

FAQ n.140188

FAQs:

[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 RFFS 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 |
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|-------------------------------------|--|--|---------------------------------------|
| 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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Link:<https://www.easa.europa.eu/lv/faq/140188>