



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

AAI/VOBZ/RTI/2025/

Dated: 10th September, 2025

To

[Redacted]

Subject: - Reply to RTI Application from Shri Babu

Sir,

Reference may please be made to your RTI Application bearing Registration No.AAI/CH/R/E/25/109 dated 10.08.2025 received in this office upon transfer from other Public Authority seeking information related to CFTs and Fire Services manpower at various Airports.

2. Information sought in the application is furnished in respect of Vijayawada Airport, as under:

S. No	Particulars of Information Sought	Reply
1	Please sent one copy or details of latest TRA of southern region airports?	Latest TRA of Vijayawada Airport is attached.
2	Please sent the details how many airports in southern region maintaining manpower as per TRA? It is observed that some of the airports manpower are reducing or increasing according to availability of manpower and overtime purpose, please sent the said list of airports.	Question pertains to Other Public Authority i.e. Regional Headquarters of Southern Region, AAI.
3	Please sent details CFTs speed regarding... Normal time CFT can running how much km speed and emergency time speed, and fire drill and other drill time can run how much speed pls sent details?	During emergency and drills CFTs are meeting response time. In routine course CFTs running at 0-50 kmph speed.

3. In case, you are not satisfied with the information, you can prefer an appeal before the First Appellate Authority (FAA) as per Section 19(1) of the RTI Act, 2005 within 30 days from the receipt of this reply, whose name and address is given below:

The Regional Executive Director (SR), First Appellate Authority, Airports Authority of India, RHQ, Southern Region, Meenambakkam, CHENNAI – 600 016. Phone: 044 – 22561234, Email: redsr@aai.aero

Yours sincerely,

(Mallakanti Lakshmi Kantha Reddy)
Public Information Officer / Airport Director
Vijayawada International Airport

विजयवाडा हवाई अड्डा
VIJAYAWADA AIRPORT

विजयवाडा - 521 102
VIJAYAWADA - 521 102.

दूरभाष : 0866-2846729
Phone : 0866-2846729

फैक्स : 0866-2846757
Fax : 0866-2846757





ARFF TASK RESOURCE ANALYSIS

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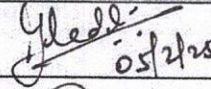
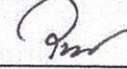
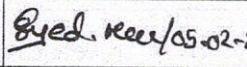
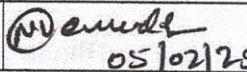
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**AIRPORT RESCUE AND FIRE FIGHTING
SERVICES**

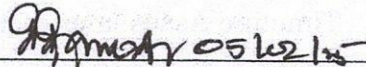
(DOC. No.:- AAI/BZ/FS/DOC/TRA/2025)

TASK RESOURCE ANALYSIS(TRA)

S.NO	COMMITTEE MEMBERS	SIGNATURE
1	SHRI. M. LAKSHMIKANTHA REDDY, AIRPORT DIRECTOR.	 05/02/25
2	SHRI. RAJAN, JGM (FS), REGIONAL FIRE OFFICER, RHQ-SR.	
3	SHRI. MEER KARIMULLA HUSSAIN SD, SM (ATC)	 05-02-25
4	SHRI. N. DEVENDER, MANAGER (FS), HOD (FS).	 05/02/25

S. NO	APPROVING AUTHORITY	SIGNATURE
1	SHRI S G PANICKER., REGIONAL EXECUTIVE DIRECTOR (RHQ-SR).	

PREPARED BY SHRI. R. RAMESH, AM (FS)


05/02/25



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TASK RESOURCE ANALYSIS (TRA)

1. Introduction

Task Resource Analysis is a tool used to identify the minimum number of personnel needed to complete specific tasks in real time, before supporting mutual aid services can effectively assist the ARFFs. It employs a qualitative risk approach, focusing on probable and credible worst-case scenarios that could occur at the airport.

The effectiveness of any firefighting services depends on quality of equipment and competency & adequacy of manpower deployed for the purpose. Para 9.2 of CAR Section 4, Series B, part- I specifies the requirements for ARFF equipment and Para 9.2.45 recommends the Aerodrome operators to carry out task resource analysis for determining the minimum number of firefighting operators to carry out task resource analysis for determining the minimum number of firefighting personnel & minimum number of ARFF vehicles and equipment required for the delivery of the extinguishing agents at the required discharge rate for the specified ICAO ARFF category of the airport.

