

# QB17

## RESCUE AND FIREFIGHTING SERVICES

No	Question	Y/N	State where this is documented (Detailed location reference required or evidence attached to the form). Other comments
<b>ADR.OPS.B.010 (a)(1)</b>			
1	Has the aerodrome operator provided RFF facilities, equipment, and services?		
<b>Communication and Alerting System</b>			
<b>AMC1 ADR.OPS.B.010 (a)(2); (a)</b>			
2	Is there a discreet communications system linking fire station(s), ATC and RFFS vehicles?		
<b>AMC1 ADR.OPS.B.010 (a)(2); (b)</b>			
3	Is there a suitable system for alerting RFFS personnel?		
<b>AMC1 ADR.OPS.B.010 (a)(2); (b)</b>			
4	Can the alerting system be operated from the fire station(s) and ATC?		
<b>AMC1 ADR.OPS.C.010 (b)</b>			
5	Is there a means for the RFFS to communicate with the flight crew of an aircraft in an emergency?		
<b>AMC1 ADR.OPS.B.010 (a)(2); (d)</b>			
6	Are means of communication available to immediately summon designated personnel not on stand-by duty?		
<b>AMC1 ADR.OPS.B.010 (a)(2); (e)</b>			
7	Are two-way communications between RFFS vehicles available?		
<b>AMC1 ADR.OPS.B.010 (a)(2); (f)</b>			
8	Are communications during emergencies recorded?		

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<b>AMC1 ADR.OPS.B.010 (a)(2); (g)</b>			
9	Are means of communication between RFFS crew members available?		
<b>RFFS Level of Protection</b>			
<b>AMC2 ADR.OPS.B.010 (a)(2); (a)(1)</b>			
10	Is the level of protection for RFFS determined and expressed in terms of an RFFS Category?		
<b>AMC2 ADR.OPS.B.010 (a)(2); (a)(2)</b>			
11	Is the aerodrome RFFS category based on the longest aeroplane normally using the aerodrome and its fuselage width?		
<b>AMC2 ADR.OPS.B.010 a)(2); (a)(3)</b>			
12	Is the RFFS category reduced by applying the concession detailed in AMC2 ADR.OPS.B.010(a)(2);(a)(3) (Remission)?		
<b>AMC2 ADR.OPS.B.010 (a)(2); (a)(3)</b>			
13	Where remission is applied, has the aerodrome operator calculated that there are less than 700 movements of aeroplanes (in the highest category) carrying out passenger transportation in the busiest consecutive three months?		
<b>AMC2 ADR.OPS.B.010 (a)(2); (a)(3)</b>			
14	Where remission is applied, is the level of protection provided reduced by no more than one category below the determined one?		

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<b>AMC2 ADR.OPS.B.010 (a)(2); (b)(1)</b>			
15	During anticipated periods of reduced activity is the level of RFFS provided equivalent to the highest category of aeroplane planned to use the aerodrome during that time?		
<b>AMC2 ADR.OPS.B.010 (a)(2); (b)(2)</b>			
16	Are the periods of aerodrome operation with reduced RFFS level of protection published in the AIP or through NOTAM?		
<b>Runway Pavement Overlays</b>			
<b>AMC1 ADR.OPS.A.015 (b)</b>			
17	Are changes to the level of RFFS, in terms of the new RFFS category, reported to the AIS?		
<b>AMC3 ADR.OR.E.005 (a) Part D 6(6.12)</b>			
18	Is the level of RFFS, (facilities, equipment, personnel, and procedures) described in the aerodrome manual?		
<b>AMC2 ADR.OPS.B.010 (a)(2); (c) Table 2</b>			
19	Is the level of RFFS protection for all-cargo, mail, ferry, training, test, positioning and end of life aeroplane operations, including those carrying dangerous goods, at least equal to the category indicated in Table 2?		
<b>AMC2 ADR.OPS.B.010 (a)(2); (d)</b>			
20	Is there a process (carried out at least annually) to assess aeroplane traffic at the aerodrome in order to determine the appropriateness of the selected RFFS category?		

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<b>Number of RFFS Vehicles and Rescue Equipment</b>			
<b>AMC3 ADR.OPS.B.010 (a)(2); (a)(1)</b>			
21	Is the number of RFFS vehicles appropriate for the aerodrome category?		
<b>AMC3 ADR.OPS.B.010 (a)(2); (a)(2)</b>			
22	Are the RFFS vehicles equipped with rescue equipment that is appropriate for the level of aircraft operations?		
<b>AMC3 ADR.OPS.B.010 (a)(2);(b)</b>			
23	Has the aerodrome operator coordinated the availability of suitable rescue equipment and services for any difficult environs?		
<b>AMC1 ADR.OPS.C.005 (e)</b>			
24	Are RFFS vehicles subject to a suitable maintenance programme?		
<b>Extinguishing Agents</b>			
<b>AMC4 ADR.OPS.B.010 (a)(2); (a)</b>			
25	Are both principal and complementary agents available at the aerodrome?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (b)</b>			
26	Is the principal extinguishing agent a foam (or combinations of foams) which meets minimum performance levels?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (c)</b>			
27	Is the complementary agent a Dry Powder (or alternative agent with equivalent firefighting capability) suitable for extinguishing		

