

**THESE ARE THE  
OPERATING PROCEDURES  
OF THE  
BRENTWOOD FIRE DEPARTMENT**

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**THEY ARE TO BE FOLLOWED AT  
ALL ALARMS AND INCIDENTS**

The only time they may be changed is when the Officer in Charge of a particular alarm or incident deems it necessary as conditions and situations may dictate (for that alarm).

*That Officer shall be responsible for those actions taken and the results due to changing any of these Operating Procedures.*

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There shall be 3 classifications of firefighter status in the Brentwood Fire Department.

**CLASS A FIREFIGHTER (Interior Firefighter)**

1. SCBA Qualified.
2. Working knowledge of the Department Operating Procedures.
3. Working knowledge of the Department Haz-Mat Tactical Plan
4. Have attendance to at least 12 Drills per year.
5. Have taken the 6-hour Haz-Mat Awareness Course
6. Have taken the 10 hour Haz-mat Operations Course
7. Take the 2-hour Haz-Mat Refresher Course yearly
8. Member must participate in any of the following Drills at the Suffolk County Fire Academy with live SCBA training:
  - Smoke House
  - Class A Building
  - Taxpayer Building
  - Mazeor 2 Maze drills at the Brentwood Fire Department Maze facility.

These are to be followed up with participation in Drills at the BFD Maze twice a year.

**CLASS B FIREFIGHTER (Exterior Firefighter)**

1. Firefighters not able or qualified to use SCBA
2. Not completed items 1-8 of Class A Firefighter
3. Classified B by the Department Surgeon for Medical reasons.
4. All members of the Fire Prevention Company are designated Class B due to their job Description and duties.

**CLASS C FIREFIGHTER (Administrative)**

1. Classified C by the Department Surgeon for Medical reasons.

**Classification shall be identified on the fireground by their helmet fronts**

**CLASS A FIREFIGHTER**[\(Home\)](#)

Engine Company: Black helmet front with company number.

Truck Company: Red helmet front with wording Truck and company number.

**CLASS B FIREFIGHTER**[\(Home\)](#)

Engine Company: Orange helmet front with company number.

Truck Company: Orange helmet front with wording Truck and company number.

Company 3: Orange helmet front with company number.

1. Exterior Firefighters

Classified Class B as per Department OP-1 (11/6/96)

2. Prior Firefighter (Brentwood FD)

Reinstated Prior Members of the Brentwood Fire Department shall wear the Class A helmet front when they prove that they have completed the following:

- a. Their probationary period (to include the Suffolk County Firefighter Essentials Course) prior to leaving the department.
- b. Are SCBA qualified.
- c. Taken the Haz-Mat Awareness course.
- d. Taken the Haz-Mat Operations course.
- e. Have a working knowledge of this department's Operating Procedures and Haz-Mat Tactical Plan.

**FIRE PREVENTION COMPANY**[\(Home\)](#)

Blue helmet front and the wording Fire Prevention Bureau.

**SAFETY OFFICERS**[\(Home\)](#)

Green helmet front and the wording Safety Officer.

**PROBATIONARY FIREFIGHTERS**[\(Home\)](#)

Engine and Truck Company: Yellow helmet front with wording Probationary Firefighter.

1. New Firefighter

New members shall wear the yellow helmet front until they have completed their one (1) year probationary period, all the Class A Firefighter requirements and the Suffolk County Firefighter Essentials Course; this includes a prior member who left the department before completing his or her probationary period.

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## 2. Transferee

Transferee from another Fire Department may wear the Class A helmet front when they prove that they have completed the following:

- a. A minimum of two (2) years of service with their prior department
- b. The Firefighter Essentials Course or equivalent.
- c. Are SCBA qualified.
- d. Taken the Haz-Mat Awareness course.
- e. Taken the Haz-Mat Operations course.
- f. Have a working knowledge of this department's Operating Procedures and Haz-Mat Tactical Plan.
- g. They must also have the approval of the Company Captain and Chief of the Department.

## 3. Career Firefighter

A new member who is also a Career Firefighter may wear the Class A helmet front when they prove that they have completed the following:

- a. The Firefighter Essentials Course or equivalent.
- b. Are SCBA qualified.
- c. Have taken the Haz-Mat Aware-ness course.
- d. Have taken the Haz-Mat Operations course.
- e. Have a working knowledge of this department's Operating Procedures and Haz-Mat Tactical Plan.
- f. They must also have the approval of the Company Captain and Chief of the Department.

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**Chief Officers**

White helmet

White helmet front with Chiefs rank insignia and the wording Chief or Assistant Chief.

**Company Officers**

Engine Company: White helmet front with company number.

Truck Company: White helmet front with word Truck and company number.

Fire Prevention: White helmet front with wording Fire Prevention Bureau.

Company 3: White helmet front with company number.

**Company Identification**[\(Home\)](#)

***Duties of companies and staff personnel shall be designated by the color of their helmets.***

Engine Company: Black helmets

Truck Company: Red helmets

Fire Prevention Company: Blue helmets

Company 3 Yellow helmets

Incident Safety Officers: Green helmets

ICS Staff Officers: Yellow hard hats (worn while at command post or areas outside actual fire zone.)

ICS Staff Officers may also wear vests identifying the duties they have been assigned to.

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1. The Department has instituted an Accountability system for members operating at the scene of any and all alarms and incidents.
2. Each member shall be issued a 2" x 4" plastic tag with that member's name and company printed on one side. Each tag shall have a ring affixed for the purpose of attaching the tag to the member's turnout coat.
3. All companies shall be assigned spare tags and a grease pencil, so that broken or lost tags may be replaced immediately and until the damaged or lost tag can be permanently replaced.
4. Each Department and District vehicle shall have a ring in its cab, crew compartment or buddy seat. This ring shall have a similar type tag colored red with the vehicles assigned number printed on one side.
5. Every member shall have his or her assigned tag attached to his or her turnout coat when not on duty.
6. Upon boarding the apparatus or other vehicle, each member shall place their tag at the pre-assigned location. No member shall be on the fire ground or scene of any other type Incident with the tag still attached to their turnout coat.
7. The driver of the apparatus or other vehicle shall see that all tags left on his/her piece of equipment are placed on the ring located in the apparatus cab or crew area. Vans, cars And utility vehicles will have the ring located on the dashboard.
8. For all Signals 12, 13, 14, 23, 26, 27 and General, the ring shall remain on the apparatus or vehicle, unless the O.I.C. orders them brought to the Command Post.
9. Whenever a Signal 35 has been declared at structural alarms, the response is to a major Haz-Mat incident or major brushfire, or under the orders from the O.I.C. the ring with all tags shall be delivered to the command post, either by the driver, a messenger, member of Fire Prevention company or a safety officer as soon as time permits.
10. The Officer in Command shall retain all rings on a board at the Command Post until the apparatus is dismissed. At that time, the Officer of the apparatus shall go to the Command Post, retrieve the appropriate ring and account for each member under his command.
11. Any member leaving the scene before the apparatus is dismissed, shall after notifying the pertinent line officer, go to the Command Post and retrieve their tag. (This member must now leave the scene.)



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12. When 3-2-9 or 3-2-19 responds to an alarm, prior to entering the woods the ring shall be given to the O.I.C., at his/her command post. If this is not possible, for any reason, then the ring shall be placed in the cab of the engine supplying water at the scene. Under no circumstances shall brush trucks enter the woods carrying the ring and tags. The brush truck's ring shall be retained at that location until the apparatus is dismissed.
13. All apparatus drivers are to check the ring when 28 to make sure all tags have been picked up by the members.
14. If a member is using someone else's gear, using the grease pencil kept in the glove compartment, cross off the original member's name and write in his or her own. On return to the firehouse erase their name by rubbing the tag.
15. In the event a member is injured and transported to the hospital, the O.I.C. shall be notified by the officer. The officer shall see to it that the member's tag is removed from the ring upon returning to the firehouse, and then given back to the member or put on his/her gear.

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1. No probationary firefighter with less than 9 months shall ride the front seat and use the radio of any apparatus unless ordered by the driver of that piece of equipment and no other Regular firefighter is available, and a 2nd alarm has been activated for that incident.
2. The firefighter riding next to the driver shall be OIC of the workings of a fire when there is no officer present at an alarm. It is possible for a member to be qualified as an MPO, but not as a qualified driver.
3. On all Signal 13, 14, 23 Dumpster, Haz-mat, 26, 27 and General Alarms, SCBA shall be put on by the officer in the front seat and by the firefighters riding on the apparatus.
4. Helmets, coats, boots, hoods, bunkerpants, and gloves shall be worn at all alarms unless otherwise directed by the OIC.
5. No member shall respond to the scene of an alarm in their personal car (with the exception of members of the Fire Prevention Company). If the company's apparatus has already left quarters, those members will remain in quarters on a Signal 9 until a Signal 25 is given by the OIC and released by a company officer.
6. When Companies are alerted each firefighter will respond with their respective Company unless ordered otherwise by a Company Officer.
7. When the radio operator of any apparatus gives a Signal 2 to an alarm, they will use their Rank.(e.g. 3-2-8 Signal 2 fireman, lieutenant, captain). When manning of any apparatus is less than four, the number of members will be used. (E.g. 3-2-8 Signal 2 lieutenant, 3 men). Apparatus will not respond with less than a full crew until the initial 4-minute time limit has been reached, and after the dispatcher has activated a second alarm.
8. When a Signal 4, 5 & 25 are given, the Officer giving that command shall use their identifier. If no officer is present, the apparatus identifier shall be used (e.g. Signal 4 authority 3-2-40 or 3-2-14).
9. The officer of the last apparatus to leave their respective quarters shall make sure that the overhead doors are closed.
10. Members acting as officers for any apparatus shall use the officer's portable radios. They shall identify themselves in the following manner, using the apparatus identifier plus the letter "A" (e.g. 3-2-12A).
11. No member is to ride the back step of any apparatus responding to or returning from any alarm.

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12. No Class A Firefighter shall be considered an interior firefighter at an alarm unless they are wearing full protective gear (SCBA, coat, bunkers, helmet, hood, boots and gloves).
13. All apparatus drivers shall take their full turnout gear with them, and shall put it on as soon as possible upon arrival at the incident.
14. M.P.O.s shall remain with their apparatus unless ordered otherwise by the OIC.
15. The drivers of the Truck Company apparatus who are engaged in any operations at the incident (e.g. putting up ladders, bringing equipment to building or vehicle and removing meter) shall be dressed in full turnout gear.
16. Operations can be changed by the Officer-In-Charge of the alarm, as conditions and situations may dictate. The Officer shall be responsible for those actions taken in changing any Operating Procedures.
17. When a Company Officer or ICS Staff Officer at an incident orders a member not to go back into a building, go to rehab, or to be checked out by EMS, that member must comply.
18. Lieutenants or Firefighters, who are assigned ICS staff officer positions, shall have the rank of Acting Captain for that incident (See Incident Command Ops).
19. Members of the Department shall not make the decision whether they should go to the hospital, if ordered to do so. That decision will be made by the EMS crew or a Department Officer.
20. When responding to a General alarm it is the responsibility of the Officer or acting officer of the apparatus to check the Pre-Plan book for the following:
  - Surrounding streets
  - Hydrant locations
  - Sprinkler Siamese connection locations
  - Haz-Mat information
  - other information pertinent to the location

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**COMPANY NO. 1**

From Islip Avenue west along railroad tracks to Meadowbrook Drive. All of American Blvd., to include Aljan Drive; to Commack Road on the East Side to Southern State Parkway. East along Southern State Parkway to Islip Avenue, north to the railroad tracks.

**COMPANY NO. 2**

From Motor Parkway south to Suffolk Avenue not to include Suffolk Avenue. From Eastern Avenue to Crooked Hill Road. From Orient Avenue to Pilgrim State Hospital (to include all of Pilgrim State Hospital).

**COMPANY NO. 4**

From Sagtikos Parkway west to the Babylon Town Line. From Bay Shore Road north to Pineaire Drive (not including Pineaire Drive).

**COMPANY NO. 5**

From Pilgrim Road south to the railroad tracks. East from Emjay Blvd. to Crooked Hill Road. The Railroad from Eastern Avenue to Fifth Avenue. South from Suffolk Avenue (to include Suffolk Avenue), to the Southern State Parkway. From Fifth Avenue (inclusive), east to American Blvd. (not to include American Blvd.).

**COMPANY NO. 6**

From railroad tracks south to the Southern State Parkway. From Fifth Avenue (not including Fifth Avenue) west to Sagtikos Parkway. All of Pineaire Drive. North of Pineaire Drive to include Heartland Industrial complex. To include the railroad tracks from Babylon Town border to Fifth Avenue.

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**COMPANY NO. 1**

From the railroad tracks south to the Southern State Parkway. From Brentwood Road (not including Brentwood road) east to American Boulevard on the West Side. South on Commack Road.

**COMPANY NO. 2**

From Pilgrim Road south to the railroad tracks. From Emjay Boulevard east to Crooked Hill Road. All of Suffolk Avenue south to the railroad tracks. South of Suffolk Avenue along Fifth Avenue (inclusive) to Candlewood Road on the north side, east to Brentwood Road (inclusive) then north to Suffolk Avenue.

**COMPANY NO. 4**

All of the Heartland Industrial Complex and Pineaire Drive from the West End to Heckscher Avenue (inclusive).

**COMPANY NO. 5**

Backup all Companies except Engine Company 4. Backup Engine Company 6 from Heckscher Avenue (not including Heckscher Avenue) to Fifth Avenue, from the railroad south to the Southern State Parkway.

**COMPANY NO. 6**

All of Engine Company 4 area, Engine Company 5 area from the railroad tracks south along Fifth Avenue (including all of Fifth Avenue) to the Southern State Parkway. From Candlewood Road on the south side, east to Brentwood Road (including Brentwood Road), then south to Southern State Parkway. All of Pilgrim State Property (excluding addresses on Crooked Hill Road) from the LIE south along Sagtikos Parkway and west of Sagtikos Parkway.

