



NOTICE TO AERODROME CERTIFICATE HOLDERS (NOTAC)

No. 01/2014

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Status of NOTACs

Valid: 01/2009, 03/2009, 04/2009, 02/2011, 03/2011, 04/2011, 01/2012, 02/2012, 03/2012, 04/2012, 05/2012, 01/2013, 02/2013

Cancelled: 02/2009, 1/2011

Incorporated in CAR: 02/2009

AIRCRAFT INCIDENT RESPONSE

1. INTRODUCTION

- 1.1 In order to meet the requirements of the existing regulation with regard to Training and Development and the Procedures for Leading Passengers, Evacuated from Aircraft, To Secure Areas Away From the Scene of an Incident, there is a need to add Guidance Material to assist the Aerodrome Certificate Holders in meeting this objective.
- 1.2 Guidance Material (GM) in support of the Acceptable Means of Compliance is non-binding material that helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of regulations or AMC.

2. PURPOSE

- 2.1 The purpose of this NOTAC is to provide further guidance and enhancement to CAR PART XI Section 14 (including Appendix 2) and Section 20 in order to assist Aerodrome Certificate Holders in:
 - a) Developing training and development programs for Aerodrome Emergency Service and responding airport operational personnel, and
 - b) The development of procedures for leading passengers, evacuated from an aircraft, to secure areas away from the scene of an incident.

3. CAR PART XI Section 14 Training & Development (See Appendix 2)



GM to 14.1: Training is an essential element of the work of the AES. At all times it should be conducted in a manner and under conditions which simulate as realistically as possible, those likely to be encountered at a real incident. All AES personnel not properly trained to perform their duties in an efficient manner or who fail to test physically or mentally are time, effort and money wasted. These personnel are convinced that they are prepared to deal with a real incident when in reality they are ill prepared. This is not acceptable.

The successful extinguishment of a fire and the rescue of those involved will not happen by chance. The correct action must be taken without hesitation and the right techniques employed in accordance with the prevailing circumstances and conditions, the AES will fail to be effective and serious loss of life may occur. When an aircraft becomes involved in an accident there is no room for the AES Commander to embark upon a system of trial and error.

In order for the AES to be in a position to react competently initially, it is important that they possess the knowledge, understanding, competency and skills which will be essential for them to be able to make the correct assessments and judgments when required.

This level will ensure that when personnel are confronted at real incidents with real dangers, as well as difficulties and stressful conditions they will have been adequately prepared to cope. Training at such a level is also essential, so that all Officers are able to command their personnel and associated resources in such a way that maximum opportunities are afforded for the effective extinguishment of any fire and the rescue of any persons involved.

Operational actions and decisions can only be made at the time using technical knowledge, practical experience and sound judgment. These attributes are essential for any Aerodrome Fire Officer, confronted with the scene of an aircraft accident/incident. It is the ability of the Fire Commander to assess the situation and make sound decisions in a calm manner which will instill confidence in the other members of the AES crew, and which in turn, will permit them to act quickly yet calmly and with confidence.

An aircraft fire can break out suddenly and reach maximum and intense proportions in a very short time. Fires and other serious incidents happen for a variety of reasons, and result in incidents taking place at various locations. Sometimes, the incident will happen on the runway or, at other times in difficult and dangerous terrain.

Aircraft themselves vary considerably in design, complexity and, accordingly, the demands made upon AES crews and the Incident Commander in particular can vary enormously.

GM to Appendix 2- 3.4.17: The following provides a list that should be considered by the AES Officers at the various phases of an aircraft incident, that are fundamental in the development and delivery of training programs and the successful conclusion of an aircraft incident/accident.

