



## NOTICE TO AERODROME CERTIFICATE HOLDERS (NOTAC)

Number 03/2011

Effective Date: 01 June 2011

ANA Regulations Section  
General Civil Aviation Authority  
PO Box 6558  
Abu Dhabi, UAE

Telephone: +971 (0) 2 5055507  
Telefax: +971 (0) 2 5055506  
Email: [ana@gcaa.ae](mailto:ana@gcaa.ae)  
Website: [www.gcaa.ae](http://www.gcaa.ae)

### Status of NOTACs

Valid: 01/2009; 02/2009; 03/2009; 04/2009; 01/2011; 02/2011

Cancelled: Nil

Incorporated in CAR: Nil

### TRAINING & DEVELOPMENT AERODROME EMERGENCY SERVICES

#### 1. INTRODUCTION

1.1 Personnel whose duties consist solely of the provision of rescue and fire fighting services for aircraft operations are infrequently called upon to face a serious situation involving life saving at a major aircraft fire. They will experience a number of incidents and a larger number of standbys to cover movements of aircraft in circumstances where the possibility of an accident may reasonably be anticipated. Therefore, only by means of a most carefully planned and rigorously followed training/assessing program can there be any assurance that both personnel and equipment will be capable to deal with a major aircraft fire should the necessity arise.

1.2 The principal objective of a Rescue and Fire Fighting Service (RFFS) is to save lives. For this reason, the provision of means of dealing with an aircraft accident or incident occurring at, or in the immediate vicinity of an aerodrome, assumes primary importance. It is within this area that there are the greatest opportunities of saving lives. The RFFS must assume at all times the possibility of, and need for, extinguishing a fire which may occur either immediately following an aircraft accident or incident, or at any time during rescue operations.

1.3 **Aircraft Rescue:** - is defined as actions taken to save or set free persons involved in an aircraft accident/incident by safeguarding the integrity of the aircraft fuselage from an external / internal fire. To support self-evacuation, and to undertake the removal of injured and trapped persons.

## **2. PURPOSE**

2.1 The purpose of this NOTAC is to assist Aerodrome Certificate Holders in developing training and development programs for Aerodrome Emergency Service operational personnel.

2.2 Also, to define training facility types, location and the training frequency of Critical Safety Rescue & Fire-Fighting Functions (Core Skills). As identified in CAR PART XI, Appendix 2, RFFS Role Map.

## **3. SCOPE**

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

## **4. GCAA REGULATIONS**

CAR Part XI Aerodrome Emergency Services, Facilities & Equipment

Section 14 Training & Development

14.5 All rescue and fire fighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and type of rescue and fire-fighting equipment in use at the aerodrome, including pressure-fed fuel fires, in accordance with CAR Part 11 Appendix 2.

14.6 Training facilities commensurate with the type and size of aircraft using the aerodrome shall be provided.

14.12 An individual shall be able to consistently demonstrate that he is operationally competent to operate an aerodrome's operational fire-fighting & rescue equipment safely and effectively in situations likely to be experienced at an operational aircraft accident/incident, or operational incident likely to be attended while employed at an aerodrome as an operational member of the Rescue & Fire-Fighting Service

## **5. TRAINING FACILITIES**

5.1 Hot fire training facilities are to be provided on the aerodrome and maintained based on a realistic aircraft and commensurate with the risk.

5.2 The following training scenario requirements are the minimum that the GCAA would expect/accept at a UAE International Certified Aerodrome, to be able to realistically provide the evidence requirements to achieve 14.5.

5.3 The fire scenarios which must be include are external fuel spillage fire, engine fire, undercarriage fire, AUP fire.

5.4 The fire scenarios should be assessed against an environmentally friendly option to include aviation fuel fires.

5.5 The operational tactics and techniques for each possible operational aircraft fire scenario would have to be simulated.

5.6 Breathing apparatus training facilities are to be provided and maintained to simulate those conditions likely to be encountered during aircraft/domestic search/rescue and fire-fighting operations.

## 6. REALISTIC TRAINING FREQUENCY

6.1 Upon the formulation and completion of the training needs analysis (TNA) the next fundamental element would be to determine how many times specific tasks/functions have to be carried out in the workplace to ensure that operational competency is maintained at all times.

6.2 This frequency analysis of training should be based on an assessment of four areas relating to the task/function.

**Change:** i.e. does the subject/skill change much over time?

**Repetition:** i.e. how often is the subject/skill practised in normal work?

**Complexity:** i.e. how difficult is the subject/skill?

**Risk:** i.e. what are the consequences of poor performance?

6.3 There are a number of Critical Practical Safety Areas/Functions/Tasks which collectively will have a dramatic effect on the principle objective of the rescue & fire-fighting outcome if not fully applied during an aircraft crash/fire/rescue operation. Therefore, the GCAA would expect as the following functions to be undertaken by an individual as a minimum frequency.