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[\(Home\)](#)

**SAGTIKOS PARKWAY**

COMPANY NO. 2 - Southbound Sagtikos Parkway from the LIE south to Pineaire Drive

COMPANY NO. 4 - Northbound Sagtikos Parkway from the Southern State Parkway north to  
Pineaire Drive.

COMPANY NO. 6 - Southbound Sagtikos Parkway from Pineaire Drive south to Southern State  
Parkway.

Northbound Sagtikos Parkway from Pineaire Drive north to the LIE.

**SOUTHERN STATE PARKWAY**

COMPANY NO. 1 - Westbound Southern State Parkway from Route 111west to Fifth Avenue.

COMPANY NO. 5 - Westbound Southern State Parkway from Fifth Avenue to Bay Shore Road.

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[\(Home\)](#)

**ACTIVATION OF CHIEFS PAGERS**

1. The chief's tones shall be activated first and last for all alarms and re-activations.

[\(Home\)](#)

**ALL COMPANY RESPONSE**

The department will respond on **ALL CALL** between the hours of 0600 to 1700 Monday through Friday.

**It shall be the responsibility of the Officers that respond to coordinate the response of the correct quantity of apparatus.**

**SIGNAL 12, 14, 23, 26**[\(Home\)](#)

A response of two (2) engines is expected for the alarm response, all other engines shall signal 9 at their quarters.

**SIGNAL 13**[\(Home\)](#)

A response of three (3) engines is expected for the alarm response, all other engines shall signal 9 at their quarters unless ordered otherwise by the officer in charge.

**SIGNAL 27 and GENERAL ALARMS**[\(Home\)](#)

The number of engines shall be the same as called for under Company Area response, all other engines shall signal 9 at their quarters unless ordered otherwise by the officer in charge.

**SIGNAL 24**[\(Home\)](#)

All personnel shall report to their stations. The Officers shall coordinate the response of the closest properly manned engine(s) to the department requesting the mutual aid.

When the Truck Company is requested, normal procedures shall be followed including only the response of one (1) engine on requests for 3-2-8.



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**ALL CALL RESPONSE: Monday through Friday – 06:00 to 17:00**

**Four (4) minutes and no response:** Reactivate All Call

**Six (6) minutes and no response:** Reactivate All Call

**Six (6) minutes and only one (1) engine responding:** Contact responding unit and reactivate all call.

**Nine (9) minutes and no response:** Signal 24 the call to the nearest department. Notify the Chief's through the message pagers if none have responded.

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**COMPANY AREA RESPONSE**[\(Home\)](#)

Monday through Friday 17:00 to 06:00 hours, Friday 17:00 till Monday 06:00 hours, and all holidays listed on page 10.

**Initial Response:** After the initial alarm each company including the Truck Company has four (4) minutes to respond with one piece of apparatus.

**Four (4) minutes and no response (One Engine Company):** For alarms with only one engine company activated a backup engine company will be added to the reactivation.

**Four (4) minutes and no response from the Truck Company:** Reactivate the Truck company.

**Four (4) minutes and no response (Two or more Engine Companies):** For alarms with two (2) or more engine companies activated, the reactivation will be ALL CALL.

**Six (6) minutes and only one Engine:** Contact the responding unit and reactivate. If the Truck company has not responded, add them to the reactivation.

**Six (6) minutes and no response:** Reactivate All Call

**Six (6) minutes and less than required response:** Alarms requiring 2 engines to respond from a company, the primary company is expected to respond the second engine in six (6) minutes. If the backup company can respond with the third engine, the response requirement has been met and no reactivation is required. If they cannot respond a third engine, reactivate ALL CALL.

**Nine (9) minutes and no response:** Signal 24 the call to the nearest department. Notify the Chief's through the message pagers if none have responded.

[\(Home\)](#)

The Department will respond on **COMPANY AREA RESPONSE** between the hours of 1700 to 0600 daily and all day Saturday, Sunday and the following holidays; New Years day, Memorial day; July 4th; Labor day; Thanksgiving; and Christmas. The response shall be as outlined in pages 6 through 8.

**SIGNAL 12, 14, 26**[\(Home\)](#)

Each engine company will roll both engines if the fire is in their area. The Truck Company will roll 3-2-18 for Signal 14 and Signal 26.

**SIGNAL 23**[\(Home\)](#)

Except for Signal 23 investigations, and carbon monoxide calls, each engine company will roll both engines if the incident is in their area. The Truck Company will roll 3-2-18 as needed in the district.

*Signal 23 Investigations and Carbon Monoxide calls are all considered investigations and require a response of 1 engine from the respective area and the duty Chief to respond.*

**SIGNAL 13**[\(Home\)](#)

**COMPANY 1 AREA**

Engine Co. 1 - respond with both engines  
Engine Co. 5 - respond with one engine, unless OIC orders otherwise

**COMPANY 2 AREA**

Engine Co. 2 - respond with both engines  
Engine Company designated, as the backup company (5 or 6) will roll 1 engine unless the OIC orders otherwise.

**COMPANY 4 AREA**

Engine Co. 4 - respond with both engines  
Engine Co. 6 - respond with one engine, unless OIC orders otherwise.

**COMPANY 5 AREA**

Engine Co. 5 - respond with both engines  
Engine Company designated, as backup company (1 or 2 or 6) will roll 1 engine unless the OIC orders otherwise.

**COMPANY 6 AREA**

Engine Co., 6 - respond with both engines  
Engine Company designated, as backup company (4 or 5) will roll 1 engine unless the OIC orders otherwise.

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TRUCK COMPANY

Truck Company will respond with 3-2-8 and 3-2-18 respectively for all Signal 13's.

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**GENERAL ALARMS (COMMERCIAL, INDUSTRIAL) (Home)**

General alarms not involving a multiple occupancy building will be activated and respond in the following manner;

- Area Engine Company - will respond both engines to the scene.
- Backup Engine Company - will respond both engines to the scene.
- Truck Company - will respond 3-2-8 and 3-2-18 respectively.

The OIC will determine if a third Engine Company is needed.

**GENERAL ALARMS (MULTIPLE OCCUPANCY) AND SIGNAL 27(Home)**

Alarms involving multiple occupancy buildings: Schools (7am to 10pm), nursing homes, apartment complexes, Pilgrim Psychiatric Center) and Signal 27's.

All companies will be activated. Three engine companies will respond along with the Truck Company, the remaining two engine companies shall Signal 9 at their respective stations and notify the dispatcher of their crew status. The responding companies shall do so in the following manner:

COMPANY 1 AREA

- Engine Co. 1 - respond with both engines
- Engine Co. 5 - respond with both engines
- Third due engine company-will be assigned by the computer, and respond with 2 engines.
- Truck Company - respond with 3-2-8 and 3-2-18

COMPANY 2 AREA

- Engine Co. 2 - respond with both engines
- Backup and third due engine company - will be assigned by the computer and respond with 2 engines each.
- Truck Company - respond with 3-2-8 and 3-2-18

COMPANY 4 AREA

- Engine Co. 4 - respond with both engines.
- Engine Co. 6 - respond with both engines
- Third due engine company - will be assigned by the computer, and respond with both engines.
- Truck Company - respond with 3-2-8 and 3-2-18

**GENERAL ALARMS (Continued)** ([Home](#))

**COMPANY 5 AREA**

Engine Co. 5 - respond with 2 engines

Backup and third due engine company - will be assigned by the computer, and respond with 2 engines each.

Truck Company - respond with 3-2-8 and 3-2-18

**COMPANY 6 AREA**

Engine Co. 6 - respond with 2 engines

Backup and third due engine company - will be assigned by the computer, and respond with 2 engines each.

Truck Company - respond with 3-2-8 and 3-2-18

**NOTE:**

**ENGINE COMPANIES:**

All companies will be expected to roll their first piece of apparatus within 4 minutes and the second apparatus in 6 minutes. If either time limit has occurred with insufficient response or no response, the dispatcher will re-activate the alarm. For signal 12, 14, 23, and 26 alarms, the re-activation will include the backup company.

**TRUCK COMPANY**

The Truck Company is expected to roll their first piece of apparatus within 4 minutes and the second apparatus within 6 minutes. If either time limit has occurred with insufficient response or no response, the dispatcher will reactivate the Truck Company.

[\(Home\)](#)

**SIGNAL 24 - 1 ENGINE REQUESTED**

In the event of a mutual aid request for 1 pumper, engine companies will be activated based on the requesting departments as follows:

Engine Company 1: East Islip, Islip, Islip Terrace, Central Islip

Engine Company 2: Commack, Hauppauge, East Brentwood

Engine Company 4: Bay Shore, Deer Park, West Islip

**REQUEST FOR 2ND ENGINE([Home](#))**

Engine Company 5: will send 1 pumper to:  
East Islip, Islip, Islip Terrace  
Central Islip, Hauppauge, East Brentwood  
Bay Shore east of 5th Ave., incl. 5th Ave.

Engine Company 6: will send 1 pumper to:  
Commack, Dix Hills, Deer Park, West Islip  
Bay Shore west of 5th Avenue

**REQUEST FOR WATER TOWER OPERATIONS - 3-2-8([Home](#))**

In the event of a request for 3-2-8 for water tower operations, the Truck Company and the appropriate Engine Company will be activated.

**REQUEST FOR WATER TOWER OPERATIONS - TOWER LADDER 3-2-7([Home](#))**

If the requesting department specifically requests a Tower Ladder to respond. Truck Company 1, Engine Company 6 and the appropriate Engine Company will be activated. The Truck Company will respond on 3-2-18 to Engine 6 quarters with an Officer, driver and 3 members to man 3-2-7, Engine company 6 will provide 3 additional members to the crew. 3-2-7 will then respond to the scene. 3-2-18 shall return to headquarters.

**REQUEST FOR BRUSH TRUCK([Home](#))**

Either Engine Company 4 with 3-2-9 or Engine Company 5 with 3-2-19 will be activated to respond with their brush truck and an Engine. Which Company and Brush Truck shall be at the discretion of the Chief. The crew will ride in the engine to the scene. Only the driver and one member will ride in the cab of the brush truck. No members will ride to the scene in the rear of the brush truck.

[\(Home\)](#)

**REQUEST FOR 3-2-8 FOR TRUCK OPERATIONS ONLY**

The Truck Company will be activated only.

3-2-8 will respond with an officer, driver and a minimum crew of 5 members. Unless ordered otherwise by the OIC.

**REQUEST FOR 3-2-18 (FOR RESCUE OR FAST TEAM OPERATIONS)**

The Truck Company will be activated only.

3-2-18 will respond with an officer, driver and a minimum crew of 5 members. Unless ordered otherwise by the OIC.

**ALARM RESPONSE BRUSH FIRE-SIGNAL 12**

**OP-14**

[\(Home\)](#)

**SIGNAL 12 - 2 ENGINES**

1st due engine to scene

2nd due engine will respond to the scene and signal 9 at a position to proceed in, pick up a Hydrant or respond to another alarm. Crew shall remain with the apparatus unless directed otherwise by the OIC.

**BRUSH TRUCK RESPONSE**

The OIC may request the response of a brush truck from Engine Company 4 or Engine Company 5 depending on the brush area involved. In that case the company will be activated.

They will only respond with the apparatus requested unless directed otherwise by the OIC.

[\(Home\)](#)

**SIGNAL 14 - 2 ENGINES, RESCUE**

1st due engine respond to the scene

Engine will stop approximately 75 feet from the vehicle involved, preferably on the opposite side from the gas tank.

The attack line shall approach from the side of the vehicle, and isolate the fire from the gas tank.

1 3/4 hose line shall be used on all vehicle fires, unless upgraded to a larger diameter by the OIC.

2nd due engine will respond to the scene and signal 9 at a position to proceed in or respond to another alarm. Crew shall remain with the apparatus unless directed otherwise by the OIC.

Rescue (3-2-18) will respond to the scene and place the apparatus approximately 75 feet from the vehicle involved.

3-2-18 shall be placed in a manner to protect members operating at the scene.

***All members (Engine and Truck Company) engaged in firefighting operations on the vehicle involved shall wear and use SCBA.***



**ALARM RESPONSE SIGNAL 23 - DUMPSTER/RUBBISH FIRES**

**OP-16**

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[\(Home\)](#)

**SIGNAL 23 DUMPSTER/RUBBISH FIRES - 2 ENGINES**

1<sup>st</sup> due engine to the scene

1 ¾" hand lines will be used

*SCBA shall be worn and used by the attack team on Dumpster fires and when deemed necessary by the OIC on rubbish fires.*

2nd due engine will respond to the scene and signal 9 at a position to proceed in or respond to another alarm. Crew shall remain with apparatus unless directed otherwise by the OIC.

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[\(Home\)](#)

**SIGNAL 23 HELICOPTER LANDINGS - 1 ENGINE ONLY**

1st due engine will respond for the purpose of securing the area for the landing and keeping Civilians a safe distances away from the landing site.

Upon arrival at landing area, all emergency lights on apparatus and chiefs vehicles are to be shut off until the helicopter is airborne and leaving.

2nd due engine will remain in quarters.

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[\(Home\)](#)

**SIGNAL 23 (Delta) MVA - 2 ENGINES, RESCUE**

1st due engine and rescue will respond to the scene

2nd due engine will respond and signal 9 one block away from the scene at a position to proceed in or respond to another alarm.

Crew shall remain with the apparatus unless directed otherwise by the OIC.

[\(Home\)](#)

**SIGNAL 23 WIRES DOWN - 2 ENGINES, RESCUE**

1st due engine and rescue truck to scene

2nd due engine will respond to the scene and signal 9 at a position to proceed in or respond to another alarm. Crew shall remain with the apparatus unless directed otherwise by the OIC.

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[\(Home\)](#)

**SIGNAL 23 HAZ-MAT - 2 ENGINES, RESCUE**

**This OP also includes response to a fuel spill from a MVA**

1st due engine and rescue truck to scene

2nd due engine will respond to the scene and signal 9 at a water source.

Crew shall remain with apparatus unless directed otherwise by the OIC.