RESPONSE – Driving to an Incident
<ul style="list-style-type: none"> • Weather Conditions - Consider Wind Direction & Strength
<ul style="list-style-type: none"> • Visibility (Day / Night)
<ul style="list-style-type: none"> • Terrain and Surface Conditions
<ul style="list-style-type: none"> • Make note of what is seen – Signs of Smoke / Fire / Fuel / Evacuation
<ul style="list-style-type: none"> • Response Direction - Shortest route is not always the safest or most effective, and if different from other responding vehicle(s): Decide on most appropriate route; effectively communicate to AIC
<ul style="list-style-type: none"> • Be aware of other responding vehicles
<ul style="list-style-type: none"> • Be aware of other Runway / Taxiway users – Aircraft / Vehicles / Personnel
<ul style="list-style-type: none"> • PPE/RPE – Safety requirements for AES can cause a distraction within the compartment
<ul style="list-style-type: none"> • Radio Communications – ATC Permissions / Clearances
<ul style="list-style-type: none"> • AES Vehicle Speed – Appropriate to risk & crew safety
<ul style="list-style-type: none"> • Skills; Expertise & Temperament of the driver – Familiarisation, Training
APPROACH – To the Incident
<ul style="list-style-type: none"> • Always SLOW DOWN on Final approach to the incident site
<ul style="list-style-type: none"> • Vehicle Officer – Dynamic Risk Assessment
<ul style="list-style-type: none"> • Consider utilization 121.6 – increased information
<ul style="list-style-type: none"> • Wreckage & Debris – Is there wreckage or cargo strewn about?
<ul style="list-style-type: none"> • Evacuated Passengers/Casualties/Crew or Persons Directly Affected by the incident, Casualties or dazed passengers in your path?
<ul style="list-style-type: none"> • What position should be adopted on arrival?
<ul style="list-style-type: none"> • If approach is from the tail beware of jet efflux
<ul style="list-style-type: none"> • Approach upwind
<ul style="list-style-type: none"> • If possible, approach from uphill to avoid fuel spillage
<ul style="list-style-type: none"> • Are there any obstructions such as fences, gates, ditches, rivers, railway lines or fuel spillages?
<ul style="list-style-type: none"> • Consider the need for 'Pump and Roll' monitor operations
<ul style="list-style-type: none"> • Consider the effect of foam application
<ul style="list-style-type: none"> • Consider foam application which may hide evacuating passengers / crew / PDA / debris / wreckage
<ul style="list-style-type: none"> • Try to avoid driving over impact marks /skid marks or areas directly affected by the aircraft impact.
<ul style="list-style-type: none"> • Never drive / park under the fuselage / Wings / Tail section
<ul style="list-style-type: none"> • Avoid driving through smoke, if required to drive through smoke, drive at a speed commensurate with safety (to include Vehicle warning systems – Sirens / Warning Lights and Vehicle Lights).
<ul style="list-style-type: none"> • Make Radio Contact – In Attendance
<ul style="list-style-type: none"> • Inform other responders (Fire / Safety / AIC) of wreckage/debris/fire/smoke or other natural hazards likely to affect the approach
<ul style="list-style-type: none"> • Apply appropriate firefighting to external / fuel spillages as required

OFFICER IN CHARGE / VEHICLE COMMANDER: Primary Responsibilities

- Dynamic Risk Assessment(s) – Assess nature of incident / communicate as necessary
- Assess Situations where nature of incident not apparent (communicate)
- Make decisions, Tactical Modes, Provide assistance, Methods, Safety based upon Technical Knowledge/Practical Experience; Sound Judgement and Calmly, Instil Confidence
- Check that AES appliances and personnel in attendance are deployed in the optimum positions and manner and are effectively getting to work. Ensure that the appropriate media is being used at the correct application rate, and that media is not being wasted
- Prioritize the necessary actions in accordance with the prevailing conditions and resources available.
- Ensure that you ascertain the position as to the casualty/survivor situation, as a matter of priority.
- As appropriate, send informative messages via R/T, and ensure that emergency procedures have been initiated – Keep ATC informed of the situation
- Identify precise number of persons involved with the incident. To include Persons Directly Affected (any other likely casualties in adjacent property, aircraft or vehicles)
- React to emerging developments / Intervene where necessary
- Ensure that you liaise with other emergency services on their arrival at the scene.
- Ensure that checks are made of all personnel employed at the scene, in order to ensure that exhaustion and stress are kept to tolerable levels.
- Ensure safety of Breathing Apparatus Teams, entering the aircraft for rescue
- Breathing Apparatus Teams priority – Fire-Fighting – Ventilation – Rescue
- Establish Effective Sector Commanders
- Consider hazards arising from carbon fibers, MMMF's, and other hazardous materials present at the scene, and ensure that where appropriate personnel are provided with respiratory protection.
- Maintain effective function of Incident Command System
- Monitor Safety throughout