Aerodrome Advisory Circular AD AC 03 of 2017 on the subject 'MANPOWER REQUIREMENT FOR AERODROME RESCUE AND FIRE FIGHTING OPERATION' provides guidance to the aerodrome operators regarding methodology to be adopted for carrying out the task resource analysis for ascertaining the minimum manpower requirements for aerodrome rescue and firefighting.

Consideration is given to the types of aircraft using the aerodrome, the vehicles involved, and the personnel requirements for operating self-contained breathing apparatus, hand lines, ladders, and other rescue and firefighting equipment available at the aerodrome for aircraft rescue firefighting operations.

2. Purpose



The purpose is to review the current and future staffing levels of the ARFFS deployed at Vijayawada International Airport. A TRA seeks to identify the minimum number of personnel required to undertake identified tasks in real-time before supporting external services are able to effectively assist the airport ARFFS.

3. Objective:

The objective of a TRA is to identify the minimum number of personnel required at all responsibility levels to e n s u r e that:

- I. The ARFFS is capable of achieving its Principal objectives.
- II. All vehicles and equipment can be operated effectively and safely.
- III. Continuous agent application at the appropriate rates can be fully maintained.

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- IV. Sufficient supervisory grades can focus on the 'hot zone'; provide survivable conditions for the occupants and to initiate the rescue phase of the response.
- V. The ARFFS operations of the aerodrome emergency plan can be effectively achieved.
- VI. Any limitations of the response can be identified.

4. Human Factors:

This Task Resource Analysis (TRA) observes human factor principles to obtain optimum response by all agencies participating in emergency operations. The principles include the effects of human performance for example workload, capabilities, functions, decision aids, environmental constraints, team versus individual performance and training effectiveness.

TRA has considered the health, safety and fatigue issues as well as the regulatory requirements.

5. Aerodrome Specific Information:

Every airport is unique in location, environment, runway and taxiway configuration, aircraft movements, airport infrastructure and boundary etc. Which may present specific additional risks. Hence it is imperative to consider these factors in Task Resource Analysis.

Description of aerodrome(s) including the number of runways		
1	Name of the Airport	Vijayawada International Airport
	The geographical coordinates of the Aerodrome Reference Point	163201N 0804812E MAG. BRG. 71.26 DEG / 1498 M from physical beginning of RWY 08.
	Aerodrome Code	4 C
	Runway	<ul style="list-style-type: none"> • Single Runway • Nomenclature (08 - 26) • Length - 3360 M • Width - 45 M
	Apron	22 Bays
2	Promulgated ARFF category (Aeronautical Information Publication)	Cat - VII
2	Response Time Criteria	Two minutes and not exceeding three minutes to the end of each runway, as well as to any other part of the movement area, in optimum visibility and surface conditions.



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3	Number of Fire Stations/ Grid Location.	01 / F-10
4	Critical Aircraft a. Current b. Design	Airbus-321
5	Operational Hours	16 Hours/ Day (2 Shifts)
6	Current ARFF Structure	1. ACFTs - Rosenbauer :02 Nos / NAFFCO-01 No. 2. Ambulances :03 Nos 3. Available ARFF Strength :33 (32 +1) Required Strength is 41 (as per Fire safety manual 2015)
7	ARFFS Qualifications / Competence (Training Programme and Facilities)	ARFF officials trained as per AAI Policy & Fire Station Training calendar
8	Extraneous Duties (To include Domestic and First Aid Response)	a. To attend passengers first Aid Needs as when required b. Runway Inspection
9	Communications and ARFFS Alerting system including Extraneous Duties	<ul style="list-style-type: none">• RT Base set• Walkie-Talkie• Intercom/Landline & Hotline• Crash bell, Siren & PA System
10	Appliances and Extinguishing Agents available	1. ACFTs - Rosenbauer :02 Nos / NAFFCO-01 No. 2. Ambulances :03 Nos 02 nos. ACFTs, 01 nos. NAFFCO, 03 nos. Ambulances & 01 no. of MCP. Extinguishing Media AFFF and DCP as per AAI Fire Safety Manual 2015.
11	Specialist Equipment- Fast Rescue Craft, Hovercraft, Water Carrier, Hose Layer, Extending Boom Technology, etc.	NIL
11	First Aid- Role & Responsibility.	ARFF Personnel trained on First Aid course from recognized agency for performing First Aid till the arrival of medical teams

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13	Medical Facilities- Role Responsibility*	First aid room available. Responsibility of ARFF to upkeep the provision of facilities at First aid room as per Fire Safety Manual,
14	Pre-Determined Attendance: Local Authority Services- Police, Fire and Ambulance etc.	Available on call (Hot line provided at ATC and Fire Control Room to Gannavaram Fire Service) All external agencies will report at designated Rendezvous point as mentioned in AEP (Airport Emergency Plan).

