

**STANDARD PRACTICES AND GUIDELINES
FOR
EMERGENCY RESPONSE AND OPERATIONS
OF
WOOD RIVER FIRE & RESCUE
WOOD RIVER, HALL COUNTY, NEBRASKA**

INITIALLY EFFECTIVE
JUNE 1989

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APPROVED BY THE
CITY COUNCIL OF WOOD RIVER
AND THE
WOOD RIVER RURAL FIRE DISTRICT

MISSION STATEMENT

To protect the lives and property of the residents of, and visitors to Wood River, Nebraska and the Wood River Rural Fire District with consistent high quality delivery of fire protection, emergency medical services, mitigation and public safety programs in a professional and progressive manner.

TABLE OF CONTENTS	
GENERAL GUIDELINES	3
INITIAL FIRE SCENE OPERATIONS	4
RECOMMENDED RESPONSE ASSIGNMENTS	5
VEHICLE FIRE RESPONSE	6
VEHICLE ACCIDENT RESPONSE	6
VEHICLE EXTRICATION	6
STRUCTURE FIRE INTERIOR ATTACK	7
SEARCH AND RESCUE	7
SMOKE INVESTIGATION	7
VENTILATION OPERATIONS	8
OVERHAUL	8
HAZARDOUS MATERIALS INCIDENTS	8
HAZARDOUS MATERIALS INCIDENT RESPONSE POLICY	9
RANGELAND FIRES	10
MUTUAL AID	11
ELECTRICAL EMERGENCIES	11
INJURIES	11
S.C.B.A. POLICY	12
CONTROLLED BURNS	13
FIREGROUND OFFICER PRIMARY DUTIES	13
FIREFIGHTER PRIMARY DUTIES	14
FIRE GROUND IDENTIFICATION -	14

"ON-DUTY" POLICY	15
COMMUNICABLE DISEASE PROTOCOL	15
BOMB / TERRORIST THREAT RESPONSE GUIDELINES	17
MASS CASUALTY INCIDENT	17
SEVERE WEATHER SPOTTER OPERATIONS	19
EMERGENCY INCIDENT REHABILITATION GUIDELINES	21
PERSONNEL ACCOUNTABILITY SYSTEM	25
EMERGENCY VEHICLE DRIVING	26
RADIO COMMUNICATIONS GUIDELINES	29
EMERGENCY VEHICLE DRIVER REQUIREMENTS	33
FIRE SCENE INVESTIGATION GUIDELINES	36
RAPID INTERVENTION TEAM / SEARCH & RESCUE	38

GENERAL GUIDELINES

- Full protective gear shall be worn on all calls, personnel may stand down from full gear with the approval of the officer in command after the scene is declared safe. Drivers of apparatus may wear street clothing to the scene and don protective gear upon arrival. Officers and emergency medical team members not in the Immediate Danger to Life and Health Zone (IDLHZ) may wear less than full gear.
- All personnel shall be seated on the apparatus and seatbelts fastened before the apparatus proceeds. No one will ride on the apparatus where a seat is not provided. (see emergency driving guidelines)

- Only members authorized by a chief officer shall drive or operate a piece of apparatus on an emergency call. Authorization will be given by the a chief officer after the member has demonstrated his/her ability to operate the apparatus and complete knowledge of the entire apparatus. Smoking is not allowed on or in any of the apparatus. (See driving guidelines)
- As each piece of apparatus leaves the station the driver or the passenger in the right seat will advise GIEC of their status as "Responding" (10-8) and shall advise if an officer is on board. As each piece arrives at the scene they will advise GIEC of their status of arrived "On Scene" (10-97) (see radio communications guidelines)
- All units will continue to scene if orders to disregard come from anyone other than a department officer.
- When the emergency is over, each piece of apparatus will advise GIEC of their status of finished with last assignment (10-98) and if they are enroute to the station. When each piece has returned to station and is ready to respond, GIEC. will be advised of status "available in quarters". (10-10) (see radio communications guidelines)
- The first arriving units at the scene shall advise other responding units of the conditions at the scene as they observe them and report an initial size - up of the incident. (see radio communications guidelines)

INITIAL FIRE SCENE OPERATIONS

To include but not limited to the following:

- * Size Up
- * Apparatus Placement
- * Lay Hose lines And Establish Water Supply
- * Charge Hose lines
- * Search And Rescue / Rapid Intervention Team
- * Protection Of Exposures
- * Traffic And Crowd Control
- * Disconnect Utilities
- * Initial Fire Attack
- * Ventilation Coordinated With Search And Rescue & Initial Fire Attack
- * Initial Salvage Operations

- Initial structure fire attacks should be made with 1-1/2" or larger hose lines, for each line of attack there shall be one line of equal or larger size for protection, initially nozzles should be set at 125 gals. per minute.
- An ambulance shall respond to all structure fires, hazardous materials calls and extrication / victim trapped calls or as requested.
- The rescue pumper shall respond to all motor vehicle accidents to provide for fire protection and to insure that an extrication can be initiated without undue delay if needed.

RECOMMENDED RESPONSE ASSIGNMENTS

The following are recommended Standard response assignments for a variety of Routine calls for service. They are suggestions only and may be altered by an officer to fit the prevailing operational situation or staffing abilities. Other units may respond, if the recommended assignments are already staffed. Unit 60 is capable of transporting 12 personnel, it should also respond to any call that would require a command post:

- STRUCTURE FIRES IN CITY LIMITS - UNITS 30,31,99-1,40,60
AUTOMATIC MUTUAL AID FROM CAIRO FD
- STRUCTURE FIRES OUTSIDE CITY - UNITS 30,40,,99-1,31, 20,60
AUTOMATIC MUTUAL AID FROM CAIRO FD
- INVESTIGATIONS, FIRE OR CO ALARMS - UNITS 30,99-1
- VEHICLE FIRES - UNITS 30,40
- GRASS FIRES - UNITS 20,31,4. Consider unit 60
- MOTOR VEHICLE ACCIDENTS (10-45) UNITS 99-1,30,99-2,40
- HAZARDOUS MATERIALS INCIDENT RESPONSE - UNITS 30,40,99-1,60
- VICTIM TRAPPED "JAWS OF LIFE" CALLS -UNITS 30,99-1
- "CODE BLUE" RESCUE CALL - UNITS 99-1, 20 or 30
- AMBULANCE TRANSPORTATION CALLS - it is the policy of the department to discourage non-emergency use of the ambulance services. In the event of a request for non-emergency ambulance transportation, the ability to maintain an adequate staff for emergency responsibilities shall be of prime consideration. Also, the nature of the transport and the destination shall be considered before a request shall be accepted for such services. If for any reason the emergency and or mutual aid responsibilities of the department might be compromised by staffing a transport only call, that request shall be denied.

MUTUAL AID - it is department policy to send no more than one of any type apparatus to a mutual aid call, this is to insure coverage of our own district at all times. The preceding recommended response is the guideline for routine mutual aid requests taking into account the one type apparatus rule. Any order for response from an officer that differs from this response list shall take priority. Personnel availability to cover our primary response area shall also be considered during mutual aid requests.

VEHICLE FIRE RESPONSE

- * Class A Pumper Response Unit 30 Or 31
- * Stop At Least 500 Ft. Before Scene To Assess Incident With Binoculars For Haz-Mat Evidence If A Truck Is Involved.
- * Full Protective Gear
- * S. C. B. A.
- * 100 Ft Danger Zone (Apparatus Parked Outside Zone)
- * 1-1/2" Hand line Minimum Attack Line
- * Attack Fire From Sides Of Vehicle

VEHICLE ACCIDENT RESPONSE

- * Respond With Ambulance (99-1 Or 99-2)
- * Respond with Rescue Pumper (Unit 30) with Extrication Equipment.
- * stop at least 500 ft. Before scene to assess incident with binoculars for haz-mat evidence if a truck is involved.
- * Full Protective Gear (EMT's responding in the rescue unit may wear full gear)
- * 100 Foot Danger Zone (Apparatus Parked Outside Zone)
- * One 1-1/2" Protection Line Charged And Manned (Min.) EMT's responding in the rescue unit may at their option wait to start rescue operations until this line has been laid and is charged.

