

	STRUCTURE FIRES – RURAL WATER		2013revB
	SUPPLY		
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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. (IAP). 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 IAP:

- 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 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, intersection for truck or roadway for tender).

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.

The actual upgrade of Command will occur when the battalion chief arrives on scene of the working incident; however, the initial Incident Commander (IC) 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 s/he 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, s/he shall transmit that s/he 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 type of hose lay for water supply

On Scene Report

The on scene report is a description of what the first arriving officer, unit or member encounters. Loveland Fire Rescue Authority (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. Engine 5 has laid in for a split lay operation due to an extended driveway. Have all units continue and stage. This will be Main Street Command. Completing a 360. Upgrade to a second alarm."

Incident Action Plan Considerations

The development of the IAP is based on the conditions, actions and resources available to the IC. In reference to residential structure fires with a rural water supply, it is imperative that the first arriving unit or member understand the need for established strategies and tactics used at the incident as s/he relate to the incident priorities.

The development of the IAP begins with the initial dispatch information but is not 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 first arriving officer, unit or member shall complete the 360 if conditions, size of the structure and terrain permit. This also serves as a benchmark and indicates that an IAP is about to follow.

Location and Description of Fire

The first arriving officer, unit or member shall provide 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 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 risk profile of the incident (i.e., Life Risk or Property Risk). 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 s/he will be deploying for the situation s/he 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 taken by the first arriving officer, unit or member.

For example, the first arriving unit may state, *"E5 will be stretching a 1¾" line through the Alpha side for fire attack on the second floor."*

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 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. 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 flow path 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.

Communication

Once the IC has given assignments, the assigned units or members shall complete the communication loop upon their arrival. If arriving units fail to complete the communication loop, the IC 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 content fire on the Alpha/Bravo corner of the second floor. Fire is showing from the second

floor window with extension to the eaves on the Alpha side. This will be an offensive strategy, life risk profile. E5 will be stretching a 1¾" line through the Alpha side for fire attack on the second floor. Next due engine... set up for tender operations and second line. First due truck... flow path 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:

- Position for the best tactical advantage in accordance with the incident priorities as well as consideration for future anticipated needs
- Pull 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 advise of road conditions/access issues for incoming apparatus
- Development of initial IAP and modes of operations (i.e., offensive or defensive) with incident priorities as the main focus
- Provide and secure an adequate water supply (recognize the engineer may need to establish a drafting operation or may be working in a relay/nursing operation)
- Place the appropriately selected initial attack hand line into service

Second Arriving Engine

The initial IC will determine the second arriving engine's responsibilities. These responsibilities may include the following:

- Identify, provide and secure an adequate water supply
- Place the 2nd line into service
- Supply master streams or other fire suppression devices
- Deploy other assigned hose lines

- Provide 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 IC after an upgrade in Command has been established.

First Arriving Tender

The initial IC will determine the first arriving tender's responsibilities. These responsibilities may include the following:

- Provide a water source to the first arriving engine via a nursing operation
- Assist the first arriving engine with drafting operations by providing the port-a-tank, hard suction hose and initial water dump
- Identify and secure a water source or fill site capable of supporting the fire ground operation

Second Arriving Tender

The IC will determine the second arriving tender's responsibilities. These responsibilities may include the following:

- Provide an additional port-a-tank and jet-siphon equipment if needed by the first arriving engine
- Maintain a water shuttle operation capable of meeting the needs of fire ground operation

Third Arriving Engine

The third arriving engine may be assigned the following responsibilities:

- Any additional assignments as determined by Command
- Establish the Rapid Intervention Crew (RIC)

Truck and/or Support Companies

The first arriving support company's responsibilities will be determined by the Incident Commander. Support companies may be assigned or accomplish the following responsibilities:

- Flow path management
- Search and rescue
- Forcible entry
- Ladder the building
- Control utilities
- Salvage and overhaul
- Assist with fire cause determination

The first arriving support officer should expect to be a working member of his or her crew based on the delegated assignment from Command and the incident priorities. In the established two box structure fire system, the second arriving support 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 first arriving officer, unit or member shall complete the 360 if conditions, size of the structure and terrain permit. This benchmark could 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 IC. Completion of this benchmark will move the risk profile to a "medium risk" level.

Fire Suppressed

Fire suppressed is an indicator that the main body of fire has been located, suppressed and presents no risk in increasing fire activity; however, this does not indicate that the fire is under control. This indicator allows support companies to aggressively open windows and doors to provide appropriate ventilation for interior crews.

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. Still needed is overhaul work, 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 first arriving unit or member establishes the risk profile. The risk profile can be modified based on a change in conditions (offensive to defensive) or as the incident progresses from arrival to extinguishment (life to property). Additional information can be located in the LFRA ICS Guidelines.

Revision History:

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| 3/20/15 | Update to current format, no changes in content. |
| 6/25/17 | Update to risk profiles, apparatus assignments as well as additional verbiage and benchmarks. Grammar and formatting items adjusted. |

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