***Note:** In accordance with instructions issued vide CHQ circular No: AAI/CHQ/FS-42/36-43 Dated 01.10.21 on the subject "**TRAINING PROGRAMME FOR AIRPORT DOCTORS AT AIRPORTS**" issued by GM FS, all doctors were inculcated at Vijayawada Airport terminal clinic towards formal and Airport Emergency Familiarization Training and about their roles & responsibilities during an accident as mentioned in ICAO doc 9137 part 7 (Airport Emergency Planning).

6. PHASE 1: AIM & OBJECTIVE:

To maintain dedicated qualified and competent fire and rescue personnel equipped with vehicles and specialist equipment to make an immediate response to an aircraft incident / accident on or in the immediate vicinity of the aerodrome within the specified response time criteria.

Principle Objective of the Aircraft Rescue and Fire Fighting Service:

The principle objective of the Airport Rescue and Firefighting Services to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity of, an aerodrome. The rescue and firefighting service is provided to create and maintain survivable conditions, to provide egress routes for occupants and to initiate the rescue of those occupants unable to make their escape without direct aid. The rescue may require the use of equipment and personnel other than those assessed primarily for rescue and firefighting purposes.

The most important factors bearing on rescue in a survivable aircraft accident are: the training received, the effectiveness of the equipment, the speed with which personnel designated for rescue and firefighting purposes can be put into use.

Tasks:

- a. Initiate aerodrome emergency plan
- b. Meet the required response time.
- c. Position appliances in optimum positions and operate effectively
- d. Create a survivable environment
- e. Protect escape slides and exit routes.
- f. Assist in the self-evacuation of the aircraft.
- g. Rescue trapped personnel.
- h. Maintain post fire security/control.



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- i. Preserve evidence.
- j. Any other instructions from On-Scene-Commander.

7. Phase 2: Scenario Development:

The following realistic feasible accident scenario that may occur at the Vijayawada Int'l Airport is identified.

Realistic and Feasible-Case Scenario:

The incoming Aircraft while landing overshoots runway 08 and crashes with an impact on engine with fire and fuel tank rupture and disintegration of fuselage.



8. PHASE 3: Identification of Aircraft.

Considering the worst-case scenario Airbus 321, the critical aircraft of the Vijayawada International Airport, is identified to conduct the TRA which comes under the ARFF category of VII.

Description of Aircraft for TRA:

1	Identify the types of aircraft in use for TRA at the airport	AIRBUS 321
2	Aircraft Group	Medium range- Narrow body Aircraft
	Fuselage Length	44.51 M
	Wing span	35.80 M
	Fuselage width	3.95 M
	Height	4.14 M
	Theoretical Critical area	1511.11 M
3	Number of Seats	220
4	Number of Doors	08 (Including Emergency Doors)
5	Number of Hatches	01
6	Number Aisles	01
7	Number of Engines	TWO
8	Engine Type	IAE V2500
9	Fuel Capacity	24050 – 30030 L
10	Other passenger facility, if any.	Max pay load 25.3 t

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9. PHASE 4: Accident Location:

Accident Location: Grid Location: D 13 (RESA 26).

The location of the accident scenario determined is the further most Runway end in addition to being a most likely location for the accident scenario.

10. Phase 5: Development of Accident Scenario:

Aircraft accident scenario has been designed with the combination of accident type, aircraft identified, and location identified above.

Aircraft A 321 while landing overshoots the runway 26 and crashes at runway 08 beginning in Grid Location (D 13) RNY 26 RESA followed with the impact of engine fire fuel tank rupture and disintegration of fuselage.

No aircraft specific casualty figures are available. Therefore, considering the percentage of estimated casualties as mentioned in Table 3.1 of Airport Service Manual, DOC 9137 Part 7, and total number of casualties for the given aircraft accident carrying on an average 180 persons on board may be taken as follows.

