International Civil Aviation Organization

Aerodrome Operational Planning Sub-Group (AOP SG)

Ninth Meeting
(Cairo, 23 – 25 September 2013)

Agenda Item 5: Runway Safety Issues

AERODROME EMERGENCY SERVICES / AERODROME EMERGENCY PLANNING ENHANCEMENT AND SAFETY OVERSIGHT PROGRAM

Presented by United Arab Emirates (UAE)

SUMMARY

In accordance with the provisions of ICAO Standards and Recommended Practises (SARPS) in relation to the provision of Rescue and Fire Fighting Equipment and Services at an airport, the General Civil Aviation Authority (GCAA) of the UAE Certificates Aerodromes and has introduced enhanced oversight of the Aerodrome Emergency Service (AES) in regard to regulation, guidance material and stakeholder engagement.

Action by the meeting is at paragraph 7.

1. INTRODUCTION

1.1 The provision of Rescue and Fire Fighting Service (RFFS), emergency response ambulances, trained emergency medical staff, domestic fire building response and on aerodrome fire safety are all elements of an AES.

1.2 The objective of Aerodrome Emergency Planning (AEP) is to anticipate the effects an emergency might have on life, property and aerodrome operations and to prepare a course or courses of actions to minimize those effects, particularly in respect of saving lives.

2. REGULATION

2.1 UAE Civil Aviation Regulation (CAR) Part XI - Aerodrome Emergency Services, Facilities and Equipment clearly defines the Principal Objective of the AES. The document identifies the 'Most Important Factors' bearing on this Principal Objective. The GCAA regulates the 'Most Important Factors' to ensure regulatory compliance of the UAE's certified aerodromes. The scale and standards of AES to be provided at certified aerodromes in the UAE accords with the ICAO SARPs.

2.2 The current regulation has been in force since November 2010 and is currently under review by the GCAA in coordination with the UAE Chief Fire Officers Technical Committee (CFOTC) to further harmonize with amendments to the ICAO annexes and provide relevant local guidance. Recommendations for the improvement of Civil Aviation processes, procedures and guidance/regulation in this regard are being discussed.

2.3 The Core Audit Themes for maintaining the safety oversight of the implementation of CAR Part XI are as follows:

- Staffing
- Vehicles and Equipment
- Training and Development
- Operations and Facilities
- Organisation and Management
- Aerodrome Emergency Planning

2.4 These have a number of critical functions that are broken down to through audit areas and provide a clear ability to measure the provisions against the required regulations.

2.5 *Enhancement:* The most important factor bearing on effective rescue in a survivable aircraft accident is the training received by the AES. The enhancements included with the within the CAR Part XI review include clearly defined Training Standards as reviewed against international standards and best practises to provide professional training standards for UAE AES under the establishment of:

- Structured Learning Program (SLP);
- Maintenance of Competency Schemes (MOC); and
- either use of and/or establishment of Approved Training Providers (ATP).

3. GUIDANCE MATERIAL

3.1 Civil Aviation Advisory Publication (CAAP) 35 - Testing and Inspection of Fire Service Equipment Purpose describes what AES needs to do in ensuring rescue and fire fighting equipment is fit for purpose. An aerodrome certificate calls for arrangements for the adequate resources to be available throughout the opening hours of an aerodrome to enable a swift, effective response to an incident involving aircraft. The document came into force in November 2009 and is undergoing a review to enhance best practise in this regard.

3.2 *Enhancement:* The updated document provides guidance on the strategic, systematic and operational levels with definitive explanations to enable a span of control for resources. An additional table has been provided to facilitate a process for ease of use in regard to the proposed guidelines:

Date of Purchase	Date Operational	MOC Reference	Date for Review	Equipment expected lifespan	SMS Reference	Relevant Info MSDS
						x

4. STAKEHOLDER ENGAGEMENT

4.1 The GCAA established the Chief Fire Officers Technical Committee (CFOTC) in order to strengthen the GCAA communication and coordination with the UAE aviation industry, discuss current and future challenges and examine performance levels being achieved within aerodrome emergency services and operations, with the aim of developing recommendations for the improvement of UAE civil aviation emergency responses, processes and procedures.

4.1.1 The committee was established in 2009 to support the development of senior officers. The committee is a formal mechanism that provides an industry-wide representation forum for developing/enhancing communications and corporation in respect to dealing with aircraft emergencies and accidents. The committee meets twice annually at a minimum.

