	MASS CASUALTY INCIDENTS		2014revB
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	APPROVED BY: Fire Chief Mark Miller *Mark Miller*		**REVISION DATE:** 9/28/2017

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 the 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:

Brief Description of Event

The first arriving officer, unit or member shall look at the venue, facility, number of vehicles, size/type of aircraft, extent of damage, visible victims, significant hazards and other features that help describe the conditions faced by the first arriving officer, unit or member.

Staging Location

The first arriving engine, truck and battalion chief shall respond directly to the scene. However, the first arriving officer, unit or member may recommend a different placement for apparatus based on terrain and/or location of the incident. All other units assigned to

the incident shall stage in a position that will allow for an alternate approach to the scene if deemed necessary by the initial IC.

Establishment of Command

The first arriving officer, unit or member shall assume and name command based on street address or physical location. The first arriving officer, unit or member may retain command or pass command to the battalion chief if it is 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 if possible and transmit that the 360 is being conducted 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 resource needs are as follows:

- Extrication
- Law enforcement
- EMS personnel for immediate patient care
- Upgrade the assignment to a MCI second alarm
- Etc.

"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 at the Boyd Lake swim beach and there are multiple people down, being attended to by Park Rangers. Have all units continue in and stage; this will be Boyd Lake Command; and I'll be completing a 360."*

Incident Action Plan (IAP) Considerations

The development of the Incident Action Plan (IAP) is based on the conditions that are present, current and anticipated actions and resources available to the incident commander. In reference to MCIs, 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 the IAP is not communicated until after the first arriving officer, unit or member arrives on scene, completes the 360 and transmits their "Follow Up" report. The "Follow Up" report shall serve as the foundation of the IAP in conjunction 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, magnitude of the incident, size of the event and/or building and the terrain permit. This serves as a benchmark and indicates that the IAP will be announced over the radio very shortly.

Description of the Scene

The first arriving officer, unit or member shall provide a more detailed description of the scene. This includes the location of the incident, number of patients, number of vehicles, type/size of aircraft, if fire is involved, etc. The description of the scene should also include an estimate of the geographic size of the incident and whether or not patients are clustered together or spread out.

Strategy

During the "Follow Up" report, the first arriving officer, unit or member shall determine the appropriate strategy. The strategy of Life Safety shall be declared anytime patients are involved.

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, "*Engine 5 will be accessing patients to initiate triage and patient care.*"

Assignments

The relay of 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. The first arriving unit or member has the ability to assign specific tasks based on the conditions present, number of patients or other potential hazards.

Communication

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. We have ten patients that have been struck by lightning on the swim beach. There are two trauma reds, seven trauma yellows, and one code black. P351 position your vehicle in the parking lot; strategy is life safety; 200 upgrade to a MCI second alarm."*

Note: The "Follow Up" report provides pertinent information to our partner agencies to include EMS, law enforcement and other city, county, state or federal resources. A detailed description is necessary so they can plan an appropriate response.

Company Level Functions

First Engine/Truck/Rescue

The method for how an incident will unfold is often based on the actions and positioning of the first engine/truck/rescue. The responsibilities 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/truck/rescue:

- Position in a manner for the best tactical advantage in accordance with the incident priorities as well as consideration for future anticipated needs.
- Development of the initial IAP with Incident Priorities as the main focus
- Simple Triage and Rapid Treatment system of triage (START)
- Scene security
- Vehicle/aircraft hazards
- Responder safety

Benchmarks

The following benchmarks shall be utilized with MCIs to ensure that Incident Priorities are being met:

360 Complete

The 360 shall be completed by the first arriving officer, unit or member if conditions, magnitude of the incident, size of the event and/or building and the terrain permit. This serves as a benchmark and indicates that the IAP will be announced over the radio very shortly.

START Triage Initiated

This benchmark shall be announced when LFRA and/or EMS providers begin to access patients, both verbally and through physical contact.

Casualty/Patient Collection Point Established

The actual location of the casualty/patient collection point will be announced as well.

When The Following ICS Positions Have Been Established:

•Medical Group Supervisor

Note: for very large incidents it may be necessary to establish a Medical Branch or break the incident into divisions.

•Triage Unit Leader

•Treatment Unit Leader

•Transportation Unit Leader

•Morgue Manager

Landing Zone (LZ) Established

First Patient Transported

Last Patient Transported

This benchmark shall be announced once all patients have been transported from the scene. The total number of patients transported, the total number of refusals and the total number of deceased shall be included in this benchmark.

Safety

Providing a safe incident scene for emergency responders is a priority at every MCI. All drivers will operate their apparatus and staff vehicles while abiding by LFRA procedures and all applicable local, state and federal laws during response. Apparatus shall operate required warning devices during response and while parked on a highway, shoulder or in the median. All emergency responders shall abide by the applicable FAA rules and regulations while operating apparatus and staff vehicles at the Fort Collins-Loveland Airport.

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:

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