VEHICLE EXTRICATION

- * Full Protective Gear
- * Stabilize vehicle as soon as possible.
- * Assist EMT's With Patient Stabilization
- * One 1-1/2" Protection Line Charged And Manned (Min.)

- * Traffic Control As Needed.
- * Extrication tools will be used only by personnel who have completed extrication training.

STRUCTURE FIRE INTERIOR ATTACK

- * Full Protective Gear
- * S.C.B.A.
- * Minimum Handline Size 1-1/2"
- * 1-1/2" Backup Line Charged And Manned
- * All Hose Teams Will Use Buddy System
- * Two Firefighters Will Be In Full Gear With SCBA Donned As A Rapid Intervention Team (Rit) For Firefighters Inside The Structure
- * ~~SCBA Will Be Used Only By Personnel That Have Completed An SCBA Course Of Training.~~
- * An Adequate Water Supply Will Be Established And Maintained
- * An Interior Attack Will Be Aborted If Any Sign Of Danger To Firefighters Is Detected

SEARCH AND RESCUE

- * Full protective gear
- * SCBA as required
- * Safety rope may be used, handline charged is preferred.
- * All rescuers will use buddy system
- * One fire fighter will be in full gear with SCBA donned as a backup for every rescuer inside structure.
- * ~~SCBA will only be used by trained personnel~~
- * Firefighters will be positioned at windows and doors outside of the building to aid in the rescue and monitor the search team's progress.
- * Any search and rescue attempt will be aborted if any sign of danger to the search team is detected.

SMOKE INVESTIGATION

- * Full Protective Gear
- * S.C.B.A. as required
- * Safety Rope May Be Used, Hand line Charged Is Preferred.
- * All Firefighters Will Use Buddy System

- * One Firefighter Will Be In Full Gear With SCBA Donned As A Backup For Every Firefighter Inside Of Structure.
- * One 1-1/2" Hand line Charged And Manned For Protection as required.

VENTILATION OPERATIONS

- * Full protective gear
- * S. C. B. A.
- * Buddy system
- * Ventilator shall wear a life line
- * Two points of egress will be established and maintained during ventilation operations.
- * Communications will be maintained with command officer to coordinate with the attack team.
- * Any sign(s) of stress to the roof area will be grounds to abort a roof ventilation attempt.

OVERHAUL

- * Full protective gear
- * SCBA recommended
- * 1-1/2 " protection line (min.)
- * All construction will be overhauled to the point to which fire and damage is no longer detected, to insure that the possibility of a rekindle is minimized.

HAZARDOUS MATERIALS INCIDENTS

- * Full Protective Gear
- * S.C.B.A.
- * First arriving units will assess the scene from a safe distance before arrival at the scene, to observe wind direction, weather conditions, terrain, and other factors for safe placement of apparatus.
- * Safety of our personnel has priority.
- * A danger zone perimeter will be established as advised by the commanding officer, the size of which will be at the officers discretion.

HAZARDOUS MATERIALS INCIDENT RESPONSE POLICY

The Wood River Fire Department has for the purpose of clarity and understanding adopted the following policy:

DEFINITIONS-

HAZARDOUS MATERIAL - Any material in any form be it liquid, solid, radioactive or gaseous that may by involvement with, or exposure to, cause one harm or loss of any degree at the present or in the future. May be classified exotic or non-exotic (i.e. non-exotic = gasoline, NH₃, propane, familiar farm chemicals, etc.)

FIRST RESPONDERS - OPERATIONS LEVEL an individual or organization that by sole virtue of close proximity to an incident is the first to arrive at the scene. This individual or organization is not necessarily the authority qualified to handle the incident but will control the scene to the best of its ability for the sake of public safety. Responsibilities of this level of response are outlined in the Federal Register.

HazMat Cont.

POLICY -

The Wood River Fire Department will respond to exotic hazardous materials incidents solely in the capacity of First Responders-Operations Level for rescue, fire suppression and containment operations. The department will not respond to an exotic hazardous materials incident for the purpose of clean up of any material deemed by the officer or officers in command to be an exotic hazardous material. The department may for the safety of its members, obtain and maintain a supply of equipment that would be suitable for protective use in a hazardous materials location. This equipment would and will be used only for the purpose of protection of department personnel involved in rescue, fire suppression and or containment operations where possible exposure to hazardous materials could be a threat. This equipment would not be used by personnel of the Wood River Volunteer Fire Department for the purpose of clean up of any material deemed by the officer or officers in command to be an exotic hazardous material.

The Wood River Fire Department does not express or imply that it will take any responsibility, financial or otherwise for the clean up of any exotic hazardous materials incident, spill, or release of any kind either by accident or on purpose. Nor will the department take any responsibility for any costs or damages incurred by any other organization or authority that may be summoned to advise, control or clean up any exotic hazardous materials incident, spill, or release of any kind.

Classification of a hazardous material as an exotic or non exotic type will be, for the purpose of implementation of this policy, at the discretion of the commanding officer or officers at the scene.

ROADWAY OPERATIONS

Any fire suppression operation, rescue operation, or other call of public assistance that must be performed on, across, or near any roadway shall not commence until the officer in command has determined that the area is free of traffic hazards. Traffic hazards will be controlled by any means determined necessary to secure the safety of fire fighters during emergency operations. Roadways obscured by smoke will constitute a condition requiring a complete traffic detour or shutdown before emergency operations will start.

RANGELAND FIRES

* Modified Full protective gear - may remove some gear with permission from commanding officer during an extended attack. Use of particulate masks is recommended.

* Obtain weather service forecast for area pertaining to wind direction and velocity and any expected changes.

* Consider setting up dump tank and shuttle operations as soon as feasible to insure adequate water supply

* Establish and maintain a line of retreat

* Consider the use of wetting agents to enhance the application of water to extinguish wild land fires.

* Close roads or detour traffic if smoke obscures roadways

* The fire should be fought from the black if at all possible

* An attack from both flanks to the head of the fire followed by mop up to control spot fires and flare ups should be considered as the first strategy.

MUTUAL AID

- First responding units to arrive at the scene shall advise the commanding officer of scene conditions for that officers use in size up
- Any condition that may appear to tax the limits of manpower, equipment, or water supply will constitute the need for mutual aid.
- Mutual aid should be summoned in a timely manner - better to turn around unneeded men and equipment than to need men and equipment that cannot arrive in time to help
- Calls from other fire departments for aid will be answered with the same urgency and expedience as calls in our own district would be answered. We will send only one of any type apparatus to a mutual aid call. Availability of personnel to cover our primary response area shall also be considered during mutual aid requests from other departments.
- Automatic mutual aid is given to Cairo VFD and Alda VFD for structure fires in their districts. Automatic mutual aid assignments shall be answered with the customary response party. i.e. Structure fire = Units 30, 40, 99-1, unit 60 as needed.

ELECTRICAL EMERGENCIES

- * Full Protective Gear
- * When downed wires are encountered a minimum danger zone of one span in either direction should be established
- * Have power company personnel dispatched to scene immediately
- * Members are discouraged from cutting electrical wires for safety reasons, trained utilities workers should cut wires.
- * Treat all wires as being "Hot" and as being of High Voltage.

INJURIES

* Injury to fire department personnel or to the public at or near the scene of an emergency shall be handled as if a rescue unit call had been made. The patient will be encouraged to receive treatment and to be transported to the nearest hospital for medical care.

* A refusal of care or transport should be documented as such and the patient will be required to sign off on the encounter form that they have refused care.

* All injuries at or near the emergency scene are to be reported to the safety officer as soon as possible. In the event that the safety officer is not present the injury should be reported to the officer in command.

* Injury to department personnel will take priority over all other operations, with the exception of scene safety.

* On the scene of any incident that firefighters are exposed to extra-ordinary physical exertion, environmental hazards or hazardous materials they shall be monitored by medical personnel.(see rehab guidelines) All firefighters may be subject to an examination by medical personnel and may on the advice of medical personnel be relieved of his/her duties by any officer.

