Title: Automatic Apparatus Assignments

WCVFRA Approval Date: 07/19/2012
Number of Pages: 12  Original Date: 04/19/2012
Standard Number: 2000-01  Supersedes Date: N/A

1.0 Purpose:

To establish an automatic apparatus assignment guideline that will specify each responding apparatus and crews' role on a first alarm box and safety assignment.

2.0 Applicability:

This guideline applies to all responding apparatus and crews on any type box alarm assignment within the Washington County geographical area.

3.0 Definitions:

Aerial Device       Any approved unit that is identified as a Truck, Quint, or Tower.
ALS                 Advanced Life Support
BLS                 Basic Life Support
DES                 Division of Emergency Services
Dual Purpose Apparatus Any unit that can serve as more than one service such as a Quint, Rescue Engine or Engine Tanker.
ECC                 Emergency Communications Center
Greater Alarm       Any box alarm or high risk box alarm that exceeds the first alarm and safety assignment.
High Risk Box       A response area identified by the authority having jurisdiction that poses a unique challenge to fire and rescue companies because of the structures occupancy, construction, location, special hazards, etc.
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IDLH
Immediately Dangerous to Life and Health. An atmospheric concentration of any toxic, corrosive or asphyxiating substance that poses an immediate threat to life or would cause irreversible or delayed adverse health effects or would interfere with an individual’s ability to escape from a dangerous atmosphere.

Incident Priorities
The incident priorities shall be life safety, incident stabilization, and property and environment conservation.

ISO-I
Incident Safety Officer- I is an individual appointed by the Incident Commander to act as the initial Incident Safety Officer.

ISO-II
Incident Safety Officer- II is an approved countywide Incident Safety Officer that has completed all requirements to be assigned to this position and is qualified to perform the duties and functions related to the safe performance of our operations personnel on an incident scene.

Nurse Tanker
A tanker that proceeds with the initial attack engine to the incident scene and provides water as needed for the initial attack. This is used in a long driveway scenario where the initial layout of hose would be greater than 500 feet.

Protected Area
A response area identified by the authority having jurisdiction with an adequate municipal water supply system.

The acronym for Rescue, Exposures, Confinement, Extinguishment, Overhaul/Salvage
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Original Date: 04/19/2012
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RIT
Rapid Intervention Team. A team consisting of a four member crew, to include three firefighters and one fire officer, all of whom must meet the minimum qualifications of a RIT member. The team must be immediately available to respond to requests for help from lost, trapped or incapacitated firefighters. The RIT reports directly to the Incident Commander. (REF: WCVFRA SOG # 2000-2)

Unprotected Area
A response area identified by the authority having jurisdiction without an adequate municipal water supply system.

WCVFRA
Washington County Fire Rescue Association

4.0 **Box/High Risk Box Alarm Assignment:**

4.1 The minimum box alarm assignment, established by the authority having jurisdiction for a protected area will be, three (3) engines, one (1) aerial device, one (1) rescue squad, and one (1) ALS transport unit. The minimum box alarm assignment, established by the authority having jurisdiction for an unprotected area will be, three (3) engines, one (1) aerial device, one (1) rescue squad, three (3) tankers/engine-tankers, and one (1) ALS transport unit.

4.2 The minimum high-risk structure box alarm assignment, established by the authority having jurisdiction will be, four (4) engines, two (2) aerial devices, one (1) rescue squad, one (1) ALS transport unit, and Washington County Special Operations within a protected area. The minimum high risk structure box alarm assignment, established by the authority having jurisdiction for an unprotected area will be, four (4) engines, two (2) aerial devices, one (1) rescue squad, three (3) tankers/engine tankers, and one (1) ALS transport unit and Washington County Special Operations.
5.0 First Alarm/Protected Area:

5.1 The first arriving engine will announce layout or water supply instructions for the second arriving engine, initiate water supply by laying a supply line from the appropriate fire hydrant, intersection, or driveway, position for the best position of function, reserving adequate priority room for the first arriving truck, hook up to and supply any sprinkler/standpipe connection if so equipped, that is located on or near side alpha, and report any alteration in this guideline to all other incoming units and ECC. The unit officer will assess the outside conditions of the structure, give a brief, but detailed on scene report, if confirming a “working fire”, to initiate the Safety Assignment, and establish command. The unit officer will then be responsible to complete a 360-degree circle of the involved structure, attempting to locate any obvious life rescues, any visible fire, and any other safety hazard(s) that may be present. All gathered information shall be passed on to all other incoming units and ECC.

