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Extinguishing agents

- 9.2.5 Principal and complementary agents shall be provided at a STOLport.
- 9.2.6 The amounts of principal agents to be provided on the rescue and firefighting vehicles shall be in accordance with the STOLport category determined as in Table 9.2, CAD 14 Vol. I. For STOLport Categories 1 and 2 up to 100 percent of the water may be substituted with complementary agent.

Rescue equipment

- 9.2.7 Rescue equipment commensurate with the level of aircraft operations shall be provided on the rescue and firefighting vehicle.

Response time

- 9.2.8 The operational objective of the rescue and firefighting service shall be to achieve a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions.

Emergency access roads

- 9.2.9 The rescue fire fighting vehicle shall be housed in a location which access into the runway area is direct and clear.
- 9.2.10 Rescue and firefighting personnel shall be in full alertness once an aircraft movement occurs.

Number of vehicles

- 9.2.11 At least one vehicle shall be provided.

Note. — The primary purposes of a fire vehicle include transporting firefighters and extinguishing agents to an incident or accident area as well as carrying equipment for firefighting operation at a time as in 9.2.7.

Training

- 9.2.12 All rescue and firefighting personnel shall be properly trained and provided with appropriate Personal Protective Equipment (PPE) to perform their duties in an efficient manner.

9.3 Disabled Aircraft Removal

- 9.3.1 A plan for the removal of an aircraft disabled on, or adjacent to, the movement area shall be established for a STOLport, and a coordinator designated to implement the plan, when necessary.
- 9.3.2 Guidance on removal of a disabled aircraft is given in the Civil Aviation Guidance Material 1401 - Aerodrome Disabled Aircraft Removal Plan (CAGM 1401).

9.4 Maintenance

- 9.4.1 A maintenance programme, including preventive maintenance shall be established at a STOLport to maintain facilities in a condition that does not impair safety, regularity or efficiency of air operations.
- 9.4.2 Where appropriate, a maintenance programme shall be developed in accordance with CAD 14, Vol. I, Chapter 10.

9.5 Wildlife Hazard Control

- 9.5.1 A STOLport operator shall institute a method of controlling wildlife that constitute a hazard to aircraft operations commensurate with aircraft operations and other activities.
- 9.5.2 Guidance on bird hazard control is given in the Civil Aviation Guidance Material 1400 (CAGM – 1400) - Wildlife Hazard Management Programme.