S.C.B.A. POLICY

Self Contained Breathing Apparatus (S.C.B.A.) shall be used by firefighters during any of the following operations:

OVERHAUL OPERATIONS the highest concentration of carbon monoxide is present during overhaul.

STRUCTURE FIRES on hose lines and close to structure.

VEHICLE FIRES for protection from superheated gases in a possible explosion and protection from toxic fumes and smoke.

HAZ MAT THREATS including smoke investigations and gas or vapor investigations.

SEARCH AND RESCUE for protection from smoke and toxic fumes and for protection in confined spaces and limited oxygen atmospheres.

LADDER RESCUE in close proximity to smoke and or fire.

VENTILATION for protection from toxic fumes, smoke and superheated gases.

GRASS FIRES if a firefighter feels use of S.C.B.A. is necessary for respiratory protection from excessive smoke or particles.

S.C.B.A. shall be used only by persons trained in the proper operation, maintenance and safety procedures of this equipment.

Every firefighter that uses an S.C.B.A. will be responsible for the cleaning, maintenance and proper storage of that unit after its use.

CONTROLLED BURNS

* Any fire that units respond to that is a controlled burning without a burning permit will be evaluated for hazards and possibly extinguished.

* The violator of the burning ban shall be warned of his violation and informed of the proper procedure for open burning. A second offense shall call for issuance of a citation.

FIREGROUND OFFICER PRIMARY DUTIES

(For comprehensive list of all duties see job descriptions)

* **Chief** - in charge of the fire ground and is the command authority on the scene. Generally he assumes the job of incident commander, but may assign this to an assistant.

* **Assistants** - Assist chief, assume chiefs duties in his absence.

* **Safety Officer** - observes operations to insure that they are not hazardous to personnel or the public; can direct firefighter teams; he reports to the chief or the assistants; is responsible for personnel accountability; assumes command in the absence of higher ranking officers; this position shall be manned at all incidents.

* **Captain** - is in charge of the engine company, the tank company or the truck company, he leads /directs attack teams or lieutenants on operations of their teams; assumes command of the scene in the absence of higher ranking officers; he reports to the chief or assistants. The captain is a working officer

* Lieutenants - lead attack teams, ventilation teams, salvage teams and search and rescue teams; they report to the captain or oic; they assume command of the scene in the absence of higher ranking officers. Lieutenants are working officers.

FIREFIGHTER PRIMARY DUTIES

Shall include but not limited to the following:

* **Engine Drivers** - drive apparatus to scene. They may be called upon to establish a water supply, and operate the fire pump or perform firefighting duties. They may also be called upon to maintain communications with g.i.e.c., the fire base, or other companies

* **Tanker Drivers**- drive tankers to scene, set up dump tanks and prepare to start shuttle operations on the order of the command officer. They may be called upon to establish a water supply, and operate the fire pump or perform firefighting duties.

* **Engine Company Firefighters** - prepare to attack the fire by donning scba, advancing hose lines, obtaining entry, preparing for search and rescue, and any other duties assigned by officers. They may be called upon to establish a water supply, and operate the fire pump or perform firefighting duties.

* **Tank Company Firefighters** - assist the efforts of the engine company, establish a water supply and shuttle operation if needed, prepare to ventilate, disconnect utilities, set up lighting, help to advance hose lines, crowd and traffic control, and any other duties assigned by officers.

* **Crew Firefighters**- assist the efforts of other companies, prepare to ventilate, disconnect utilities, set up lighting, help to advance hose lines, crowd and traffic control, and any other duties as assigned by officers.

* **All Firefighters** - salvage and clean up operations, prepare apparatus for the next call, wash apparatus, roll hose and put new loads on trucks, refuel and fill booster tanks with water.

FIRE GROUND IDENTIFICATION -

CHIEF OFFICERS - WHITE HELMETS

SAFETY OFFICER - ORANGE HELMET

RESCUE CAPTAIN - BLUE HELMET
FIRE LINE OFFICERS - RED HELMETS
MEMBERS - YELLOW HELMETS
E.M.T.'S - STAR OF LIFE ON HELMET
PARAMEDICS - "PARAMEDIC" ON HELMET

"ON-DUTY" POLICY

Any member or officer of the department will be considered "on-duty" for the purpose of any emergency call from the time that member or officer is aware of the call to duty, whether received by telephone, radio receiver, pager, audible alerting device, word of mouth, or personal encounter with the emergency. A member or officer that is aware of, or alerted to, an incident and is unable to respond for a bona-fide reason shall not be considered to be "on-duty". The member or officer shall be considered "on-duty" until such a time that he or she arrives at the first destination after leaving the fire station following the return from the emergency scene, or until he or she arrives at the first destination after leaving the emergency scene if that destination is not the fire station or a destination concerning fire department official business, or until he or she is relieved of duty by the officer in command or the safety officer. A member or officer of the department shall be considered "on-duty" for the purpose of fire department business from the time he or she arrives at any fire department function, departs the fire station enroute to a fire department function at a remote site, or arrives at the station or any other place determined convenient for the purpose of maintenance, record keeping, planning, custodial work, or any other activity deemed necessary to department operation. The member or officer shall be considered "on-duty" until such a time that he or she shall reach their first destination after leaving a fire department function unless that destination is the fire station or a destination concerning official fire department business. Approved by the City Council of Wood River, NE and the Wood River Rural Fire Board, June 1989.

COMMUNICABLE DISEASE PROTOCOL

In an effort to reduce exposure to infectious disease during medical emergencies, the following protocol shall be followed:

- * Non - sterile examination gloves (latex or vinyl) will be provided for all personnel. These gloves shall be worn by all personnel who may come in contact with a patient or with equipment used on a patient. These gloves shall be worn regardless of the patients age, gender, relationship to or familiarity with department personnel.
- * Examination gloves shall be put on prior to any patient contact.
- * All possible efforts shall be made to avoid contaminating unused medical equipment by personnel who have blood or other body fluids on their gloves.
- * All personnel who had direct contact with a patient, a patients body fluids or items contaminated by a patients body fluids, shall wash their hands and/ or other exposed body areas with a germicide or anti microbial soap as soon as practical.
- * Fire department personnel shall wash their hands or use a germicidal agent prior to handling any food or drink or smoking at the scene.
- * A firefighter's or EMT's clothing that is contaminated with blood or other body fluids shall be removed as soon as practical and washed at the fire station to prevent cross contamination.
- * Examination gloves shall be worn when cleaning up body fluid spills and /or any medical equipment that has been contaminated by patient body fluids. All contaminated equipment and/or vehicle surfaces shall be cleaned with a freshly mixed solution of 1 part chlorine bleach and 9 parts water.
- * Any significant exposure to blood, urine, feces, vomit or other body fluids shall be reported to an officer immediately. That officer shall report the exposure to the safety officer or incident commander who, in turn shall activate the Communicable Disease Reporting system per LB 157, 1989 Session. (Nebraska **Legislature**)
- * The exposed firefighter or EMT will be asked to submit to any testing that is required by a physician and consent will be obtained prior to testing.

DEFINITION:

SIGNIFICANT EXPOSURE is the contact of blood, urine, feces, vomit or other body fluids with an open wound or area of dermatitis of the skin or the contact of blood or other body fluids with the eyes, nose, mouth, or other mucous membranes.

* When a firefighter or EMT has a significant exposure, he/she shall report same to an officer immediately. The officer shall report the exposure to the Safety Officer or Incident Commander who shall activate the Communicable Disease Reporting System by doing the following immediately:

1. Have the Firefighter or EMT involved fill out an "Emergency Worker Incident Report Form." This form will be taken to the hospital to which the patient was transported, immediately after the form is filled out. This shall be done prior to the firefighter or EMT going home from the call.
2. Have the firefighter or EMT fill out a workman's compensation form within 7 days and file this form with the city clerk.
3. Notify and provide a copy of the Emergency Workers Incident Report form to the firefighters or EMT's physician as soon as possible.
4. File a copy of all reports in the Fire Department's file.
5. All personnel are to be offered vaccination for the prevention of the Hepatitis B virus.