**THE HAZ-MAT TACTICAL PLAN SHALL BE FOLLOWED FOR ALL HAZARDOUS MATERIALS INCIDENTS.**

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**SIGNAL 23 HEAVY RESCUE - 2 ENGINES, RESCUE**

**02/15JD**

1st due Engine and Rescue Truck to scene

**Rescue Truck** primary assignment will be extrication, which will also include stabilization of the vehicle.

**Engine Company** primary assignment will be stretching a charged 1 3/4" hand line and assisting the Truck Company as needed. If the Engine is on scene prior to the Truck Company, the Engine Company will start extrication & stabilization of the vehicles. Only after a 1 3/4" hand line is stretched and charged.

The Chief or OIC of the scene may elect to have the Engine Company continue with the extrication after conferring with the Truck Company Officer of the apparatus.

**2nd due Engine** will respond to scene and signal 9 at a position to proceed in or respond to another alarm. Crew shall remain with the apparatus unless ordered otherwise by the OIC. If the 1<sup>st</sup> due Engine is actively involved with the extrication, then the crew of the 2<sup>nd</sup> due will man the charged 1 3/4" hand line.

**SIGNAL 23 - HEAVY RESCUE INVOLVING THE FOLLOWING:**

**BUILDING COLLAPSE  
CONFINED SPACE RESCUE  
TRENCH RESCUE  
RAILROAD INCIDENT**

**Ladder Company**

Respond with both Rescue 3-2-18 and Ladder 3-2-8

**Engine Company**

1st due engine to respond to the scene

2nd due engine will find a water source and be prepared to hook up and lay a line to the scene unless ordered otherwise by the OIC.

**FAST Team**

Dispatcher will request a signal 24 from a designated Heavy Rescue Company. The dispatcher will notify the requested fire department that they are responding to perform the duties as a FAST Team.

When the FAST Team arrives on the scene, the officer and crew will report to the command post equipped with full turnout gear including SCBA, required tools and equipment and ready to work.

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**SIGNAL 23 CARBON MONOXIDE INVESTIGATION - 1 ENGINE ONLY**

1st due engine will respond to the scene with the Carbon Monoxide Detector and follow the Procedures outlined below.

2nd due engine will remain in quarters.

**PROCEDURE TO BE FOLLOWED AT THE SCENE**

- 1). Upon arrival determine if any of the occupants exhibit symptoms of Carbon Monoxide (CO) poisoning.
  - a. Nausea or vomiting
  - b. Fatigue
  - c. Unconscious

If the occupant is showing any symptoms, remove the person from the area, administer Oxygen and have the dispatcher notify EMS.

- 2). Prior to entering building, initial readings shall be taken around its outside perimeter.
- 3). Readings shall then be taken just inside the door of entry into the building.
- 4). If the readings at the entrance are higher than 9 PPM, then SCBA is required to be worn and used by members operating in any area of the building during the investigation or removal of occupants.
- 5). Officer is to use and follow the department's Carbon Monoxide checklist while checking out the building.
- 6). Take meter readings and attempt to locate the source of the CO, isolate if possible and Ventilate the building.

- 7). Once the source has been located and the premises has been returned to a safe and acceptable level of CO, the building may be occupied at the discretion of the occupants.
  
- 8). If no source can be located, ventilate the building and recommend to the occupants not to re-enter the building. Advise the occupants to have the proper authorities (any company that does air sampling, see the yellow pages of the telephone directory) respond and make a determination as to the building being safe. The FD will not make this determination if no source can be located. The OIC shall note these recommendations on the CO incident check list, have the occupant sign it and then give the yellow copy to the Occupant.

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**ALARM RESPONSE CARBON MONOXIDE INVESTIGATION**

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- 9). If a home CO detector reading indicates a safe level of CO, the detector should be checked for a low-battery or the location of the detector.

**\*\*\* NOTE \*\*\* IF VENTILATION HAS TAKEN PLACE PRIOR TO THE ARRIVAL OF FIRE DEPARTMENT UNITS, A METER READING WILL NOT BE ACCURATE AS TO THE CONDITIONS PRIOR TO THE VENTILATION. IN THIS INCIDENCE THE OFFICER-IN-CHARGE SHOULD BE GUIDED BY STEP #8.**



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**SIGNAL 26 - 2 ENGINES, RESCUE**

1st due engine will stop approximately 75 feet from the vessel, preferably on the opposite side of the gas tank. The attack line shall approach from the side of the vessel, and isolate the fire from the gas tank.

1 3/4 hand lines will be used, unless upgraded to a larger diameter hose by the OIC.

2nd due engine will respond to the scene and signal 9 at a position to proceed in or respond to another alarm. The crew shall remain with the apparatus unless directed otherwise by the OIC of the alarm.

Rescue (3-2-18) will stop approximately 75 feet from the vessel, preferably on the opposite side from the gas tank. And be placed in a manner to protect the members operating at the scene.

***All members involved in firefighting operations on the vessel shall wear and use SCBA.***

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**SIGNAL 13 - 3 ENGINES, 1 LADDER, 1 RESCUE**

1st apparatus on the scene will advise: ***NOTHING SHOWING; SMOKE SHOWING; SIGNAL 35 (WORKING FIRE)***. 3 engines, 1 ladder and 1 rescue are the primary response. The response will change depending on the 1st due officer's statement.

**NOTHING SHOWING - 2 ENGINES, 1 LADDER**

1st due engine and ladder to the scene.

2nd due engine will respond to the scene and signal 9 at a hydrant. The crew will remain with the apparatus unless directed otherwise by the OIC of the alarm.

Rescue and the 3rd due Engine will return to quarters.

**SMOKE SHOWING/SIGNAL 35 - 3 ENGINES, 1 LADDER, 1 RESCUE**

*All members entering the fire building will wear and use SCBA.*

1st due engine will proceed to the scene, allowing access for the ladder, and shall be the working engine.

1st due engine will stretch a line from the closest hydrant.

2nd due engine will supply water to the working engine, and will stretch a backup handline (from that working engine) for the primary handline through the same doorway.

3rd due engine will respond to the scene, the apparatus will be staged and the Officer and crew shall report to the OIC or Command Post. This engine crew will act as a FAST TEAM. The crew will be equipped with full turnout gear including SCBA and be ready to work.

## **TRUCK COMPANY**

Ladder Truck will provide forcible entry, primary search, ventilation, ground ladders and Utilities.

Rescue Truck will provide secondary search, and assist the ladder operations as needed.

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**ALARM RESPONSE SIGNAL 13-STRUCTURE FIRE**

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### **UPGRADE OF ALARM - 1 ENGINE**

When the OIC declares a Signal 35, the dispatcher shall reactivate the alarm to include the 2<sup>nd</sup> backup company. The dispatcher shall announce the location, and Signal 13/35.

The 2<sup>nd</sup> Backup company shall respond with one engine (4<sup>th</sup> due engine).

4th due engine will respond to a staging area. The officer will report to the Command Post and the crew will remain with the apparatus unless directed otherwise by the OIC of the alarm.

### **UNOCCUPIED BUILDING**

Anytime forced entry on an unoccupied building is performed the OIC will obtain a CC number from the PD sector car on the scene. If no car is on the scene the OIC shall request the response of the Police Department, wait and obtain a CC number.

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**GENERAL ALARM - (SEE OP-6 & 7 FOR PRIMARY RESPONSES)**

1st apparatus on the scene will advise: *NOTHING SHOWING; SMOKE SHOWING; SIGNAL 35 (WORKING FIRE)*.

**NOTHING SHOWING - 4 ENGINES, 1 LADDER, 1 RESCUE**

1st due engine will proceed to the scene. The officer and two (2) firefighters will investigate.

2nd and 3rd due engine will proceed to and standby at the same hydrant. If told there is a fire by the officer of the 1st due engine, the 2nd due engine will lay a line from the hydrant to the scene and will either hook up to the Siamese (sprinkled building) or will connect that line to the 1st due engine. If there is more than a 500 foot lay from the hydrant to the building, the 3rd due engine will hook up to the hydrant and supply line. If not, the 3rd due engine will hook up the supply line to the hydrant and will stage at that hydrant for further orders.

4th due engine will signal 9 at a second hydrant.

Ladder truck will proceed to scene at a position to allow apparatus movement in the area.

Rescue truck will respond to the rear of the fire building.

**INVESTIGATE BUILDING FOR FIRE**

When the building is entered to investigate for fire, an officer and two (2) firefighters from the 1st due engine or ladder truck shall accomplish this. These firefighters shall be wearing SCBA and be carrying can, hook, and irons.

All other firefighters will remain with their apparatus unless directed otherwise by the OIC of the alarm.

**SMOKE SHOWING/SIGNAL 35 - 4 ENGINES, 1 LADDER, 1 RESCUE**

- 1) All supply lines from the hydrant will be 5"
- 2) Supply line stretches of 500' or more will require an engine on the hydrant.

- 3) 5" supply lines shall be laid as close to the side of the road as possible to allow for the movement of other apparatus into the scene.
- 4) All water tower operations will require an engine on the hydrant regardless of distance from hydrant or aerial ladder being used.
- 5) Both ladder trucks shall respond to a signal 35.
- 6) When a Signal 35 is declared, the dispatcher shall make arrangements for the 5" hose bridges to be brought to the scene as soon as possible.

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**ALARM RESPONSE GENERAL ALARM -STRUCTURE FIRE**

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**SPRINKLERED BUILDINGS**

1st due engine will lay a 5" supply line from a hydrant. Allow access for other incoming apparatus. This engine will support the sprinkler system by hooking up to the Siamese.

2nd due engine will proceed to the scene, drop 5" line from 1st due engine and will be the working engine. The crew of this engine will man the primary attack line. The crew from the

1st due engine will be responsible for taking the backup line from the 2nd due engine.

3rd due engine will hook up to the hydrant and feed the 5" line. The Officer and crew will report to manpower staging area, leaving one (1) firefighter and the chauffeur with the engine.

4th due engine will Signal 9 at a second water source. The Officer and crew will report to manpower staging area, leaving one (1) firefighter and the chauffeur with the engine.

If all engines are committed the OIC will notify the dispatcher upgrading the alarm and request the 5th due engine to respond to the staging area.

When the 5th engine is requested to staging, the dispatcher will alert a fourth engine company and they will respond one (1) engine to headquarters, with one (1) engine on a Signal 9 at their quarters.

**NON-SPRINKLERED BUILDINGS**

1st due engine will lay a 5" supply line leaving one (1) man at the hydrant and will be the working engine and stretch the first attack line.

2nd due engine will hook up to that hydrant and feed the 1<sup>st</sup> due engine's line. The crew will report to the 1<sup>st</sup> due engine and stretch the 2nd attack line or back-up line.

3rd due engine will go to a second hydrant and signal 9 for possible water tower operations. The crew will report to the manpower staging area and the officer will report to the command post, leaving one firefighter and the chauffeur with the engine.

4th due engine will respond to the hydrant 3rd due is signal 9 at, nose into that hydrant and be ready to pump to a water tower operation. The crew will report to the manpower staging area and the officer to the command post leaving one firefighter and the chauffeur with the engine.

## **TRUCK COMPANY**

Ladder truck will provide forcible entry, primary search, ventilation, ground ladders and disconnect utilities.

Ladder chauffeur will place truck in position and set-up for tower operation.

Rescue Truck will provide secondary search, additional forcible entry to the rear and assist in the ladder operations as needed.

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**ALARM RESPONSE GENERAL ALARM-STRUCTURE FIRE**

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## **WATER TOWER OPERATIONS**

When the OIC declares a Signal 35, the dispatcher will immediately reactivate and request the second ladder truck to respond to the scene for possible water tower operations. The second ladder truck can at this time respond with a limited crew of chauffeur only.

If the second ladder truck cannot respond, the dispatcher shall request a signal 24 for ladder truck to respond to the scene.

## **MULTIPLE WATER TOWER OPERATIONS**

If it becomes necessary to operate multiple water towers, two (2) additional engines shall be requested to the scene, and a third water source will have to be found.

## **FAST TEAM**

When the Officer in charge declares a Signal 35, the dispatcher will request a Signal 24 from a Designated Ladder or Heavy Rescue Company.

The dispatcher will notify the requested fire department that they will be responding to perform the duties as a FAST TEAM.

When that Company arrives on the scene, the FAST Team will be dropped off at the scene and their apparatus will respond to the staging area. The Officer will report to the OIC of the alarm, the members of the team will report to an area adjacent to the command post wearing full turnout gear (including SCBA), with their equipment and ready to work.

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The Fire Prevention Company shall be activated to respond to the following alarms 24 hours a day, Sunday through Saturday.

General Alarms

Signal 13

Signal 14

Signal 23 Unknown

Signal 23 Investigation

Signal 23 Rescue

Signal 23 Fuel Spill

Signal 23 Haz-Mat

Signal 26

Signal 27

The company shall also be activated to respond whenever the OIC requests their services for the following:

Any type alarm where;

1. There is property damage, structural or vehicle.
2. There are severe violations and the Fire Marshal is going to be called.
3. A Command post is needed to be set up.
4. Civilians are injured or killed by fire.
5. Firefighter(s) is severely injured.
6. Reports and/or photos may be required.
7. Department or District vehicles are involved in a MVA, no matter how slight the damage.

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The Brentwood Fire Department shall use the Incident Command system at all alarms and/or incidents.

1. The first arriving officer on the scene (may be officer or acting officer on 1st due apparatus) shall be the Incident Commander (IC) until the arrival by the next higher-ranking officer that takes command.
2. The IC shall notify the dispatcher of the location of the Command Post (CP).
3. The IC shall then use the designation of "Brentwood Command" or "Command" regardless of his/her rank.
4. When an Officer of a higher rank takes over command of the incident, that new officer shall continue to use the designator "Command".

Taking over the command of the incident requires that the new IC obtain a complete and up-to-date incident briefing. This can only be accomplished if the officer who is presently in command can bring the new commander up to date on what the situation is at the time of the briefing. The new IC will assume command of an incident after the overall

situation is reviewed; sufficient information is available to make logical decisions and Takeover coordination can be accomplished. The new IC must make it known to the general and command staffs when command is assumed. The new IC may delay taking over command until he/she has all the information needed.

5. The IC shall direct operations from that CP location unless it is moved because the nature of the alarm deems it necessary. At that time the IC shall announce the new Command Post location.
6. At major alarms or when deemed necessary by the IC, 3-2-73 shall become the Command Post.
7. All officers, whether they are chief, company level or staff, shall keep Command informed



in all aspects of the incident with periodic updates.