- **Causalities Priority I - Immediate care = 36 casualties**
- **Causalities Priority II - Delayed care = 54 casualties**
- **Causalities Priority III - Minor Care = 90 casualties**

These figures are based on the assumption that the maximum number of surviving casualties at an aircraft accident occurring on or in the vicinity of an airport is estimated to be about 90 per cent (approx.) of the aircraft occupants.

The above information is to be built into a complete accident scenario that can be analysed by TRA Team during table top meetings.

11. Phase 6: Task Resource Analysis:

The main tasks deemed necessary are listed above. In Task Resource Analysis the listed tasks are mentioned with an estimation of when these would be implemented, how long it would take to achieve and minimum nos. of personnel required for each task.

The task and resource analysis also identify the optimum time when additional resources will be available to support/augment and/or replace resources supplied by ARFF services (Aerodrome Emergency plan). It can



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also provide vital evidence to support the level of ARFF vehicles and equipment.

a) **Response Time Criteria:** Two minutes and not exceeding three minutes to the end of each runway, as well as to any other part of the movement area, in optimum conditions of visibility and surface conditions. Target area: 26 RESA.

b) Route to the accident site (on or off paved surfaces):

- a. Paved - 2000 m approx.
- b. Unpaved - 100 m approx. (RESA 26)
- c. Terrain: Level surface.

c) **Crossing procedures for active runway:** Permission is required for Runway entry



d) **Surface conditions:** Unpaved surface for approaching to Undershoot area of Runway 08 & 26 and both RESA.

e) **Communications:** RT communication/WT/hotline is available between ARFF & ATC, VHF under Process.

g) **Supplementary water supplies:** - Static tank capacity of 1,00,000 L and Overhead tank capacity of 50,000 L only at Fire Station.

h) **Daylight or darkness:** During adverse weather and visibility conditions, the response time is likely to be affected. However, PDP points have been identified for declared emergencies safety vehicle to reduce the response time for such situations.

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Task Resource Analysis

- * Shift In Charge is identified as SIC.
- * Fire Control Room In-Charge is identified as FCR.
- * Fire Watch Tower In-Charge is identified as FWT.
- * ACTs are identified as ACFT A & B.
- * Ambulance is identified as M1, M2 & M3.
- * Mobile Command Post is identified as MCP.
- * Minimum no. of personnel riding the ACFT's are identified as: -
 - ACFTA - A1, A2, A3, A4
 - ACFT B - B1, B2, B3, B4
- * ACFT's: ACFT's are carrying 20000 L of water, 2600 L of AFFF and 300 kg of DCP as complementary agent.
- * Minimum no. of personnel riding the ambulances are identified as M1, M2 & M3 (One official is deployed on each ambulance).
 - * Minimum no. of personnel riding the MCP is identified MCP1.
 - * Ambulance is equipped with Basic Life Support facilities.
 - * Minimum no. of ARFFS personnel for exercise is 16.

Response to Emergencies:

On receipt of information through ATC the Aerodrome Emergency Procedures were activated by ARFFS.

As per above scenario, during emergencies 02 ACFTs are required to respond. The positioning of ACFTs as per the task given is as under:

- ACT A - ACFT B - Firefighting so as to create tolerable condition adjacent to aircraft fuse Lage and also support passenger escaping through doors. (Position depends on wind direction)
- M1, M2, M3 - Support passenger escaping/ rescue as per requirement and instigate triage set up in coordination with local medical team.
- SIC - Coordination/ supports Fire Crew/ Instigate Command Post.
- Station In charge - is identified as OC (On scene commander) and assumes charge from SIC on reaching at crash site.



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12. Time Activity Chart:

Time	Tasks	Resources	Comments
00:00:00	Call received from ATC as aircraft accident on Runway 26 RESA. Airbus A-321.	ATCO/FWT	Achieved
00:00:05	ARFF personnel mobilized by FWT by operating crash bell and message relayed on PA system and RT simultaneously.	FWT, CFT, Ambulances & MCP	Achieved
00:00:15	All crew mount ACFTs and proceeded to the crash site	SIC, A1, A2, A3, A4, & B1, B2, B3, B4	Achieved.
00:00:20	Personnel donning in appropriate PPE.	A3, A4 & B3, B4	Achieved
00:00:20	All ambulances proceeded to the crash site.	M1, M2 & M3	Achieved
00:00:20	Supervisor level city fire staff utilize appropriate communication with ATC on discrete frequency. Message copied. Call made by SIC (in 1 st ACFT) to execute the Airport Emergency Plan in consultation with ATC.	SIC, FCR, A1 and B1	Achieved
00:00:25	Route selected and all appliances mobilized to RWY 26 RESA	SIC	Achieved
00:00:30	ATC/Terminal Manager informs other outside agencies (as per AEP) & liaises with rendezvous point.	ATC/ Terminal manager	Achieved
00:01:55	Both CFTs are in position to operate roof monitor and Hose side line to start firefighting cooling of fuselage and protection of rescue path.	A2 & B2	Achieved
00:02:05	Three ambulances also reached at site following ACFTs and instructed by SIC to assist in self-evacuation of passengers	M1, M2 & M3	Achieved
00:02:10	MCP reached at site and SIC instructs to establish the mobile command post	SIC & MCP	Achieved
00:02:10	A3 & B3 lay out and operates handlines for protection of rescue path and also to tackle any interior external fires	A3 & B3	Achieved
00:02:15	A4 lay out complementary agent (DCP Line) for firefighting & SIC instruct to assist to self-evacuation of passengers	A4	Achieved
00:02:15	B4 layout another sideline to tackle external fire. further usage of rescue tools for passengers' extraction.	B4	Achieved

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00:02:20	Command post established by MCP and SIC takes position at command post.	MCP & SIC	Achieved
00:02:25	All external fires extinguished and reported to SIC. A3 & B3 stand by with side- lines.	A1 & B1	Achieved
00:02:30	SIC instructs CFTs to remain as standby	A2 & B2	Achieved
00:02:30	SIC instructs A3, A4 and B3, B4 to prepare for entry in aircraft with PPE& side lines	A3, A4 & B3, B4	Achieved
00:03:20	Airline staff reports at site and contact SIC at command post	Airline staff	Achieved
00:03:20	All priority -III casualties (90) self-evacuated & handed over to airline staff for transportation to terminal building and SIC instruct to set up triage area.	A1 & B1	Achieved
00:03:35	ARFF crew enters aircraft for rescue in PPE with side lines. SIC instructs M1, M2 & M3 to assist on ground	A3, A4, B3 & B4 M1, M2 & M3	Achieved
00:03:45	ARFF crew ensure proper ventilation, start rescue of priority-1 & II casualties from the aircraft & send to triage area assisted by airline crew	A3, A4, B3 & B4 M1, M2, M3 Airline crew	Achieved (with the assistance of airline crew)
00:04:30	Station in charge (FS) reports at site and take charge from SIC as on scene commander (OC). SIC briefs OC of ground situation, task achieved and tasks in progress. OC takes position at command post. Airline staff also report to OC at command post	OC, SIC, Airline Staff	Achieved
00:05:00	OC instructs SIC to set up staging area (for external agencies personnel and vehicle responding at site) & transport area (for evacuating the priority -I & II casualties from the site) with the help of A1 & B1	SIC, A1 & B1	Achieved
00:05:00	Airport security team reported at site reported to OC. Airport Security cordoned off the affected area (HOT Zone inner cordon) to preserve the evidence i.e., documents, electronics evidence & forensic evidence.	Airport Security/ Police	Achieved



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00:05:10	SIC informs to OC that staging area & transport are setup and deployed A1 & B1 resp. to supervise at these locations. OC instructs airline staff to report at Triage Area till the arrival of medical team at site	OC, SIC, A1 & B1	Achieved
00:05:20	SIC takes charge at Triage area for tagging and medical care. Inform to OC of the same. OC instructs airline staff to report at triage area to assist in SIC	OC, SIC	Achieved
00:05:25	OC liaise with FWT to ensure appropriate resources are being forward to the accident site	OC, FWT	Achieved
00:05:30	OC liaises with ATC and rendezvous point officer for responding external agencies to ensure appropriate resources are brought forward to the accident site	OC	Achieved
00:05:45	External agencies arrived and reported to rendezvous point officer and same message conveyed to OC. OC instructs rendezvous point officer that all external emergency services which reported at rendezvous point shall be escorted to staging area	OC, Airport Security/ Police	Achieved
00:08:00	External emergency service reaches at the staging area with equipment to support rescue operations. A1 informs their arrival to OC	Follow me staff, airport security/ Police, state fire service, medical team with ambulance etc.	Achieved
00:08:10	OC instructs A1 to send the medical staff to triage area and report to SIC, Ambulance to Transport Area and report to B1 and state fire service for assisting in rescue operations under direct control of OC at site. All in charges or respective agencies report at command post to OC.	OC, A1, medical team with ambulance, state fire service, police etc.	Achieved
00:08:30	Medical team take charge at triage area from SIC, provide medical care at site and start loading priority-1 casualties in to ambulance from transportation to hospital.	Medical team with ambulance State fire service SIC	Achieved

