



Fire Apparatus Response SOG

SCOPE

This guideline shall apply to all members of the Stoney Point Fire Department (SPFD) and shall be adhered to by all members.

PURPOSE

To provide for the appropriate response of apparatus to emergency and non-emergency incidents.

The type of incident that is dispatched by the appropriate dispatch center will dictate the response of apparatus to emergency incidents. Apparatus response requires some in depth consideration as to the type of apparatus and equipment that should respond to various type incidents.

With each fire apparatus having different capabilities and equipment, it is necessary to develop this standard to provide response requirements to different type incidents. This is done in an effort to provide modern practices in a professional manner, with the best-considered apparatus and equipment for the particular incident. County versus Fayetteville City response requirements within the annexed areas differ, therefore attention to detail on behalf of all members is vital.

Furthermore, because we have adopted the National Fire Protection Agency (NFPA) Standard 1710 as part of our man-power response protocol, proper apparatus staffing is vital to the success of meeting our adopted response standard.

This SOG is designed to work in conjunction with our Apparatus Response Board located in our apparatus bay.

DEFINITIONS

SINGLE FAMILY DWELLING/STORAGE BUILDING ALARMS: Any building, or portion thereof, which is designed, built, rented, lease, or hired out to be occupied, or which is occupied as a home or residence of a single family.

STORAGE BUILDING ALARMS: An alarm in a building or portion thereof which is designed or built to provide storage of personal goods. (Usually adjacent to a Single Family Dwelling)

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COMMERCIAL ALARM: Any building that may be used for conducting business and education, retail sales, service, or which is occupied as a home or residence of more than two families living independently of each other. (I.e. Schools, Apartments, Industry, Commercially operated buildings)

VEHICLE ALARMS: Any type of motorized vehicle which is designed for transportation.

FUEL SPILL ALARMS: A spill of a Flammable liquid in small quantities (less than 50 gallons) where there is no immediate danger to the environment, life and health.

MEDICAL ALARMS: Any type of Response designed to stabilize a patient and provide life support, whether it's designated as Type I or Type II medical call.

WOODS/GRASS FIRE ALARMS: Ground cover fires in areas such as weeds, grass, fields, brush, living/non-living vegetation & forest land.

29-/-10-50 ALARMS: A vehicle accident that may have subjects pinned in the vehicle, the vehicle involved with fire, or overturned and/or possibly leaking fuel.

AUTOMATIC ALARM ACTIVATIONS: The activation of a fire alarm within any building having automatic fire detection systems.

BOMB THREAT ALARMS: Alarms where the threat of a bomb activating within a building, vehicle, vessel, or other area where the danger to the public exist.

DUMPSTER FIRE ALARMS: Alarms where a sanitation container of any type is involved with fire.

HAZARDOUS MATERIALS ALARMS: Any alarm in which the substance or material(s) involved may pose a risk to life safety and health, the environment and the property around it. (i.e. Train car leaking or on fire, LP gas or Natural gas leaks or fires, Fires in some commercial buildings, Tanker truck leaking or on fire, etc.)

MUTUAL AID ALARMS: An alarm dispatched in an effort to provide support to local and surrounding emergency services agencies. Mutual aid alarms are automatic dispatch on Single Family Dwelling and Commercial alarms.

APPARATUS RESPONSE GUIDELINES

SINGLE FAMILY DWELLING & COMMERCIAL STRUCTURE FIRE RESPONSE: The following apparatus should respond in the order listed below for a Single Family Dwelling Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

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On all single family dwelling alarms the designated first out (Engine 13) engine will respond first out, followed by the designated second out engine and Service 1361 (S/R-13),

THESE FIRST THREE (3) UNITS WILL RESPOND EMERGENCY TRAFFIC

ALL OTHERS FIRE UNITS WILL RESPOND ROUTINE TRAFFIC. Units responding routine from station 13 will be the third (3rd) out Engine, Rescue 1376 and the final fourth (4th) out Engine). The Engine from Sta. 19 will also respond, it will respond hot within the Station 19 response area and routine to other areas unless no other apparatuses are en-route.

1371 will respond as the last out vehicle and will wait a sufficient time after dispatch (10) minutes, or until the vehicle has a full crew.