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OPERATING PROCEDURES  
**INCIDENT COMMAND SYSTEM – STAFF**

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To operate an effective Incident Command System, the Incident Commander must have a staff. Officers or firefighters filling these staff positions are to be considered as Staff Officers. Staff Officers who are not Chiefs or Captains shall have the rank of acting Captain for that incident. And as such shall have the full authority of a Captain.

The commands they give shall be taken as coming directly from the Incident Commander.

The IC shall assign as required for the situation involved, the following staff functions:

**Incident Safety Officer (ISO)**

This Officer reports directly to the Incident Commander, and oversees the safety of the entire incident. Is in constant contact with the Rehab Officer and other staff officers to ensure the safety of all personnel operating at the incident. Additional assistant safety officers may be assigned for a large spread out incident. They will report to the Incident Safety Officer.

At an incident, where activities are judged by the safety officer to be unsafe and to involve an imminent hazard, the Incident Safety Officer shall have the authority to alter, suspend, or terminate those activities when there is no time to confer with the Officer or the Incident Commander. The Safety Officer shall immediately inform Command of the actions taken to correct imminent hazard to personnel operating at the scene.

When the Safety Officer identifies any unsafe conditions, operations, or hazards that do not present an imminent danger, the safety officer shall take appropriate action through the IC to mitigate or eliminate the unsafe condition, operation or hazard.

**Staging Officer - Apparatus**

Shall be responsible for coordinating the moving of apparatus to the scene from the staging area as requested by Command. Shall keep track of the type and quantity of apparatus and shall keep Command up to date.

**Staging Officer - Manpower** (Can also be the Apparatus Staging Officer)

Shall be responsible for coordinating the movement of manpower to the scene from the staging area as requested by Command. Shall keep track of type and quantity of manpower and shall keep Command up to date.

Note: Both Staging Officers shall make sure that manpower and apparatus are maintained in a response ready mode, ready to move out immediately on request from Command.

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**Sector/Exposure Commanders**

These Officers shall operate at either a Sector or Exposure with an assigned task by the Incident Commander. They shall direct operations in these areas - coordinating with the IC.

Exposure Command: shall be used at an outside operation involving a structure. Shall use the designator "Exposure" with the number of the exposure (Exposure 1 etc.).

Sector Command: shall be used at an incident such as a major Haz-Mat, Brush, Signal 27, Rail Road Incident, etc. Shall use the designator "Sector" with the number assigned by Incident Command (Sector 2 etc.).

Other titles: The Incident Commander (IC) may designate officers and crews to fulfill various tasks. These shall be given designators (group, team, division, roof, cellar, etc.), and will use those assigned designators for radio transmissions.

**Water Supply Officer**

Shall be responsible to maintain flow of water to scene of the incident, upgrading as more hydrants and lines are called for. If tanking of water is necessary, to maintain filling of tanks and shuttling apparatus to keep constant supply of water to scene. If additional apparatus is necessary, to request through Command.

**Liaison Officer**

At a major incident the Liaison Officer shall be responsible to coordinate with all outside agencies any services required by command.

**Rehabilitation Officer**

This officer shall be responsible to provide a Re-hab area away from the incident and see to it that members report to this area for rest, hydration, and food (if necessary). The Rehab Officer shall also coordinate with EMS for monitoring all personnel that require such monitoring.

## **Information Officer (PIO)**

The Incident Commander (IC) shall use the Information officer to deal with any Media on the scene. The Incident Commander (IC) shall give the Information Officer periodic press releases (or up-dates) as necessary as the incident moves along. The Public Information Officer (PIO) is responsible to keep the media away from the command post and in an area designated for them.

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OPERATING PROCEDURES  
**MOBILE COMMAND POST**

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At any major incident or whenever the Incident Commander deems it necessary 3-2-73 shall become the command post.

1. Members of the Fire Prevention Company or other department members assigned shall operate the Command Post under the direction of the Incident Commander.
2. At this time the radio operator in 3-2-73 shall use the radio designator "Brentwood Command" or "Command".
3. When the Command Post is set up, the driver shall notify the dispatcher that 3-2-73 is now the Command Post. All radio transmissions to the Incident Commander shall be directed to "Brentwood Command" or "Command".
4. Members of the Fire Prevention Company or other members assigned shall operate the radios, and maintain the incident status board, keep track of the accountability tags, and keep an ongoing and chronological record of the incident. This record shall include the following:
  - a. All radio and telephone messages incoming and out going.
  - b. All mutual aid responses, including chief's and apparatus designators.
  - c. All other agencies that respond.
  - d. All other alarms that take place during this alarm. (Include address, type, and times of alarm and Signal 28 time)
  - e. Any injured firefighters or civilians, their names, where they were taken, type of injury.
  - f. All information provided by the Incident Commander and other staff officers.
  - g. All other information pertinent to the alarm.
5. Shall contact the Dispatcher for updates on availability of manpower to be considered for relief purposes.
6. During the operation of the incident, only those persons with official business with the Command Post shall be inside the area designated as the Command Post. If possible the CP area shall be taped off only with one entrance.

7. The radios in the Mobile Command Post operate on all Brentwood FD frequencies and will monitor the frequencies of responding agencies.
8. 3-2-73 carries 4 staff kits. These kits have sufficient materials for the Rehab, Staging Officers, etc. to keep track of their responsibilities. Members of the Fire Prevention Company or other department members can be assigned to these Officers to provide assistance in the record keeping.

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OPERATING PROCEDURES

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Dated 3/10/97

**EXPOSURES**

**OP-30**

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**INCIDENT OR BUILDING EXPOSURES**

To identify buildings and sub-divisions within buildings, the following will be the system used.

The system uses a series of numbers and letters to develop an identification code, which is directly related to the building or occupancy the communicator is talking about. This system always uses a reference point, the view as seen by a person standing in front of and looking at the fire building

Buildings separated by more than thirty feet from the fire building, should not be identified as exposures unless the volume of fire or complexity of the incident causes exposure problems.

Numbers indicate direction (front, left rear and right).

Letters indicate distance from the main building or fire.

**EXPLANATION OF NUMBERS**

"0" - when used as the first digit it indicates the FIRE BUILDING or FIRE AREA.

"0" - when used in any other position "0" refers to a sub-division of the building which is identified by the number following the "0" or the letters following the "0".

"1" - is used to indicate the street in front of the main fire building or the buildings opposite The front of the main fire building.

"2" - is used to indicate any building or area to the left of the main fire building.

"3" - is used to indicate any building or area to the rear of the main fire building.

"4" - is used to indicate any building or area to the right of the main fire building.

**EXPLANATION OF LETTERS**

"A" - is used to indicate the second building or subdivision from the main fire building or fire area.

"B" - is used to indicate the third building or subdivision.

"C" - is used to indicate the fourth building or subdivision.

"D" - is used to indicate the fifth, "E" - is used to indicate the sixth, "F" is the 7th, and so on down the alphabet.

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The following illustrations show how the Exposure System is used:

Illustration #1. Depicts a single building. The building is identified as "0", "1" is a street, "2" is a lot, "3" is a lot, and "4" is a lot. This indicates that the building is isolated.

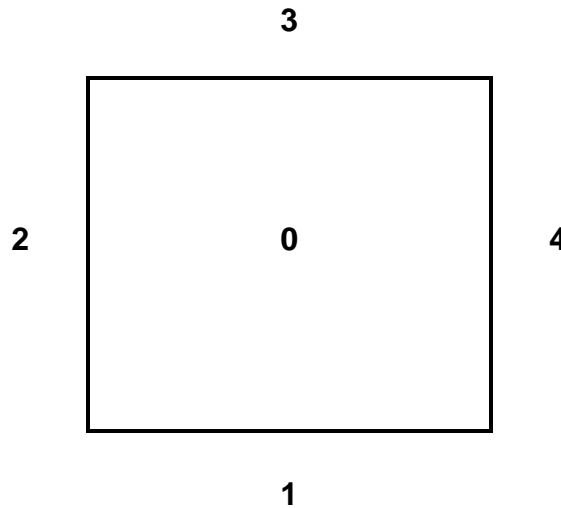
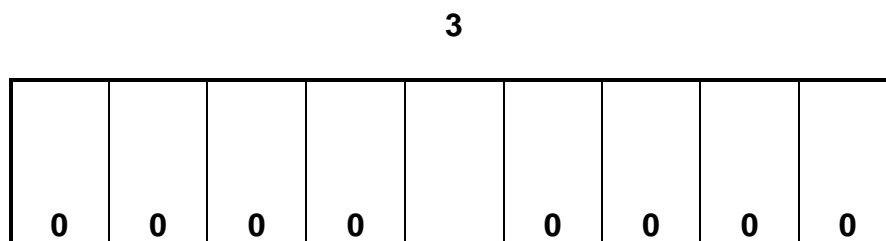


Illustration #2, depicts a taxpayer with nine (9) individual stores, or nine subdivisions. The fire is located in the center store. The store to the immediate left of the fire store is identified as exposure "0-2", the next store on the left (two stores from the fire store) is "0-2A", the third store on the left would be "0-2B" and the fourth store would be "0-2C". The first store to the immediate right of the fire store would be exposure "0-4", the second store on the right would be "0-4A", the third store on the right would be "0-4B" and the fourth store would be "0-4C"



2	2 C	2 B	2 A	2	0	4	4 A	4 B	4 C	4
---	--------	--------	--------	---	---	---	--------	--------	--------	---

1

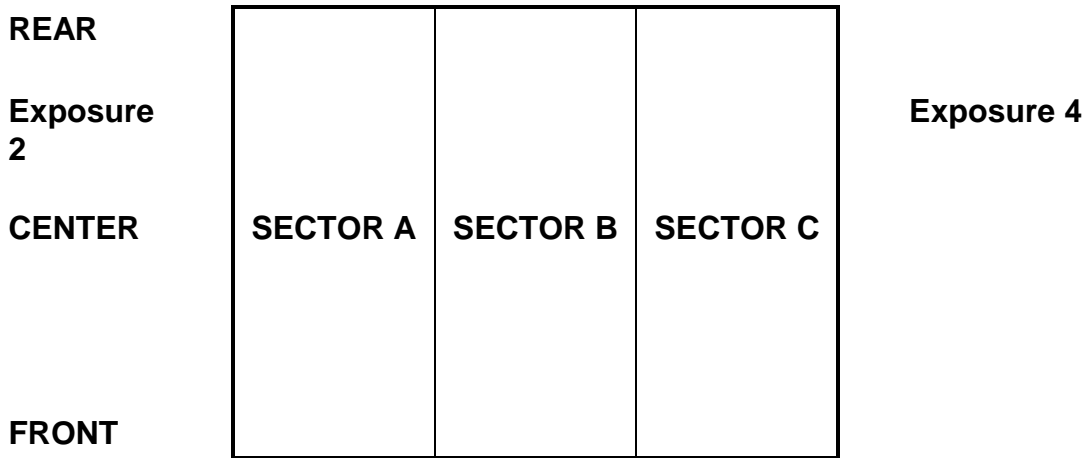
**BRENTWOOD FIRE DEPARTMENT  
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Large buildings often need to be subdivided to gain better control of operational or problem areas. Illustration #3 depicts a fire in a rectangular building. Standing in front of the building mentally subdivides the building into areas using imaginary lines from front to rear. Starting from the left designate each of the subdivisions as sectors. Sector "A" is the first sub-division from the left, sector "B" is second, and Sector "C" is third.

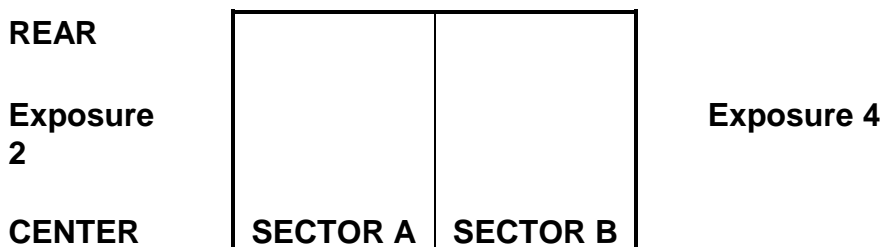
**Exposure 3**



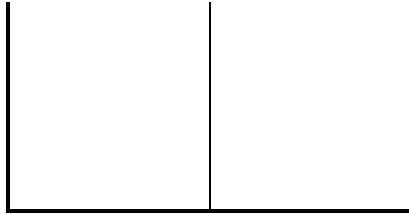
**Exposure 1**

Illustration #4 depicts an operation in a square building.

**Exposure 3**



FRONT



### Exposure 1

This identification system allows the IC to more effectively manage resources, improve incident communications, limit the span of control and conclude operations successfully.

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**FIREFIGHTER ASSIST SEARCH TEAM (FAST)**

**OP-31**

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#### **PURPOSE:**

To have at the ready a fully equipped company immediately available to search for, locate and remove firefighters who become trapped or are in distress in a building or area.

This company shall be known as the **Firefighter Assist Search Team (FAST)**. Other terminology used to describe this company shall be Rapid Intervention Team (RIT)

#### **GENERAL:**

1. Effective 2400 hours, 3/17/97, the Firefighter Assist Search Team will be utilized by this Department at all Signal 35's or when designated by the Officer In Charge (OIC).
2. All Department members will familiarize themselves with the following procedures and all Companies will be adequately trained in Fast Team procedures.
3. The designated Fast Team shall have no other purpose on the fireground and shall never be involved in any basic firefighting procedures.
4. If assigned by a superior officer to of other than Fast Team duties, the FAST Team officer shall REMIND that superior of FAST Teams designation.
5. The FAST Team will be an adequately manned and equipped ladder company or engine company.
6. For General Alarm-Signal 35 or for specialized heavy rescue incidents, a Signal 24 shall be requested by the dispatcher for FAST Ladder or Rescue Units from designated Fire Departments.

#### **PROCEDURES**

1. The designated FAST Team officer shall upon arrival report to and remain at the Command Post, unless otherwise directed by the Incident Commander.

