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Rescue and fire fighting, apron management: key figures

29 figures in 6 groups. Read the cue, say the figure, then check. Each group ends with a recap. Rules change: check the regulation in force.

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Paved instrument runway length that brings an aerodrome into EU scope

800 m or more

With public use and commercial air transport

Who the rules cover: recap

CUE	FIGURE	DETAIL
Paved instrument runway length that brings an aerodrome into EU scope	**800 m or more**	With public use and commercial air transport

> **800 m for the runway length that brings an aerodrome into scope.**

Number of aerodrome RFF categories

10 categories

Numbered 1 to 10

Category 1 length band

0 m to under 9 m

Maximum fuselage width 2 m

Category 2 length band

9 m to under 12 m

Maximum fuselage width 2 m

Category 3 length band

12 m to under 18 m

Maximum fuselage width 3 m

Category 4 length band

18 m to under 24 m

Maximum fuselage width 4 m

Category 5 length band

24 m to under 28 m

Maximum fuselage width 4 m

Category 6 length band

28 m to under 39 m

Maximum fuselage width 5 m

Category 7 length band

39 m to under 49 m

Maximum fuselage width 5 m

Category 8 length band

49 m to under 61 m

Maximum fuselage width 7 m

Category 9 length band

61 m to under 76 m

Maximum fuselage width 7 m

Category 10 length band

76 m to under 90 m

Maximum fuselage width 8 m

Fuselage wider than the band allows

1 category higher

Use the next category up

Movements that allow a lower category, passenger aeroplanes in the highest category

fewer than 700 movements

Busiest 3 consecutive months

Maximum reduction under the 700-movement rule

no more than 1 category

One category below the one determined

Categories not reduced by the all-cargo, mail, ferry and training table

categories 1 to 5

Unchanged

Traffic forecast used to review the category

at least once a year

Forecast for the next 12 months

RFF category: recap

CUE	FIGURE	DETAIL
Number of aerodrome RFF categories	**10 categories**	Numbered 1 to 10
Category 1 length band	**0 m to under 9 m**	Maximum fuselage width 2 m
Category 2 length band	**9 m to under 12 m**	Maximum fuselage width 2 m
Category 3 length band	**12 m to under 18 m**	Maximum fuselage width 3 m
Category 4 length band	**18 m to under 24 m**	Maximum fuselage width 4 m
Category 5 length band	**24 m to under 28 m**	Maximum fuselage width 4 m
Category 6 length band	**28 m to under 39 m**	Maximum fuselage width 5 m
Category 7 length band	**39 m to under 49 m**	Maximum fuselage width 5 m
Category 8 length band	**49 m to under 61 m**	Maximum fuselage width 7 m
Category 9 length band	**61 m to under 76 m**	Maximum fuselage width 7 m
Category 10 length band	**76 m to under 90 m**	Maximum fuselage width 8 m
Fuselage wider than the band allows	**1 category higher**	Use the next category up
Movements that allow a lower category, passenger aeroplanes in the highest category	**fewer than 700 movements**	Busiest 3 consecutive months
Maximum reduction under the 700-movement rule	**no more than 1 category**	One category below the one determined
Categories not reduced by the all-cargo, mail, ferry and training table	**categories 1 to 5**	Unchanged
Traffic forecast used to review the category	**at least once a year**	Forecast for the next 12 months

> **10 categories. A too-wide fuselage adds 1 category.**

Response time limit to any point of each operational runway

3 min

Not exceeding; optimum visibility and surface conditions

Operational objective for response time

2 min

Not exceeding

Foam rate on arrival, at the end of the response time

at least 50 %

Share of the category's discharge rate

Delay for additional vehicles after the first responders

no more than 1 min

Vehicles needed for continuous agent application

Response time: recap

CUE	FIGURE	DETAIL
Response time limit to any point of each operational runway	**3 min**	Not exceeding; optimum visibility and surface conditions
Operational objective for response time	**2 min**	Not exceeding
Foam rate on arrival, at the end of the response time	**at least 50 %**	Share of the category's discharge rate
Delay for additional vehicles after the first responders	**no more than 1 min**	Vehicles needed for continuous agent application

> **3 for the limit, 2 for the objective.**

ICAO response time to any other part of the movement area

no more than 3 min

ICAO Recommendation; the EU calculates these times instead

ICAO arrival of vehicles other than the first responders

no more than 4 min

From the initial call; ICAO Standard

ICAO arrival of other vehicles, Recommendation

no more than 3 min

From the initial call; ICAO Recommendation

ICAO differences: recap

CUE	FIGURE	DETAIL
ICAO response time to any other part of the movement area	**no more than 3 min**	ICAO Recommendation; the EU calculates these times instead
ICAO arrival of vehicles other than the first responders	**no more than 4 min**	From the initial call; ICAO Standard
ICAO arrival of other vehicles, Recommendation	**no more than 3 min**	From the initial call; ICAO Recommendation

> **ICAO other vehicles: 4 min Standard, 3 min Recommendation, both from the call.**

Minimum RFFS vehicles for categories 1 to 5

1 vehicle

Categories 1 to 5

Minimum RFFS vehicles for categories 6 and 7

2 vehicles

Categories 6 and 7

Minimum RFFS vehicles for categories 8 to 10

3 vehicles

Categories 8 to 10

Personnel availability after the last departure

at least 15 min

After the departure of the last flight

Resources: recap

CUE	FIGURE	DETAIL
Minimum RFFS vehicles for categories 1 to 5	**1 vehicle**	Categories 1 to 5
Minimum RFFS vehicles for categories 6 and 7	**2 vehicles**	Categories 6 and 7
Minimum RFFS vehicles for categories 8 to 10	**3 vehicles**	Categories 8 to 10
Personnel availability after the last departure	**at least 15 min**	After the departure of the last flight

> **Categories 1 to 5: 1 vehicle. Categories 6 to 7: 2 vehicles. Categories 8 to 10: 3 vehicles.**

Interval between proficiency checks for marshallers and FOLLOW-ME drivers

12 months

Not exceeding 12 months, counted from initial training

Apron management: recap

CUE	FIGURE	DETAIL
Interval between proficiency checks for marshallers and FOLLOW-ME drivers	**12 months**	Not exceeding 12 months, counted from initial training

> **Proficiency checks: at intervals not exceeding 12 months.**