



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE THIRD MEETING OF THE AERODROMES OPERATIONS AND  
PLANNING – WORKING GROUP (AOP/WG/3)**

Putrajaya, Malaysia, 2 – 4 June 2015

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**Agenda Item 4: Provision of AOP in the Asia/Pacific Region**

**EMERGENCY RESPONSE**

(Presented by the United States of America)

**SUMMARY**

With aircraft crashes, inclement weather and terrorism continuing to provide challenges to maintaining aviation safety, the FAA continues to commit to research with airport rescue and firefighting, preparation for inclement weather, and vigilance and response to plots of terrorism. There continues to be progress with airport rescue and firefighting techniques and airports within the same geographic areas are continuing to collaborate on addressing the impacts of inclement weather on operations.

This paper relates to –

**Strategic Objectives:**

A: *Safety – Enhance global civil aviation safety*

**1. INTRODUCTION**

1.1 At airports with frequent and large aircraft operations, emergency response planning and execution is extremely important to enhancing safety on the airport. With potential for aircraft crashes and inclement weather, and the continued presence of terrorism throughout the world, vigilance of surrounding activity and preparation with response is extremely critical.

1.2 The FAA continues to commit to research on airport rescue and firefighting and evaluate ways of maintaining safe operations during inclement weather.

**2. DISCUSSION**

2.1 *Airport Rescue and Firefighting (ARFF) Requirements:* Certificated airports must meet minimum vehicle and agent requirements. The number of vehicles required is based on size and frequency of aircraft the airport receives. ARFF staff and equipment must be present at least 15 minutes before and after an air carrier operation and there must be someone trained in basic medical services.

2.1.1 Several areas of training must be met. Staff must be familiar with the airport and aircraft, personnel safety and communications, equipment and extinguishing agents, firefighting operations and aircraft evacuation, adaptation to structural firefighting equipment, familiarization with the airport emergency plan and cargo hazards. Additionally, live fire drills and times response drills are performed regularly.

2.1.2 Airports are classified for firefighting requirements, based on the size of aircraft that they accommodate (index/category). The index/category determines the number of vehicles an airport must have, as well as the required firefighting agents.

2.2 *Emergency Response Planning:* Certificated airports are required to develop and maintain an Airport Emergency Plan. This is a document that lays out the plan for how an airport will respond to various emergencies, including crashes, hijacking, and natural disasters. It is scalable to the size and complexity of the emergency. Airports with both scheduled and unscheduled large aircraft operations must conduct a full scale emergency exercise every three years.

2.2.1 ACRP Report 73, *Airport-to-Airport Mutual Aid Programs*, explored the Disaster Operations Group (DOG) concept and how it might be used by airports to develop an emergency assistance program between airports. ACRP Report 45,

2.2.2 *Airport-to-Airport Mutual Aid Agreements*, offered guidance on model mutual aid agreements. ACRP Report 95, *Integrating Community (A-CERT) Response Teams at Airports*, provided guidance and tools to help organize and operate a citizen volunteer program to assist airport staff in emergency events or disasters.

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
  - b) discuss any relevant matters as appropriate.

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