for the maintenance of a particular fire protection system”.
- **Inspection, Testing & Maintenance:** Periodic inspection, testing & maintenance of a fire protection system conducted in accordance with the VSFPC, which includes NFPA 25: Inspection, Testing & Maintenance of Water-Based Fire Protection Systems, and other fire protection systems receiving periodic inspection, testing or maintenance in accordance with the standard(s) applicable to that specific type of system.
- **Modification:** “Modification” shall be defined as any change to a system whereby any component or performance specification is changed from the record (design) drawings and performance specifications approved by the Building Code Official at the time of construction, or subsequent record (as-built) drawings and specifications approved at the time of previous system rehabilitation or modification. A “modification” shall also include any change to the approved fire protection system sequence of operation or the new interconnection of any existing fire protection system with another system.
- **Pre-Engineered Fire Protection System:** A FPS having predetermined hardware specifications and extinguishing capability designed for the protection of limited or specific hazards.
- **Planned FPS Impairment:** A FPS impairment that is necessary to shut down a FPS for maintenance or modification that is approved in advance.
- **Public Safety Communications Center (PSCC):** The Airports Authority’s consolidated communications center for all Fire /Rescue Department and Police Department communications.
- **Rehabilitation:** “Rehabilitation” shall be defined as any work on a fire protection system whereby a substantial replacement of system components, resulting in the *same* performance standard as specified in the approved design, is required in order to restore the system to its former condition.
- **Repair:** “Repair” shall be defined as the *exact* replacement-in-kind of any single component in an existing fire protection system for the purpose of its maintenance, whereby the individual component, or performance specification of the component, is not changed from the approved design.
- **Unauthorized FPS Impairment:** A FPS impairment that is hidden or otherwise not known to exist or does not comply with this document. Examples include a FPS that is shut down and inadvertently left out of service upon completion of work, a FPS shut down with improper notification, or a FPS maliciously shut down or disabled.

Appendix B
Fire Watch Procedures

Fire Watch Procedures

Within the jurisdiction of the Airports Authority, if a fire watch is ordered by the FCED when a fire protection system is out of service or impaired, the following criteria shall be implemented at a minimum:

1. A fire watch shall be established and maintained throughout the building. The fire watch shall be performed by responsible individuals designated by the impairment coordinator.
2. A fire watch requires that all areas within a building(s) be visually surveyed on a continuous basis and inspected for any evidence of heat, smoke, or fire and to verify that exits are unlocked, unobstructed and accessible. In some circumstances, a fire watch may be conducted by continuously monitoring the fire detection/alarm system panel.
3. The number of persons required to perform fire watch will be sufficient that the entire building can be checked every hour.
4. Individuals performing fire watch shall verify that all exit doors, exit access, and exit discharges are unobstructed and functional, and shall have the authority to remedy any conditions affecting egress.
5. Personnel assigned to fire watch responsibilities shall have no other responsibilities other than that of conducting the fire watch and must be fully capable of performing the duties associated with a fire watch.
6. If there is an emergency, immediately dial 9-1-1 and report the emergency to the PSCC upon detection of a fire or other hazardous condition.
NOTE: When dialing 9-1-1 from a cellular phone, some cellular phone systems may connect the caller with another jurisdiction's emergency communications center, therefore, the caller should confirm they are speaking with the "Airports Authority PSCC".
7. Personnel performing the fire watch shall have a means of communication that will allow them to immediately convey an alarm condition to the other member(s) of the fire watch team.
8. An hourly log, including date, time, and the locations checked, and the name(s) of the person(s) conducting the fire watch shall be maintained (see Appendix C).
9. If there are any questions, please call the FCED.

Personnel assigned to conduct the fire watch shall obtain emergency telephone numbers for the appropriate airport and be able to clearly communicate information to the PSCC Operator. The person or organization requesting the FPS impairment shall be responsible for assuring that all necessary emergency information is provided to any person(s) conducting fire watch.

Fire and Rescue Emergencies Dial 9-1-1

Airports Authority Fire Code Enforcement Division Contact Numbers:

Dulles 703.572.2975

National 703.417.8248

Appendix C
Fire Watch Log Form



Metropolitan Washington Airports Authority

Office of Public Safety
Fire & Rescue Department
Fire Code Enforcement Division



Fire Watch Log

Location / Building # _____

Start Date: _____ Ending Date: _____

Staff Conducting Fire Watch	
1.	2.
3.	4.
Supervisor: _____	

Performing a Fire Watch: Walk around the interior of the structure once an hour. Check hallways and all exterior landings. Walk around the exterior of the structure periodically and check for running vehicles or other hazards. Complete all portions of the log below.

If a smoke detector sounds inside the structure or you detect smoke inside or outside the structure, dial 9-1-1 and report your location. Notify a supervisor and locate the sounding detector and / or source of smoke. If appropriate, alert all occupants and evacuate the structure. Upon arrival of the Fire and Rescue Department (FRD) provide a situation report and a copy of the Sign-In Log to the FRD Officer-in-Charge.

Time	Signature	Comments
0700		
0800		
0900		
1000		
1100		
1200		
1300		

Location / Building #: _____

Start Date: _____ Ending Date: _____

Time	Signature	Comments
1400		
1500		
1600		
1700		
1800		
1900		
2000		
2100		
2200		
2300		
2400		
0100		
0200		
0300		
0400		
0500		
0600		

Send a copy of completed log to:

MWAA Fire Marshal – MA 322 FC or Fax # 703-572-6099

Appendix D
Fire Protection System Pre-Impairment Checklist



Metropolitan Washington Airports Authority

*Office of Public Safety
Fire & Rescue Department
Fire Code Enforcement Division*



Fire Protection System Pre-Impairment Checklist

Before authorization is given, the impairment coordinator shall verify the following procedures have been completed:

1. ☐ The extent and duration of the impairment have been determined.
2. ☐ The Airports Authority Fire Code Enforcement Division has been notified.
3. ☐ The areas or buildings involved have been inspected and a risk analysis conducted.
4. ☐ The level of building occupancy has been approved by the Fire Marshal.
5. ☐ An approved fire watch has been implemented.
6. ☐ A temporary water supply has been established (as required).
7. ☐ The Fire/Rescue Department has been notified.
8. ☐ The appropriate insurance carrier(s) has been notified.
9. ☐ All building supervisors and occupants have been notified.
10. ☐ Impairment tags have been placed on affected fire protection equipment.
11. ☐ Impairment notices have been posted throughout all affected areas.

Appendix E
Fire Protection System Restoration Checklist



Metropolitan Washington Airports Authority

Office of Public Safety
Fire & Rescue Department
Fire Code Enforcement Division



Fire Protection System Restoration Checklist

When all impaired fire protection equipment is restored to normal working order, the impairment coordinator shall verify that the following has been completed:

1. ☐ Any necessary inspections and tests have been conducted to verify that all affected systems are operational.
2. ☐ Smoke detector covers have been removed (when applicable).
3. ☐ The property owner or designated representative, insurance carrier, alarm facility, and other applicable person(s) have been advised that protection is restored.
4. ☐ The Fire Code Enforcement Division has been notified that protection is restored.
5. ☐ The Fire Department has been notified that protection is restored.
6. ☐ The impairment tag(s) have been removed from all fire protection equipment.

Note: *This list may not be all inclusive.* The impairment coordinator(s) shall be responsible for field verifying that all steps required to restore a system to full operational service have been completed.