BOMB / TERRORIST THREAT RESPONSE GUIDELINES

- In the event of a bomb or terrorist threat call, all fire department personnel shall respond to the fire station.
- No unit will respond until ordered to do so by the officer in command to respond to assist with the incident from a safe distance.
- Under no circumstance will any fire department personnel search for an explosive, chemical, biological or radiological device or contamination related to a terrorist threat.
- A bomb/ terrorist threat is the prime responsibility of law enforcement.

MASS CASUALTY INCIDENT

DEFINITION:

A mass casualty incident exists when:

- The number of patients and the nature of their injuries make the normal level of stabilization and care unachievable.
- And / or, the number of EMT's / Paramedics / Nurses and ambulances that can be brought to the field within 20 minutes, is not enough.
- And / or, the stabilization capabilities of the hospitals that can be reached within the time allowed are insufficient to handle all the patients.

MASS CASUALTY RESPONSE GOALS:

T - TRIAGE ALL PATIENTS

R - RAPIDLY MOVE, COLLECT, AND ORGANIZE PATIENTS

E - EMT FOR EACH PATIENT WITHIN 20 MINUTES.

A - AMBULANCES ENROUTE TO ADMINISTER BLS

T - TELL HOSPITAL TO PREVENT OVERLOAD

RESPONSIBILITY AND AUTHORITY:

FIRE - the fire chief or his assistant is in charge of fire suppression, and all fire personnel. He is also charged with public safety at the scene.

POLICE - the county sheriff or his designee is in charge of crowd control, traffic, civil order, and all police personnel. He is also charged with control of entry to the site.

EMS - the rescue captain or his assistant is in charge of patient care, triage, transportation, and all EMS personnel.

The overall incident command would normally fall under the responsibility of the fire chief or his assistant.

TRIAGE OFFICER DUTIES - are initially assumed by the attending EMT / Paramedic/ Nurse on the first arriving ambulance and may turn over triage officer duties to the first arriving senior medical officer.

TRANSPORT OFFICER DUTIES - are initially assumed by the driver of the first arriving ambulance and shall be responsible for staging incoming ambulances, arranging patient transport to hospitals and notifying hospitals of income patients. These duties may be transferred to another member upon arrival of sufficient personnel.

TRIAGE DUTIES: Rapid assessment of patients moving quickly from patient to patient, not treating anyone, to determine total number of victims, and initial manpower and equipment needs.

TRIAGE PLAN (ARIZONA "S.T.A.R.T." TRIAGE)

1. QUICK PRIMARY TRIAGE
2. DIRECT WALKING WOUNDED TO TRIAGE AREA
3. RE-TRIAGE FOR SPECIFIC INJURIES IN TREATMENT AREA
4. CHECK RESPIRATIONS AND ESTIMATE
5. PERFUSION BASED ON PRESENCE OR ABSENCE OF RADIALPULSE.
6. LEVEL OF CONSCIOUSNESS - AVPU METHOD

GENERAL TRIAGE CLASSES:

RED - HIGHEST PRIORITY - critically injured and will die if not treated immediately, but have a good chance for recovery i.e. respiratory arrest, severe breathing problems, uncontrolled hemorrhage, open abdominal wounds, severe shock, burns involving respiratory tract, unconsciousness, c-spine injury .

YELLOW - SECOND PRIORITY - seriously injured but can survive despite delayed advanced or surgical care. i.e. severe burns not involving respiratory tract, spine injuries other than c-spine, moderate bleeding, conscious patients with potentially severe head injuries, multiple fractures.

GREEN - LOW PRIORITY - "walking wounded" not life threatening injuries i.e. minor bleeding, minor fractures, moderate to minor burns.

BLACK - DELAYED OR DEAD - deceased or so gravely injured they will not survive the trip to the hospital i.e. obvious mortal wounds, cardiac arrest, head injuries with exposed brain matter, exsanguination, decapitation, severed trunk, incineration.

SEVERE WEATHER SPOTTER OPERATIONS

The department is routinely called to assist Emergency Management and the National Weather Service with storm spotting duties. The following are the suggested guidelines for these operations:

Upon receiving an alarm for storm spotting duty all personnel shall report to the fire station or to their preassigned positions .

- Activation of the storm spotting network may be made by the chief officers of the department, the emergency management director(s), the mayor, or by request of the National Weather Service.
- The overhead doors of the station should be raised and other precautions (aux power) taken in anticipation of loss of electrical service to the fire station.
- The communications desk shall be manned as soon as practical. Personnel at the desk shall be responsible for monitoring the location of all spotter teams, fielding all radio and telephone traffic, accessing weather radar information, and reporting pertinent information to GIEC via the county fire radio system.
- In the event of electrical power loss communications with the fire base should be made on talkaround channel 6 to preserve the repeater's battery backup system . Units unable to make contact using channel 6 may use the repeater on channel 5, keeping in mind the conservation of the battery system.
- All department members are equipped with a portable UHF radio, this radio may be used during storm spotting duties on channels 5 or 6 only.
- Spotter teams shall consist of at least two persons unless otherwise authorized.
- Spotter teams shall be positioned at points around the district as dictated by the behavior and track of the storm.
- Spotter teams shall maintain a safe distance from the storm. Ideally a position 2 to 10 miles south east of the leading edge of the storm offers the best view.
- Mobile Command Unit 60 will be taken out of the city and positioned at a safe vantage point during any storm warnings. This is to ensure that if the EOL at the fire station is disabled this unit can be used as a substitute EOL/command post.
- Spotter teams will use channel 5 to report to the fire station base. All radio traffic will go through the fire base, including reporting 10-8 and 10-98.
- Reports from spotter teams should include but not be limited to the following information: Wind direction and relative speed, observation of hail and its size, description of threatening cloud formations, rotation of cloud formations, funnel clouds, tornadoes, damaging winds.
- Reported events will be coordinated at the fire station base and forwarded to GIEC as required.
- The fire station radio operators shall perform a roll call to establish the location of each spotter team and their status every 15 minutes during a storm event. Each team location shall be logged at each roll call.
- If spotter teams move from their position, they shall immediately notify the fire station base of their direction of travel and intended destination.
- In the event of a tornado touchdown GIEC shall be notified by the fire station base and the warning siren system shall be activated. The fire station should be abandoned if the track of the tornado is toward the city.

- If a strike occurs the incident command system shall be established from the EOL, a roll call of personnel shall immediately be taken, GIEC shall be notified to activate the Wood River LEOP call up list, and a fire department family liaison shall be appointed.
- Under no circumstance shall a emergency response be made during an actual tornado strike. Personnel shall ensure their own safety until the threat has passed.

EMERGENCY INCIDENT REHABILITATION GUIDELINES

PURPOSE

To ensure that the physical and mental condition of members operating at the scene of an emergency or a training exercise does not deteriorate to a point that affects the safety of each member or that jeopardizes the safety and integrity of the operation.

SCOPE

This procedure shall apply to all emergency operations and training exercises where strenuous physical activity or exposure to excessive heat or cold exist.

RESPONSIBILITIES

Incident Commander

The Incident Commander shall consider the circumstances of each incident and make adequate provisions early in the incident for the rest and rehabilitation for all members operating at the scene. These provisions shall include: medical evaluation, treatment and monitoring; food and fluid replenishment; mental rest; and relief from extreme climatic conditions and the other environmental parameters of the incident. The rehabilitation shall include the provision of Emergency Medical Services (EMS) at the Basic Life Support (BLS) level or higher (ALS preferred).

Officers

All officers shall maintain an awareness of the condition of each member operating within their span of control and ensure that adequate steps are taken to provide for each member's safety and health. The command structure shall be utilized to request relief and the reassignment of fatigued crews.

Personnel

During periods of hot weather, members shall be encouraged to drink water and activity beverages throughout the day. During any emergency incident or training evolution, all members shall advise an officer when they believe that their level of fatigue or exposure to heat or cold is approaching a level that could affect themselves, their crew, or the operation in which they are involved. Members shall also remain aware of the health and safety of other members of their crew.

ESTABLISHMENT OF REHAB SERVICES AREA

Responsibility

The Incident Commander will establish a Rehabilitation Area when conditions indicate that rest and rehabilitation is needed for personnel operating at an incident scene or training evolution. A member will be placed in charge of the area and shall be known as the Rehab Officer.

