	RESIDENTIAL STRUCTURE FIRES		2013revA
	AUTHORED BY: Rene Macias	**FESSAM#** 5A.4	**EFFECTIVE DATE:** 7/1/2013
	APPROVED BY: Fire Chief Mark Miller *Mark Miller*		**REVISION DATE:** 7/1/2016

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, fire location, smoke conditions, 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 (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 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.

If the first-arriving officer, unit or member does not have obvious signs of smoke or fire, they shall transmit that they will be conducting a 360 and investigating during the "On Scene" 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
- Upgrade to 2nd alarm

- Type of water supply needs or ability to obtain own water supply

"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 fire and thick, black smoke showing from the Alpha/Bravo window on the second floor. 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. Upgrade to a second alarm."*

Incident Action Plan (IAP) Considerations

The development of the Initial Action Plan (IAP) is based on the conditions, action, and resources available to the Incident Commander. In reference to residential structure fires, 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.

Location and Description of Fire

The first-arriving officer, unit or member shall provide greater detail on the location of the fire 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 volume, velocity, density, and color of the smoke conditions or provide a better idea of where the fire might be located.

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 what the risk profile of the incident is (i.e. Very High, High, Medium, or Low). A description of the risk profiles is listed under "Benchmarks" of this guideline.

The first-arriving officer, unit or member shall also transmit the strategy they will be deploying for the situation they face. Members shall select "Offensive" or "Defensive" strategy based on the fire involvement of the structure as well as the risk versus benefit analysis.

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 stretching an 1 ¾" through the alpha side for fire attack on the second floor. We'll be securing our own water supply.*"

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.

It has been determined that the tasks for second-arriving engines are generally the 2nd line and water supply (unless obtained by the first-arriving unit). Potential assignments for the second-arriving engine are listed below under "Company Level Functions."

It has also been determined that the tasks for the first-arriving truck or support company be a vent assessment and/or search.

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

Communications

Once assignments have been given by the Incident Commander, the assigned units or members shall complete the communications loop upon arrival. If arriving units fail to complete the communications 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 room and contents fire on the Alpha/Bravo corner of the 2nd floor. Fire is showing from the 2nd floor window with extension to the eaves on the Alpha side. This will be an offensive strategy, high risk profile .E5 will be stretching an 1 ¾" through*

the alpha side for fire attack on the second floor. We'll be securing our own water supply. Next due engine… 2nd line. First due truck… vent assessment and search. "

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. offensive or defensive) with Incident Priorities as the main focus
- Providing and securing an adequate water supply (if within reasonable distance for the engineer to obtain on his/her own)
- 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 an adequate water supply
- Placing the "2nd Line" into service
- Supplying fire department connections, master streams, or other fire suppression devices
- Deploying other assigned hose lines
- Providing room in front of the involved structure for ease of access for support companies or for the aerial device.

In the established "Two-Box" structure fire system, the second-arriving engine officer shall anticipate being assigned as the "Fire Attack Group Supervisor" by the Incident Commander after an "upgrade" in command has been established.

Third-Arriving Engine (If Requested By Incident Command)

The third-arriving engine shall be requested to the scene by the Incident Commander. The third-arriving engine may be assigned the following responsibilities:

- Any additional assignments as determined by command.
- Establishing the Rapid Intervention Crew (RIC)

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
- Salvage and overhaul
- Assisting with fire cause determination

The first-arriving truck officer should expect to be a working member of his or her crew based on the delegated assignment from Incident Command and the Incident Priorities. In the established "Two-Box" structure fire system, the second-arriving truck officer shall anticipate being assigned "Support Group Supervisor" after an upgrade in command has been established.

Benchmarks

The following benchmarks are utilized with residential structure fires 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

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.

Fire Under Control

"Fire Under Control" shall be determined when the main body of fire is knocked down, concealed spaces opened (if needed), and there is no fire extension. Overhaul work is still needed but the fire is not going anywhere. Completion of this benchmark will move the risk profile to a "low risk" level.

Loss Stop

This benchmark shall be announced once overhaul and ventilation have been completed.

Risk Profile

The risk profile is established by the first-arriving unit or member. The risk profile can be modified based on a change in conditions (offensive to defensive) or as the incident progresses from arrival to extinguishment (high to low). Additional information can be located in the LFRA ICS Guidelines.

Revision History:

3/20/15   Update to current format, no changes in content.

References:

First-Alarm Operations at a Structure Fire (2008, November). *Poudre Fire Authority Operational Directives,* Section 3.1.1, p. 1-5.

Harbour, T. (2007). *Understanding, validating, and implementing doctrine*. Retrieved April 1, 2012, from United States Forest Service: http://www.fs.fed.us/fire/fmt/fmt_pdfs/FMT67-2.pdf

Weinschenk, C., & Ezekoye, O. A. (n.d.). *Mechanical Engineering Department.* Retrieved April 1, 2012, from The University of Texas:

www.me.utexas.edu/~ezekoye/rsch.dir/documents/FiregroundSOGcompliance.pdf