Purpose

This procedure is to be used by COMCEN and the RFS Duty Officer (RFS DO) for the dispatch of RFS units.

Operating Procedure.

The first unit dispatched to an incident must always be the "nearest most appropriate unit" whereby:

- Appropriateness is based on the type of unit required for the incident; and
- Nearness is based on the travel time from dispatch to arrival at the incident as identified by the Computer Aided Dispatch System (CAD).

Additional resources may need to be responded by the RFS DO through COMCEN to meet the standard weight of response for the given readiness level.

By default, and unless otherwise notified by COMCEN, a brigade officer of the first unit called will be dispatched. Additional officers from other brigades involved in the initial response will only be required to attend if requested by COMCEN.

Selection of units to achieve the prescribed weight of response for the given readiness level must be based on the "nearest most appropriate units". The RFS DO initiates back-fill operations as required to the standard specified in this SOP.

The Incident Controller may request additional units through COMCEN to the RFS DO. This constitutes a second response.

The type of units dispatched in a second response will generally be in accordance with the Incident Controller's request, subject to:

- Availability of resources
- Competing demands for available resources;
- Concerns about other on-going incidents;
- The risk of further incidents and the time it takes to mobilise additional resources;
- Considerations regarding back-fill operations (bringing in other units from further out to fill in the holes in coverage caused by the initial response and other incidents).

The goal of back-fill is to ensure that the RFS is able to maintain a response capability even when a significant number of units have already been deployed to

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an incident or incidents. The desired back-fill equivalent as shown below is the level of readiness those units or Brigades should be at when tasked for back-fill.

Table 2 below shows the appropriate desired back fill levels.

Table 2. Back-fill levels.

Current readiness level	Desired back-fill equivalent readiness
Level 5	Level 4
Level 4	Level 3
Level 3	Level 2
Level 2	Level 1
Level 1	Outside standby hours
Level 0	Outside standby hours
Outside standby hours	Outside standby hours

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Signature: **Date:** 15/02/2011

Cross Reference SOP/s: SOP 3.2 Urgent duty driving
SOP 3.4 Crewing arrangements for operational incident
SOP 4.2 Weight of response
SOP 5.4 Resource location tracking

Amendments: