



## RESPONSE CONSIDERATIONS

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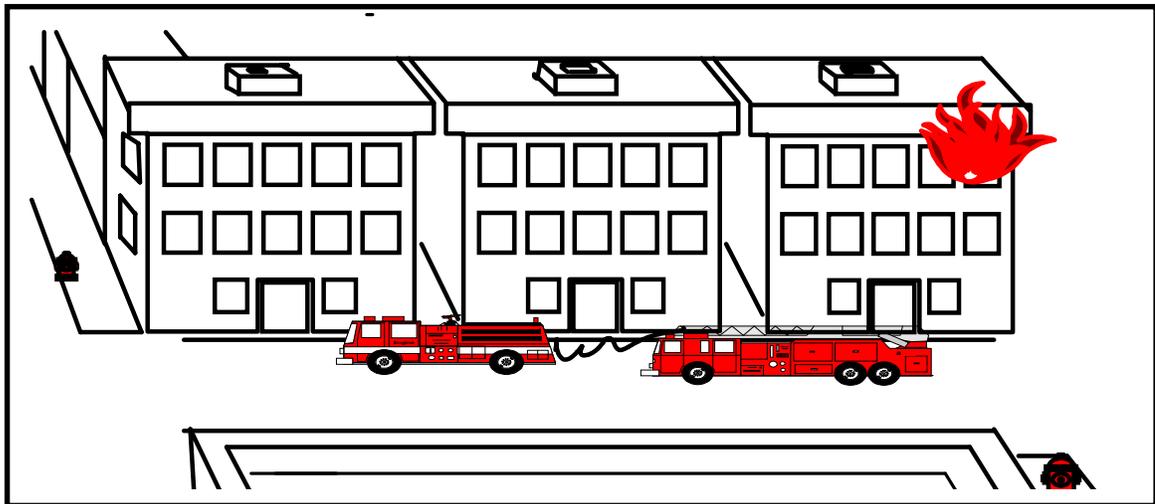
### 3. RESPONSE CONSIDERATIONS

- 3.1 All responses to fires and emergencies should begin with proper receipt of the alarm. All responding members should be informed as to the type of alarm the unit is responding to and the location or address. This information will determine whether or not protective clothing is necessary (CFR-D responses may not require complete donning of protective equipment) and will prepare members for the type of action or tactics that might be required, such as a hand stretch or the use of rolled-up lengths.
- 3.2 The only type of response that is helpful to the Department and the public is one that is completed safely and accident free. Apparatus accidents can cause injuries to members and civilians and damage to the apparatus. Units unable to proceed to the alarm location are unable to render the assistance for which they were initially summoned. For these reasons a safe and reasonable response is necessary.
- 3.3 Engine companies returning from previous alarms or available on the air (10-8) must consider the potential hazards caused by responding from locations outside of quarters. Other companies responding to the same incident may not expect to encounter this unit, which will be responding using other than its normal response route. This situation can cause surprise meetings at intersections and result in units arriving out of normal response sequence. It should be noted that the above situations can also occur when relocated companies respond from quarters (As always, units should be guided by their response assignments, i.e., 1st due, 2nd due, etc.). When two engine companies arrive at approximately the same time, but out of response sequence, they shall be guided by the alarm box assignment and operate in accordance with this Bulletin. For this reason, the second due engine company shall make no extraordinary effort to arrive first due, unless it is obvious the first due engine company will be seriously delayed.
- 3.4 Engine company members responding to an alarm should monitor the Department radio, handie-talkie, and MDT screen. This will provide the officer and members with vital information about conditions at the scene and any problems encountered by earlier arriving units including water supply problems, trapped occupants, difficulties in locating the fire, heavy smoke conditions, or the need for special equipment.
- 3.5 Engine company firefighters should be prepared to conduct specific tactics for each of the following types of responses:
  - 3.5.1 **Engine only** - Since this is a single unit response, action to control situations in addition to engine work may be required such as forcible entry, victim removal, and search. **Search may only be conducted as per the provisions of AUC 329.**

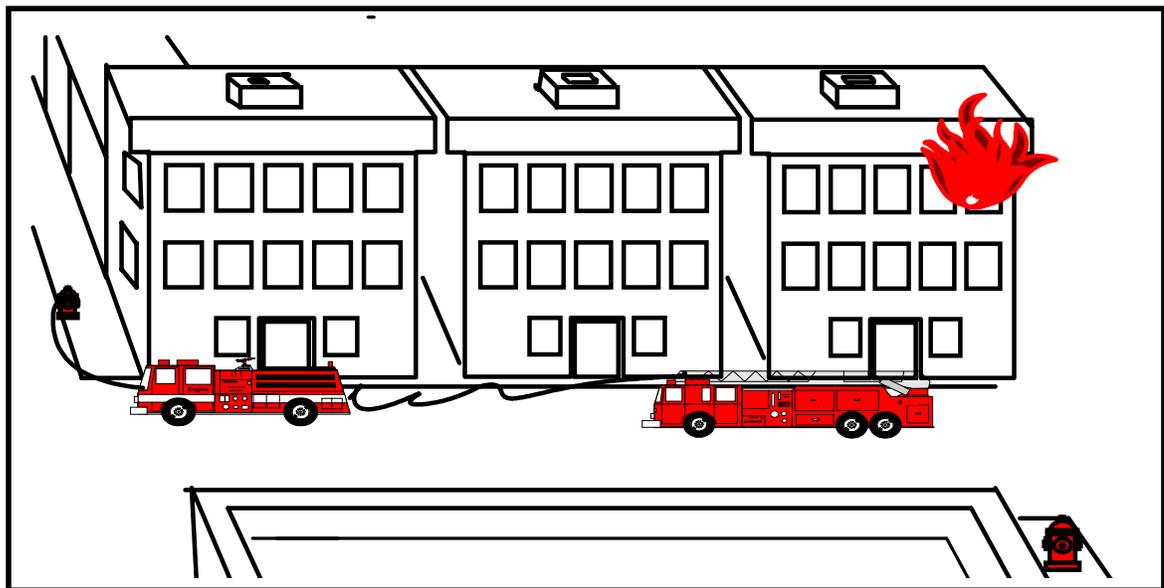
- 3.5.2 ***First alarm response*** - Knowing if the unit is first or second due prepares the company for certain procedures that may be employed upon arrival. If first due, the engine company can expect to initiate strategy and tactics according to the conditions found and to transmit the appropriate preliminary radio reports. If arriving second due, the engine company must ascertain if the first due engine company has arrived and if not, assume their duties. If the first due engine has arrived, the second due engine company will augment and assist the first engine in whatever tactics have been initiated unless otherwise assigned by the Incident Commander (IC).
- 3.5.3 ***Multiple alarm response***- When responding to multiple alarms, engine companies should anticipate long hose stretches, the need to supply large caliber streams, and to provide relief for first alarm engine companies.

### 3.6 APPARATUS POSITIONING

- 3.6.1 In order to avoid passing the fire building, if no specific address is given, engine companies should slow down upon approaching the box location. Look for any indicators that might identify the location of the fire or emergency or for persons attempting to gain the company's attention. Be careful not to pass through an intersection where a turn into the block may be necessary. When a street address is provided, proceed directly to the location. House numbers generally follow a pattern, but be aware that some streets have house numbers on one side that do not relate to the numbers on the opposite side. Being familiar with the response area and any variations will assist in a unit's response efficiency.
- 3.6.2 The officer will decide where to position the apparatus once the fire location has been determined. This decision must be based on several factors, such as overall objectives, water source, type of fire, how close to the fire building the apparatus will be, the type of stretch to be made, and if the apparatus will block out or be blocked out by other incoming units.
- 3.6.3 As per Department regulations, engine companies shall precede ladder companies when both units are responding together on the same alarm. This response sequence allows for several apparatus positioning options and does not hinder ladder company positioning.
- 3.6.4 In order to facilitate an efficient and coordinated operation, the officer of the first engine company should strive to enter the block ahead of the first ladder company and from the same direction. This is particularly important where street width or parked cars would prevent the engine from passing the ladder apparatus to reach the desired hydrant (see Fig. 3-1). This order of arrival allows the engine company firefighters to initiate a back stretch and accurately estimate, and remove enough hose by hand to reach the entrance of the fire building and adequately cover the anticipated fire area. After sufficient hose is removed, the engine company chauffeur (ECC) can proceed forward to the next hydrant and complete the remaining connections (see Fig. 3-2). This approach gives the members of the unit a view of up to three sides of the fire building prior to stretching a line (see Fig. 3-3). The engine company chauffeur (ECC) will be afforded a good view of street conditions and any approaching apparatus. This enables the ECC to contact via radio any company approaching from the opposite direction which might prevent the engine from reaching the desired hydrant.



