European Union Aviation Safety Agency

FAQ n.140188

FAQs:

Task & Resources Analysis, Rescue and Firefighting, Aerodromes (ADR), Regulations

Question:

How does the RFFS level of protection influence the minimum number of RFFS personnel?

Answer:

The rescue and firefighting services (RFFS) level of protection reflects the size and capacity of aircraft normally using an aerodrome. Hence, it sets the overall frame when determining the number of RFFS personnel. When aligning the number of personnel, it could either reflect the largest aircraft usually scheduled at the aerodrome or the largest type of aircraft within the published RFFS aerodrome category. Furthermore, the number of personnel usually available at an aerodrome should be sufficient to man the available vehicles associated with the RFFS level of protection and operate the equipment deemed to be required by the aerodrome operator at its maximum capacity (c.f. AMC3 ADR.OPS.B.010(a)(2) and AMC6 ADR.OPS.B.010(a)(2)).

In addition to the RFFS level of protection, the potential existence of difficult environments at or near the aerodrome may impact the number of RFFS personnel, as a response to such areas is to be initiated and the effective deployment of rescue equipment for such areas is to be considered.

To determine the minimum number of RFFS personnel, the aerodrome operator should develop a credible scenario in accordance with its published RRFS level(s) of protection.

Possible factors taken into account		**Example Scenario #1**	**Example Scenario #2**
Flight Phase	Landing / Take-Off / Taxiing / On Stand	Landing	On Stand
Prior Alert	Yes / No	No	Yes
Number of Aircraft / Vehicles involved	Aircraft / Ground Service Equipment / Regular Vehicle	1 Aircraft	1 Aircraft

Type of Aircraft	According to Airport RFFS Category or Reference Aircraft	RFFS Aerodrome Category	(Reference) Aircraft Type
Number of Persons on Board	According to Airport RFFS Category or Reference Aircraft	Maximum Capacity of Reference Aircraft	Actual Capacity of Reference Aircraft
Passengers with Reduced Mobility	Yes / No	No	Yes
Quantity of Fuel on Board	Low (e.g., on arrival) / Full (e.g., on departure) / Unknown	Low	Unknown
Dangerous Goods	Yes / No / Types and Quantities	No	No
Location of Accident	Runway / Before or After Threshold / Taxiway / Aprons	Runway	Taxiway
Conditions at Location	Paved / Unpaved / Water or swampy Area	Paved	Unpaved
Weather Conditions	Optimal / Impacting …	Optimal	Optimal
Aircraft Emergency State	Aircraft Accident / Full Emergency / Local Standby	Full Emergency	Aircraft Accident
Fuselage Integrity	OK / Damaged / In Several Parts	Damaged	OK
Access to Fuselage	Normal / Partial / Difficult	Partial	Normal
Emergency Evacuation	< 90 sec / < 5 min / Incomplete	< 5 min	Incomplete
External Emergency Services Arrival	< 10 min / X min / 30 min …	< 30 min	25 min

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