POST INCIDENT CONSIDERATIONS – Actions

- Ensure that post fire security is being maintained
- Check that crews are relieved as appropriate – provide appropriate welfare
- Maintain Radio Communications - Informative messages to ATC / ICS as appropriate with particular reference to availability of AES cover in respect to aerodrome category
- Ensure that incident site is secure, and that action is being taken to preserve evidence for consideration by the GCAA Air Accidents Investigation
- Where appropriate, prevent fuel leaking from aircraft - Stabilization of fuselage
- Start to formulate AES Incident Report
- Replenish Vehicles and Equipment – Test, Inspect and Service equipment



4. CAR PART XI - Section 20 Aerodrome Emergency Plan

20.3.3 (3) The Aerodrome Emergency Plan shall include: **Procedures for Leading Passengers, Evacuated from Aircraft, and to Secure Areas Away From the Scene of an Incident:**

GM TO 20.3.3 (3) The following lists provide what should be considered within an AEP to the Post Evacuation and an appropriate survival center(s).

PASSENGER EVACUATION MANAGEMENT SYSTEM (PEMS) – Leading Persons Directly Affected away from the scene of an incident to a secure area

- A clearly defined Passenger Evacuation Management System (PEMS), is required to be operating to assist with achieving this
- Easily deployed – Aerodrome Operations Support
- Easily Identifiable – Visible: Day / Night Operation
- First priority is firefighting, very limited resources for passenger management
- Additional resources should arrive over a timeframe dependent on accident circumstances

PASSENGER / PDA ASSEMBLY MANAGEMENT – Provide for the coordination of actions to be taken in an emergency to organise and deploy resources in a safe and efficient manner

- Explore the possibility of developing equipment, for the assembly of PDAs within the (PEMs)
- Easily Identifiable Assembly point that people will move towards
- Easily visible, in an environment that may contain significant fire and smoke
- Not be affected by strong winds
- Working aspect of the AEP to include effective communications
- Use of 'Zoning' to effect overall control at an accident site
- Incident Control System: Established to manage and communicate Zones 1 and 2, which overall controls those responding to the emergency.
- Effective communications within the Incident Command System - record and update the Airport Incident Commander, to achieve a safe and effective resolution of the incident.

POST-ACCIDENT – SURVIVAL FACTORS – Zoning of an incident effects overall control of the site to maximize the efficiency of the various disciplines within the aspects of the emergency

- Number of Passengers
- Extent of injuries
- Location of Aircraft
- Skill of Aerodrome Emergency Services
- Airport Facilities - Emergency Support Services and Equipment
- Effectiveness - Aerodrome Emergency Plan
- Airport Police Services - Response Times + Training in Emergency Procedures
- Medical Support Teams - Response Times + Equipment Deployment
- Environmental conditions – Weather (Heat / Wind)

PASSENGER BEHAVIOUR – POST EVACUATION – Observe Human Factors principles to ensure optimum response by all existing agencies participating in emergency operations

- Traumatized passengers – hazard to responding fire vehicles
- Reluctance to move away from escape chutes
- Increased risk of injuries / post traumatic incident
- Danger from aircraft structure
- Determination to take personnel belongings, baggage
- Use of mobile phones, electronic devices, to record or send messages
- Media pressure / news reports through electronic devices
- Locations of hospitalization

5. SCOPE

5.1 The content of this NOTAC applies to all UAE Certified Aerodromes.

6. IMPLEMENTATION

6.1 This NOTAC is effective from 26 February 2014.

7. PROMULGATION

7.1 Current NOTACs are published on the GCAA website. Email subscription service is available, that will notify a subscriber of an addition or amendment to the GCAA's publication catalogue, See "Subscriptions".

7.2 Aerodrome Certificate Holders should promulgate NOTACs promptly to those persons within the organisation/aerodrome that need to be made aware of the content and the impact on their role and responsibilities. All aerodrome personnel are encouraged to use the subscription service.

8. SUBSCRIPTIONS

8.1 All Aerodrome Certificate Holders are invited to submit a list of recipients including email addresses and job titles to regulations@gcaa.gov.ae

9. QUERIES

9.1 Any queries, further guidance or a request for NOTAC action should be submitted by email to the Director of ANA Department at the following address ana@gcaa.gov.ae