Location

The location for the Rehabilitation Area will normally be designated by the Incident Commander. If a specific location has not been designated, the Rehab Officer shall select an appropriate location based on the site characteristics and designations below.

Site Characteristics

1. It should be in a location that will provide physical rest by allowing the body to recuperate from the demands and hazards of the emergency operation or training evolution.
2. It should be far enough away from the scene that members may safely remove their turnout gear and SCBA and be afforded mental rest from the stress and pressure of the emergency operation or training evolution.
3. It should provide suitable protection from the prevailing environmental conditions. During hot weather, it should be in a cool, shaded area. During cold weather, it should be in a warm, dry area.
4. It should enable members to be free of exhaust fumes from apparatus, vehicles, or equipment (including those involved in the Rehabilitation Sector/Group operations).
5. It should be large enough to accommodate multiple crews, based on the size of the incident.
6. It should be easily accessible by EMS units.
7. It should allow prompt reentry back into the emergency operation upon complete recuperation.

Site Designations

1. A nearby garage, building, or other structure.

2. A school bus, van, or bookmobile.
3. Fire apparatus, ambulance, or other emergency vehicles at the scene or called to the scene.
4. A vehicle that has been renovated as a Rehabilitation Unit. (This unit may respond by request or be dispatched during certain conditions.)
5. An open area in which a Rehab Area can be created using tarps, fans, etc.

Resources

The Rehab Officer shall secure all necessary resources required to adequately staff and supply the Rehabilitation Area. The supplies should include the items listed below:

1. Fluids - water, activity beverage, oral electrolyte solutions and ice.
2. Food - soup, broth, or stew in hot/cold cups, fresh fruit, cookies, etc..
3. Medical - blood pressure cuffs, stethoscopes, oxygen administration devices, cardiac monitors, defibrillators, intravenous solutions, and thermometers.
4. Other - fans, tarps, smoke ejectors, heaters, dry clothing, extra equipment, floodlights, blankets and towels, traffic cones and fireline tape (to identify the entrance and exit of the Rehabilitation Area).

GUIDELINES

Rehabilitation Establishment.

Rehabilitation should be considered by officers during the initial planning stages of an emergency response. However, the climatic or environmental conditions of the emergency scene should not be the sole justification for establishing a Rehabilitation Area. Any activity/incident that is large in size, long in duration, and/or labor intensive will rapidly deplete the energy and strength of personnel and therefore merits consideration for rehabilitation.

Climatic or environmental conditions that indicate the need to establish a Rehabilitation Area are a heat stress index above 90 F or windchill index below 10 F

Hydration

Water must be replaced during exercise periods and at emergency incidents. During heat stress, the member should consume at least one quart of water per hour. The rehydration solution should be water or a 50/50 mixture of water and a commercially prepared activity beverage and administered at about 40 F. Rehydration is important even during cold weather operations where, despite the outside temperature, heat stress may occur during firefighting or other strenuous activity when protective equipment is worn. Alcohol and caffeine beverages should be avoided before and

during heat stress because both interfere with the body's water conservation mechanisms.

Nourishment

The department shall provide food at the scene of an extended incident or when units are engaged over a meal period. A cup of soup, broth, or stew is highly recommended because it is digested much faster than sandwiches and fast food products. In addition, foods such as apples, oranges, and bananas provide supplemental forms of energy replacement. Fatty and/or salty foods should be avoided.

Rest

The "two air bottle rule," or 45 minutes of work time, is recommended as an acceptable level prior to mandatory rehabilitation. Members should rehydrate (at least eight ounces) while SCBA cylinders are being changed. Firefighters having worked for two full 30-minute rated bottles, or 45 minutes, should be immediately placed in the Rehabilitation Area for rest and evaluation. In all cases, the objective evaluation of a member's fatigue level shall be the criteria for rehab time. Rest shall not be less than ten minutes and may exceed an hour as determined by the Rehab Officer. Fresh crews, or crews released from the Rehabilitation Area, shall remain available in the immediate operations area to ensure that fatigued members are not required to return to duty before they are rested, evaluated, and released by the Rehab Officer.

Recovery

Members in the Rehabilitation Area should maintain a high level of hydration. Members should not be moved from a hot environment directly into an air conditioned area because the body's cooling system can shut down in response to the external cooling. An air conditioned environment is acceptable after a cool-down period at ambient temperature with sufficient air movement. Certain drugs impair the body's ability to sweat and extreme caution must be exercised if the member has taken antihistamines, such as Actifed or Benadryl, or has taken diuretics or stimulants.

Medical Evaluation

1. Emergency Medical Services (EMS) - EMS should be provided and staffed by the most highly trained and qualified EMS personnel on the scene (at a minimum of BLS level (ALS preferred). EMS shall evaluate vital signs, examine members, and make proper disposition (return to duty, continued rehabilitation, or medical treatment and transport to medical facility).

Continued rehabilitation should consist of additional monitoring of vital signs, providing rest, and providing fluids for rehydration. Medical treatment for members whose signs and/or symptoms indicate potential problems, should be provided in accordance with local medical control procedures. EMS personnel shall be assertive in an effort to find potential medical problems early.

2. Heart Rate and Temperature - The heart rate should be measured for 30 seconds as early as possible in the rest period. If a member's hear rate exceeds 110 beats per minute, internal body temperature should be taken. If the member's temperature exceeds 100.6 F, he/she should not be permitted to wear protective equipment. If it is below 100.6 F and the heart rate remains above 110 beats per minute, rehabilitation time should be increased. If the heart rate is less than 110 beats per minute, the chance of heat stress is negligible.
3. Documentation - All medical evaluations shall be recorded along with the member's name and complaints and must be signed, dated and time by the Rehab Officer or his/her designee.

Accountability

The names of members and times of entry to and exit from the Rehabilitation Area shall be documented by the Rehab Officer or his/her designee. BLUE accoutability tags will be collected from each member upon entry into the rehab area and returned to the member upon exit from the area. Members shall not leave the Rehabilitation Area until authorized to do so by the Rehab Officer.

PERSONNEL ACCOUNTABILITY SYSTEM

SYSTEM OBJECTIVE

To maintain an account of all personnel on the fireground and in hazardous environments and also to insure the safety and well being of all members.

PROCEDURE:

All members are equipped with two (2) engraved accountability tags. The accountability tags are used to identify and account for each member who enters the emergency scene, and to track their entry into structures, hazardous areas or rehabilitation areas.

Accountability tags should be used as follows:

Upon arrival at the scene, the **RED** tag shall be removed immediately and placed on the collection ring of the first-in engine. This tag indicates that you are, or have been on the fireground. This enables the fireground safety officer to keep an account of the personnel at the scene.

Upon entry into a structure or hazardous environment, the BLUE tag shall be pulled and given to the appointed safety officer. The first in company should pull both tags, if they know they will encounter a hazardous environment before the arrival of a safety officer. The maximum number of entries into a hazardous environment without rest time shall be limited to two (2). When a firefighter egresses for the second time, they will be given their BLUE tag and should then proceed to the Rehab area, give the rehab officer their BLUE tag and then rest and refresh while awaiting further orders.

Once the incident commander has officially ended the incident, members should retrieve their tags. After the incident is ended there should be no tags on the first in attack engine or with the safety officer. If a tag is left at either place, then someone left without picking up his or her tags or he or she is still on the fireground somewhere and a search and rescue effort shall then be put into effect. The safety officer, or his assistant, shall then make a full report to the incident commander who will file all documentation after review.

It is acceptable to place tags on the engine for another member that is on the scene. It IS NOT acceptable to retrieve anyone else's tags. Each member must retrieve his or her own tags unless they are unable to do so due to injury or excuse by an officer.

EMERGENCY VEHICLE DRIVING

It is the responsibility of the driver of each Fire Department vehicle to drive safely and prudently at all times. Vehicles shall be operated in compliance with the Nebraska State Motor Vehicle & Traffic Laws. These laws provide specific legal exceptions to regular traffic regulations which apply to Fire Department vehicles only when responding to an emergency incident or when transporting a patient to a medical facility. Emergency response does not absolve the driver of any responsibility to drive with due caution. The driver of the emergency vehicle is responsible for its safe operation at all times.

