

IFE Level 3 Certificate in Aviation Fire Operations

Examiner Report – March 2026

Introduction

Of the 57 delegates that took this examination, 36 (63%) achieved a pass. The best answered question was question 4 with an average score of 10.4 marks. Candidates scored least well on question 6 with an average score of 5.6 marks. There was some evidence that candidates relied primarily on their own study materials rather than the full range of documents in the recommended reading list, which may have affected the breadth of some responses. Some candidates also repeated similar points within the same answer; however, where marks were allocated to specific points, repetition did not generally result in additional credit.

Question 1

- a) *The Task Resources Analysis should observe human factor principles to obtain optimum response by all agencies participating in emergency operations. Explain the principles which should be included in the effects on human performance when carrying out these operations. (10 Marks)*
- b) *To assess the performance of the responding Aerodrome Rescue and Fire Fighting Services (ARFFS) considerations must be applied to development of a Credible Worst-Case Scenario. Explain and provide examples of the requirements to meet the scenario and the factors that can influence how the scenario is impacted by the location. (10 Marks)*

Examiner Feedback

Relatively few candidates attempted the question; however, those who did generally accessed a good proportion of the available marks. Responses that focused primarily on human performance aspects often did not align with the requirements of the question, with some answers instead referring to broader themes such as mental health support and welfare considerations.

In part (b), many candidates provided highly elaborate scenarios that were not required, often involving complex operational situations. The question was intended to focus on how the objective could be achieved using basic site-related factors, such as access routes, terrain, and congestion, which impact the feasibility of the scenario.

Question 2

As the attending ARRS vehicles approach the crash site consideration should be applied by the driver as to the situation and progression they need to make. (20 marks)

Examiner Feedback

This was a popular question, with reasonable marks achieved by candidates who identified the driver as the key operator.

In some responses, however, the scenario was developed beyond the scope of the question, with candidates extending the role of the driver to include managing the entire incident alone on site. This shift in focus meant that the basic site-related factors required by the question were sometimes not fully addressed.

Question 3

Fixed wing aircraft have a wide variety of operating surfaces and installed systems. Explain the following elements of the aircraft.

- a) Tailplane. (3 Marks)*
- b) Undercarriage (4 Marks)*
- c) Ailerons (3 Marks)*
- d) A range of materials are used for structures and component parts of the aircraft. **Magnesium alloy** is one of these materials. Explain where it is used, how it will react in a fire situation and options for attempting to extinguish it. (10 Marks)*

Examiner Feedback

In part (a), marks were generally gained through recognition that the tailplane is located at the rear of the aircraft. Beyond this, understanding of its function and role was limited.

In part (b), many candidates referred to the triangular formation created by the undercarriage and the positioning of the wheels/legs. However, marks were often lost where basic component identification and function were not clearly addressed.

In part (c), this area was not widely understood, with some candidates incorrectly identifying the component as a radio antenna. A small number of candidates demonstrated a clearer understanding of the basic construction elements, although this was not consistent across responses.

In part (d), reasonable marks were achieved, with most candidates demonstrating an understanding of the initial effects of water and the consideration of alternative media.

Question 4

The training syllabus should reflect the training needs analysis carried out by the aerodrome operator covering the respective positions. Personnel should complete initial acquisition training prior to the initial performance of their duties.

- a) List the elements that the training syllabus / programme is required to cover. (17 Marks)*
- b) Explain how understanding and knowledge can be assessed to confirm competency. (3 Marks)*

Examiner Feedback

In part (a), many candidates initially described elements already stated within the question regarding the initial training course. However, this was often followed by clearer explanations which enabled marks to be gained.

In part (b), most candidates achieved two of the three available marks, although fewer demonstrated awareness of the full range of options available for assessing competency.

Question 5

High speed accidents off airport can generate additional hazards and/or increase the risks to ARFFS when responding.

- a) Explain the hazards that will need to be addressed on arrival at the incident site. (15 marks)*
- b) Having attended the incident, a review of the actions taken will be carried out, this can follow the Significant Incident Review Chart. Explain this process. (5 marks)*

Examiner Feedback

In part (a), marks were generally reasonable, with candidates providing detailed descriptions of the scene and addressing many of the required points, enabling a number of higher scores to be achieved.

In part (b), the question was not attempted by most candidates. Where responses were provided, these tended to focus on the closing down of an incident rather than the incident review process. Some marks were achieved, although this was often through general expansion of ideas rather than a clear understanding of the specific requirement.

Question 6

Ministry of Defence (MOD) airfield rescue and firefighting appliances vary in size and capability but are like those on civil airports and are established to meet the capability requirements for the category of the airfield. Whilst the categorisation of MOD airfields follow a similar pattern to that used for civil airports, several factors dictate the allocated resources.

- a) Explain the specific factors that are used to dictate the required resources on MOD site. (7 marks)*
- b) Detail the levels and perspective of what would be expected to be notified for the military classification of aircraft emergencies. (13 marks)*

Examiner Feedback

In part (a), while military aircraft were frequently referenced in other responses, the specific factors impacting resources on site were often not identified. Many candidates provided detail on the names and capabilities of various military aircraft, but did not recognise relevant considerations such as the presence of ejection seats.

In part (b), a small number of candidates attempted the question; however, responses were generally based on site-specific processes and adapted to fit the question, rather than addressing the requirement directly.

Question 7

- a) Supplementary water supplies, for the expeditious replenishment of ARFFS vehicles, should be prearranged. The objective of providing additional water supplies at adequate pressure and flow is to ensure rapid replenishment of aerodrome ARFFS vehicles. Explain the factors that should be considered when the analysis is carried out. (14 marks)*
- b) It is imperative that this information is made available to all relevant personnel and arriving fire authority resources. This provision will ensure that work activity is implemented as the incident progresses. What information is required and how can it be gained for arriving local Fire and Rescue Service (FRS) resources. (6 marks)*

Examiner Feedback

Part (a) was generally well answered, with candidates achieving good marks overall. In some cases, responses referenced the ICAO standard, but were then followed by answers that did not consistently align with the document content provided. Going forward, candidates should ensure that references to supporting documents are used to inform their responses, rather than replacing the requirement to answer the question directly.

In part (b), responses often developed an incident scenario rather than focusing on the information that would be provided to the responding local fire service.

Question 8

- a) *At any significant aircraft incident there is a high likelihood that a post-crash management group will be formed to manage the post-crash clear up and aircraft recovery. The makeup of this group will vary dependent on incident type. Provide a list of who will be involved in this group. (11 Marks)*
- b) *Depending upon the type and scale of the incident the post incident investigations will require a range of reports and documents from the Fire and Rescue Service. List the documents that will be supplied to assist in the review of the actions taken. (9 marks)*

Examiner Feedback

In part (a), this question generally enabled candidates to access a good range of marks. The inclusion of descriptive detail within the provided text allowed many candidates to achieve credit.

In part (b), most candidates achieved reasonable marks, demonstrating an understanding of the requirement to produce logs and to reference the decision-making process.