2. The entire FAST Team shall remain together, fully equipped near the Command Post, within verbal contact distance, at a position from which they can be readily deployed.
3. The FAST Team shall monitor the fire ground frequency or mutual aid frequencies for any indications of firefighters in distress.
4. The FAST Team shall "stand-fast", intact as a unit, ready to take immediate action as directed by the Incident Commander. They shall maintain a state of constant readiness to react rapidly to the changing fireground conditions.

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5. While at the command post FAST Team members must continue to size up the fire conditions noting the following:
  - a) Number of entrances and exits.
  - b) Need for additional ladders on upper floors. *If necessary the FAST Team shall place those ladders.*
  - c) Other horizontal openings
  - d) Available fireground equipment i.e., portable ladders, hose lines, tools, portable lights, Hurst tools, and Air bags.
  - e) Any pre-plan information such as floor plans, pre-plans.
  - f) Any other information that may be useful during search, removal and recovery operations.
  - g) Fire suppression progress.
6. Radio silence must be maintained upon deployment and notification of a member in distress or trapped. All other necessary communications will take place on an alternate frequency.
7. Upon deployment, an assigned Safety Officer or the Chauffeur of the FAST Team will be responsible to keep track of the time the team members are operating, keeping in mind the current capabilities of the SCBA used by the team.
8. When ordered to deploy, the FAST officer will ascertain as much available information as possible. The officer will quickly de-brief firefighters and officers exiting from the building obtaining the following information.
  - a) How many members are missing?
  - b) Unit and department of missing members
  - c) Last known location
  - d) Entrance used by missing members
  - e) Known hazards in building
  - f) Names of missing members.
9. In addition Command shall request a roll call from all units on the scene. A check shall be



made against the accountability tags, to verify exactly how many members may be missing and who they are.

### **TOOLS, EQUIPMENT AND ASSIGNMENTS**

The FAST Team members shall bring the following equipment with them from their apparatus.

1. Officer - Portable radio, hand-light, search rope, SCBA
2. Chauffeur - Portable radio, spare air cylinder, watch
3. Can Man - Portable radio, Can, 6' hook, utility rope, SCBA
4. Irons Man - Portable radio, Set of irons, handlight, SCBA
5. O/S Vent - Portable radio, rescue rope, hook or halligan, SCBA

Up to four (4) portable radios can be obtained from 3-2-73

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### **ADDITIONAL EQUIPMENT READY FOR USE**

- 1 Chain Saw
- 1 Circular Saw
- First responder bag

This equipment if required can be taken from 3-2-18 in addition to any other equipment required by the FAST Team but not carried on their apparatus.

### **TACTICS/SEARCHES**

1. When searching small areas, use the general "right in/left out" or left in/right out" search methods.
2. Large areas use the team search approach using search guide ropes and smaller personal ropes to extend reach.
3. Maintain team continuity at all times. *Never freelance.*
4. Maintain constant communications between the team members. This will maintain confidence of the members during the difficult assignment.
5. Prior to entering the search area, the FAST Team officer will perform a final check of the team member's equipment. The officer will then supervise the search teams operation.
6. The FAST Team must search the floor below the fire as missing firefighters may have fallen through holes in the floor to the floor below.
7. Upon deploying the FAST Team the Incident Commander shall request a second team to respond to the scene.
8. The Incident Commander will make provisions for the relief of the FAST Team if prolonged operations are evident.

## **RESTRICTIONS**

1. The FAST Team shall not be used for firefighting.
2. When the Incident Commander directs the FAST Team to work, an additional unit shall be requested to respond immediately and be designated as a FAST Team.

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## **IMMEDIATE NEED FOR A FAST TEAM**

1. If prior to the arrival of the FAST Team, the Incident Commander determines that a member may become in need of assistance, the IC shall designate any of the following for assistance or rescue.
  - a) Companies held in staging, or Signal 9 at scene.
  - b) Members available for immediate re-assignment. *Example - Ladder Company Chauffeur, uncommitted Engine Company Chauffeurs and crews.*
2. It is imperative that the Incident Commander reassigns these members as early as possible in the operation.
3. These members shall be relieved as soon as the designated FAST Team arrives at the Command Post.

## **NOTIFICATION AND RESPONSE**

1. Factors and Considerations when contemplating the need for a FAST Team.
  - a) Signal 13/35 - Extent and volume of smoke and fire
  - b) General Alarm/35 - Extent and volume of smoke and fire
  - c) Building Collapse
  - d) Time of day (manpower and searches)
  - e) Length of time needed for mutual aid response.
2. Response protocol
  - a) Signal 13/35 Company Response Times
    - (1) 3rd Due Engine on the scene
  - b) Signal 13/35 Limited Company Response Times
    - (1) 3rd Due Engine on the scene
    - (2) Mutual aid Ladder companies will act as the FAST Team if required.
  - c) General Alarm (Structure) Signal 35 at any time
    - (1) Designated mutual aid FAST Team will be requested.

- (2) Dispatcher will notify "Command" of the identity of the FAST Unit.
- (3) Dispatcher will notify mutual aid company of the FAST Team designation.

d) Mutual aid to other departments

- (1) 3-2-18 will respond to all requests for a FAST Team.

**COMMUNICATIONS**

Each member of the FAST Unit shall carry a portable radio. The officer and chauffeur shall bring theirs from the apparatus. All other members of the Unit shall pick up portable radios from 3-2-73. Each portable on 3-2-73 is marked with an identifying number.

**RADIO IDENTIFIERS**

Officer	FAST Leader
FAST 1	FAST 1
FAST 2	FAST 2
FAST 3	FAST 3
FAST 4	FAST 4
Chauffeur	FAST 5

If a Safety Officer is assigned to work with the FAST, he/she shall use the identifier of FAST Safety.

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## CONCLUSIONS

1. Some prominent causes of Firefighter distress are listed below in an effort to reduce the possibility for the need for a FAST Team.
  - a) Rapidly deteriorating conditions.
    - (1) Expect the unexpected.
    - (2) Fight complacency -Train, Train, Train.
    - (3) Don't over extend yourself -Remember the limits of bunker gear.
  - b) Poor fireground communications - Incident Commander prevented from receiving important communications from interior units due to improper or unnecessary radio Communications.
  - c) Improper or incomplete size-up, Tunnel Vision - Failure to consider building construction, contents and use before pushing into interior attack and operation.
  - d) Failure to follow basic safe firefighting principles i.e. sufficient manpower, passing a hose line in place, no means of egress, failure to use search guide rope.
  - e) Failure to properly use SCBA - mainly wearing it!
  - f) Delayed fire detection - i.e. Energy efficient windows increase potential for back draft and flashover resulting in severe heat, smoke and carbon monoxide conditions.
  - g) Freelancing - ***You are on your own if we do not know you are in the building.***
  - h). Failure to use the Accountability and PASS systems.
  - i) Operating above the fire and not knowing it i.e. Balloon Construction, Tunnel Vision.
2. Progressive training and drills will limit members from placing themselves into a position where they can't get themselves out. However the presence of the FAST Team if needed will prevent further firefighting injuries or worse.

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The MAYDAY signal may be declared by Fire personnel who may be trapped, in imminent danger, in some need of immediate assistance or by the Incident Commander.

1. Upon receipt of the Mayday signal, the dispatcher shall simulcast on all Frequencies being used by the Fire Department at the incident.
2. The dispatcher shall receive acknowledgement of the Mayday signal from the Incident Commander if the Mayday was not initiated from the Incident Commander.
3. Personnel who transmit a Mayday signal should, if at all possible, include the following information:
  - a) **Location** – floor, room, location by direction, side of building (exposure side 1,2,3, or 4), etc. *This is the most Important item of information that the endangered firefighter(s) should transmit;*
  - b) **Special tools or equipment needed;**
  - c) **Hose line requirement;**
  - d) **Other pertinent information;**
5. If the member(s) who have transmitted a Mayday feel their transmission has not been received using the fireground channel (45.74), they shall then transmit the Mayday on F1 (46.44) or F2 (46.46). The Dispatcher shall notify the Incident Commander.
6. Incident Commanders who have transmitted a Mayday resulting from a negative response on a Status Alert (check of accountability tags) must take careful and calculated deductions as to the probable location of the “missing” firefighter(s).
7. Personnel noting a perilous condition (potential collapse, etc.) which may or has endangered personnel, shall report this condition to the Incident Commander. The Incident Commander, after evaluation may declare a “MAYDAY”. Due to communication failure members may be unable to contact the Incident Commander. They may then, at their

desecration, declare a Mayday.

8. Upon receipt of a Mayday signal, ALL fireground activities underway shall continue. Members shall not exit the building unless specifically told to do so by the Incident Commander. ***Ongoing fire suppression activities shall continue, until directed otherwise by the OIC.***

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9. **After a MAYDAY signal is declared, the following objectives shall take place immediately, and if possible, in the following sequence:**
    - a. The dispatcher shall request a Signal 24 for a FAST team from a designated fire department.
    - b. The dispatcher shall transmit a General alarm with all personnel to report to their respective stations. The 2<sup>nd</sup> due engine (on a 9) from any company working at the alarm shall be dispatched to the scene.
    - c. If no instructions have been given to the responding Company, all personnel, including drivers shall report to the command post site in full protective equipment including SCBA, hand tool and a spare air cylinder.. Only the company officer shall report directly to the Incident Commander at the Command Post.
    - d. The FAST Team shall respond in as outlined in the Operating procedures for the FAST Team.
    - e. 5 minutes after the activation of the General Alarm, the Dispatcher shall notify the Incident Commander as to the status of apparatus and personnel in quarters.
    - f. The dispatcher shall request from Brentwood Legion Ambulance additional ambulance(s) and a BLA Officer to respond and stand by at the scene. The Officer shall report to the Command Post.
  10. During the time period of a Mayday, it is imperative that all fire department members put forth their full effort towards bringing a safe ending to this type of incident. All personnel will only accomplish this through calm, collective efforts. Personnel must be prepared to respond to any command necessary to fulfill this mission.
  11. It is compulsory that radio communication at any fireground operation, especially with a Mayday situation, ***be kept to an absolute minimum, allowing only essential trans-***

*missions.* As stated previously, ALL fire personnel shall pay close attention to radio communication.

12. Multiple radio channels should be utilized at a Mayday situation. F4 shall continue to be used by all personnel operating on the fireground unless specifically altered by the Incident Commander due to personnel declaring a Mayday.
13. The Incident Commander may direct the changing of the fire ground channel to either 46.44 or 46.38, with 45.74 being utilized for the Mayday situation. This will allow for a dedicated channel for the endangered personnel.

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**MAYDAY**

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### **DEFINITIONS OF RADIO CHANNELS**

**Fireground Channel** – Channel to be utilized by ALL fireground personnel.

**Mayday Channel** – Once declared by the Incident Commander, this channel is to be only used by the endangered personnel and those assigned to rescue them.

1. It is important to remember that all incidents are unique. The primary tactics will have to be adapted to the existing conditions.

### **THE KEY TO ACCOMPLISHING THE OBJECTIVES OF THE INCIDENT COMMANDER SHALL BE THE DISCIPLINE OF ALL FIRE PERSONNEL.**

1. Manpower at an incident involving a Mayday will normally be taxed to the utmost. It shall be of primary importance that ALL personnel promptly obey the commands given by Officers.
2. Fireground personnel shall be prepared to respond to complex and exacting directives. Fire conditions maybe such that the Incident Commander may order multiple handlines and fire streams may be placed into operation in various configurations, including but not limited to, exterior, tandem, and/or opposing attack profiles.
3. It is imperative to remember that not all possibilities can be specified. Therefore, the tactics used must be conducive to maintaining survivable conditions for the trapped or missing members.

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**ALL EVAC SITUATION**

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**PURPOSE:** To provide a plan for evacuation of personnel when building collapse, or similar life threatening situation is imminent.

**MAJOR OBJECTIVES:**

1. Recognizing imminently unsafe environments.
2. "All Evac." Procedures
3. Accountability of all persons.
4. Search and rescue plan.

**1. RECOGNITION OF IMMINENTLY UNSAFE WORKING ENVIRONMENTS**

All personnel at the scene of emergency operations and related functions (training) are required to observe and report significant changes in the scene environment; especially those changes which forecast sudden deterioration. These deterioration factors include but are not limited to:

- a. Loss of building integrity; partial or complete collapse of walls, floor, parapets, or roofs.
- b. Change in smoke conditions; sudden change of smoke direction (building pressure), intensity, color, back draft conditions, etc.
- c. Uncontrolled ignition source with flammable or explosive vapors in area.
- d. Threatened harm to personnel on scene. Includes bomb threats and observation of suspected bombs or similar devices.

The report of imminently unsafe conditions should be made without delay, directly to Command. If the severity of the situation dictates, command may activate evacuation procedures. Reporting units not be able to contact command shall communicate directly with the dispatcher and follow evacuation procedures.

**2. EVACUATION PROCEDURES**

When it is determined that an imminent unsafe condition exists, there is a need for a RAPID evacuation of the hazard area and a QUICK and ACCURATE WARNING to be given to all



personnel.

- a. Utilizing the statement “Emergency Traffic”, Command or the reporting unit will declare an “All Evac” situation. The dispatcher will hit alert tone three times and announce “All Evac”
- b. The “Emergency Traffic” message should briefly describe condition and directions to evacuate.
- c. Command or the reporting unit shall assign an emergency vehicle to signal the need for evacuation by REPEATEDLY SOUNDING THREE SHORT BLASTS FROM THEIR AIRHORN. This signal shall continue until all personnel have evacuated the area.

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- d. This signal applies to any situation where **removal of fire personnel is top priority!**
- e. Personnel hearing this warning shall immediately exit the structure or area and report to their respective officer. Crews should assemble at either Command or their vehicle (if located outside the threatened area). Officers will immediately begin accounting for their assigned personnel.

### 3. ACCOUNTABILITY

- a. After evacuation, officers shall make an accountability count of personnel assigned under their direct control. Sector officers and team leaders shall account for individual firefighters. Command shall account for all members through their accountability tags.
- b. Utilizing radio communication shall be restricted to locating personnel in the most threatened area(s). If necessary an alternate channel (F1 or F3) shall be used for continuing operations.