When responding to an emergency, warning lights must be on and sirens should be sounded to warn drivers of other vehicles, as required by the Nebraska State vehicle & traffic laws

The use of sirens and warning lights does not automatically give the right-of-way to the emergency vehicle. These devices simply request the right-of-way from other drivers, based on their awareness of the emergency vehicle's presence. Emergency vehicle drivers must make every possible effort to make their presence and intended

actions known to other drivers, and must drive defensively to be prepared for the unexpected inappropriate actions of others.

Fire Department vehicles are authorized to exceed posted speed limits only when responding to an emergency with lights and siren operating under favorable conditions. This applies only with light traffic, good roads, good visibility and dry pavement, as long as life and property is not endangered. A speed of 15 mph over the posted limit is the recommended maximum.

Under less than favorable conditions, the posted speed limit is the absolute maximum permissible.

Intersections present the greatest potential danger to emergency vehicles. When approaching and crossing an intersection with the right-of-way, drivers shall not exceed the posted speed limit.

When emergency vehicles must use center or oncoming traffic lanes to approach controlled intersections, (traffic light or stop sign) they must be prepared to come to a complete stop before proceeding through the intersection, including occasions when the emergency vehicle has green traffic lights.

When approaching an intersection against the traffic control (red light, stop sign) the fire dept. vehicle shall be prepared to come to a complete stop and may proceed only when the driver can account for all oncoming traffic in all lanes yielding the right-of-way.

Emergency response with lights and siren is authorized only in conjunction with emergency incidents. Unnecessary emergency response shall be avoided. In order to avoid any unnecessary emergency response, the following rules shall apply.

- When the first unit reports on the scene with "nothing showing" or an equivalent report, any additional units shall continue in emergency mode, but shall not exceed the posted speed limit.

Emergency Vehicle Driving Cont.

- The first arriving unit will advise additional units to respond in a non-emergency mode (no lights and siren), whenever appropriate.

Drivers shall avoid backing whenever possible: Where backing is unavoidable, guides shall be used . If no guide is available, the driver shall dismount and walk completely around the apparatus to determine if obstructions are present before backing.

All members are required to use seat belts at all times when operating a department vehicle equipped with seat belts. Anyone riding as a passenger in a department vehicle is also required to use seat belts. The driver should confirm that all personnel and riders are on-board, properly attired, with seat belts on, before the vehicle is permitted to move. Attending EMS personnel in the ambulances are exempt from using seat belts if this would hinder their ability to provide patient care.

All personnel shall ride only in regular seats provided with seat belts. Riding on tailboards or other exposed positions is not permitted on any vehicle at any time. During an emergency response, fire vehicles should avoid passing other emergency vehicles. If passing is necessary, permission must be obtained through radio communications.

The unique hazards of driving on or adjacent to the emergency scene requires the driver to use extreme caution and to be alert and prepared to react to the unexpected. Drivers must consider the dangers their moving vehicle poses to scene personnel and spectators who may be preoccupied with the emergency, and may inadvertently step in front of or behind a moving vehicle.

When stopped at the scene of an incident, vehicles should be placed to protect personnel who may be working in the street and warning lights shall be used to make approaching traffic aware of the incident. At night, vehicle mounted floodlights and any other lighting available shall be used to illuminate the scene. All personnel working in or near traffic lanes shall wear high visibility turnouts jackets or vests.

If it is not necessary to park vehicles in or near traffic lanes, the vehicle should be pulled off the road to the shoulder of the road, in driveways, on curbs, etc., whenever possible. Vehicles should all be parked on the same side of the road to reduce the chances of traffic being "funneled" toward personnel operating off of them. Headlights should be turned off when not needed, while parked along the side of the road at night, to reduce the chance of blinding oncoming traffic.

Emergency Vehicle Driving Cont.

The officer in charge of the vehicle is responsible for the safety of all vehicle operations and managing compliance with this procedure.

Emergency Response Policy

Wood River Fire and Rescue vehicles shall be operated in a manner that provides for the safety of all persons and property. **Safe arrival shall always have priority over**

unnecessary speed and reckless driving while responding to an emergency incident.

Prompt, Safe Response Shall Be Attained By:

1. Leaving the station in a standard manner:
 - quickly mounting apparatus
 - all personnel on board, seated and belts on
 - station doors fully open
2. Driving defensively and professionally at reasonable speeds.
3. Knowing where we are going.
4. Using warning devices to move around traffic and to request the right-of-way in a safe and predictable manner.

Fast Response Shall Not Be Attained By:

1. Leaving the station before crew has mounted safely and before bay doors are fully open.
2. Driving too fast for conditions.
3. Driving recklessly or without regard for safety.
4. Taking unnecessary chances at blind intersections or against traffic controls.
5. Intimidating or scaring other drivers.

Emergency Response Criteria

1. Over posted speed limit only as long as life and property are not endangered by doing so. 15 mph over the established speed limit as a maximum safe guideline
2. Traveling in center or against oncoming traffic, prepared to come to a complete stop at all traffic lights/stop signs.
3. Posted speed limit when entering intersections with green light.
4. Slow down and be prepared to come to a complete stop at all red lights, stop signs and uncontrolled or blind intersections.

RADIO COMMUNICATIONS GUIDELINES

Objective:

To establish a set of protocols for familiarization, training and use of the mobile and portable radios of the department.

Purpose:

Radio communication is a means of transmitting information from one person to another without having to be in close proximity of each other. This policy will provide the information needed for an individual to use the radios consistent with

Federal Communications Commission (FCC), Grand Island / Hall County Emergency Center (GIEC) and Wood River Fire and Rescue (WRFD) rules and regulations. Personnel using radios, either mobile or portable, shall be trained and familiar with the radios, rules and regulations, and procedures as outlined in this guideline.

General Guidelines

The radio is another tool to be used by the members of WRFD. In order for it to be an effective tool, it has to be used properly and within accepted standards. Listed are some general rules of good radio operations:

- Radio transmissions shall be clear, concise, and necessary, and in a manner commensurate with the operation.
- All messages received should be repeated by the receiving party to ensure accuracy of the transmission. A shortened version is acceptable as long as it relays that the message was received correctly.
- Personnel should listen before transmitting to ensure that the frequency is clear.
- Think about what you are going to say prior to using the radio.
- Don't shout, keep your voice calm.
- Turn off all pagers and/or portables when transmitting on a mobile radio to prevent feedback.
- Keep all radio traffic to a minimum. Ask for the location of the incident from a WRFD unit that is already en route before calling GIEC for this information.
- Generally emergencies should be reported to GIEC via land line telephone or cellphone unless your radio is the only source of contact available.
- Members may use the WRFD channel 5 repeater system for short personal messages to other members from time to time. This tests the operating status of the system. Any failure of the system should be immediately reported to an officer.

Radio Operation Cont.

- Personnel not responding to a call should refrain from using the radios during an incident and keep the air clear for tactical traffic.

At the scene only the IC of an incident (or his designee) shall communicate directly with the GIEC 911 dispatcher via radio or cell phone. All other radio transmissions shall be directed to the appropriate officer(s).

Radio Identification

When addressing or referring to an individual on the County Fire radio channel, the person's title or radio ID shall be used. Names and tactical identifying titles may be used on the fireground channels.

The systems used by GIEC and WRFD are UHF radio systems for dispatching and operations. Paging occurs on VHF and UHF systems and is simulcast on County Fire Channel 1.

Mobile Radios

All mobile radios will be set to scan Channel 1 and Channel 5 at all incidents unless the order is given for apparatus to switch to a specific fireground channel.

Frequencies are set up as shown in Channel Assignments* listed below. Mobile radios transmit at a higher power than portable radios and should be used with this in mind.

Portable Radios

All portable radios will use channel 5 as the automatic fireground frequency on all incidents in Wood River's District unless otherwise specified. All non-officer portables should be locked on Channel 5 with the scan off when on the fire ground. If a mutual aid department is summoned to an WRFD incident, they should be instructed to use their channel 5 (our channel 3). If they do not have this in their radio, another fireground channel shall be obtained and assigned to their operation. A representative from that agency shall remain at the command post to facilitate communications.

When responding to a Mutual Aid request from another District or Department, the frequency used should be obtained prior to arrival. Channel 5 should not be used to communicate with other departments as it is assigned to WRFD exclusively.

Every effort shall be made to ensure that portable radios are inside of a hazardous environment so the personnel "inside" have a link to the "outside". At least one radio should be assigned for each team.

***CHANNEL ASSIGNMENTS**

Radio channels are outlined as below. Repeater channels are broadcast on one frequency and "repeated" on another frequency, both frequencies constitute a "channel". A one second delay in "capture" of the repeater is expected and personnel should pause for this at the beginning of transmissions on these frequencies. All radio transmissions on the County Fire repeater channel shall have the prefix "Wood River" in front of any identification such as "Wood River Unit 31 on the scene".

Simplex is another term used for Talkaround, these are single frequency "channels" for short distance use only.

Standard WRFD UHF CHANNELS

All WRFD radios have these 6 frequencies

- 1 County Fire Repeater Dispatch
- 2 County Fire talk around
- 3 County common Fire Ground
- 4 Administrative Command Repeater
- 5 Fireground Repeater (WRFD only)
- 6 Fireground Talkaround of 5

Operations

Dispatching

All dispatches should be done by GIEC. In the event of overwhelming of the Dispatch center, ie. storms, WRFD Emergency Operatons Location (EOL) may be put into effect to direct calls to minor incidents such as wires down etc or walk in requests. For a failure of GIEC dispatch or paging systems due to any reason, WRFD officers shall alert all members to stand by on the radio and / or man the station as deemed appropriate.

Response

When an alarm is received, personnel should assemble at the appropriate apparatus. Each unit shall call "Wood River Unit # _____ responding to _____" and give the address of the incident as they understand it.

On Scene

The first arriving unit shall call "Wood River Unit # _____ on the scene" with a brief statement of conditions i.e., "nothing showing", "heavy smoke condition on second floor", etc.

Radio Operation Cont.

On EMS calls the ambulances should call "on the scene" and give the staffing situation. i.e. "Wood River 99-1 is on scene with 3 EMT's and 1 Paramedic"

Operating on the Fireground

The Commander of an incident will maintain communications with the Grand Island Hall County Emergency Center on Channel 1 as well as monitoring fireground communications. The commander shall notify GIEC of his/her ID and that he/she is

"Wood River Incident Command". As soon as practical, a report of building type, dimensions, location of fire, and operations in progress should be given to GIEC. The IC shall determine if additional frequencies are required for the incident due to size and complexity. Any requests for additional fireground channels should be made as soon as there is enough people to adequately monitor all frequencies in the command post.

In Service

The dispatch center shall be notified of equipment that is in service from an alarm. A transmission of "available" is all that is required as this will indicate that the unit is available for another call. This should to be done thru the IC but apparatus can call dispatch if the IC states it to do so.

Radio Codes

Radio codes can be confusing if used for all instances. The NSP 10-code is used in Hall County. However, use of "Plain English" is encouraged for radio transmissions.

Radio Programming

Only those authorized by WRFD to program or reprogram radios should attempt this procedure. Only frequencies authorized by the department may be used in department radios.

EMERGENCY VEHICLE DRIVER REQUIREMENTS

Personnel Under Age 21

- All personnel under the age of 18 shall not be allowed to drive emergency vehicles under any circumstances. **NO EXCEPTIONS.**
- Between the ages of 18 to 21, any candidate who demonstrates exceptional abilities with his or her personal driving, may become an emergency vehicle operator trainee. The individual shall remain on this trainee list until his or her 21st birthday. During this time candidates will meet the requirements of the training program established by the Chief Officers of the department.

- a. The trainee's driving of emergency vehicles shall be limited to training and non-emergency activities. **Exception:** If an emergency situation occurs and there is not an approved operator present at that time, and the trainee has been trained sufficiently and approved in writing by a Chief Officer to act in this capacity, the trainee may operate the vehicle during that emergency.
- b. A Department of Motor Vehicles check shall be done on every trainee periodically as determined by the departments insurance carrier. This report should reflect not more than two (2) "Class B" and **no** "Class A" violations in a three year period.

All Personnel

- All new candidates for, or existing operators of, emergency vehicles shall be subject to periodic medical evaluation (that may include drug testing) as determined by the department. The purpose of the physical examination is to determine if the candidate or driver has the physical ability to safely and adequately perform his or her duty as an operator of emergency vehicles.
- Periodic classroom training for experienced operators shall be performed at the discretion of the Chief Officers.
- Experienced drivers shall receive retraining based on their actual hands-on vehicle driving activity. The amount of training shall be determined by the Chief Officers and must be completed within the designated time frame, to remain eligible as an approved driver with the department.
- New candidates shall have a minimum of 8 hours of supervised non emergency driving before being assigned duties requiring operation of emergency vehicles.
- A Department of Motor Vehicles driving history check shall be performed on every trainee periodically as determined by the department insurance carrier. This report should reflect not more than two (2) "Class B" and **no** "Class A" violations in a three year period .

Disciplinary Requirements

- a. **Class A Violation** Anyone convicted of a Class "A" violation will be suspended from driving for the department for a period of up to 24 months. Such members shall also complete a department approved Emergency Vehicle Driver Training Program at State Fire School and 8 hours of supervised highway driving before being assigned duties requiring operation of the emergency vehicles.
- b. **Class B Violation** Any individual who has a combination of two Class B moving violations and/or chargeable accidents in a three year period will be issued a warning letter from the Chief Officers.

- c. Any individual who has a combination of three Class B moving violations and/or chargeable accidents in a three year period may be suspended from driving for the department for a period of ninety (90) days by the Chief Officers.
- d. Any individual who has more than three moving violation convictions or three chargeable accidents or any combination of more than three of the formerly stated in a three year period may be suspended from driving for the department for a period of one year. In addition, the individual shall be required to complete a department approved Emergency Vehicle Driver Training Program at State Fire School and 8 hours of supervised highway driving before assigned duties requiring operation of emergency vehicles.
- e. *Note: Unusual circumstances with individual cases will be evaluated on a case-by-case basis by the Chief Officers.

Class "A" Violations include being convicted of any of the following:

- f. Driving while intoxicated.
- g. Driving under the influence of drugs.
- h. Negligent homicide arising out of the use of a motor vehicle (gross negligence).
- i. Operating during a period of suspension or revocation.
- j. Using a motor vehicle for the commission of a felony.
- k. Aggravated assault with a motor vehicle.
- l. Operating a motor vehicle without owner's authority.
- m. Permitting an unlicensed person to drive.
- n. Reckless driving.
- o. Hit and run driving.

Class "B" Violations include citations for all moving violations not listed as Class "A" Violations. (Exceeding the posted speed limit is a Class "B" violation.)

"Hands-on training or supervised highway training" shall mean training supervised by an officer or his designee who is present throughout the training time. During driving operations the officer or his designee shall be in the right front seat of the vehicle and no persons except the trainee and the officer or his designee shall be in the vehicle's front seat.

The department recognizes that liability is created not only by operation of department vehicles, but also for personnel operating personal vehicles while on department business. Personnel who operate private vehicles in a manner

inconsistent with Nebraska Statute and/or causes an accident or injury while responding to the scene of an emergency, responding to the station, or conducting departmental business, shall be subject to disciplinary action including suspension of driving privileges, up to dismissal from the department.

FIRE SCENE INVESTIGATION GUIDELINES

POLICY

It shall be the policy of the department to make every effort to determine the origin and cause of all fires. Fire officers shall initiate the investigation of those fires that they respond to within the fire district. Fire officers shall request a fire investigator via the Incident Commander whenever any of the following circumstances exist:

- Arson, incendiary, or suspicious fires.
- The presence of incendiary patterns, trailers, or devices (electrical, chemical, mechanical).
- Multiple origins or uncommunicated fires.
- Prior or habitual fires.
- Fires at unusual and suspicious hours.
- Fires preceded by apparent preparation, such as the removal of contents or the absence of contents that are usually found in that type of occupancy.
- Fires which burn or injure anyone.
- Unusual conditions and locations of burnings.
- Suspicious comments and actions of the occupant.
- Condemned property or proceedings for removal of a structure.
- Fires prior to or during redecoration or renovation.
- Fires where damaged or pre-burned contents are found.
- Fires of property listed for sale.
- Fires discovered by habitual persons.
- Fires possibly connected to riots, or civil disturbance.
- Fires recently preceded by acts of vandalism.
- Evidence or suspicions of any crime having occurred in connection with the emergency incident.
- Fires resulting in fatalities of any persons.
- Fires in connection or resulting from an explosion.

