

ADOPTED: JANUARY 1, 2016

REVISED: February 20, 2020

PURPOSE:

To ensure that all personnel have a standard for responding to that station and incidents in both personal vehicles and district apparatus

PROCEDURE:

## A. Weather awareness

1. Be aware of the effects of weather on both the emergency incident and personnel.
2. Driving conditions may be affected by adverse weather and apparatus tire chaining may be required. This need will be sent by pager requesting personnel to assist in this task.

## B. Responding to incidents

1. Be prepared to respond (vehicle back into driveway, proper clothing ready, etc...).
2. While driving to the station follow all traffic laws.
3. Responding directly to the scene is only allowed when:
  - I. The incident is between you and the station and
  - II. You can provide care/help prior to apparatus arrival or
  - III. You are needed on scene and it is beneficial/quicker for you to drive directly to scene
4. Park so others can park.
5. Collect or don appropriate PPE.
6. Staff the appropriate apparatus.
7. Assure personnel and apparatus equipment is secured prior to apparatus movement.
8. Assure apparatus operator and/or officer know the incident location prior to responding.

## C. Personnel responsibilities

1. The team leader (company officer) will direct the actions of their personnel. Tasks will be assigned prior to arrival whenever possible.
2. The team leader (company officer) is responsible for the safety of the crew.
3. Medics are responsible for the care and treatment of patients
4. The apparatus operator is responsible for preparing the apparatus for the function that is required at the emergency scene.
5. The firefighters are responsible for understanding their assignment and performing the task in a safe and efficient manner.
  - I. Do not act until you are sure of what you are doing.
  - II. Ask if you need help.

## D. Apparatus operation

1. District apparatus is to be operated by qualified, trained members of this Fire District when responding to incidents.

2. While responding drive with due regard for the safety of others.
3. The recommended maximum response speed is the posted speed limit, but not to exceed 10 M.P.H. over the posted speed limit, even if permitted by the state vehicle code.
4. Maximum response speed will be reduced whenever road, traffic or weather conditions do not permit the safe operation of the emergency vehicle regardless of the posted speed limit.
5. During the periods of inclement weather (wet, snow or icy conditions), the maximum response speed will not exceed the posted limit and will be a safe speed for the conditions.
6. The maximum speed when proceeding through any uncontrolled intersection should be no greater than the posted speed limit.
7. During light and siren response, when approaching a controlled intersection with stop sign or red light, the operator must stop unless they have visual contact with other vehicles and those vehicles have come to a complete stop. The operator may proceed at reduced speed and cautiously through the intersection.
8. Vehicle operators must obey all traffic laws when approaching a school bus that has stopped and flashing red warning lights.
9. Whenever apparatus is backing, follow backing standard in training manual.
10. When the apparatus is stopped and before the operator leaves the cab the apparatus will be place in park with parking brake set or the brake will be activated, and transmission disengaged from the drive shaft. Engines and tenders should have the wheel chock set.
11. Consider placing running apparatus in high idling when parked.
12. Report any malfunction of the apparatus or equipment to the company officer immediately then in writing as time allows. Use the maintenance request form to report malfunctions.
13. Apparatus Primary role
  - I. Medic units' primary role is the transport of medical personnel to provide care and the transport of the sick and injured, minimal staffing of two (EMT's and/or Paramedic) personnel when transporting.
  - II. Grass units' primary role is to transport firefighters and provide fire suppression for wild land fires, minimal staffing of one in district, two for out district.
  - III. Rescues: minimal staffing of one
    - a. Primary job of transporting District personnel and equipment to incidents
    - b. The rescue units are involved in a variety of responses.
    - c. Personnel on the rescue may be assigned to a variety of tasks at emergency incidents.
    - d. Crews may be selected by the team leader (company officer) based on abilities and experience to perform the required emergency tasks.
    - e. There is a wide variety of equipment on the rescue, so it is important that all responders on this vehicle are well versed in the

operation of all equipment on the rescue.

- IV. Engines: minimal staffing of two, one apparatus operator and one company officer
  - a. Provide transport of personnel
  - b. Provide water and equipment for fire suppression
  - c. Carry equipment for truck operations
  - d. Carry equipment for auto extrication
- V. Water Tender: minimal staffing of one qualified operator.
- VI. Boat: minimal staffing of two, one boat operator and one team member for in District incidents, one team leader and one team member for out of District incidents.  
Primary job is transport of water rescue team members to water rescue incidents on waterways and assist or provide a platform for water rescue operation.
- VII. Support Vehicle: minimal staffing of one
  - a. The support vehicles functions as a personnel carrier.
  - b. The support vehicle shall respond when there is a request for staffing.
  - c. The support vehicle can be used to transport support team personnel and or rehab materials.
  - d. The incident commander will determine how the personnel are to be assigned.
- VIII. Duty Vehicle: minimal staffing of one duty officer, primary role to provide an officer for incident supervision.

E. Radio communications

- 1. The Jefferson Rural Fire Protection District will communicate over the radio using **CLEAR TEXT**.
- 2. Key terms used:
  - I. Affirmative: Yes
  - II. Negative: No
  - III. En-route: En-route to the incident.
  - IV. Hold short: Park at a location away from the incident waiting for direction
  - V. Arrived: Arrived at the incident or at the hospital.
  - VI. Transporting: Transporting to the hospital (name which hospital)
  - VII. Clear: Clearing the incident
  - VIII. Available: Available for incident response
  - IX. Not available: Unavailable for incident response
  - X. Out of Service: You are not able to respond to a future incident.
- 3. When contacting dispatch by radio the sender will identify whom they are calling first, give their I.D (dispatch [pause] engine 64 en-route); wait for a

- response to assure the information transmitted was received.
- 4. Radio communication should be done in a professional manner with messages being as brief as possible.
- 5. During large incidents, incident commander needs to consider using a working frequency.
- 6. Any member misusing a radio will be subject to disciplinary action.

F. Response codes

- 1. The Duty officer or lead paramedic can make code response changes when needed based on incident information.
- 2. The first unit on scene shall slow all other unit's code 1 when the incident has been determined non-emergency.
- 3. Guideline for going lights and siren to a call.

AIR ALERT 3 CRASH LARGE		Lights and Siren
AIR ALERT 3 CRASH SMALL		Lights and Siren
ALRG	Breathing problems	Lights and Siren
BARN		Lights and Siren
BIRTH		Lights and Siren
BREA PROBLEM		Lights and Siren
CARD		Lights and Siren
CAVEIN	Trap People	Lights and Siren
CHEST		Lights and Siren
CHOKE		Lights and Siren
COLLAPSE	Trap People	Lights and Siren
COMM FIRE		Lights and Siren
DROWN		Lights and Siren
GRASS HIGH RISK		Lights and Siren
GSW		Lights and Siren
H2O RESCUE		Lights and Siren
HEAD		Lights and Siren
LOW RISK FIRE		Lights and Siren
MCI		Lights and Siren
MPS		Lights and Siren
MVA HEAVY		Lights and Siren
MVA INJURY	Confirmed Injuries	Lights and Siren
SEIZ	Still in Seizure	Lights and Siren
STRUCURE FIRE		Lights and Siren
TRAU		Lights and Siren
UNC		Lights and Siren
VEHF		Lights and Siren
ALL OTHER RESPONSE CODE		No Lights No Siren