### 4. RESCUE PROCEDURES

- a. The FAST Team shall be placed in operation
- b. The dispatcher shall be notified by Command to request one or more mutual aid FAST Teams .
- c. All personnel will monitor radio traffic, utilizing radio communications for essential traffic only.
- d. Command will ascertain the last known assignment/location of missing personnel.
- e. Command will weight the risk/gain factors, depending on the most prudent course of action. The action plan may include change in strategy and tactics which may minimize the danger to missing personnel.
- f. All personnel are advised to use caution when attempting to locate or rescue another member. The use of sound judgement may be clouded resulting in inappropriate risk and additional victims. Command is advised to utilize mutual aid FAST teams \*\*.

- g. Command shall request all necessary rescue equipment and support resources as required to stabilize the incident.
- h. A Critical Incident Stress Team shall be requested and made available to all personnel and family members.

\*\* Caution must be exercised should one of our own be trapped. Crisis Management states it would be best to have an outside agency assist command of an incident where decisions must be made regarding trapped or injured firefighters. Command must consider the possibility of subjecting undue risk to remaining personnel when attempting to locate missing coworkers.

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**DEPARTMENT SIGNAL 19**

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**DEPARTMENT SIGNAL 19 PROCEDURE**

1. Signal 19 will be activated at 17:45 hours
2. No signal 19 will be activated while an alarm is in progress
3. The following format shall be used:

**SUNDAY** CHIEF, GENERAL, CHIEF

**WEDNESDAY** CHIEF, ENG 1, ENG 2, CO 3, ENG 4, CHIEF

**FRIDAY** CHIEF, ENG 5, ENG 6, LAD 1, CHIEF

Note: Fire Prevention Company is alerted with the Chiefs tones.

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**REHABILITATION SECTOR**

**OP-35**

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**PURPOSE**

To establish the system which ensures that personnel who may be suffering from effects of sustained physical exertion receive evaluation and assistance during emergency operations

**REHABILITATION (REHAB) SECTOR POLICY**

It is the policy of the Brentwood Fire Department that no member will be required to continue emergency operations beyond safe levels of physical and mental endurance. This policy is in no way intended to diminish initial fire attack aggressiveness. The intent is to establish a reasonable procedure to lesson the potential of injury resulting from extended field operations under adverse conditions.

**GENERAL OBJECTIVES OF THE REHAB SECTOR**

To provide a specific area where personnel will assemble to receive:

1. A physical assessment
2. Revitalization; i.e. rest, refreshment, protection from extreme weather exposure, etc.
3. Treatment for firefighter injuries.
4. Continual monitoring of physical condition.
5. Transportation for firefighters requiring treatment at a medical facility.

**IMPLEMENTATION OF REHAB SECTION**

It is the responsibility of Command to make an early determination of situations requiring the implementation of a Rehab Sector in order to protect the health and safety of operating personnel.

Command should consider the establishment of a Rehab Sector at the following emergencies:

1. Where a moderate to long working time is envisioned.
2. Where personnel are operating under adverse temperature or weather conditions.
3. Where a moderate to large manpower force is indicated.
4. Any other incident where Command deems it necessary.

**ELEMENTS OF THE REHAB SECTOR**

The Rehab Sector shall consist of four main elements; (1) a controlled entrance/exit, (2) a Rest and Refreshment area, (3) a firefighter treatment area, and (4) an ambulance staging.

**Controlled entrance/exit area**

Shall contain the record of personnel reporting to/from the Rehab and medical evaluation area

### **Rest and Refreshment Area**

Shall provide rest, food, water, SCBA replacement cylinders and adequate shelter from extreme weather. Resting firefighters should be kept separate from civilians and the press.

### **Treatment Area**

The Rehab Sector should be divided to provide a "Treatment" area adjacent to the Rest and Refreshment area. The "Treatment" area will be utilized for individuals exhibiting signs of stress or extreme fatigue, or those with obvious or suspected injuries requiring medical attention.

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#### **Ambulance Staging**

Shall provide immediate transport of firefighters requiring treatment at medical facilities.

### **REHAB SECTOR OFFICER DUTIES**

Command will designate an officer or other personnel to direct the Rehab Sector.

#### **1. Select Site**

Unless already designated by Command, the assigned Rehab Section Officer will survey the area and select a suitable site, and announce the location. The site should be located in an area outside of the operational activity area (the fireground perimeter or hazard zone)

where protective clothing and equipment can be safely removed. If possible, the site chosen shall allow good access for ambulances, utility vehicle, school bus, etc. The site should be selected for protection from extreme weather; extremely hot weather requires a shaded area and extremely cold weather requires warm shelter.

#### **2. Operation of Rehab Sector**

- a) Determine the number of personnel needed and request the appropriate resources from Command.
- b) Ensure the procurement of Rehab supplies.
- c) An ambulance assigned to the incident shall report to the Rehab Sector Officer.
- d) Ambulance personnel shall assist the Rehab Sector Officer with the medical evaluations, monitoring of vitals, and necessary treatment.
- e) Request/obtain all other necessary resources; i.e. lights, tarps, SCBA cylinders, school bus, fans, etc.

#### **3. Tracking of members reporting to the Rehab Sector**

All members reporting to the Rehab Sector will be checked in at the designated entrance, where they will be assessed by a member of the Rehab team, logged in and assigned to

either Rest and Refreshment area or the Treatment area as dictated by their physical condition. The log will indicate the arrival time of each company/team and the names of the individual crew members, their medical evaluation status, and the time the crew is ready for reassignment.

#### 4. **Reports to Command**

- a) The Rehab Sector Officer is responsible for placing crews on the list for reassignment as soon as they are able to actively participate in further operations.
- b) The Rehab Sector Officer shall update Command throughout the operation with pertinent information including the identity of companies in Rehab and available for reassignment, plus the status of any injured personnel.

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#### **PERSONNEL REPORTING TO REHAB SECTOR**

1. It is the responsibility of every company officer (team leader) to continually monitor the condition of all crew members for signs of stress or fatigue. When these conditions are noted, the officer shall request reassignment of the company to the Rehab Sector. When assigned, the company officer and entire crew will report to the Rehab Sector as a team.
2. It is the responsibility of the company officer to keep the crew together in the Rest and Refreshment area.
3. While assigned to the Rest and Refreshment area, each crew member shall hydrate and nourish in preparation for reassignment. Additionally, each crew member shall change air cylinders, evaluate SCBA and personal protective equipment for serviceability.
4. When all crew members are refreshed, rested, medically cleared, and all SCBA's and personal protective equipment have been deemed serviceable, the company officer shall report to the Rehab Sector Officer as available for reassignment.
5. The Rehab Sector Officer shall release companies to specific assignments as directed by Command. Companies may be assigned to operating sectors or released from the scene if no longer needed.

#### **ASSIGNMENT OF COMPANY 3**

1. *Whenever a Signal 35 for a Signal 13 or General Alarm is declared the dispatcher shall also activate Company 3 as part of the reactivation. Company 3 shall respond to the Main House and prepare to respond to the scene with the Rehab Kit, refreshments for hydration and nourishment (as required for the adverse weather conditions at that time).*
2. Members of Company 3 shall be assigned to assist at the Rest and Refreshment area. They shall also procure and supply all refreshments required for the alarm.
3. **Rehab Kit**  
A Rehab kit shall be made up and stored at Fire Headquarters for easy deployment. The kit shall contain (but not be limited to) the following:

1-Large coffee urn

- 4-Five gallon insulated coolers
- 5-Blankets
- 1-Large Tarpaulin
- 2-Rolls of paper towels
  - Cups (hot and cold type)
- 1-Box packages of Hot Chocolate
- 1-Box packages of Gateraid
- 1-Box sugar packets

BRENTWOOD FIRE DEPARTMENT  
OPERATING PROCEDURES  
**VACANT/FIRE DAMAGED DANGEROUS BUILDINGS**

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**OBJECTIVE**

1. One objective of the Fire Department is to extinguish fires in all buildings.
2. Another is to keep injuries to our members at a minimum while giving due regard to life and extension hazards.
3. At vacant building fires it is often possible to conduct an interior attack for the expeditious extinguishment of the fire, but the obligation for this method of attack is not mandatory as it is in an occupied building. The OIC must consider and weigh the factors that be spelled out in this OP, keeping in mind that life hazard and the safety of the department members involved in the operation is the main concern.

**DEFINITION OF A VACANT/FIRE DAMAGED DANGEROUS BUILDING**

For the purpose of this Operating procedure, a vacant/fire damaged dangerous building is a structure that is considered to be completely unoccupied and all efforts by the owner to maintain the building in a livable condition have been abandoned. It is also a structure that had been occupied but due to previous fire is in a condition that would be a hazard to our firefighters.

**MARKING OF THE VACANT/FIRE DAMAGED DANGEROUS BUILDING**

1. After a fire has been extinguished, the department shall identify the hazards by marking these structures.
2. 3-2-73 carries a can of the lime-yellow paint.
3. If Fire Prevention does not respond to the alarm, make notification to them and they will go back and mark the building. OIC will also notify the dispatcher and make notification on the incident report.
4. In marking these structures, the following symbols shall apply.
  - a) Square approximately 18” x 18” with 2” lines shall be painted with lime yellow paint. Interior hazards exist to such a degree that interior operations may be

conducted only after examination and with extreme caution.

Every effort must be made to conduct operations from the exterior. When absolutely necessary to enter the building, the following must be adhered to:

- a) Approval by the OIC is required.
- b) Examination must be conducted before company is committed.
- c) Operating force and interior operational time to be kept to a minimum.

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## **VACANT/FIRE DAMAGED DANGEROUS BUILDINGS**

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5. Additional letters shall be added to the square to further identify the hazards within.

- OR Open roof
- OS Holes in stairs, stairs in dangerous condition or missing
- OF Holes either cut or burned through on floors
- C/F Prior collapse of floor(s) or floor supports (joists burned through below)

6. The square shall be made alongside the main entrance of the structure. The square should be placed about the height of the door.

7. The letters shall be placed above and below the square

## **CONSIDERATIONS**

1. The markings shall be used only as a tentative indicator. Conditions of a vacant building can alter dramatically due to vandalism, demolition, subsequent fires, and water effects.
2. A vacant building does not necessarily mean there is no civilian life hazard. Children, derelicts, trespassers, workman, squatters, etc., may be present.
3. What may appear to be a vacant or dangerous structure could be occupied by one or more families. In many cases this occupancy may not be evident from the front of the building.
4. Indications that there are civilians in an apparent vacant/dangerous building:
  - a) Lights in windows
  - b) Curtains, window coverings, plants
  - c) Electric extension cords strung from a LILCO pole or an adjoining building.
  - d) Holes or signs of forced entry in a sealed building. (HUD door/window coverings.
  - e) Automobile in driveway or yard

## **DECISION AS TO METHOD OF ATTACK**

Determination of method of attack, exterior or interior, may have to be made by the first arriving officer. As in any fire situation, a size-up must be made.

1. General Considerations
  - a) Any known or indicated presence of life in the building

- b) Location and extent of the fire.
  - c) Exposure problems
  - d) Number of units responding to the initial alarm.
2. Specific considerations pertaining to the building
- a) Construction, size and shape of the building.
  - b) Previous occupancy
  - c) Length of time the building has been vacant

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- d) Access to the building or certain portions of the building from other street, rear and side yards and exterior stairs.
  - e) Location problems: street access, parked car problems, water supply, location of hydrants.
  - f) Number of, location of, and severity of previous fires. Structural damage and openings in floors, walls, and roof.
  - g) Structural stability of the building.
    - 1) Sections of floors, roofs, partitions, and interior walls and stairs burned away or missing.
    - 2) Cracked or out of line exterior walls, indicated by bowing or bulging of the wall, out of line window frames and other obvious defects.
    - 3) Sagging floors evidenced by out of line door and window frames, diagonal cracks in plaster or sheet rock walls, cracks between walls and ceilings, evidence of beams pulling away from bearing walls, or a bow in the ceiling.
  - h) Abandoned materials or accumulated rubbish in the building.
3. The decision as to method of attack must be made by the OIC after a careful evaluation of all of the aforementioned factors.

**PRIMARY HAZARD CONSIDERATIONS**

Vacant buildings have all the construction defects and potential for fire spread that they possessed when occupied. In addition, hazards above the normal have developed as a result of deterioration caused by misuse, vandalism and previous fire.



**SELF CONTAINED BREATHING APPARATUS (SCBA)**

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Wearing a SCBA shall mean having the harness on, with the facepiece in a standby position. Using a SCBA shall mean having the facepiece donned. The wearing/use of a SCBA, including all types issued by the department, shall be in accordance with training evolutions and other Operating Procedures.

SCBAs shall be maintained, inspected and tested as per instructions received; and in accordance with appropriate Evolutions and Regulations.

**1. STRUCTURAL OPERATIONS**

All members shall use SCBA when:

- a) performing interior structural firefighting operations;
- b) performing interior structural emergency operations when toxic substances or smoke are present;
- c) operating at outside positions where exposed to smoke or toxic substances;
- d) operating in confined spaces. (*Unless wearing SAR*)

Members operating in smoke or toxic atmospheres should not remove SCBA facepiece except:

- a) when the cylinder is depleted;
- b) when mask is malfunctioning, so as to cut off the air supply;
- c) in a life saving support mode.

In all circumstances, where the facepiece has to be removed, member shall immediately leave the contaminated area. The removal of the facepiece shall be accomplished in an uncontaminated atmosphere whenever possible.

NOTE: Except for a life saving situation, the sharing of SCBAs with other members and/or civilians is prohibited. It must be remembered that with SCBA sharing, search for a means of egress is hampered, exposure to smoke and gases is increased, and air supply is consumed faster causing the possible loss of both victim and rescuer. Therefore, victims should be removed from the contaminated area as soon as possible, to a location where proper first aid can be administered.

Only the officer in command of the operation (or sector) may authorize discontinuance of the wearing/use of SCBAs, when conditions present no discernible threat to the firefighters' health.

If a member of a company, using a SCBA, leaves a contaminated area, he/she must be accompanied to a safe area by another member using a SCBA.

