

	Collapse Rescue Incidents		2015revA
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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, area of origin of collapse, visible victims, and other features that help describe the conditions being faced by the first arriving officer, unit or member.

Staging Location

The first arriving Engine, Truck, and Battalion Chief shall respond in to the scene. 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.

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 upon arrival.

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.

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 resources needs are as follows:

- Victim rescue
- EMS personnel for immediate patient care
- SOT Response page/additional special teams

“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 with a single vehicle partially into the building. Have all units continue and stage. This will be ‘Main Street’ command. I’ll be passing command to Battalion 1 upon his arrival. I’ll be completing a 360. SOT pre alert needed. (Hopefully this was taken care of while enroute.)

Incident Action Plan (IAP) Considerations

The development of the Initial Action Plan (IAP) is based on the conditions, actions and resources available to the Incident Commander. In reference to building collapse, 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 the 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.

Location and Description of Collapse

The first arriving officer, unit or member shall provide greater detail on the location of the collapse and relay that information to incoming units during the “Follow Up” report.

If not noted on the initial size-up, this is where the first arriving unit or member can state the size, type and amount of collapse or damage to the building.

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.

Strategy and Risk Profile

During the “Follow Up” report, the first arriving officer, unit or member shall transmit the risk profile of the incident is (i.e. Incident stabilization, mitigation, rescue, recovery).

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, “*E5 will be assessing stability of the structure and checking for any possible victims.*”

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.

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 with a vehicle partially into the front of the building. We have two victims still in the vehicle unable to self-extricate. We’ll be assessing patient needs and stability of the structure. First due truck....set up for extrication and possible shoring of the structure.”

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
- 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” and modes of operations (i.e. incident stabilization, mitigation, rescue, recovery) with Incident Priorities as the main focus

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 to accomplish the following responsibilities:

- Search and rescue
- Forcible entry
- Laddering the building
- Controlling utilities
- Assessing shoring needs

Benchmarks

The following benchmarks are utilized with collapse rescues 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:

360 Complete

Patient Located

Lock-out/tag-out Established

Scene Perimeter Secured

Rescue/Recovery Initiated

Patient Accessed

Rescue Complete

Operation Terminated

Validation Summary

Revision History

5/8/2015 Updated for format, no content changes. .

References: