



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIXTH MEETING OF THE AERODROMES  
OPERATIONAL PLANNING SUB-GROUP (AOP/SG/6)  
(Nairobi, Kenya, 11 – 13 May 2005)

**Agenda Item 4: Follow-up on specific Annex 14, Volume I requirements**

**4.2: Rescue and fire fighting**

*(Presented by Secretariat)*

**SUMMARY**

This paper gives an overview of the status of implementation of Annex 14, Volume I provisions relating to RFF in the AFI Region. In spite of Conclusion 4/6 developed by AFI/7 RAN meeting the relevance of which has been reaffirmed by subsequent AOP and APIRG Meetings, Regional Offices continue to report problems in rescue and fire fighting services at aerodromes in the region.

Action by the Meeting: As indicated in para. 9

**References:**

Annex 14, Volume I  
APIRG/14 Report

1. Periodical evaluations of rescue and fire fighting services led by ICAO Regional Offices of Dakar and Nairobi show that most of international aerodromes in the region have now proper RFF facilities and services.
2. However some international aerodromes still have a level of protection lower than that required. This deficiency is accentuated by the suppression of the provision to lower the RFF category based on the number of movements of the critical aeroplane and the lack of financial means, in particular for small airports receiving some large aircraft, but where the level of traffic remains relatively low. Moreover, there are some cases where the RFF vehicles are broken down during a long period or function with reduced performances, thus lowering the level of protection. It has also become evident that NOTAMs regarding the coverage status are not issued timely.
3. This Meeting is reminded that as of 1<sup>st</sup> January 2005, the level of protection provided at an aerodrome for rescue and fire fighting should be equal to the aerodrome category based on the longest aeroplane normally using the aerodrome and the fuselage width irrespective of the number of movements. This requires re-evaluation of the levels of protection provided at aerodromes, which were taking advantage of the previous provision allowing a reduction where the number of

movements of aeroplanes in the highest category normally using the airport is less than 700 in the busiest three months. There is also a need to clarify the expression ‘normally using the airport’.

4. It has also been noted that whilst many airport authorities were allocating resources for the procurement of fire fighting trucks, many were not allocating the required resources for procurement of rescue tools, for the adequate training of the personnel and for the procurement of the protective materials (helmets, boots, suits etc). In addition to causing the facility to be very inefficient or even plainly ineffective; the morale of personnel is negatively affected.

5. One of the major problems also identified in the region is the inadequacy of means of rescue in difficult environment, in particular for aerodromes located close to great stretches of water or swampy areas and the lack of trained personnel to operate in these areas.

6. Some airports also have problems relating to the inadequate staff strength or training in particular for the rescue operations and the handling of intervention equipment. The type of work that the RFFS staff performs is associated with an emergency. Emergencies do not happen frequently and therefore most of the other times the staff must be occupied with other chores. They should be provided with appropriate facilities that provide for rest, exercise, drill, training etc.

7. Regional offices continue to assist States, directly during missions and through correspondences or by organizing regional workshops like the one conducted in Accra, Ghana, from 28 July to 1<sup>st</sup> August 2003 and which, exceptionally was massively attended by 106 participants from 26 States and 3 international Organizations. This workshop identified training as one of the major concerns in the region as regards RFFS. A collective approach, in particular in the field of training was also identified as one of the solutions to improve RFF services at AFI airports. In this context and pursuant to a recommendation of the workshop, the ASECNA RFF School, ERSI, Douala and the Ghana CAA RFF training Centre, Accra, have signed a MOU sealing their partnership already concretized by exchanges of instructors and expertise. It was also created an Airport Rescue and Fire Fighting Services Association of Africa (ARFFSAA), the Seat and coordination of activities of which are temporarily ensured by Ghana. A website has also been created for the association, the address of which is [www.arffsaa.org](http://www.arffsaa.org).

8. States should give a great priority to the planning of resource necessary for the acquisition of adequate equipment to bring up defective airports to the level of protection required. The regional Offices also encourage States to cooperate between them and exchange their experiences, in particular as regard training and exercises.

9. The meeting is invited to:

- note the information contained in the present working paper;
  - discuss major deficiencies recapitulated in paragraphs 2, 4, 5 and 6 above;
  - make recommendations aiming at eliminating persistent deficiencies.
  - develop a strategy for uniform cooperation by all States in the AFI Region.
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