All units will automatically move up if the designated 1st out units etc are on other calls. (1361 & 1376 will compliment each other).

*****SPECIAL NOTE ALL GARAGE, SHEDS, BARNs, OUT BUILDINGS, ELECTRICAL FIRES, CHIMNEY FIRES WILL FOLLOW SINGLE FAMILY DWELLING ALARM RESPONSE.**

COMMERCIAL-STRUCTURE ALARM ACTIVATION RESPONSE (High Risk – Schools, Churches, Apartment Complexes, Large Residential Areas) : The following apparatus should respond in the order listed below for a Commercial-Structure Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all commercial-structure alarms the designated 1st out engine (Engine 13) will respond emergency traffic; all other units will stand-by at the station.

The Incident Commander must request additional units from Station 13 or 19 via dispatch or direct call and designate appropriate response level (Hot or Routine).

(In-District) SFD AUTOMATIC ALARM ACTIVATIONS: The following apparatus should respond in the order listed below for a Automatic Alarm Activation Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all SFD automatic alarms, the designated first (1st) out engine (Engine 13) will respond first out and WILL RUN EMERGENCY TRAFFIC, all other units will stand-by the station.

All other units will be called for by COMMAND as needed.

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MUTUAL AID RESPONSE: On response to automatic / mutual aid calls involving commercial alarms, respond equipment requested by Cumberland Central or City dispatch.

Our designated second (2nd) out engine will be our primary automatic/mutual aid apparatus unless a specialty apparatus is requested like Service 1361-(SR-13) or Rescue 1376.

If the designated out apparatus is on another call or out of service we will automatically move up to the out vehicle.

MUTUAL AID ALARM ACTIVATION RESPONSE: On response to automatic / mutual aid calls involving commercial alarms or single family dwellings, respond the designated mutual aid apparatus or specialty apparatus as designated by Cumberland Central or City dispatch.

On alarm activations outside of the Stoney Point response area **all runs are routine unless otherwise dispatched.**

Only the 1st out Engine having the jurisdictional responsibility will run hot.

VEHICLE FIRE ALARM RESPONSE: The following apparatus should respond in the order listed below for a Vehicle Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all vehicle fire alarms the designated first (1st) out engine will respond first out and WILL RUN EMERGENCY TRAFFIC ALL OTHERS ROUTINE! The designated second (2nd) Engine will respond second out responding routine traffic. If the call is in the Station 19 area and the Engine from Station 19 is responding only one Engine from Station 13 will respond. Because of the distance this unit will respond emergency until otherwise advised by the unit from Station 19.

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WOODS FIRE ALARM RESPONSE: The following apparatus should respond in the order listed below for a Woods Fire Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

The brush truck designated as first out will respond emergency traffic, followed by the 3rd out engine as the second out and it will respond routine traffic, unless the brush unit is responding from Station 19.

During periods of Fire Readiness Plans 5 through 7 all units will run emergency traffic until informed otherwise by Command.

During Fire Readiness Plans of 1 thru 4 follow regular response guidelines.

Note - FIRE READINESS PLANS ARE POSTED DAILY ON THE RUN BOARD.



10-50'S, FUEL SPILLS ALARM RESPONSE: The following apparatuses should respond in the order listed below for 29 & 10-50 Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all 29's (10-50's) Rescue 1376 will respond first out followed by the designated third (3rd) out Engine Company both WILL RUN EMERGENCY TRAFFIC. **1361/SR-13 will respond only during 29D responses and will respond routine.** All other equipment will be called for by Command as needed.

Whenever we have a call within the Station 19 response area and the engine at station 19 is responding with a full crew the responding engine from Station 13 will remain in service at Station 13.

During times of limited personnel the day shift supervisor will have the authority to respond 1376 only to 29's without known fire hazards.

POWER LINES DOWN ALARMS: The following apparatus should respond in the order listed below for a POWER LINES DOWN ALARM RESPONSE within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all power lines down the designated 1st out engine will respond as the only unit and WILL RUN EMERGENCY TRAFFIC, all other units will be called for by COMMAND.

During severe storms this may vary. If the call is in the Station 19 response area and the unit there is responding, no other units from Station 13 will respond.

