LONDON LUTON AIRPORT

FIRE DOOR PROTOCOL

London Luton Airport is committed to maintaining fire doors throughout the Terminal and Estate Buildings. Fire doors are a critical part of the airport's passive fire protection strategy, protecting escape routes, maintaining compartmentation and limiting the spread of fire and smoke.

This Protocol establishes the principles for managing fire doors throughout their lifecycle, from inspection and maintenance through to remediation, replacement and ongoing assurance.

Our Fire Door Protocol is based on the following principles

Maintenance & Replacement

- Maintain all fire doors in accordance with the BM TRADA Q-Mark standard.
- Inspect all fire doors every six months using an independent BM TRADA Q-Mark Fire Door Inspection Contractor.
- Classify all fire doors as P1 (FD60S), P2 (FD30S) or P3 (NFR).
- Complete fire performance remedial works through an approved BM TRADA Q-Mark Fire Door Maintenance Contractor.
- Replace fire doors with manufactured and certified BM TRADA Q-Mark FD60S or FD30S doorsets where repair is no longer practical.

Management & Assurance

- Replace fire doors with BM TRADA Q-Mark certified FD60S or FD30S doorsets.
- Use approved BM TRADA Q-Mark Installation Contractors.
- Prevent unauthorised alterations that compromise fire door performance.
- Only use approved hold-open devices linked to the fire alarm.
- Review fire doors following building alterations.
- Maintain inspection, maintenance and certification records within OneTrace.
- Continually improve through inspections, audits and lifecycle replacement.

This Fire Door Protocol provides the framework for managing fire doors across London Luton Airport. Supporting procedures, standards, specifications and work instructions define the detailed requirements for inspection, maintenance, remediation, replacement and assurance.

Mark Graves
Head of Technical Services
Valid Until August 2027

London Luton Airport