

ENGINE COMPANY STANDARD OPERATING PROCEDURE

1) Pre-Service (To be observed during Emergency/Non-Emergency & Training)

Engine Company personnel will observe the same basic SOP guidelines established for all departmental personnel, with respect to the proper use and maintenance of protective equipment is: SCBA/COAT/HELMET/BOOTS/GLOVES/BUNKER GEAR.

2) Engine Company Objective

1. To begin Search and Rescue Operations
2. Establish water supplies as needed
3. Prepare to receive Fire Attack Orders

Engine company operators/personnel must insure the proper placement of the unit to insure its Maximum Performance. Apparatus placement will be based on many factors to accomplish the overall objective, Height of the Structure, Exposures, Fire Conditions, Obstructions and if the placement of the unit will block or hinder other incoming units.

The officer should attempt to place hose lines prior to the commitment of the Engine. It may be needed to designate supply lines on arrival in the event fire is showing.

3) Locating the Fire

An Exterior Survey of the structure, and area must be made upon arrival. The following information must be determined or, considered.

1. Location of Occupants
2. Location of Fire, Smoke and Heat
3. The Building Construction, Area, Height and Type: Wood Frame, Balloon, Garden Apartment, Ordinary, Non-Combustible, Fire Resistive or Truss.
4. Building entrances and exits such as Fire Stairs, Escapes and Open Stairwells or Chutes.
5. Exposures
6. Any possible building information i.e.: Floor Plans/Layout/Maps
7. Information from Building Occupants who have gotten out
8. Presence of fixed Fire Protection Systems i.e.: Sprinkler Systems, Standpipes and Risers.

Fire Suppression must work hand in hand with Ventilation. It is imperative that the location of the Fire is known prior to Venting. Premature Hose Line Attack may be more "Dangerous" than no Attack.

4) Fire Scene Operations

1. Arrival protocol is to protect Life and Property by a coordinated advancement into a Hazardous Area.
2. When arriving at a scene, the Engine Company should be aware of situations requiring rescue. Occupants at windows, who may have "NO" other exit, due to Fire Conditions. In this situation the Engine Company's main responsibilities are to begin immediate Rescue in the absence of Truck Company Personnel, and prepare to advance into the structure for Search and Rescue of other trapped occupants.

5) Rescue

Engine Companies are often confronted with life saving operations upon arrival. Undoubtedly, it is the most serious factor at any fire. Life saving operations are always placed ahead of other Engine Company duties when personnel are not available to do both. When occupants main egress is cut off by fire, ladder rescue may be their only option. Judgment must be used to consider all alternatives. Life Safety may be accomplished by Ventilation or Confining the Fire by the use of Fire Doors. Thus reducing the Fire Hazard and buying time to allow for a safer evacuation. Life Hazards, when visible upon arrival must be dealt with. Engine Company personnel must also take control of interior stairways to insure this means of egress for trapped occupants and attack personnel.

6) Rapid Intervention

It will be the responsibility of the Incident Commander to assign personnel for the rescue of members operating at emergency incidents if the need arises. Under responses involving only personnel from the East Greenbush Fire District #3 a rapid intervention crew must be assigned, when the resources of outside agencies are needed one of the mutual aid agencies can be used.

A rapid intervention crew shall consist of at least two members or when applicable one (1) entire crew five (5) members to be available for the rescue of a member or a team if the need arises. Rapid intervention crews shall be fully equipped with the appropriate protective clothing, protective equipment, SCBA and any specialized rescue equipment that might be needed given the specifics of the operation underway.

The composition and structure of rapid intervention crews shall be flexible based on the type of incident and the size and complexity of the operation. The incident commander shall evaluate the situation and the risks to operating teams, and shall provide one or more rapid intervention crews commensurate with the needs of the situation.

In the early stages of an incident, the rapid intervention crew(s) shall be either:

A) On-Scene members designated and dedicated as rapid intervention crew(s)

B) On-Scene members performing other functions but ready to re-deploy to perform rapid intervention crew functions.

As the incident expands in size or complexity, the rapid intervention crews shall be either:

A. On-Scene members designated and dedicated as rapid intervention crews

B. On-Scene company or companies either in a staging area, or designated and dedicated as rapid intervention crews.

Whenever members are operating in positions or performing functions that include special operations or would subject them to immediate danger of injury in the event of equipment failure or other sudden event, at least the one rapid intervention crew will be standing by with equipment to provide assistance or rescue.