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	State fire service assist in rescue operation at site. SIC report to OC for assistance at command post		
00:08:30	All priority -II casualties (54) are evacuated to triage area for triage	A3, A4, B3, B4 & M1, M2, M3 and airline crew	Achieved
00:11:30	All priority-III casualties (90) are evacuated to triage area for triage and medical care. Reported to OC	A3, A4, B3, B4 & M1, M2, M3 and airline crew	Achieved
00:12:30	All priority -II casualties (54) are loaded and referred to hospital as per the condition with the instructions of medical team in coordination of Airlines staff. Reported to OC	B1 medical team with ambulance, airlines staff.	Achieved
00:14:30	All priority -III casualties are handed over to respective airlines upon necessary first aid as the severity of the injury is feeble.	B1 medical team with ambulance, airlines staff.	Achieved
00:15:00	OC instructs airline staff to obtain a head count of survivors and check all passengers & crew has been rescued from aircraft	OC, Airline staff	Achieved
00:17:30	Airline staff provides head count and confirms all passengers and crew have been rescued.	OC, Airline staff	Achieved
00:19:00	OC consults with SIC, A1 & B1 airline, security and all in charges of other external agencies responding at site for further action required at site, if any. Gets feedback on the response provided at site.	OC, SIC, A1, B1 Medical team, Ambulance, state fire service police airport security, etc.,	Achieved
00:20:00	OC report to ATC regarding completion of all rescue and firefighting tasks. Recommends for withdrawal of ARFF personnel and external agencies and site handed over to security.	OC, ATC	Achieved
00:20:30	ATC approves withdrawal from the site to OC	OC, ATC	Achieved
00:22:00	OC declare ARFF crew that emergency is over. Permit all ARFF crew to return back from the site. Handed over site to security and return back with ARFF crew to the fire station to replenish and restore category.	OC, SIC, A1, B1 Medical team, Ambulance, state fire service police airport security etc.	Achieved



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13. Timeline Assessment for each Personnel:

Time	CFT A & B										Ambulances			MCP
	OC	SIC	A1	A2	A3	A4	B1	B2	B3	B4	M1	M2	M3	MCP
00:00:00														
00:00:05														
00:00:15		SIC	A1	A2	A3	A4	B1	B2	B3	B4	M1	M2	M3	MCP
00:00:20		SIC	A1	A2	A3	A4	B1	B2	B3	B4	M1	M2	M3	
00:00:25		SIC												
00:00:30														
00:01:55				A2				B2						
00:02:05											M1	M2	M3	
00:02:10		SIC			A3				B3					MCP
00:02:15						A4				B4				
00:02:20		SIC												MCP
00:02:25			A1				B1							
00:02:30				A2	A3	A4		B2	B3	B4				
00:03:20			A1				B1							
00:03:35					A3	A4			B3	B4	M1	M2	M3	
00:03:45					A3	A4			B3	B4	M1	M2	M3	
00:04:30	OC	SIC												
00:05:00		SIC	A1				B1							
00:05:10	OC	SIC	A1				B1							
00:05:20	OC	SIC												
00:05:25	OC													
00:05:30	OC													
00:05:45	OC													
00:08:00														
00:08:10	OC		A1											
00:08:30		SIC			A3	A4			B3	B4	M1	M2	M3	
00:11:30					A3	A4			B3	B4	M1	M2	M3	
00:12:30							B1							
00:14:30							B1							
00:15:00	OC													
00:17:30	OC													
00:19:00	OC	SIC	A1				B1							
00:20:00	OC													
00:20:30	OC													

Signature
A.L.S.)

	AIRPORTS AUTHORITY OF INDIA VIJAYAWADA INTERNATIONAL AIRPORT	
ARFF TASK RESOURCE ANALYSIS		
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14. Conclusion:

Analysis of minimum manpower requirements for carrying out Aircraft Rescue and Fire Fighting operations.