- Major fires with significant property or monetary losses.
- Incidents which, in the opinion of the Fire Officer, may result in a lawsuit or have legal ramifications.
- Any situation not specifically mentioned, but in the opinion of the Fire Officer, a fire investigation is needed.
- Whenever a fire investigator has been requested by the Fire Officer and dispatch is unable to contact an investigator, the Fire Officer shall request the response of law enforcement
- All fire scenes that meet the preceding criteria shall be considered crime scenes and treated as such until proven otherwise.

RESPONSIBILITY

- A. It is the overall responsibility of the Incident Commander to make certain that the on-scene fire investigation is being conducted.
- B. The Officer in Charge or Fire Officers, that are conducting a fire investigation, are responsible for requesting a fire investigator whenever such circumstances may exist.
- C. It is the responsibility of all Officers and Fire Fighters to be alert for any evidence which may aid in the investigation and to preserve such evidence until it can be properly secured and collected.

PROCEDURE

- A. During fire fighting operations, be alert for conditions which may indicate arson.
- B. Initiate fire investigation procedures as soon as possible after knock-down and before overhaul.
- C. First, try to determine the point of origin.
- D. Next, try to determine the cause of the fire.
- E. Conduct overhaul operations with care as directed by the officer in charge during the investigation activities.
- F. Preserve all evidence which may be found.
- G. Request a fire investigator as per this guideline.
- H. Secure the location of possible witnesses to the event.
- I. Secure overhaul operations as far as may be practical until the arrival of the investigator.

RAPID INTERVENTION TEAM / SEARCH & RESCUE

A Rapid Intervention Team (RIT) will be established at any incident where firefighters are placed into hazardous areas that require the use of SCBA. Most of the time, this will involve the actual placement of personnel into structures or confined spaces. The following guidelines shall also be used for search and rescue operations of civilians.

When to Deploy a RIT

- Typically, any sudden hazardous event such as collapse, flashover, backdraft, or rapid increase in fire may put a RIT into action. However, the more common occurrence is the lost or disoriented firefighter.
- Another occurrence is a radio transmission indicating a call for help (Mayday). Team members should constantly monitor the fire ground radio frequency. The downed firefighter may get only one call for help out over the radio.
- The IC may deploy the RIT because an accountability check reveals a missing firefighter.
- The establishment of a RIT can be delayed under the following circumstances only:
 - d. Emergency rescue activities that can be performed immediately.
 - e. Incipient stage fire.
 - f. Fire progressed beyond incipient stage with 3 firefighters on scene. A fourth firefighter must be (confirmed) within seven minutes of arriving on scene.
- 8. The IC will need to take into account the number of crews inside the structure and assign enough RIT members as needed. Additionally, the IC should try to use qualified personnel for the RIT assignment.

Set up of RIT / S&R

- Once the RIT has been assigned, the crew will provide their BLUE accountability tags to the accountability/safety officer. The RIT team can utilize "RIT" as their radio call sign. Multiple RIT teams can be labeled RIT 1, RIT 2, etc.
- The RIT should try to learn as much about the building as possible prior to a distressed call being received. This is considered a proactive response. This may include a quick walk around or 3-side look at the building, scanning over a preplan, or through talking with others on the fire scene. The RIT should also abreast of the firefighting activities that are being accomplished on the scene.
- Command may have an assigned RIT member accomplish other "proactive" duties such as horizontal venting, etc. These duties, however, shall not interfere

with the ability of the RIT to provide a quick response. At least (1) member of an assigned RIT will be monitoring fireground activity and radio traffic for possible deployment.

- Tools that the RIT / S&R should stage out of the way of the main firefighting activity are:
 - Tarp or salvage cover to place tools
 - Radios
 - Halligan tool/other appropriate forcible entry tools
 - Flat head axe
 - Rope for tag line (this line should be bagged)
 - Hand lights
 - Chainsaw, K-12 saw
 - Spare SCBA (this will be for the person being rescued)
 - Spare SCBA tank
 - Cable cutters
- Command will also need to consider the need for advanced extrication equipment, such as hydraulic tools, air bags, etc., should they be needed in the event of collapse or entanglement.

Pre-search procedures

- A RIT will only deploy by order of Incident Command. The RIT, or any other fireground personnel, will notify command of any problems or dangerous situations that need to be brought to the attention of command.
- Try to continue to establish contact with the firefighter in trouble. This could give you information about the location of the crew, injuries, entrapment, and air left in SCBA.
- If practical, a separate radio channel assignment should be made for the RIT rescue only. Additionally, the IC may want to assign another officer to oversee the rescue operations should it occur.
- Team members should select entry tools from the staging tarp, taking only the necessary tools so as not to slow the rescue. If larger or more specialized tools are needed, a second team in can retrieve them from the staging tarp.
- The search rope should be prepared. The last team member will deploy the rope. The reasons for utilizing a search rope are:
 - Enable RIT/S&R to find its exit
 - Enable team to go straight for the PASS
 - Lead a second RIT/S&R team to the rescue site
- Before entering the building, the RIT leader will select the best entry point based on information gathered from the firefighter(s) in trouble, the IC, and visual observations. The closest, quickest, and safest entry point should be used. The RIT leader must also:

- Account for all RIT members prior to entry
- Ensure the team is "tagged in" with the accountability system.
- Ensure appropriate tools have been gathered, including emergency SCBA pack
- Ensure the teams search rope is secure and ready for deployment.
- Confirm that a protective hoseline will be coming in behind the team.

If structure has more than 1 story, confirm that ladders have been placed for entry/escape.

Entry and search procedures

- As you enter the building, get low or drop to your knees and maintain silence. Listen for the PASS device and determine where it is coming from. This will determine your search pattern. If the PASS is not activating, listen for calls for help, the striking of a tool, or radio transmissions. Periodically stop to reaffirm that you are going in the correct direction.
- If command warrants, you may vent as you proceed through the structure. This will only be done as long as it does not extend the fire towards the downed firefighter.
- Reaching the downed firefighter(s), immediately perform a size up of the situation and notify the IC by radio. Identify any needs you may have such as more help or extrication equipment. The PASS device will also need to be turned off so communications will not be hindered.
- Keep aware of the fire conditions in your area while you work on the downed firefighter(s). One team member should stay in contact with the rope at all times.
- Check to see if the downed firefighter is breathing. You and the rest of the RIT team will need to hold your breath to hear this. Try to see how much air is left in the downed firefighters SCBA.
- If a SCBA swap is needed, do this as quickly as possible. Make sure the rescue SCBA is secured to avoid having the mask pulled off.
- Check the downed firefighter head to toe for entanglement. Cut wires, ceiling tile hangers, etc. prior to movement.
- When you are ready to move, pull the downed firefighter utilizing the shoulder straps of the SCBA on his/her back. Another method is to run a looped piece of rope or webbing through both shoulder straps, form a girth hitch, and then use the looped area for pulling.
- Pull as a team (2 rescuers). Rescuers should communicate to each other to maximize their pulling efforts. If you encounter resistance while pulling, stop to identify the problem.
- If the primary team becomes exhausted while exiting with the downed firefighter or while searching, the IC must have a second team ready. This team should follow and use the same search rope.

Evacuation Signal

- The immediate evacuation signal from a building will consist of blasts from air horns and/or the high-low ("European" sound) electronic siren. Radio call sign for an immediate evacuation will be "**Evacuate, Evacuate, Evacuate**". These signals should continue until ceased by Command. When these signals are heard, **ALL** crews are to immediately exit the building and report to their officers/crew leaders. Command will then call for a personnel accountability report.