6.4 All rescue and fire fighting personnel shall participate in live fire drills and exercises commensurate with the types of aircraft at their aerodrome. At least one live fire exercise to be conducted at night.

6.5 The Critical Safety Functions need to be practiced are, appliance monitor operations, sideline (water/foam) operations, complementary media application, dual media operations, breathing apparatus, etc.

Critical Functions	Watchroom	Fire Driver	Fire-fighter	Crew Commander	Dept-Watch Commander	Watch Commander	Frequency of Training
Communications	√	√	√	√	√	√	3 Monthly
Mobilize Resources to respond to incidents	√						Monthly
Maintain Operational Readiness	√	√	√	√	√	√	Daily
Don Appropriate PPE		√	√	√	√	√	Daily
Drive & Position Appliances at incidents		√					Monthly
Operate Appliances Systems		√	√	√	√		Monthly
Operate Appliance Monitors		√	√	√	√		3 Monthly
Deploy & use fire-fighting equipment			√	√	√		3 Monthly
Deploy & Operate secondary Media units			√	√	√		3 Monthly
Don & Operate in Breathing Apparatus			√	√	√		3 Monthly
Extinguish Fires at Aircraft Incidents		√	√	√	√	√	3 Monthly
Deploy & Climb Fire Service Ladders			√	√	√		3 Monthly
Select & Operate Rescue Equipment			√	√	√		3 Monthly
Apply basic first aid skills to casualties		√	√	√	√		Monthly
Implement actions to resolve incidents				√	√	√	3 Monthly
Manage information for Action				√	√	√	3 Monthly
Understand Incident Command System				√	√	√	3 Monthly
Undertake Hot Fire Exercises				√	√	√	3 Monthly
Breathing Apparatus Heat & Smoke Exercise				√	√	√	6 Monthly
Understand / Apply Airside Safety		√	√	√	√	√	3 Monthly
Airside Driver Training		√				√	Monthly

## **7. STRUCTURED LEARNING PROGRAMS (SLPs)**

- 7.1 CAR Part XI Section 14.8: All RFFS personnel employed at aerodromes shall commence the process of acquiring competence through a Structured Learning Programme (SLP). Structured Learning Programmes shall be submitted to the GCAA for acceptance.
- 7.2 The GCAA expects Aerodrome Certificate Holders to formulate a SLP based on the contents of Appendix 2 (CAR Part 11) and the Aerodromes own Training Needs Analysis. The GCAA will sample the content of SLP against the regulations and TNA as to whether the GCAA would accept the Aerodromes SLP.
- 7.2 CAR Part XI Section 14.9: On successful completion of the GCAA accepted SLP, a Certificate of Competence endorsed by the GCAA will be issued.

## **8. MAINTENANCE OF COMPETENCY SCHEME (MOC)**

- 8.1 CAR Part 11 Section 14.10 Competency shall be maintained through an on aerodrome maintenance of competency scheme (MOC) accepted by the GCAA.
- 8.2 The GCAA expects Aerodrome Certificate Holders to formulate a MOC based on the contents of Appendix 2 (CAR Part XI) and the Aerodromes own Training Needs Analysis. The GCAA will sample all elements of the MOC against the regulations and TNA as to whether the GCAA would accept the Aerodromes MOC. .
- 8.3 The GCAA would expect the MOC to encompass all core (Critical Safety Functions) and non-core components identified and established through the Aerodromes TNA. Periodicity will vary according to training needs but should be consistently applied

## **9. IMPLEMENTATION**

- 9.1 This NOTAC is effective from 01 June 2011.
- 9.2 With effect 01 June 2011, Aerodrome Certificate Holders shall formulate/assess/review all policy and procedures relating to the above. All procedures shall be clearly promulgated.

## **10. PROMULGATION**

- 10.1 Current NOTACs are published on the GCAA website. A free email subscription service is available that will notify a subscriber of an addition or amendment to the GCAA's publication catalogue, see "Subscriptions".
- 10.2 Aerodrome Certificate Holders should promulgate NOTACs promptly to those persons within the organization/aerodrome who need to be made aware of the content and the impact on their role and responsibilities, especially in operational areas, for example ATC, RFFS and Engineering Departments. All aerodrome personnel are encouraged to use the subscription service.

**11. SUBSCRIPTIONS**

- 11.1 All Aerodrome Certificate Holders are invited to submit a list of recipients including email addresses and job titles to [ana@gcaa.ae](mailto:ana@gcaa.ae)

**12. QUERIES**

- 12.1 Any queries, further guidance or a request for NOTAC action should be submitted by email to the Chief of ANA Regulations Department at the following address [ana@gcaa.ae](mailto:ana@gcaa.ae)