5.2 The unit officer will report what his or her crews’ actions will be to include offensive, defensive, or investigative mode, size of attack line, number of personnel in the crew, and point of entry. Until properly relieved, the unit officer shall serve the role of incident commander. The crew will make any obvious life safety rescues, advance an attack line to either the fire floor, or exposure, and initiate fire attack or confinement. No crew should make entry into an IDLH atmosphere without a standby crew (2 in 2 out) or RIT crew in place, unless a known life rescue hazard is present.

5.3 The second arriving engine will ensure an adequate water supply is established, i.e. expand upon and complete the water supply for the first arriving engine. The second arriving engine shall position whenever possible as not to block access for the truck company. The unit officer and crew will pull and advance a back-up line that is equal or greater in diameter than the initial attack line from the first arriving engine.

The third arriving engine shall initiate a secondary water supply from a hydrant, intersection, or driveway preferably from the opposite direction. Also, shall report to and position on the opposite side of the structure from
the first arriving engine, and hook up and supply any standpipe/sprinkler connection. Announce layout or water supply instructions for the fourth arriving engine. The crew "may serve" as the RIT. Command also has the option to reassign this unit to meet other operational objectives in the event of limited staffing.

5.4.1 If serving as the RIT shall follow current WCVFRA Rapid Intervention Team Operational Guidelines and utilize all resources/apparatus when assembling necessary equipment that might be needed in the event of a MAYDAY. The officer shall give a side Charlie report of conditions found to command. The officer shall complete a 360-degree circle check of the structure, and will report any visible fire, life rescue, or safety hazards to command. The officer shall also be responsible for announcing when the RIT is in place. It is allowable for the RIT to split into two crews, with one crew serving as the RECON, and maintaining a state of readiness, and the second crew assisting with exterior operations such as throwing ladders, exterior horizontal ventilation, and forcible entry.

5.4.2 If reassigned, the crew will perform task as assigned by command.

5.5 The fourth arriving engine shall expand upon and complete the water supply for the third arriving engine if required. The crew shall conduct any life safety rescues. The crew shall be responsible for advancing an attack line to the floor above the fire to check for, control, and extinguish vertical fire spread. The officer shall be responsible for transmitting a report of conditions found, and actions taking place to the incident commander.

5.4.1 If assigned to RIT, the crew shall follow section 5.3.1 of this document. The incident commander shall be responsible for assigning a replacement crew to complete section 5.4 of this document.

The first arriving aerial device will position at the most strategic location of function that will allow for rapid placement of ladders and entry into the structure. Use of the aerial should also be anticipated, and positioned...
to accomplish this task. If the aerial device is the first arriving special service, its crew will be responsible to complete the following and then when the Rescue Squad arrives they will assist in these tasks:

5.6.1 Forcible Entry/Secondary Means of Egress
5.6.2 Ground ladder placement to all windows above the first floor on all sides of the building
5.6.3 Horizontal ventilation
5.6.4 Supply positive pressure ventilation if requested
5.6.5 Clearing of all windows to allow for a safe and easily passable escape.
5.6.6 Search and Rescue
5.6.7 Salvage and Overhaul
5.6.8 Securing all utilities
5.6.9 Provide vertical ventilation when requested by command

5.7 If the truck company arrives as the second arriving special service, the crew will assist the rescue squad crew with section 5.5.

5.8 The second arriving aerial device on a High Risk Box Assignment should position on the opposite side of the structure from the first arriving aerial device. When there is no access to the opposite side, the aerial device should position in such a manner that is still beneficial to the incident objectives such as another side of the structure, front of an uncovered exposure, or out of the way. Ground ladders and truck operations on the Charlie side will remain a priority. The crew will also assist with the tasks in section 5.5 or as directed by command.

5.9 The rescue squad will position out of the way or where instructed by command, but position where they are not blocking any other responding unit. The rescue squad crew will assist with all tasks listed under the truck company duties (section 5.5). If the rescue squad is the first arriving special service, it will initiate the tasks listed in section 5.5.

5.10 Specials Operations 20 will position so as not to impede any other unit, or where instructed by command, and will complete task as assigned by command.
5.11 The ALS transport unit will position where they are not blocking any incoming unit or impede scene operations and allow for easy scene departure should a transport be required. The crew will establish the REHAB Group in accordance with the WCVFRA REHAB Policy.

