



Schweizerische Eidgenossenschaft
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Task Resource Analysis

Federal Office of Civil Aviation (FOCA)

Switzerland



Regulation (EU) No 139/2014 for Aerodromes

AMC6 ADR.OPS.B.010(a)(2) RFF personnel

The aerodrome operator should ensure that during flight operations [...] sufficient trained personnel is detailed and readily available to ride the rescue and firefighting vehicles, and to operate the equipment at maximum capacity.

GM2 ADR.OPS.B.010(a)(2) Number of RFFS personnel

In determining the number of personnel required to provide for rescue and firefighting, a Task and Resource Analysis should be performed, taking into consideration the types of aircraft operating at the aerodrome, the available rescue and firefighting vehicles and equipment, any other duties required from RFFS personnel, etc.



ICAO Annex 14, Volume I

9.2.44 Recommendation.— During flight operations, sufficient trained and competent personnel should be designated to be readily available to ride the rescue and firefighting vehicles and to operate the equipment at maximum capacity.

9.2.45 Recommendation.— In determining the minimum number of rescue and firefighting personnel required, a task resource analysis should be completed and the level of staffing documented in the Aerodrome Manual.

Note.— *Guidance on the use of a task resource analysis can be found in the Airport Services Manual (Doc 9137), Part 1.*



FOCA RFF Directive

Mandatory personnel

The airport personnel must be properly trained and RFF staff must be available during all aviation operations. The minimal mandatory number of personnel is defined as follows:

- Category 1
- Category 2
- Category 3
- Category 4
- Category 5
- Category 6
- Category 7
- Category 8
- Category 9
- Category 10

1 Person }
2 Persons } => **No TRA needed!**
3 Persons }

according task resource analysis
according task resource analysis
according task resource analysis
according task resource analysis
according task resource analysis
according task resource analysis



Example of TRA content

- General information
- RFF category
- Response time
- Aircraft types
- Operational hours
- RFFS structure
- Level of staff training
- Additional missions of the RFFS
- Level of competence of the personnel
- Alarms and communications
- Equipment and extinguishing agents available
- Special equipment
- Medical equipment
- Available support
- Analysis of the accident scenario
- Summary





Key points for FOCA approval

- Aeronautical traffic statistics in relation to RFF categories?
 - Worst credible case scenario?
 - Approved by the RFF chief?
 - Approved by the Accountable Manager?
 - Realistic number of personnel for each RFF category?
 - ICAO/EASA/CH requirements met?
 - To compare with other TRA?
 - Guidance : Category 1 -> min. 1 / Category 2 -> min. 2 / etc.
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- Professional firefighters available if question or doubt



Discussions / Questions

- TRA is only a recommendation/guidance material. Does a TRA exist for each airport with RFFS?
- Is there a minimum number of firefighters defined by the authority?
- Does the authority approve all TRAs?