Aerodrome Category - VII			
Sl. No	Details of Requirement	No of Persons	Remarks
1	CFT Incharge	02	CFT 1 & CFT 2
2	CFT On-Wheel	02	CFT 1 & CFT 2
3	Firefighting & Rescue	04 (CFT Crew)	Firefighting task with Roof Turret, Sidelines & DCP operations. Evacuation of PAX.
4	Ambulance & Rescue	03	Mobilization of ambulances, assisting in the rescue & shifting casualties to MI room/hospitals.
5	Mobile Command Post (MCP)	01	Mobilization and establishing MCP
6	Shift Incharge	01	Reach the crash site in the 1 st turnout vehicle and tasks charge at the site till the arrival of On scene commander.
7	Fire Control Room Incharge	01	Communication system, coordination at Rendezvous point & Mutual Aid team.
8	Fire Watch Tower Incharge	01	Discrete communication handing. Ensures appropriate resources are being forward to the site.
9	First aid room	01	Supply of medical aids, assisting paramedic team and provide First aid as and when requirement.
10	Fire Station Incharge	01	Acts as On scene commander and takes charge at the site from Shift In charge.



ARFF TASK RESOURCE ANALYSIS

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On the basis of above analysis and considering the concern documents the following guidelines shall be considered by all aerodrome operators:

- a) The minimum number of RFFS vehicles and equipment required for the delivery of the extinguishing agents at the required discharge rate is to be established in accordance with CAR sec 4, Series B Part | Table 9-2 and para 9.2.41.
- b) Minimum manpower requirements should be sustained for operation of each vehicle:

Required Minimum Manpower as per TRA:

Sl. No	Appliance & Units	Unit in Nos	Manning in Nos.
1	Shift In charge	01	01
2	Fire Watch Tower	01	01
3	Crash Fire Tender	02 (02x04)	08
4	Ground Control Incharge	01	01
5	Mobile Command Post (MCP)	01	01
6	Ambulances	03 (03x01)	03
	Total	01	15 Nos.

All task objectives are achieved. No pinch point is observed

Minimum Man Power requirement for TRA: 15 Nos.

Signature
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RTI REQUEST DETAILS (आरटीआई अनुरोध विवरण)

Registration Number (पंजीकरण संख्या) :	AAICH/R/E/25/00109	Date of Receipt (प्राप्ति की तारीख) :	10/08/2025
Type of Receipt (रसीद का प्रकार) :	Online Receipt	Language of Request (अनुरोध की भाषा) :	English
Name (नाम) :	Babu	Gender (लिंग) :	Male
Address (पता) :	House no 33, Guruhara street, Rajamundry, Pin:533101		
State (राज्य) :	Details not provided	Country (देश) :	India
Phone Number (फोन नंबर) :	+91-8836254327	Mobile Number (मोबाईल नंबर) :	+91-8836254327
Email-ID (ईमेल-आईडी) :	krishnaradha1885@gmail.com		
Status (स्थिति)(Rural/Urban) :	Urban	Education Status :	
Is Requester Below Poverty Line ? (क्या आवेदक गरीबी रेखा से नीचे का है?) :	No	Citizenship Status (नागरिकता) :	Indian
Amount Paid (राशि का भुगतान) :	10) (original recipient)	Mode of Payment (भुगतान का प्रकार) :	Payment Gateway
Does it concern the life or Liberty of a Person? (क्या यह किसी व्यक्ति के जीवन अथवा स्वतंत्रता से संबंधित है?) :	No(Normal)	Request Pertains to (अनुरोध निम्नलिखित संबंधित है) :	AIRPORT DIRECTOR, VIJAYAWADA
Information Sought (जानकारी मांगी) :	<p>1) please sent one copy or details of latest TRA of southern region airports?</p> <p>2) Please sent the details how many airports in southern region maintaining manpower as per TRA? It is observed that some of the airports manpower are reducing or increasing according to availability of manpower and overtime purpose, please sent the said list of airports.</p> <p>3) Please sent details CFT s speed regarding... Normal time CFT can running hw much km speed and emergency time speed, and fire drill and other drill time can run how much speed pls sent details?</p>		
<input type="button" value="Print"/> <input type="button" value="Save"/> <input type="button" value="Close"/>			