5.11.1 If the crew is certified in suppression activities, are permitted to do so by Company SOP, and is requested to function with suppression activities by Command, Command will have the next due ALS transport unit dispatched.

6.0 First Alarm/Unprotected Area:

6.1 The first arriving engine will announce layout or water supply instructions for the second arriving engine, initiate water supply by laying a supply line from the appropriate fire hydrant, intersection, or driveway, position for the best position of function reserving adequate priority room for the first arriving truck company, hook up to and supply any sprinkler/standpipe connection if so equipped, and report any alteration in this guideline to all other incoming units and ECC.

6.2 The unit officer will assess the outside conditions of the structure, give a brief, but detailed on scene report, confirm a “working fire” to initiate the safety assignment, and establish command. The unit officer will then be responsible to complete a 360-degree circle of the involved structure, attempting to locate any obvious life rescues, any visible fire, and any other safety hazard(s) that may be present. All gathered information shall be passed on to ECC and all other incoming units. The unit officer will report what his or her unit crews’ actions will be to include offensive, defensive or investigative mode, size of attack line, number of personnel in the crew, and point of entry. Until properly relieved, the unit officer will serve the role of the incident commander. The crew will make any obvious life safety rescues, advance an attack line to either the fire floor, or exposure, and initiate fire attack or confinement. No crew should make entry into an IDLH atmosphere without a standby crew (2 in 2 out) or RIT crew in place, unless a known life rescue hazard is present.
6.3 The second arriving engine will ensure an adequate water supply is established, i.e. expand upon and complete the water supply for the first arriving engine. The second arriving engine shall position whenever possible as not to block access for the aerial device or first arriving tanker/engine tanker from gaining access to the driveway. The unit officer and crew will pull and advance a backup line that is equal or greater than the initial attack line in diameter from the first arriving engine. The driver of the second arriving engine shall serve as the water supply officer.

6.4 The third arriving engine will position out of the way so as not to block any other unit. This unit “may serve” as the RIT. Command also has the option to reassign this unit to meet other operational objectives in the event of limited staffing.

6.4.1 If serving as the RIT shall follow current WCVFRA Rapid Intervention Team Operational Guidelines and utilize all resources/apparatus when assembling necessary equipment that might be needed in the event of a MAYDAY. The officer shall give a side Charlie report of conditions found to command. The officer shall complete a 360-degree circle check of the structure, and will report any visible fire, life rescue, or safety hazards to command. The officer shall also be responsible for announcing when the RIT is in place. It is allowable for the RIT to split into two crews, with one crew serving as the RECON, and maintaining a state of readiness, and the second crew assisting with exterior operations such as throwing ladders, exterior horizontal ventilation, and forcible entry.

6.4.2 If reassigned, the crew will perform task as assigned by command.

6.5 The fourth “arriving” engine shall be identified and assigned by command to report to the closest water supply source (draft site, dry hydrant or hydrant) and establish a fill site. The crew shall assist with this operation unless Command requests them to report to the scene. The crew will be transported to the scene by the tankers/engine tankers during water shuttle operations.
6.6 The aerial device will position at the most strategic location of function that will allow for rapid placement of ladders and entry into the structure. Use of the aerial should also be anticipated, and positioned to accomplish this task. If the aerial device is the first arriving special service, the crew will be responsible to complete the following and then when the Rescue Squad arrives they will assist in these tasks:

6.6.1 Forceable Entry/Secondary Means of Egress
6.6.2 Ground ladder placement to all windows above the first floor on all sides of the building
6.6.3 Horizontal ventilation
6.6.4 Supply positive pressure ventilation if requested
6.6.5 Clearing of all windows to allow for a safe and easily passable escape.
6.6.6 Search and Rescue
6.6.7 Salvage and overhaul
6.6.8 Securing all utilities
6.6.9 Provide vertical ventilation when requested by command

6.7 If the aerial device arrives as the second arriving special service, the crew will assist the rescue squad crew with section 6.5

6.8 The second arriving aerial device on a High Risk Box Assignment should position on the opposite side of the structure from the first arriving aerial device. When there is no access to the opposite side, the aerial device should position in such a manner that is still beneficial to the incident objectives such as another side of the structure, front of an uncovered exposure, or out of the way. Ground ladders and truck operations on the Charlie side will remain a priority. The crew will also assist with the tasks in section 6.5 or as directed by command.