GAS, ODOR and CO ACTIVATIONS IN A RESIDENCE: The following apparatus should respond in the order listed below for a Automatic Alarm Activation Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all gas in a residence or CO monitor activations, the designated first (1st) out engine will respond first out and WILL RUN EMERGENCY TRAFFIC.

The second responding unit will be the Service 1361 / SR-13 and it will run routine traffic.

All other units will be called for by COMMAND as needed.

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BOMB THREAT ALARM RESPONSE: The following apparatus should respond in the order listed below for a Bomb Threat Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all bomb threats (10-45) the designated first (1st) out engine will respond and will respond EMERGENCY TRAFFIC.

All other equipment will be called for by command or by Cumberland/City dispatch based on information available.

ALL RADIO COMMUNICATION WILL CEASE APPROXIMATELY 1/2 MILE AWAY FROM THE SCENE. RESPONDING UNITS WILL STOP SHORT OF THE SCENE AND STAND BY MINIMUM OF 1000 FEET AWAY FROM SCENE).

ALL FIRE PERSONNEL WILL REMAIN WITH THE UNIT. WE WILL NOT ASSIST IN BOMB SEARCHES! WE WILL ONLY ASSIST IN EVACUATION OF SCHOOLS, DAY CARES, AND REST HOMES, AND ONLY DURING OPERATING HOURS.

DURING EVACUATION TWO FIREFIGHTERS WILL REMAIN ON APPARATUS AND AS SOON AS EVACUATION IS OVER ALL PERSONNEL WILL REPORT BACK TO THEIR UNIT.

DUMPSTER FIRE ALARM RESPONSES: The following apparatus should respond in the order listed below for a Dumpster Fire Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all dumpster fires the designated first (1st) out engine will respond and WILL RUN ROUTINE TRAFFIC, unless otherwise instructed by dispatch.

If in the Station 19 response area and unit is in service it will respond and all Station 13 units will remain in service.

HAZARDOUS MATERIALS ALARM RESPONSES: The following apparatus should respond in the order listed below for a Hazardous Materials Alarm Response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all hazardous material alarms (**Moderate Risk – Active Propane / Natural Gas , fuel cell leaks**) the designated first (1st) out engine and Service 1361 (SR-13) will respond both WILL RUN EMERGENCY TRAFFIC.

All other units will stand-by and take directions from Command or dispatch.

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On all hazardous material alarms (**High Risk – Active Leaks, Unknown Materials, Large Commodities**) the designated first (1st) out engine, (2nd) out engine and Service 1361 (SR-13) will all three respond EMERGENCY TRAFFIC.

The (2nd) out unit will be designated for emergency decontamination.

The service unit will be designated for Atmospheric Monitoring and assisting HAZMAT unit.

All other units will stand-by and take directions from Command or dispatch.

MEDICAL / RESCUE RESPONSE: The following apparatus should respond in the order listed below for EMS response within the Stoney Point Fire District to include the full responder September 30, 2005 Phase V Fayetteville City annexation contract area.

On all medical calls the designated SPFD Quick Response Vehicle (QRV) 1371 will respond first out.

1371 crew minimum of two, maximum of 4. (Day Shift Supervisor's will have the flexibility to send a crew of (1) one during periods of low manpower)

In the event 1371 is out of service Rescue 1376 will respond instead.

In case of multiple medical calls we will answer calls with line Engine Companies starting with the last out Engine going first. (3rd, 2nd, 1st)

The following Medical Calls will also have an Engine Company Response;

Type II medical code 7, Fire & Explosion Calls.

Type II medical code 14, Drowning in a river, pond or lake.

Additionally Code 14 (B) & (D) determinants will require the Rescue Boat to respond from Station 19.

Service 1361 / SR-13 can respond to assist with any high angle or rope rescue incident due to rope rescue equipment carried on the unit.

All others will be called for by the Incident Commander.

LOCKED IN A VEHICLE (Low Risk – Animals) - On all lock out calls the designated SPFD Quick Response Vehicle (QRV) 1371 will respond first out routine traffic.

1371 crew minimum of two, maximum of 4.

LOCKED IN A VEHICLE (High Risk – Children or Medication) - On all lock out calls the designated SPFD Quick Response Vehicle (QRV) 1371 will respond first out emergency traffic.