When a company officer leaves a contaminated area to change his/her cylinder, that officer will maintain supervision of their unit from a safe location. If circumstances prevent this from being done the officer provide for temporary supervision during his/her absence, and make every effort to return without delay when the cylinder has been changed. The officer's expended cylinder will be serviced by a member of his/her (or an other) unit. The officer in command of the operation (or sector) will be contacted to provide relief of units and to insure replacement of low and depleted cylinders.

Operating time may be conserved by donning the facepiece just prior to entering the contaminated area.

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## 2. OTHER THAN STRUCTURAL OPERATIONS

SCBAs are required to be worn/used at operations other than structural, such as:

- a) *outside fires involving rubbish, dumps, vehicle fires, street transformer vaults, etc.;*
- b) certain non-structural emergencies.

**The SCBAs may be dispensed with only when authorized by the officer in command of the**

operation (or sector). The determination to dispense with wearing/using SCBAs should be based upon the consideration of the possibility of toxic materials being present and the potential for smoke or fume injuries as well as the training opportunities presented by conducting the operation with SCBAs.

## 3. STORAGE

- a. Storage of masks shall be consistent with efficient and safe use.
- b. Mask brackets installed on apparatus facilitate wearing of masks enroute to alarms, prior to arrival at the alarm locations.
- c. When it is determined that operations may continue without the wearing/use of masks, they shall be placed in a safe, centrally located area. At this time the air bottle shall be shut off and the PASS Alarm reset.
- d. If it is decided to remove masks to a centrally located area in the street, the same procedure shall be followed. In the event it is decided that units should return masks to their assigned apparatus, the engine company or ladder chauffeurs shall be have the responsibility to safeguard them.

## 4. RESPONSIBILITY FOR COMPLIANCE

- a. All members are advised that they are individually responsible for ensuring that their SCBAs are used in accordance with this policy. Members are cautioned against jeopardizing their health by non-compliance with these procedures.
- b. To achieve the objectives intended in this policy statement, chief officers must be aware of the necessity to furnish relief for individuals and units when required, and to maintain close supervision of their units for compliance.

- c. Chief and company officers shall also ensure that the self-contained respiratory equipment worn by members is used only in the manner and form prescribed by the manufacturer, and in accordance with all applicable instructions and procedures outlined in the related department bulletins and circulars.

WEAR YOUR MASK PROPERLY  
MAKE SURE ALL MEMBERS WEAR THEIRS !!!

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**GENERAL ALARM – STANDPIPE OPERATIONS**

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**BUILDINGS WITH STAND-PIPE**

1st due engine will lay a 5" supply line from a hydrant. This engine will support the Standpipe system by hooking up to the Siamese.

2nd due engine will proceed to the scene, drop 5" line from 1<sup>st</sup> due engine and will be the working engine.

3rd due engine will hook up to the hydrant and feed the 5" line. The Officer and crew will report to manpower staging area, leaving one (1) firefighter and the chauffeur with the engine.

4<sup>th</sup> due engine will find and Signal 9 at second water source. The Officer and crew will report to manpower staging area, leaving one (1) firefighter and the chauffeur with the engine

If all engines are committed the OIC will notify the dispatcher upgrading the alarm and request the 5th due engine to respond to the staging area.

When the 5th engine is requested to staging, the dispatcher will alert a fourth engine company and they will respond one (1) engine to headquarters, with one (1) engine on a Signal 9 at their quarters.

**STAND-PIPE SYSTEMS**

Engine companies shall utilize only Department issued hose for standpipe firefighting. Engine companies shall not attempt to use the "occupant use" hose sometimes provided with these systems, even in those instances when the hose is 2-1/2 -inches in diameter. Occupant use hose may not be maintained properly, is often old, and may fail under Department operating pressures. If a reducer is encountered, it must be removed to permit the attachment of our 2-1/2 inch couplings to the standpipe outlet

**SUPPLYING STANDPIPE SYSTEMS**

1. Standpipe systems are supplied through outside Siamese connections the same as a sprinkler system. The systems can also be supplied through floor outlets. Floor outlets are used when Siamese connections are vandalized or to reinforce augmentation with additional supply lines.

2. Siamese connections are color coded for ease in identification. Either the caps or the entire Siamese connection may be painted. Standpipe Siamese connections are painted red. For reference, the other colors used and what they indicate are as follows:

Red -- Standpipe

Green -- Automatic Sprinkler System

If no color-coding is present, each Siamese connection should be identifiable as to the type of system it supplies. This information is usually embossed on a plate or the Siamese connection itself.

3. Standpipe systems must always be supplied with 3" hose.
4. Whenever possible, standpipe systems should be supplied by at least two different engines.

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5. Whenever possible, standpipe systems should be supplied through at least two independent Siamese connections. If there is only a single Siamese connection a second supply line can be attached to the first floor outlet. Additional floor outlets can be supplied if required.
  6. If a standpipe system is to be supplied via a floor outlet, a double female adapter is required.
  7. As a general rule, there should be a separate engine company supplying the standpipe system for each hoseline placed in service.
  8. If the building is equipped with both a standpipe system and automatic sprinklers, the first supply line must be attached to the standpipe Siamese. The Officer of the Engine Company supplying the system must verify that it is attached to the correct Siamese connection. If the 1<sup>st</sup> due engine is supplying both the standpipe and the sprinkler systems, the 2<sup>nd</sup> and 3<sup>rd</sup> due engine companies must stretch lines to augment both systems.
  9. Difficulties may be encountered with Siamese connections. These difficulties include missing caps, defective threads, debris stuffed into the connection, tight caps, female swivels out of round, frozen female swivels and clappers either broken or jammed open. Never insert any part of your hand inside a connection to clear debris. In addition to broken glass and sharp metal edges, junkies have been known to store or discard hypodermic needles inside Siamese connections.
  10. A spare 2 ½" male cap should be carried by all engine companies in the event it becomes necessary to cap one side of the Siamese to prevent the outflow of water due to a malfunctioning clapper valve. Immediately stretching and connecting a line is another remedy.
  11. Some Siamese connection may be equipped with either metallic or plastic vandal proof caps. These caps are usually attached with screw eyes placed over the pin lugs on the female swivel. Both plastic and metal caps are removed by striking the center of the cap with a tool. Caps can also be removed by prying one of the screw eyes off the pin lug.
  12. The pump discharge pressure for each hoseline attached to a standpipe system is 100 psi plus 5 psi for each floor above grade. This assumes two lengths of 3-inch hose between

the pumper and the Siamese, three lengths of 2-inch hose connected to the standpipe outlet, and the use of a controlling nozzle with a 1 1/8 inch MST.

## **OPERATING FROM STANDPIPE SYSTEMS**

### **1. Required equipment**

Standpipe kit. Each engine company shall carry a “standpipe kit” with the following minimum basic compliment of tools:

- 2 ½-inch controlling nozzle with 1 1/8-inch main stream tip and ½-inch outer stream tip.
- 2 ½-inch double female
- 2 ½-inch double male

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- Hand control wheel(s) for outlet valve.
  - 2½-inch x 2 ½-inch in-line pressure gauge
  - Pipe wrench (minimum 18 inches in length).
  - Two spanner wrenches
  - Three to four door chocks
  - The following special adapters 2 ½-inch iron pipe female to national standard male.
  - Wire brush C
  - Can WD-40
- b. Two 100-foot lengths of folded 2-inch hose. Each engine company will bring both lengths into the building.
2. Due to the complexity of supplying and stretching from standpipe systems, the 1<sup>st</sup> and 2<sup>nd</sup> due engine companies will always operate together to ensure prompt and efficient placement of the first hoseline.
  3. The first hoseline should normally be attached to an outlet on the floor immediately below the fire. In buildings of fireproof construction with properly functioning stairway doors (including view glass intact), an outlet on the fire floor may be used if it will facilitate operations. Hose outlets located in corridors on the fire floor should never be used.
  4. The officer and control firefighter from the second due Engine Company should relieve the first due control firefighter at the hose outlet and communicate with the first due engine officer to ensure that adequate pressure is supplied to the nozzle. It remains the first due control firefighter’s responsibility to ensure a proper hook-up to the hose outlet, including connection of any necessary fittings and adapters. The in-line pressure gauge should always be used to ensure correct nozzle pressure and a good fire stream.
  5. If a second line is required on the fire floor, it may have to be stretched from a hose outlet two (2) floors below the fire or from another standpipe riser. Both of these situations often require at least four lengths of hose.
  6. Scissors stairs create additional complexities and will usually require stretching of four or more lengths of hose.

7. Prior to attaching the in-line pressure gauge, flush the standpipe system thoroughly through the floor outlet. It is difficult to clog a controlling nozzle, but rubber balls and soda cans lodged within a standpipe riser or piping can do it.
8. Nozzle pressure is to adjusted by use of the hand wheel at the house outlet valve and by observing the in-line gauge. This requires coordination between the engine company officer supervising the advance of the nozzle and the officer and control firefighter of the second due Engine Company at the hose outlet valve. Portable radio communications are essential to the safety of the operation. It should be noted here that the in-line gauge reading is only accurate when the nozzle is fully open and water is flowing. If the gauge is read after opening the hose outlet valve, but before the nozzle is open, the reading will not be accurate. When the nozzle is finally opened, there will be a dramatic drop in pressure and an ineffective fire stream will result. It is important to monitor the in-line gauge

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closely after the nozzle is opened and adjust the valve wheel sufficiently to provide the proper pressure. As a rule of thumb three lengths of 2-inch hose requires 70 psi at the outlet and four lengths of 2-inch hose requires 80 psi at the outlet **WITH WATER FLOWING.**

9. When attaching lengths of hose together, especially in a smoke condition, be careful not to connect the hose in a loop or to create excessive knots or twists in the line.
10. As with the advance of any hoseline, ensure the line is charged and bled before entering the fire area. Sometimes this may require charging and bleeding the line in the stairway, such as when an apartment door is left open and high heat conditions exist in the hallway or at commercial building fires with large, open floor areas.
11. As the first due engine company begins its advance on the fire, the second due engine must assist with line movement and be prepared to relieve the first engine company. Air conservation is most important for the second due engine. If it is not possible to conserve air due to smoke and heat conditions, additional engine companies may be utilized by the OIC to reinforce the critical position of the first hoseline.

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### **PURPOSE**

It is the intent of the Brentwood Fire Department to provide the highest level of training and education to all personnel while maintaining the highest degree of safety during training activities. This procedure provides the basic guidelines that must be followed to prevent injuries during training evolutions.

### **SCOPE**

This procedure applies to all personnel conducting or involved in any official training provided by the fire department either on fire district property or any other designated site used for training.

### **ENFORCEMENT**

The Training officer has the ultimate authority for enforcement of this policy. In addition, any officer or firefighter conducting or participating in any fire department training activity has the responsibility to adhere to this procedure. Authority to deviate from the procedure rests solely with the Training Officer who bears the full responsibility for the results of any deviation.

### **GENERAL TRAINING SAFETY PRECAUTIONS**

1. All departmental safety rules, regulations and operating procedures shall be followed during all training exercises.
2. Proper personal protective equipment is required for all participants in any training exercises.
3. There shall be a sufficient number of qualified instructors or other supervisory personnel available to supervise training sessions. This number will vary on the nature of the training and the hazards involved.
4. All training must conform to the standards set by the Training Officer. Training on subjects or techniques outside those approved by the Training Officer is prohibited.
5. Personnel are not permitted to use any equipment or devices that were not purchased or issued by the department unless they have been inspected and approved by the Fire Chief or Department Training Officer.



6. Complex or hazardous training sessions shall be carried out under the supervision of a Senior Instructor and a Safety Officer, both of which shall be specifically appointed by the Fire Chief or Training Officer.

## **SENIOR INSTRUCTOR'S RESPONSIBILITIES**

The Senior Instructor in charge of the training shall be responsible for the overall safety of the training session. His/her specific responsibilities shall include:

1. Overall coordination of activities.
2. Assignment of other instructors to specific tasks.
3. Directing the placement of all apparatus and vehicles used or staged near the training ground.
4. Establishment of a command structure on the training ground. This command structure shall resemble as close as possible the actual fire ground command structure.
5. Establishment of an effective communications system on the training ground.

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SAFETY IN TRAINING

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## **SAFETY OFFICER'S RESPONSIBILITIES**

The Safety Officer shall monitor all operations from a safety standpoint to assure compliance with basic safety rules and practices. he/she shall also be responsible for the following tasks:

1. Inspecting the training ground before the start of the session to mark or remove any hazards.
2. Check all personnel entering the training ground to assure that all-personal protective equipment is properly donned and in use.
3. Supervise all back-up and safety crews.
4. Watch for unanticipated hazards during the exercise and take any action necessary to eliminate the hazards or remove personnel from the hazard area.

**On matters of safety, the decisions of the Safety Officer are final and override the authority of EVERYONE on the training ground including the Senior Instructor.**

## **SPECIAL HAZARDS**

Th use of discarded household and industrial items and materials may provide realistic training at an economical price, but the dangers may outweigh the benefits. Any materials used in training exercises must be carefully evaluated for potential health and safety hazards before they are used. The following items shall be prohibited:

1. Flammable liquids.
2. Unidentified solid, liquid or gaseous wastes not accompanied by a properly completed Material Safety Data Sheet (MSDS).
3. Furniture or appliances with sharp edges, large pieces of glass, mirrors.
4. Closed or pressurized container of any type.
5. Any materials that contain or may possibly be contaminated with any type or amount of pesticides, fungicides, or herbicides.
6. Any explosives, fireworks, or ammunition.
7. Any other material, device or equipment that has a known or suspected health or safety hazard that could cause injury or illness when used during a training exercise.



## LIVE TRAINING – STRUCTURES

In addition to the above precautions, the following special precautions are required for all exercises involving a live fire and/or any exercise in which smoke is produced by burning any substance.

1. All operations shall conform to the current edition of NFPA No. 1403, Standard for Live fire Training Evolutions.
2. The burning or use of any of the following materials is prohibited during any type of live burning exercise.
  - a. Rubber tires.
  - b. Unidentified substances.
  - c. Closed containers of any type.