6.9 The rescue squad will position out of the way or where instructed by command, but position where they are not blocking any other responding unit. The rescue squad crew will assist with all tasks listed under the aerial devices duties (section 6.5). If the rescue squad is the first arriving special service, it will initiate the tasks listed in section 6.5.
6.10 The first arriving tanker/engine tanker will determine if the lane is greater than five hundred feet (500'). If so, the unit will drop its porta-tank and any associated equipment at the end of the driveway (if staffing permits), and precede back the lane, attempt to position so as not to block the aerial device, and serve as a nurse tanker. It is understood that once the tanker/engine tanker is committed back the driveway, it will block in. This unit shall attach the supply line to its pump intake, and will stretch another supply line from its discharge to the attack engine. The unit shall act as a secondary water supply, and will be responsible for refilling its booster tank once the water supply has been established. The crew shall report to the manpower staging area until assigned a task by command. If the lane is less than five hundred feet (500') the first arriving tanker/engine, tanker will not commit to the driveway. The unit shall establish a porta-tank or nurse tanker operation from the end of the driveway. When possible, the driveway entrance shall not be blocked allowing access for other incoming units.

6.11 The second arriving tanker/engine tanker will drop its porta-tank, and assist with setting up of the porta-tank drafting operation. Once the porta-tank drafting operation is set up, the tanker/engine tanker can dump its load of water, and proceed to the fill site. The crew will assist at the porta-tank draft site, unless other tasks are assigned by command.

6.12 The third arriving tanker/engine tanker will assist with the porta-tank drafting operation set up (if not completed before arrival), dump its water, and proceed to the fill site. The crew will report to the manpower staging area until assigned a task by command.

6.13 Specials Operations 20 will position so as not to impede any other unit, or where instructed by command, and will complete task as assigned by command.

6.14 The ALS transport unit will position where they are not blocking any incoming unit or impede scene operations and allow for easy scene departure should a transport be required. The crew will establish the REHAB Group in accordance with the WCVFRA REHAB Policy.
6.14.1 If the crew is certified in suppression activities, are permitted to do so by Company SOP, and is requested to function with suppression activities by Command, Command will have the next due ALS transport unit dispatched.

7.0 Safety Assignment:

7.1 The Safety Assignment for either a protected or unprotected response area will consist of an additional engine, Special Operations 20, Air Unit 25, REHAB Unit 255, one (1) ALS transport unit and Safety Officer. These units' positions and task will be as follows:

7.1.1 The Safety Assignment engine for a protected response area will position out of the way and the crew will do task as assigned by command. The Safety Assignment engine in an unprotected response area will report to the closest water supply and establish a water supply operation to fill the tankers/engine tankers. The closest water supply can be either a fire hydrant within a municipal water supply, or a drafting operation at either a dry hydrant or body of water. It should be understood, that even when establishing the water supply in a municipal water supply, it is beneficial to have an engine hook up to the hydrant, to boost supply pressure to the tankers/engine tankers, resulting in an improved fill time. The crew will assist with this operation.

7.1.2 It is recommended to position the air unit close to the incident, however far enough away alleviating any smoke or toxic vapor from entering the air intakes for the on-board compressor. The crew will follow departmental SOG’s for the duration of the incident.

7.1.3 Rehab unit 255 will position as close to the REHAB area as possible and will become part of the REHAB Group, while ensuring not to enter an atmosphere of smoke or fumes. The crew will follow established departmental SOG’s for the duration of the incident.
7.1.4 The second ALS transport unit will be assigned to the REHAB Group and will position where they are not blocking any incoming unit or impeding scene operations. They will position to allow for easy scene departure, should a transport be required. This unit will be the primary transport unit unless directed to another task by command in conjunction with the REHAB Group.

7.1.5 Specials Operations will position so as not to impede any other unit or where instructed by command, and will complete task as assigned by command.

7.1.6 Safety Officer II (ISO II) shall report to Command and then meet up with the on scene ISO-I to establish the Safety Group. Command also has the option to reassign one of the ISO’s to meet other operational objectives.

8.0 Greater Alarms:

8.1 Any unit that responds on any alarm greater than the first alarm and Safety Assignment shall position at the designated staging area. The first arriving engine officer at the staging area shall serve as the staging officer.

9.0 Radio Communications:

9.1 It is imperative for each unit to monitor the radio traffic while enroute to the scene to determine what position they will arrive in. Once going on scene, the unit officer shall announce what position they will have such as; E-xx on scene with the first due engine assignment, or ET-xx on scene with the first due engine assignment.

10.0 Assignment Alterations:

10.1 Command will have the authority to alter the response assignments based on justifiable operational needs and objectives.