

	CARBON MONOXIDE INCIDENTS		2014revB
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Procedure:

Size-Up Considerations

The size-up is one of the most critical components for the development of an incident action plan. The size-up essentially provides an evaluation of the situation confronted by the first arriving unit or member. The first arriving officer, unit or member shall consider the following questions when preparing for an “On Scene” radio report and ensuing Incident Action Plan:

- What has happened?
- What is happening now?
- What is likely to happen?

The first arriving officer, unit or member shall consider the following factors when preparing for an “On Scene” radio report while only committing to what can be seen from the cab:

Description of Event

The first arriving officer, unit or member shall look at the building size, number of stories, occupancy, visible victims, and other features that help describe the conditions being faced by the first arriving officer, unit or member.

Staging Location

For a single engine response for CO with less than 2 patients, there is no need to stage other units. The first arriving engine, rescue, HAZMAT and battalion chief shall respond in to the scene for CO 3+ patients. However, the first arriving officer, unit or member may recommend a different placement for apparatus based on terrain or location of the involved structure.

All other units assigned to the incident shall stage at the last tactical option (i.e., hydrant for second arriving engine or intersection for truck).

Establishment of Command

The first arriving officer, unit or member shall assume and name command based on street address or location. The first arriving officer, unit or member can retain command or pass command to the battalion chief if determined to be a working incident.

Verbalization of passing command to the battalion chief can occur during the “On Scene” report or during the “Follow Up” radio report. The actual upgrade of command will occur when the battalion chief arrives on scene of the working incident; however, the initial incident commander still has command until the battalion chief formally accepts it.

Action Taken

The first arriving officer, unit or member shall complete a 360 and transmit they will be conducting a 360 during the “On Scene” report. If the first arriving officer, unit or member recognizes that this cannot be accomplished upon arrival, the member shall transmit that a 360 cannot be completed or announce that a 360 was not completed during the “Follow Up” radio report. For the 360 on CO incidents, one should also look for things that may be the cause of CO built up from the outside which are not visible from the Alpha side.

Resource Needs

The first arriving officer, unit or member may address any immediate resource needs based on current conditions or events. Some examples of immediate resource needs are as follows:

- Victim rescue
- EMS personnel for immediate patient care
- Upgrade to CO with 3 + patients
- Need for Xcel to respond

“On Scene” Report

As mentioned earlier, the “On Scene” report is a description of what the first arriving officer, unit or member encounters. LFRA has adopted and modified the Blue Card Certification program to establish a standard method of initiating command. Therefore, the following is an example of the standard method of transmitting an “On Scene” report:

“200, Engine 5.... Engine 5 is on scene of a medium, two-story residence. This will be ‘Main Street’ command, RP outside. I’ll be completing a 360, and making contact with RP.”

Incident Action Plan (IAP) Considerations

The development of the Incident Action Plan (IAP) is based on the conditions, actions, and resources available to the incident commander. In reference to carbon monoxide incidents, it is imperative that the first arriving unit or member understand the need for established strategies and tactics to be used at the incident as they relate to the Incident Priorities.

The development of the IAP begins with the initial dispatch information but does not get communicated until after the first arriving officer, unit or member arrives on scene and completes their 360 and transmits their “Follow Up” report. The “Follow Up” report shall serve as the foundation of the IAP along with the Incident Priorities.

The first arriving officer, unit or member shall consider the following factors when preparing for a “Follow Up” radio report and developing the IAP:

360 Complete

The 360 shall be completed by first arriving officer, unit or member if conditions, size of the structure, and terrain permit. This also serves as a benchmark and indicates that an Incident Action Plan is about to follow.

Building Features

This is a critical component of the IAP as it will assist with the tactics to be used for the first arriving unit as well as incoming resources.

Building features that should be relayed are walkout basements, extended driveways, access issues and any other features that may be an extreme hazard to incoming firefighters.

Strategy and Risk Profile

During the “Follow Up” report, the first arriving officer, unit or member shall transmit the strategy and risk profile of the incident. A description of the strategy and risk profile is listed under “Benchmarks” of this guideline.

