



CAA NORWAY

Rescue and Fire Fighting Services (RFFS) - (Issue 2a)

Challenge:

clarify requirements for rescue in water/swampy areas that originate from ICAO.

AMC uses the term “near” when describing the requirement for rescue equipment and services the airport operator should coordinate. CA interpret this to be within a fixed distance and angle (sector) from the airport, not referring to regulations.

The term “life-saving flotation equipment...(deployed) as expeditiously as possible” used in GM gives room for different interpretations.

The dimensioning of the life-saving flotation equipment is according to GM to be “in a number commensurate with the largest aeroplane normally using the aerodrome”.

Rescue and Fire Fighting Services (RFFS) - (Issue 2a)

- **AMC1 ADR.OPS.B.005(b) Aerodrome emergency planning**
- (b) The aerodrome operator should ensure that an assessment of the approach and departure areas **within 1000 m** of the runway threshold is carried out to determine the options available for intervention.

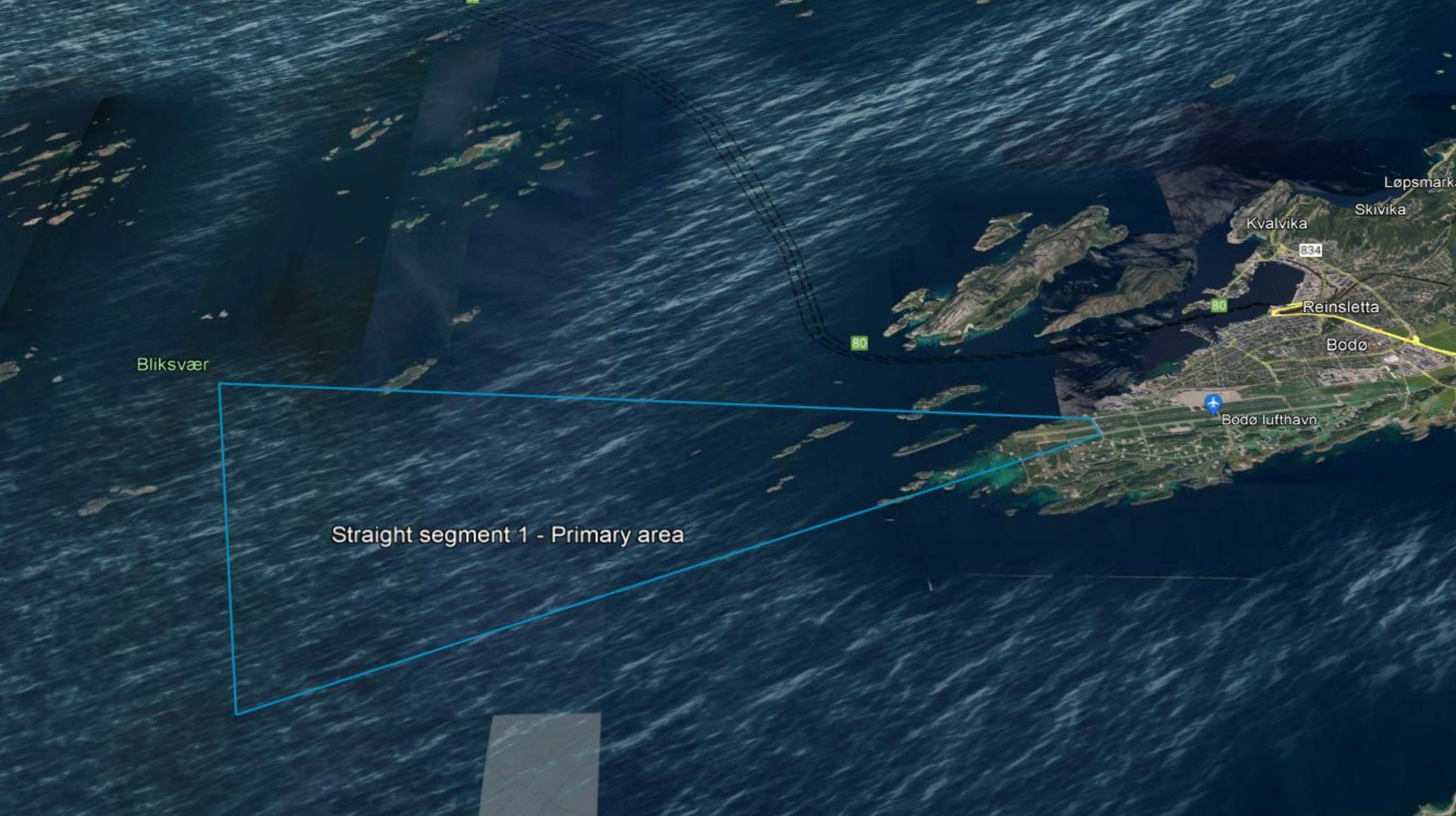
Rescue and Fire Fighting Services (RFFS) - (Issue 2a)

- **AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

- (b) If the aerodrome is located **near** a water/swampy area, or other difficult environment, or a significant portion of the approach/departure operations takes over these areas, the aerodrome operator should coordinate the availability of suitable rescue equipment and services.

- **GM3 ADR.OPS.B.010(a)(2) Rescue and firefighting services**

Special fire fighting equipment **may not** be provided for water areas; **this does not prevent the provision of such equipment if it would be of practical use**, such as when the areas concerned include reefs or islands. The objective should be to plan and deploy the necessary life-saving flotation equipment, as **expeditiously as possible**, in a number commensurate with the largest aeroplane **normally using** the aerodrome.



Bliksvær

Straight segment 1 - Primary area

Bodø lufthavn

Reinsletta

Bodø

Kvalvika

Skivika

Løpsmark

80

834

80



974.79 m

ENBO approach RWY 07 or departure RWY 25



Our interpretation of this is

- If you have water (sea) within 1000 m from the threshold in the approach/departure sector, you probably need equipment to deploy life-saving flotation equipment
- You need to define a response time to launch the equipment

Proposed solutions

- **Clarify if there is any connection between the “1000 m” in OPS.B.005(b) and “near” in OPS.B.010(a)(2)**

There must be some set border line for how far out we can expect the RFFS to take action. This have impact on their dimensioning and equipment needed.

- **Define the “approach and departure areas” in AMC1 OPS.B.005(b, and “significant portion of the approach/departure operations” in AMC3 OPS.B.010**

- **Clarify «expeditiously as possible» in GM3 OPS.B.010(a)(2)**

Survival time in sea is depending on the temperature. Some GM is needed to calculate the response time. In Norway, the response time is set to 10 min. by the ADR operator based upon research from maritime sector.

- **Define the term «largest aeroplane normally using the aerodrome» in GM3 OPS.B.010(a)(2)**

The number of passengers has impact on how much flotation equipment that is needed ICAO has no definition of the term “normally using”.