4.1.2 The Principle Objective of AES is to reduce the loss of life, enhance care to injured passengers and ensure support for survivors of aircraft accidents at UAE certificated aerodromes. The objectives of the CFOTC include the following:

- to review and consider global aviation aircraft accident reports and recommendations;
- to ensure all proposals and recommendations meet or exceed GCAA CAR and other regulatory requirements;
- to provide a consultative forum for the regulator (GCAA) and UAE airports when proposing changes to requirements or amending regulations, standards and guidance in dealing with AES situations and crisis; and
- to review and consider UAE and global AES best practice.

4.2 The GCAA also established the Aerodromes/Airlines Emergency Planning Technical Committee (AAEPTC) to strengthen the GCAA communication and coordination with the UAE aviation industry, discuss current and future challenges and examine performance levels being achieved within aerodrome/airline emergency operations, with the aim of developing recommendations for the improvement of UAE Civil Aviation emergency responses, processes and procedures.

4.2.1 The AAEPTC was established in 2013, to support the development, implementation of aerodrome/airline emergency preparedness. The committee is a formal mechanism that provides an industry-wide representation forum for developing/enhancing communications and corporation in respect to dealing with aircraft emergencies and accidents. In its inaugural year the committee met four times, but has agreed that the committee shall meet twice annually at a minimum.

4.2.2 The Principle Objective of the AAEPTC is to reduce the loss of life, enhance care and support for those Persons Directly Affected (PDA) and their family members of an aircraft accidents at UAE certificated airports and its airlines. The AAEPTC's objectives include the following:

- to review and consider global aviation aircraft accident reports and recommendations;
- to ensure all proposals and recommendations meet or exceed GCAA CAR and other regulatory requirements;

- to provide a consultative forum for the regulator (GCAA) and Industry (UAE Airport/Airlines) when proposing changes to requirements or amending regulations, standards and guidance in dealing with aviation emergency situations and crisis; and

- to review and consider UAE and global emergency preparedness best practice.

4.2.3 Through this committee the GCAA have been able to enhance with the provision and prospect of provided training in the following areas:

- Media in an Emergency (Aerodromes Perspective) Presentation;

- Classroom (Table-top) Training / Exercises;

- Family Assistance Planning;

- Airlines Emergency Plan;

- Off Airport Implementation of AEP; and

- Liaison with other GCAA departments (AAI; Search and Rescue co-ordination).

4.2.4 Within the calendar year the AEP have been fully exercised for periodic assessment of the adequacy of the plan and for reviewing the results of six certified airports with plans for the remaining two certified airports to be achieved in late 2013 and early 2014.

4.2.5 AEP action plans are required once completed or within process of testing the adequacy of the AEP to evaluate learning points, assist with any management of change or to reflect international outcomes.

5 INCIDENT COMMAND SYSTEM TRAINING AND DEVELOPMENT

5.1 An Airport Incident Command System provides a clear framework to assist the Airport Incident Commander (AIC) to organize and deploy available resources in a safe and efficient manner. The requirement to develop and apply an Airport Incident Command System is driven by the critical nature of the types of incidents to which the AES responds.

5.2 The GCAA has and continues to provide training and development within the various required elements to enhance current practise of our stakeholders and is in the second year of providing two day training for Incident Command Service Personnel.

6 NOTICE TO AERODROME CERTIFICATE HOLDERS (NOTAC)

6.1 The GCAA is proposing a NOTAC in response to issues surrounding the San Francisco flight crash July 2013.

6.2 *Enhancement:* Continued awareness from the GCAA to inform, update and prepare industry to learn and apply from incidents in preparation of regulatory requirements. The objectives of this NOTAC to reflect these learning points & increased awareness and application for audit are:

- response time of the AES; and
- procedures for leading Passengers evacuated from an aircraft to secure areas away from the scene of an incident.

7 ACTION BY THE MEETING

7.1 The meeting is invited to:

a) note the information contained in this working paper;

b) note the UAE willingness, in cooperation with ICAO MID office, to work closely with the MID States to develop and improve safety oversight and aerodrome certification frameworks; and

c) encourage States to:

i. adopt similar steps towards proactive oversight of aerodrome emergency services and emergency planning; and

ii. provide comment in relation to their own processes and issues.

Note: Details of the internal processing procedures, supporting forms and checklists are available to interested parties upon request to the GCAA's Director, Air Navigation and Aerodrome Department.

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