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1371 crew minimum of two, maximum of 4.

AIR UNIT (1361-SR-13) ALARM RESPONSE: The following apparatus should respond in the order below for air unit response in mutual aid districts.

On all air unit assist alarms service unit 1361 will respond first out and will RUN ROUTINE TRAFFIC UNLESS OTHERWISE ADVISED BY CUMBERLAND CENTRAL.

AIR UNIT RESPONSE TO ANOTHER STATION REFERENCE CASCADE SYSTEM FILL WILL BE WITH THE ESTABLISHED COUNTY-WIDE SCHEDULE WHEREAS A 72 HOUR NOTICE TO THE STATION DAY SUPERVISOR WILL BE GIVEN BY THE REQUESTING STATION.

***ALL MOBILE CASCADE SYSTEMS WILL BE BROUGHT TO STATION 13 TO BE FILLED.

RESCUE/SEARCHES/LAW ENFORCEMENT ALARM RESPONSE: All fire personnel will respond to their appropriate station. Apparatus assignments will be made by a ranking station officer, depending on available information from the appropriate dispatch center.

SEVERE WEATHER ALARM RESPONSE: During periods of severe weather such as multiple lightening strikes, tornado or hurricane related incidents the following response guidelines shall be utilized.

A Chief Officer or the ranking officer shall assign personnel to apparatus in preparation for the multiple weather related responses.

During multiple lightening strikes engine companies will respond on a singular basis until advised by the Incident Commander that it is a working structure fire. Chief Officers and Ranking Officers should be cognizant of the impending multiple calls and make every attempt to keep engine companies in-service for response.

During multiple weather incidents units that are on the scene of a call for service, shall not jump calls without checking with the Chief Officer or Ranking Officer that has established the stations response. To prevent multiple units responding to the same call unnecessarily.

SPECIAL NOTES

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If a unit is dispatched and committed to a call for service and a second call within our area of responsibility is dispatched, the unit will respond to the original call for service unless released from the call by the incident commander of the original call the unit is responding too.

First out unit will not leave the station without a full crew. A **minimum** of three (3). D/O and two (2) Firefighters.

Apparatus with Station 19 call signs will advise the responding Chief Officer if the unit is responding from Station 13. The same procedure will be followed for Apparatus with Station 13 call signs when responding from Station 19.

Units designated as 1st out, 2nd out and 3rd out **will be designated by a floor numbering system that will indicate to members the unit's response designation.**

Officers & Drivers are responsible for seeing that their bay door is closed and secured once leaving the station, in order to maintain security of station.

Officers & Drivers are responsible to insure that their apparatus is safe to move. All apparatus doors are shut, the path is clear and everyone is buckled in.

It is imperative that 3rd, 4th, 5th, etc units wait until sufficient time has been allowed for member response to the station.

Under our current response plan whenever the designated engine is on a call all other units will move up. This means the 3rd out suddenly becomes 1st out etc. Unless it is an air call Service 1361-(SR-13) may supplement each other.

If a full response has been established for the given alarm, all personnel shall then stand by the station and wait for the command officer in charge to give you a response assignment or release all personnel on stand by.

If there is no assignment, stand-by until advised!

Apparatus Rotation (Engine Companies)

In order to keep down maintenance costs on responding engine companies, the department shall utilize the following apparatus rotation on an annual basis.

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1331 - 1st out (January, February, May, June, September and October)

1332 - 1st out (March, July and November)

1931 – 1st out (April, August and December)

1932 – Shall rotate to Station 13 for response in place of 1333, when 1931 responds as the first out unit at Station 13. (1333 will be housed at Station 19)

Apparatus Out of Service – Reserve Move UP

In the event an engine company is placed out of service at Station 13, **The Day Shift Captain shall as soon as practicable place unit 1311 in service and house it at Station 13.** In the event the Day Shift Captain is not available due to an excused absence the Shift Supervisor shall coordinate with the Chief Officer on call the placement of 1311 in service.

This standard supersedes any previous documents related to apparatus response, and shall be followed unless the situation dictates a deviation from this protocol. **During these periods a Chief Officer or the ranking officer will take charge of the change.**

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