

**FAQs:**

[Rescue and Firefighting](#), [Aerodromes \(ADR\)](#), [Regulations](#)

**Question:**

**What are the main challenges for transition to Fluorine-Free Foam?**

**Answer:**

As for any change of foam, ensuring that the selected foam has demonstrated an appropriate and expected level of performance is fundamental.

However, considering general characteristics of Fluorine Free Foams, and considering the various products, the main challenges are, for an aerodrome operator, to ensure, with selecting and testing arrangements that:

- Selected foam suits with existing RFFS vehicles i.e.;
- Proportioning system vs. Viscosity of foam concentrate;
- Monitors and nozzles characteristics vs. Minimum quality of foam;
- Firefighting tactics are adjusted to F3;
- Firefighters are familiarized with the new foam;
- Handling or storage conditions assessment at the airport;
- Review and improve arrangements and criteria for initial and periodic testing of foam or vehicles.

In addition, aerodrome operators must plan transition to F3 considering:

- If or how existing vehicles are available for a future exploitation with F3 depending on:
  - Compatibility between vehicles and F3;
  - Impact of residual contamination with PFAS and environmental regulation.
- Already planned new vehicles, as it is advisable to limit contamination with PFAS;
- Existing stockpiles of AFFF, as far as it is usable foam considering PFAS regulation.

**Last updated:**

29/07/2025

**Link:**

<https://www.easa.europa.eu/et/faq/142305>