

Issued: 9 June 2016

**EASA ED Decision 2016/09/R**  
**Rescue and Firefighting Services – Remission Factor, Cargo**  
**Flights, etc.**

**This Information Notice contains information that is for guidance and/or awareness.**

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

| <b>Applicability:</b>                 |                                               |
|---------------------------------------|-----------------------------------------------|
| <b>Aerodromes:</b>                    | All Licensed/Certificated Aerodrome Operators |
| <b>Air Traffic:</b>                   | Not primarily affected                        |
| <b>Airspace:</b>                      | Not primarily affected                        |
| <b>Airworthiness:</b>                 | Not primarily affected                        |
| <b>Flight Operations:</b>             | All Commercial Aeroplane Operators            |
| <b>Licensed/Unlicensed Personnel:</b> | Not primarily affected                        |

## **1 Introduction**

- 1.1 Following the work of EASA RMT.0859, EASA has published ED Decision 2016/09/R regarding elements of rescue and fire fighting services (RFFS).
- 1.2 This Decision introduces changes to the existing acceptable means of compliance (AMC) and guidance material (GM) annexed to ED Decision 2014/012/R. More specifically, it:
  - a) introduces a new method of determining the rescue and firefighting (RFF) level of protection required for all-cargo, mail, ferry, training, test and end-of-life aeroplane operations;
  - b) provides a common methodology for reducing the RFF level of protection (remission factor);
  - c) provides a methodology for calculating the required quantities of extinguishing agents;
  - d) clarifies the role and responsibilities of RFFS; and
  - e) strengthens the requirements for the maintenance of RFF vehicles and equipment, by including them in the aerodrome maintenance programme

- 1.3 This Information Notice (IN), which supersedes IN-2014/089, advises aerodrome operators that, subject to the prior approval of CAA, remission factor may be implemented, and provides guidance on the aspects to be considered, and implementation steps to be taken.
- 1.4 In addition, some changes to [CAP 168](#) Chapter 8 are included, to ensure consistency of regulatory requirements for UK aerodromes licensed against CAP 168, and aerodromes certificated against the requirements of Commission Regulation (EU) No. 2014/139 (see [Appendix 1](#)).

## 2 Scope

- 2.1 Publication of ED Decision 2016/09/R ends the first phase of the work of EASA Rule Making Task Force (RMT.0859). It reintroduces the concession to reduce the level of RFFS protection at aerodromes, due to the frequency of aeroplane movements<sup>1</sup> (referred to herein as 'remission factor').

**NOTE:** the second phase of the work of EASA RMT.0859, relating to medical standards for RFFS personnel, is ongoing and, at the time of publication of this IN, the timescales for completion are not known.

- 2.2 The implementation of remission at certificated aerodromes represents a change to the 'terms of the certificate' and as such will require the CAA's prior approval.
- 2.3 In order to seek the CAA's prior approval, aerodrome operators should follow the process described in their Safety Management System (SMS). In addition they should complete and submit form [SRG2011](#).
- 2.4 All aerodrome operators should, prior to implementing remission, take the following steps:
- 1) Discuss the impact of the reduced level of RFFS protection with Category 1 responders through local emergency planning forums;
  - 2) Consider the risks associated with the implementation of remission through the SMS;
  - 3) Consider the impact of the implementation of remission on the RFFS Task and Resource Analysis (TRA);
  - 4) State in the aeronautical information publication (AIP) the actual level of RFFS provided at the aerodrome, and in the remarks section of AD2.6 state the RFFS category of aeroplane for which the level of RFFS will be reduced using the remission factor (see examples at [Appendix 2](#)) and;
  - 5) Ensure the implementation of remission at the aerodrome is approved by the aerodrome accountable manager.
- 2.5 In order to ensure that the implementation of remission remains compliant with the requirements of the amended AMC2 ADR.OPS.B.010(a)(2);(a)(3), aerodrome operators should follow the requirements of the amended AMC2 ADR.OPS.B.010(a)(2);(d), which should form part of the aerodrome operators compliance monitoring process as described in AMC1 ADR.OR.D.005(b)(11) and its associated guidance material.
- 2.6 UK licensed aerodrome operators who wish to implement remission are encouraged to consider the requirements of Commission Regulation (EU) No. 2014/139 AMC2 ADR.OPS.B.010(a)(2) and its supporting guidance material
- 2.7 If the implementation of remission at a UK licensed aerodrome results in a permanent change to the promulgated RFFS category, the requirements of CAP 168 chapter 10 paragraph 10.5 (7) should be followed.

- 2.8 During routine oversight, Aerodrome Inspectors will seek evidence that remission factor is being applied in compliance with the relevant requirements.

### 3 Queries

- 3.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Airspace, ATM and Aerodromes  
Safety and Airspace Regulation Group  
Civil Aviation Authority  
1NE Aviation House  
Gatwick Airport South  
RH6 0YR

E-mail: [aerodromes@caa.co.uk](mailto:aerodromes@caa.co.uk)

### 4 Cancellation

- 4.1 This Information Notice will remain in force until further notice.