



Defence  
Safety Authority

# Aerodrome Rescue & Fire-fighting Service Response Area Assessment Template

Defence Fire  
Safety Regulator

***DFSR***



Station Name	
Aerodrome Rescue & Fire-fighting Service Response Area Assessment	
Date	

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**Fire Station Manager (FSM) / Station Fire Officer (S Fire O)**

<b>FSM / S Fire O Name</b>	
<b>FSM / S Fire O Signature</b>	
<b>Date</b>	

**Aerodrome Operator (AO)**

<b>AO Name</b>	
<b>AO Signature</b>	
<b>Date</b>	

**Review**

<b>Review Date</b>	<b>Reason for Review</b>	<b>Assessor Signature</b>	<b>AO Signature</b>	<b>Remarks</b>

## 1 Introduction

1.1 The operational objective of the ARFF Service is to achieve response times of two minutes and are not to exceed three minutes to any point of each operational runway, as well as to any other part of the operating area (response area), in optimum surface and visibility.

## 2 Aim

2.1 The aim of this assessment is to analyse the optimum response routes within the aerodrome boundary that ARFF vehicles are likely to use. This will provide an overview of the aerodrome response area.

## 3 Objective

A.3.1 To assess response times taken to travel from the fire station to five predetermined locations. One of the locations must capture the furthest point on the aerodrome from the fire station where aircraft operate. The time taken to respond i.e. 1.54 minutes, should be recorded for each route.

## 4 Risk Analysis - Optimum Response

4.1 Response exercises were conducted at the five predetermined locations identified below:

<b>Location 1:</b>	
<b>Location 2</b>	
<b>Location 3</b>	
<b>Location 4</b>	
<b>Location 5</b>	

<b>Route 1</b>					
<b>Driving Conditions</b>		<b>Response Time</b>		<b>Date</b>	
<b>Route 2</b>					
<b>Driving Conditions</b>		<b>Response Time</b>		<b>Date</b>	
<b>Route 3</b>					
<b>Driving Conditions</b>		<b>Response Time</b>		<b>Date</b>	
<b>Route 4</b>					
<b>Driving Conditions</b>		<b>Response Time</b>		<b>Date</b>	
<b>Route 5</b>					
<b>Driving Conditions</b>		<b>Response Time</b>		<b>Date</b>	

## 4.2 Additional factors which affect an effective response.

<b>Standard Operating Procedures</b>	
<b>Call handling</b>	
<b>Alerting system</b>	
<b>Position of the fire station or standby area</b>	
<b>Position of training area where a response may be made from</b>	
<b>Suitable access roads and routes</b>	
<b>Visibility and surface conditions</b>	



<b>Clear route</b>	
<b>Vehicle performance</b>	
<b>Vehicle maintenance</b>	
<b>Competent staff</b>	
<b>Communications</b>	
<b>Effective safety culture</b>	
<b>Effective leadership and Incident Command</b>	

<b>Human factors</b>	
<b>Monitoring and review including records</b>	
<b>Extraneous Duties</b>	

4.3 Identified risks are recorded in the Unit Risk Register, the Aerodrome Operating Hazard Log within the DAM and are elevated to the DDH/AM(MF) with the implications for the provision of the ARFF category

## **5 Conclusion**

## **6 Review**

6.1 Review of the Response Area assessment is undertaken by the FSM on an operational needs basis and revisited at planned two yearly intervals or when any material change has occurred at the aerodrome which may affect the emergency response.

Crash Maps, Aerial Photos and Images supporting this Assessment can be found at the following locations;