Actions

The actions of the first arriving officer, unit or member shall be described in simple terminology. This provides incoming resources a quick briefing on the course of action being taken by the first arriving officer, unit or member.

For example, the first arriving unit may state,

“All units from ‘Main Street’ command, 360 is complete; nothing further to report. E5 will be making entry to investigate; we will be in low risk.”

Or

“All units from ‘Main Street’ command, 360 complete, found a vehicle running on the Charlie side of the residence. The RP states no parties having symptoms, E5 will be making entry to investigate; we will be in medium risk.”

Assignments

The relay of fire ground tasks to incoming units is the final step of the IAP. Incoming resources have either been assigned to staging or they have been given tasks in alignment with the IAP and Incident Priorities.

Assignments will be determined by the levels of CO found.

The first arriving unit or member shall have the ability to deviate from the predetermined functions based on conditions, victims, or other potential hazards.

Communications

Once assignments have been given by the incident commander, the assigned units or members shall complete the communication loop upon arrival. If arriving units fail to complete the communication loop, the incident commander shall repeat any needed information for clarification or to confirm that the message has been received.

“Follow Up” Report

The “Follow Up” report is a description of what the first arriving unit or member encounters upon completion of a 360. LFRA has adopted and modified the Blue Card Certification program to establish a standard method of initiating command. Therefore, the following is an example of the standard method of transmitting a “Follow Up” report:

“All incoming units... 360 complete, nothing further noted, will be investigating and low risk, making entry to investigate for CO levels. All other units continue in and stage.”

Company Level Functions

First Arriving Engine

The method for how an incident will unfold is often based on the actions and positioning of the first arriving engine. The responsibilities of the first arriving engine are often based on the decisions of the first arriving unit or member and the formulation of the IAP.

The following are some of the responsibilities of the first arriving engine:

- Positioning in manner for the best tactical advantage in accordance with the Incident Priorities as well as consideration for future anticipated needs
- Pulling past the involved structure to allow the officer to see three sides if possible

- Provide room in front of the involved structure for ease of access for support companies or for the aerial device
- Development of initial “Incident Action Plan” with Incident Priorities as the main focus
- Measuring levels of CO inside the building utilizing the proper PPE, air monitoring equipment
- Placing the appropriately selected initial attack hand line into service

Second Arriving Engine

The second arriving engine’s responsibilities will be determined by the initial incident commander. These responsibilities may include the following:

- Providing and securing utilities
- Placing the “Hose Line” into service
- Second air monitoring and assistance
- Patient care and assistance

Truck and/or Support Companies

The first arriving truck or support company’s responsibilities will be determined by the incident commander. Truck and/or support companies may be assigned or accomplish the following responsibilities:

- Ventilation
- Search and rescue
- Forcible entry
- Laddering the building
- Controlling utilities
- Assisting with CO cause determination

Benchmarks

The following benchmarks are utilized with residential CO incidents to ensure that the incident priorities are being obtained as well as to determine that the appropriate risk profile is being assigned to the incident:

Strategy and Risk Profile

The strategy or operational mode and risk profile is established by the first arriving officer, unit or member. The strategy or operational modes are “Investigating or Rescue”. The risk profile “high, medium or low” should be determined based on conditions found (multiple patients inside needing rescue to no patients) or as the incident progresses from arrival to termination of the incident (high to low). Additional information can be located in the LFRA ICS Guidelines.

360 Complete

The 360 shall be completed by first arriving officer or member if conditions, size of the structure, and terrain permit. This benchmark can also be completed by the battalion chief or with assistance from the officer of a second arriving apparatus.

Primary Search All Clear

This benchmark shall be completed by the crew(s) assigned “Search” by the incident commander. Completion of this benchmark will move the risk profile to a “medium risk” level.

Rescue Complete

“Rescue Complete” is aired when the last patient is removed from the building.

Excel on scene

Excel arrival after either LFRA or the RP had called them.

Validation Summary:

No additional validation testing requested given the practices outlined in this document have been in use for an extended time.

Revision History:

Revision B-Updated by C. Pollema to reflect the current formatting. No change in content.

References:

U.S. Products Safety Commission, Responding to residential Carbon Monoxide Incidents, Guidelines for Fire and Other Emergency Response