

EASA Update

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Your safety is our mission.

RFFS for General Aviation

- Amendment 17 to ICAO Annex 14
 - RFFS is required **only** during commercial air transport operations
 - Applies as of 3 November 2022
- EASA intentions
 - Implement the change
 - It will apply for GA under the EASA context
 - GA includes NCO, sailplanes and balloons

RFFS for General Aviation

- NCO – **N**on-commercial operations with **o**ther-than-complex aircraft
- Complex motor-powered aircraft
 - an aeroplane:
 - with a maximum certificated take-off mass exceeding 5700 kg, or
 - certificated for a maximum passenger seating configuration of more than nineteen, or
 - certificated for operation with a minimum crew of at least two pilots, or
 - equipped with (a) turbojet engine(s) or more than one turboprop engine
 - a helicopter certificated:
 - for a maximum take-off mass exceeding 3175 kg, or
 - for a maximum passenger seating configuration of more than nine, or
 - for operation with a minimum crew of at least two pilots,
 - a tilt rotor aircraft

Fluorine Free Foams

- Tests have been conducted by a European authority
- Three (3) different foams have been tested
- Results (preliminary)
 - Fluorine free foams are less efficient with heptane fires
 - Less resistant to re-ignition
 - Not successful to control and extinguish satisfactorily neither heptane nor kerosene large scale fires

TRA – Response Time

- Task and resource analysis
 - Further guidance is requested by the States and the industry
- Response time
 - Clarification of the operational objective of the 2 min

Rescue in water/swampy areas

AMC1 ADR.OPS.B.005(b) Aerodrome emergency planning

(b) The aerodrome operator should ensure that an assessment of the approach and departure areas **within 1000** m of the runway threshold is carried out to determine the options available for intervention.

AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services

(b) If the aerodrome is located **near** a water/swampy area, or other difficult environment, or **a significant portion of the approach/departure** operations takes over these areas, the aerodrome operator should coordinate the availability of suitable rescue equipment and services.

Rescue in water/swampy areas

- Clarify the connection, if any between the 1000 m in OPS.B.005(b) and 'near' in OPS.B.010(a)(2)
- Define the 'approach and departure areas' and 'significant portion of the approach/departure operations'

Next steps

- EASA to establish a Task Force to deal with all the issues
 - Competent Authorities, aerodrome operators
 - Start in Q3/2022
 - Develop solutions that may trigger changes to the regulatory material, if it is considered necessary

Questions

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