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	hydrocarbon fires?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (d)</b>			
28	Are the quantities of water for foam production, and complementary agent, in accordance with the determined aerodrome RFFS category?		
<b>AMC4 ADR.OPS.B.010 (a)(2);(d) / AMC4 ADR.OPS.B.010 (a)(2); (e)</b>			
29	Is the quantity of foam concentrate separately provided on vehicles: a) in proportion to the quantity of water provided b) in proportion to the foam concentrate selected? c) sufficient to produce at least 2 loads of foam solution?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (d)</b>			
30	Where agent substitution is used, have the appropriate substitution rates been applied?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (f)</b>			
31	Where combinations of different performance level foams are provided, has the amount of water been calculated accordingly?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (f)</b>			
32	Where combinations of different performance level foams are provided, has the distribution of these quantities been documented for each vehicle?		

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<b>AMC4 ADR.OPS.B.010 (a)(2);(g)</b>			
33	Is the discharge rate of foam solution appropriate to the aerodrome category?		
<b>AMC4 ADR.OPS.B.010 (a)(2);(h)</b>			
34	Do complementary agents comply with appropriate specifications?		
<b>AMC4 ADR.OPS.B.010 (a)(2);(i)</b>			
35	Is the discharge rate of complementary agent appropriate to the aerodrome category?		
<b>AMC4 ADR.OPS.B.010 (a)(2);(j)</b>			
36	Is there a 200% reserve quantity of foam concentrate at the aerodrome?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (k)</b>			
37	Is there a 100% reserve quantity of complementary agent at the aerodrome?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (m)</b>			
38	Have the reserve quantities been increased according to a risk assessment where major delays in supply are anticipated?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (n)</b>			
39	Has the sufficiency of water quantities for firefighting been determined by carrying out a water needs analysis?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (o)</b>			
40	Where operations by aircraft larger than the average size for the aerodrome's category take place,		

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No	Question	Y/N	State where this is documented (Detailed location reference required or evidence attached to the form). Other comments
	has the amount of water and foam concentrate, and discharge rate of foam solution, been recalculated and increased accordingly?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (oa)</b>			
41	Where the level of protection is reduced through the application of remission, have the quantities of extinguishing agent been recalculated based on the largest aeroplane in the reduced category?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (ob)</b>			
42	Where the level of protection is reduced for all-cargo aircraft etc, have the quantities of extinguishing agent been recalculated based on the largest aeroplane in the reduced category specified in Table 2?		
<b>AMC4 ADR.OPS.B.010 (a)(2); (p)</b>			
43	Are arrangements in place to manage extinguishing agents in terms of selection, storage, maintenance, and testing?		
<b>Response Times</b>			
<b>AMC5 ADR.OPS.B.010 (a)(2); (a)</b>			
44	In optimum visibility and surface conditions, can a response time of 3 minutes be achieved to any point on each operational runway?		
<b>AMC5 ADR.OPS.B.010 (a)(2); (b)</b>			
45	Have response times to any other part of the movement area (in optimum visibility and surface conditions) been calculated and included in the aerodrome		

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	emergency plan?		
<b>AMC5 ADR.OPS.B.010 (a)(2); (c)</b>			
46	Can other vehicles required to achieve continuous application of the required amount of extinguishing agent, arrive within 1 minute of the first responding vehicle(s)?		
<b>AMC5 ADR.OPS.B.010 (a)(2); (d)</b>			
47	Is/are suitable guidance, equipment and procedures provided to enable RFFS to achieve safe and expeditious response times in less than optimum visibility conditions?		
<b>Personnel</b>			
<b>AMC6 ADR.OPS.B.010 (a)(2); (a)</b>			
48	Are sufficient trained personnel readily available to deploy and operate RFFS vehicles and equipment at maximum capacity?		
<b>AMC6 ADR.OPS.B.010 (a)(2); (b)</b>			
49	Are personnel deployed in a way that ensures minimum response times can be achieved?		
<b>AMC6 ADR.OPS.B.010 (a)(2); (b)</b>			
50	Are personnel deployed in a way that ensures continuous agent application at the appropriate rate can be fully maintained?		
<b>AMC6 ADR.OPS.B.010 (a)(2); (b)</b>			
51	Are personnel deployed in a way that ensures the safe and effective use of hand-lines, ladders and other		



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	rescue equipment?		
<b>AMC6 ADR.OPS.B.010 (a)(2); (c)</b>			
52	Are responding RFFS personnel provided with PPE to enable them to perform their duties in an effective manner?		
<b>AMC6 ADR.OPS.B.010 (a)(2); (c)</b>			
53	Are responding RFFS personnel provided with respiratory equipment to enable them to perform their duties in an effective manner?		
<b>AMC6 ADR.OPS.B.010 (a)(2); (d)</b>			
54	Are other duties carried out by RFFS personnel arranged so that they do not compromise the response, or their safety?		
<b>Medical Standards for RFFS Personnel</b>			
<b>AMC1 ADR.OPS.B.010 (a)(4)</b>			
55	Has the aerodrome operator established appropriate medical standards for RFFS personnel?		
<b>AMC1 ADR.OPS.B.010 (a)(4)</b>			
56	Is there evidence that RFFS personnel meet the established medical standards?		