

# Handle of reduction ARFF – category during COVID-19 and normal situations

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# Regulation (EU) No 139/2014 for Aerodromes

## AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services

### RFFS LEVEL OF PROTECTION

#### (a) The aerodrome operator should ensure that:

2) the aerodrome category for rescue and firefighting is determined according to Table 1, based on the longest aeroplanes normally using the aerodrome and their fuselage width.....

(3) the rescue and firefighting level of protection provided is appropriate to the aerodrome category determined using the principles in (2) above except that where the number of movements (landing or take-off) of the aeroplanes performing passenger transportation in the highest category, normally using the aerodrome, is less than 700 in the busiest consecutive three months, the level of protection provided in accordance with (2) above may be reduced by no more than one category below the determined one.



## ICAO Annex 14, Volume I, Aerodromes

### Level of protection to be provided

9.2.3 The level of protection to be provided at an aerodrome for rescue and fire fighting shall be appropriate to the aerodrome category determined using the principles 9.2.5 and 9.2.6, except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category.

9.2.5 The aerodrome category shall be determined from Table 9-1.....

9.2.6 If after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 9-1, column 3, for the category for that aeroplane shall be actually be one category higher.

## Discussions airport / CAA

- Do you apply a reduction during the Covid-19?
- How do you apply the reduction in normal situation?
- Do you apply a reduction for all-cargo, mail, ferry, training, test, positioning and end-of life aeroplane operations?
- Must be a reduction approved by the competent authority?
- If yes, how look like the process?
- How do you interpret the wording: *“in the highest category, normally using the aerodrome, is less than 700 in the busiest consecutive three months”*?
- Do you apply a reduction also by aerodromes based on ICAO regulations?