**Fig. 3-1** - The above illustration depicts an engine company stopping past the fire building to perform a back stretch. After firefighters remove sufficient hose to reach the fire, engine apparatus back stretches, dropping hose as it proceeds to the hydrant. This allows the ladder company apparatus to take a tentative position upon arrival. With the exception of a fire building located at the end of a narrow dead end road, the ladder company should normally allow the engine company to enter the block first. This is to insure that both units don't impede each other's operation. Another exception to this procedure can be found in AUC 200 section 5.3.11, Winter Operations.



**Fig. 3-2** - The above illustration depicts the engine company completing the back stretch, allowing the ladder company to set up and/or operate.

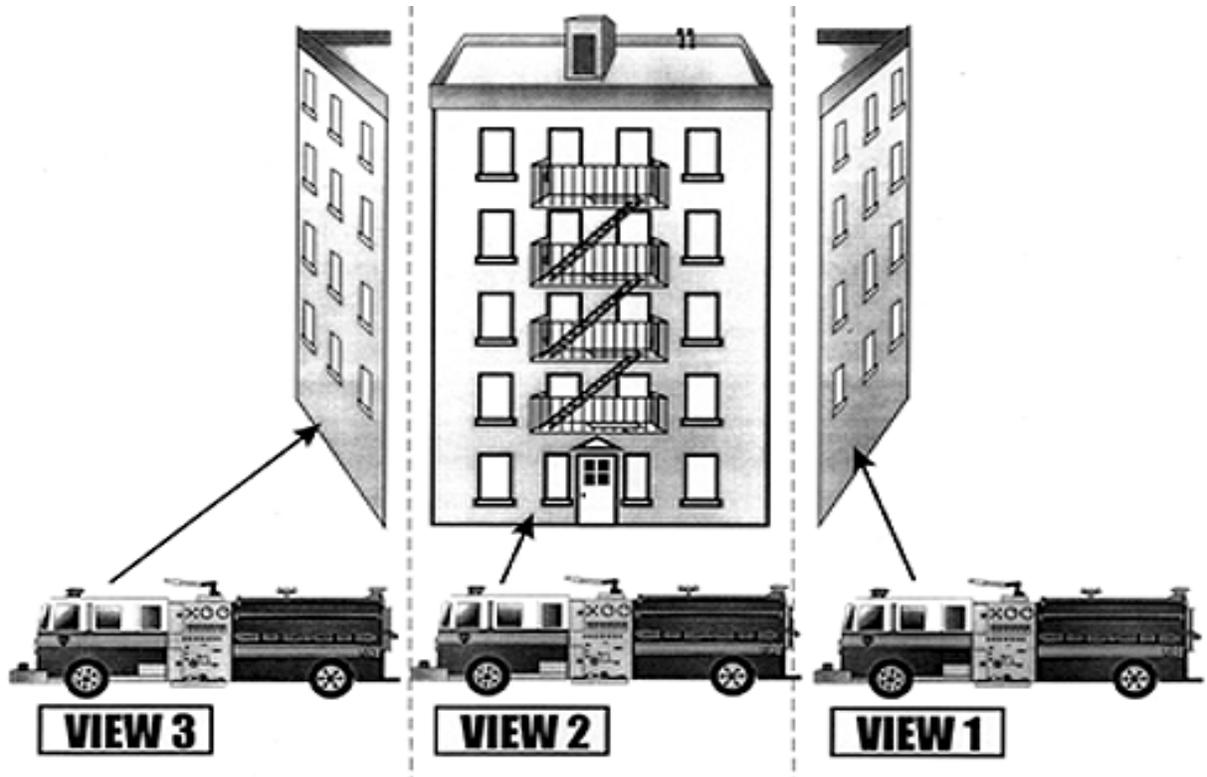


Fig. 3-3