

INITIAL STRUCTURE FIRE OPERATIONS-NON-HYDRANT AREA

Purpose:

- A. To reduce the amount and detail of orders required to get units into action on the fireground in non-hydrant areas.
- B. To integrate the efforts of engine, tanker, and Incident Commander operations to maximize effective rescue, incident control, and property conservation.

Standard Responses:

Two Engines (1 additional will be dispatched where hydrants are not available to refill tankers) – Three Tankers – One BLS Squad – One Air Supply Unit.

Guidelines:

- A. The first arriving unit will give a situation report which should include (where applicable) height of the structure in stories, type of structure (dwelling, commercial, educational, etc), smoke or fire conditions visible, the location from which they are showing, and the unit taking command.
- B. If a hoseline is required to control a fire, the Incident Commander will advise PSCC that the incident is a “working fire” and have one additional engine dispatched to serve as the RIT.
- C. All companies will immediately switch to the designated fireground channel after calling on scene unless directed otherwise by PSCC or the Incident Commander.
- D. If information is received, prior to arrival of units, that suggests a “working fire” is in progress PSCC shall inform the responding units and dispatch one additional engine. This information may include but not be limited to multiple calls, visual of smoke or fire by responding units or police confirmation of a structure fire.
- E. If information is received that would indicate subjects are trapped in the structure; PSCC shall be advised to dispatch an available paramedic unit and re-dispatch the squad with the additional information. If it has not already been done, PSCC shall dispatch the “working fire” engine as well.
- F. First Due Engine – The first due engine is responsible for locating the fire building, identifying a water supply, performing rescues, if necessary, and getting the first line in service.
- G. First Due Tanker – The first due tanker is responsible for setting up the dump tank with the engine A/O for drafting operations and locate an available water refilling site.

- H. Second Due Engine – The second due engine is responsible for ventilation (horizontal and/or vertical), IRIT, performing a primary search, and assisting with fire attack.
- I. Second Due Tanker – The second due tanker is responsible for setting up a tanker staging area and await further instructions from the Water Supply Officer and/or IC.
- J. Third Due Tanker – The third due tanker shall stage and await further instructions from the Water Supply Officer and/or IC.
- K. Third Due Engine – The third due or “working fire” engine is responsible for operating as the RIT.
- L. Where hydrants are not available for tankers to refill, a third engine on the first alarm has been added to the runcards. This engine should locate a water supply source, advise the tankers of the location, and begin refilling tankers from that location.