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- d. Flammable liquids of any type (any liquid with a flash point of <100 degrees F shall be considered a flammable liquid.) [Exception – up to one-fourth gallon of flammable liquid may be used to start fires in open flammable liquid pits.]
  3. Prior to any live burn or smoke drill in any structure, including department facilities, the instructor(s) and/or Safety officer shall make a survey of the structure to assure it is structurally sound and safe for training and all parts of the training conform to NFPA 1403. Any obvious personnel hazards should be corrected. A Fire Department Live Fire Training Survey shall be prepared and approved by the Training Officer prior to the start of the exercise.
  4. All safety hazards and precautions shall be fully discussed with all personnel prior to the start of the exercise.

## LIVE FIRE TRAINING – VEHICLES

In addition to the above precautions, the following special precautions are required for all exercises involving a live fire and/or any exercise in which smoke is produced by burning any substance.

1. All operations shall conform to the current edition of NFPA No. 1403, Standard for Live Fire Training Evolutions.
2. The burning or use of any of the following materials is prohibited during any type of live burning exercise:
  - a. Rubber tires (except those mounted on the wheels of the vehicle.)
  - b. Unidentified substances.
  - c. Closed containers of any type.
  - d. Flammable liquids of any type (any liquid with a flash point of <100 degrees F. shall be considered a flammable liquid)[Exception – no more than one-fourth gallon of flammable liquid may be used to start a fire in the vehicle.]
3. Prior to any live burn in any vehicle, the instructor(s) and/or Safety Officer shall make a Survey of the vehicle to assure it is safe for training and all parts of the training conform to NFPA No. 1403. Any obvious personnel hazards should be corrected. A Fire Department

Live Fire Training Safety Survey shall be prepared and approved by the Training Officer prior to the start of the exercise.

4. All safety hazards and precautions shall be fully discussed with all personnel prior to the start of the exercise.

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**Purpose:** This procedure is to assist Brentwood Fire Department Officers in making decisions to support police agencies during special operations.

**Scope:** The Brentwood Fire Department's role in supporting police operations is to:

- Provide special department assets and equipment managed by the fire department;
- Provide fire suppression service; and
- Assist with hazardous materials identification and containment.

The Brentwood Fire Department, when assisting police, will not involve members in active danger areas. Units and personnel are only to be staged in cleared or safe areas.

### **Determination of incident type**

Responding fire officers will determine what type of incident they are assisting the police with. This can include safety and weapons status, safe staging areas, equipment requests, hazmat potential, explosives or fire potential.

### **Staging/Liaison**

Responding fire units to active police actions will rendezvous with police command in a safe staging area.

### **Specific incident types**

The following are procedures to assist fire personnel with specific responses:

- **Equipment delivery.** Ladders, fans, SCBA's, forcible entry equipment, etc., may be requested for use in police operations. The fire role is to deliver to a safe staging area near the incident and instruct trained law officers in its use for deployment within dangerous areas.
- **Hazmat.** Fire personnel will consult with police agencies to identify, contain and decontaminate police scenes when necessary and safe. MSDS information for all gas agents used by the Suffolk County Police Agencies must be provided to the Fire Officer.

## **General recommendations and related information**

A) **Sensitive operations communication.** Efforts to minimize radio transmissions that can be scanner-received by citizens, news media, and felons will be made in police/fire communications. This precaution is imperative in:

- Hostage situations,
- Barricade situations,
- Bomb threats,
- Drug lab or hazmat police action,
- Swat team interface.

Police locations and SWAT operational tactics communications are sensitive and should be restricted to landline telephones or [if necessary] cellular telephone communications.

B) **Loan of Fire Department equipment. The Brentwood Fire Department will not provide uniforms, bunker gear, vehicles or equipment to law enforcement agencies where the intent is to mislead a suspect into identifying a law officer as a firefighter.**

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**ASSISTANCE TO POLICE SPECIAL OPERATIONS**

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C) **Siren/emergency warning light use.** Police assistance calls function best with a minimum of neighborhood attention and activity. Fire personnel will shut down warning equipment operation several blocks away from police actions and meet with the police officer in charge of the scene outside the immediate hazard area. This procedure is not intended to restrict fire personnel from protecting traffic hazard or other scene hazards with the use of warning lights where needed.

D) **Traffic safety.** Fire and extrication incidents require emergency pedestrian traffic at and around highway/street collision accidents. Police are encouraged to provide at a minimum of one lane width protection on [both] sides of the working incident. Should police personnel be unavailable, it is the priority of the incident commander (fire) to provide scene safety through traffic direction. Fire personnel will make all efforts to expedite in-traffic operations so normal traffic flows can be restored promptly. Traffic jams represent hazards to the public, creating additional injury accident conditions.

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**EXPLOSIVE DEVICE THREAT RESPONSE**

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**OP-41**

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**PURPOSE**

To provide a uniform response protocol for the Brentwood Fire Department to bomb threats or actual potential devices within the fire district. It is recognized that bomb threat scenes are under the control of the Suffolk County Police Department and the fire department is responding to serve in a support mode to the police department unless and actual explosion with fire occurs.

**SCOPE**

This OP is based on a protocol that applies to all fire and emergency service agencies in Suffolk County.

**DEFINITIONS**

For the purposes of this OP the following definitions shall apply:

Dispatch: The communications center of the Brentwood Fire District.

Device: Any “out of place”, unusual or suspicious package or object reasonably believed to be  
or contain an explosive device.

Incident Commander: The senior on scene commander of the Suffolk County Police Department.

**THREAT ONLY – NO DEVICE FOUND OR INDICATED**

- 1) Upon receiving notification of a bomb threat with no credible information regarding an actual device the dispatcher will notify a Chief officer or designee. All communications with the Chief Officer or designee concerning the details of the threat must be transmitted via telephone.
- 2) If a bomb threat is received directly by the BFD dispatcher, the dispatcher will immediately:
  - a) Notify the Suffolk County Police Department
  - b) Notify a Chief Officer per section 1 above.
  - c) The Chief Officer or designee, at his/her discretion, may respond to the incident location. This response must be in a non-emergency mode (no emergency lights, no sirens, and obey all traffic laws. Upon arrival at the incident, the Chief Officer or designee must report to the Incident commander.

- d) No other fire department unit is to be dispatched to the scene unless requested by the SCPD Incident Commander.
- e) This type of incident is a police operation and a potential crime scene. No fire department personnel shall search a building without the authority from the SCPD Incident Commander. The fire department is strictly operating as a support agency to the police department.

### **THREAT – DEVICE FOUND**

- 1) Upon receiving a call that a potential explosive device has been identified and located, the BFD Dispatcher will activate a Signal 23 (no reason to be given) – all members respond to their respective stations; Chief Officers to Signal 34.
- 2) No information about the alarm is to be transmitted via radio. All communications concerning the type of alarm, location, command post location or any other information about the incident shall be made by telephone.

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### **EXPLOSIVE DEVICE THREAT RESPONSE ([Home](#))**

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The BFD Chief Officer or designee shall respond to the incident location in a non-emergency mode. Upon arrival at the scene, the Chief Officer will immediately report to the SCPD Incident Commander

- 3) After consultation with and authorization of the SCPD Incident Commander, appropriate apparatus with personnel may respond (in a non-emergency mode) and may stage within a reasonable distance but no less than 300 feet from the incident location. Staged fire vehicles and personnel must observe the following minimum precautions to ensure their safety.
  - a) Vary the location of the staging area for multiple responses to the same location.
  - b) Upon arrival at the staging area, inspect the area and its surroundings for potential secondary devices.
  - c) Strictly observe the explosives protocol for fire and emergency services operations. (See OP-42)
  - d) Position substantial objects (apparatus) between personnel and incident location.
  - e) Involvement in the incident shall be at the direction of the SCPD Incident Commander through the Senior BFD Officer on-scene.
- 4) Safety of the Fire personnel is the top priority. Therefore, the BFD Officer-in-charge must consult with the SCPD Incident commander before initiating any activities. Other devices may be present which are placed to injure emergency response personnel.
- 5) This incident is a crime scene. The BFD Officer-in-charge needs to work closely with the SCPD Incident Commander to ensure that critical evidence is not lost and that potential suspect(s) are identified.

### **ACTUAL EXPLOSION BY SUSPECTED EXPLOSIVE DEVICE**

- 1) If an actual explosion has occurred as a result of an explosive device resulting in a fire or injuries, a unified incident command will be established between the police, fire and EMS commanders.

- a) If the primary activity is fire suppression or search and rescue, the lead agency will be the Brentwood Fire Department.
  - b) If the primary activity is the medical care of injured individuals, the lead agency shall be the Brentwood Ambulance.
  - c) If the primary activity is mitigating a hazardous materials incident, the lead agency shall be the hazardous materials response team. Either the Town of Islip, or SCPD Emergency Services.
- 2) Safety of Fire personnel is the top priority. Therefore, the BFD Officer-in-Charge must consult with the SCPD Incident Commander before initiating any activities. Other devices may be present which are intended to injure emergency response personnel.
  - 3) This incident is still a crime scene. BFD Officer-in-charge needs to work closely with the SCPD Incident Commander to assure that critical evidence is not lost and that potential suspect(s) are identified.

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**FIRE/EMS DISCOVERY OF EXPLOSIVES**

**OP-42**

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**PURPOSE**

A protocol for response to incidents where firefighters may discover explosives.

**PROCEDURE:**

- When a suspected package, military ordinance or item believed to be an explosive is found, all personnel should be evacuated to a safe distance of at least 300 feet in all directions and make use of available cover.
- Personnel responding to an explosion of unknown origin or suspect origin should establish a “hot zone” of at least 300 feet in all directions. Access to the “hot zone” should be restricted until it can be searched for additional and/or unexploded explosives or devices by the SCPD Emergency Services Unit.
- All personnel must be aware of the possibility of more than one explosive device being present at the scene.
- Personnel should not touch, move, handle, or disturb any explosive or suspected explosive device. Do not place anything on top of the device.
- Do not smoke in the vicinity of an explosive or suspected explosive.
- Do not use any radio device, cellular phone, or telemetry unit within 50 feet of the suspected item.
- Do not use any equipment or devices that may cause a spark within 50 feet of the suspected item.
- Victims should be evacuated from the immediate area prior to treatment.

- Evidence may be found in victims or in their clothing and should be handled accordingly.
- The Suffolk County Police and the Suffolk County Police Emergency Services Unit shall be notified immediately in the event of an explosion, if military ordinance is located, or if explosives or suspected explosives are located.

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 OPERATING PROCEDURES  
**SERVICE TESTING OF FIRE HOSE**

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**OP-43**

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**SCOPE**

This procedure shall apply to the testing of all types of fire hose and coupling assemblies while in service, in use and after use; including record keeping, inspecting, and service testing.

**PURPOSE**

The purpose of this procedure is to provide a reasonable level of safety for users of fire hose and a reasonable degree of assurance that the hose and coupling assemblies will perform as designed.

**ATTACK HOSE, SUPPLY HOSE, and LARGE DIAMETER HOSE** (1 ¾, 2 ½, 3, 5 inch)

All hose shall be inspected and service-tested before being placed into service for the first time and at least annually thereafter.

**INSPECTION**

Physical inspection shall determine that the hose and couplings have not been vandalized, are free of debris, and exhibit no evidence of mildew, rot or damage by chemicals, burns, cuts, abrasion, and vermin.

If the hose fails the physical inspection, it shall be removed from service, repaired, tested and put back into service, or replaced as necessary.

**ANNUAL SERVICE TESTING**

It is the Department Training Officers responsibility to insure that the above service testing of hose shall take place annually. This testing shall be during the months of May through October, under the supervision of the Company Training Officers.

**SERVICE TEST PRESSURES**

<u>Hose Size</u>	<u>Test Pressure</u>	<u>Lengths</u>	<u>Duration</u>
5" Large Diameter	200 psi	200 ft of hose	5 minutes
3" Supply	300 psi	200 ft of hose	5 minutes
2 ½" Supply	300 psi	200 ft of hose	5 minutes
2" High Rise	300 psi	200 ft of hose	5 minutes

1 3/4" Hand Line	300 psi	200 ft of hose	5 minutes
3/4" Booster Line	300 psi	300 ft of hose	5 minutes

**SERVICE TEST PROCEDURE**

- a) Each length of hose to be service-tested shall be inspected as specified. Any length of hose that fails the inspection shall be removed from the service test area and repaired as necessary or condemned.
- b) All hose shall be service-tested while lying flat, and shall be straight, without kinks or twists.
- c) After filling to 45 psi, the hose shall be checked for leakage at the coupling and tightened

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with a spanner wrench where necessary.

- d) All personnel other than those required to perform the remainder of the procedure shall clear the area.
- e) The pressure shall be raised slowly to the service test pressure, and held for 5 minutes.
- f) While the test layout is at service test pressure, the hose shall be inspected for leaks, If the inspecting personnel walk the test layout to inspect for leaks, they shall be at least 15ft to the left side of the nearest hose line in the test layout. The left side of the hose line shall be defined as that side that is to the left when facing the free end from the pressure source. Personnel shall never stand in front of the free end of the hose, on the right side of the hose, or closer than 15 ft on the left side of the hose, or straddle a hose in the test layout during the test.
- g) If, during the test, a section of hose is leaking or a section bursts, the service test shall be terminated, and that length of hose shall have failed the test. The test layout shall be drained, and the defective hose removed from the test layout.
- h) The hose records shall be updated to indicate the results of the service test for each length of hose tested.
- i) All hose failing the physical examination, bursting, king, or having couplings that fail because of slippage or leakage shall be tagged, removed from service, and repaired or discarded.
- j) After testing, all hose shall be thoroughly cleaned, drained and dried before being placed in service or storage.



## **SCHEDULE OF TESTING**

Engine Company 1 – May

Engine Company 2 – June

Engine Company 4 – July

Engine Company 5 – August

Engine Company 6 – September

Ladder Company 1 – October (3-2-7)

**Warning: Service testing of hose is undertaken to conform its suitability for continued use. Because there is a potential for catastrophic failure during these tests, it is vital that adequate safety precautions be taken.**

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