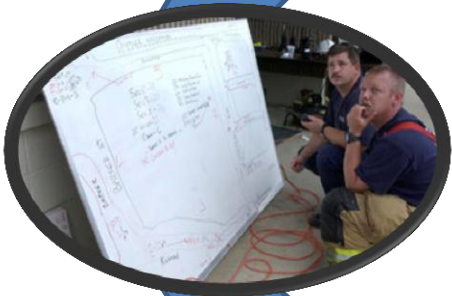


Current Topics:

- 5&3 Staffing (criteria/reasons)
- Command checkin
- Command tools addition to rescue truck
- Response/staffing criteria, T6 Mutual Aid

Revision 1.0



We are implementing the 5/3 staffing test for a few reasons:

1. A reasonable request was submitted to Chief Penland & DC Pierson by BC Doug Gregory after some basic principals had been discussed with BC Dennis Gregory & BC Chris Graves. Collectively, the reasons are listed below.
2. A long term identified need for a command vehicle which provides the IC, Ops Chief or other positions with tools needed for their job similar in scale to what a firefighter or line officer requests to perform their required tasks successfully.
3. A special purpose, specifically designed, command vehicle for the role will not be purchased anytime in the near future due to budget constraints, storage location (parking that is not in a protected environment). Although it is still part of our future need, we need to accomplish some of these functions now.... ie., do the best with what we have cost effectively by adapting the rescue truck.
4. The tools of command do "Zero" good sitting in the station and not on scene.
5. We are on the edge (numerically) of having this role (specific command response). With 9 on shift, 4 & 4 plus commander response and the ability to fill in off positions every time someone is off. However, and by awareness of just about anyone on the department, we are not remotely financially secure to see this evolve in the near future.
6. As outlined in the presentation material previously submitted regarding a command vehicle, establishing a strong, equipped and trained command is essential and one of the elements to firefighter safety & incident success.
7. Current conditions (staffing) does provide the potential for specific command response under certain situations. During other conditions, outlined in this material, the BC's role will need to be Firefighter task and Command oriented at the same time to assure the incident is mitigated effectively.
8. Aside form the improved command function need, the main station is statistically busier for calls and some duty tasks where an employee is dirty (vehicle & pump maintenance for example) and the additional person could help avoid response delays. There are more calls, preplans, hydrants, and other issues that justify the move/shift for tasks carried out in D1. There are still time periods when a person may be shifted to the main for training, development and other experiences with the BC, DC, Chief/Apparatus, district knowledge etc.

Checkin of command and command terminology:

1. Checkin of the primary response Chief Officer as “Chief ___” (Chief 6 for us) was previously requested to departments by EOC for a few valid reasons including knowledge of who is “in charge” and making decisions during the response. There are some negative issues that affect our current ability to do that.
 - A. Radio identifiers – If we adapt Rescue 6, the radio will identify to EOC as Rescue 6. We cannot switch modes where the identifier shows “Rescue 6” when on a medical and “Chief 6” when the BC responds it. The same applies to handhelds which cannot show a different identifier when the BC goes off duty at 7am and the next BC comes on at 7am or another Officer has to perform the role defined as a “Chief 6”.
 - B. Specific Command Vehicle Function– The request for checking in as “Chief 6” by EOC was intended to identify the Chief officer in a vehicle that will always function in that role. The “Chief 6” checkin can be implemented when we have a specific command vehicle, which is transferred from BC to BC, that does not perform other response tasks like the rescue truck.
 - C. The title should switch to a command title on arrival anyway such as a geographic or title of facility + command. For a fire at the Ingles store – “Ingle’s Command”, a House fire on Bee Tree Rd “Bee Tree Command” etc. “Swannanoa Command” should be reserved for when we have established an area command such a during flooding, blizzard or other district involved events.
 - D. Options: Checkin as ___ __ 1 (611,41,71), or “Rescue 6”, or “___ __ 1 responding in Rescue 6”, Handheld or mobile?

Some thoughts and things to consider while designing the command tools

The left rear passenger seat area has been approved by 601 for consideration of making space for rescue and/or command function. The priority of command tools & rescue space is considered higher than having 4 people in the vehicle

Ideas will evolve

Preplans
ICS Forms
Pens/Pencils/markers
Clipboards, dry erase boards
Maps, & place to display use without interfering with other tasks
Laptop
Accountability materials
IRT SAR Kit
1-2 sets of turnout gear

Electrical planning should include not just what we can put in now, but what we may add. Master power ran to the rear should supply the rear area, not individual wires for every item ran from the front.

Charging bank for handhelds
Cigarette lighter plugs (charge cell phones etc.)
Power for laptop

Remember:
Windy conditions
Rain/Wet
Adequate lighting for functions
Weight of cabinet/equipment
Mounting/securing points for cabinet & equipment

Staffing levels & command vehicle/Rescue truck response ¹

Staffing ²	Main	Sub	
8	5	<p>Structure Fire related – BC³ may respond Rescue truck as a command vehicle to incidents. Provides remaining 4 to respond L6 with 4 on board or 3 on board (1Engineer-2FFs) and 4th to respond E61, S6 etc.</p> <p>Wildfire Related - BC may respond Rescue truck as a command vehicle to incidents. Provides 2 to 3 personnel on E62. 1 may ride with or drive the BC in Rescue/Command vehicle and 1 may be available to respond Trk6/ATV</p>	<p>3</p> <p style="text-align: center;">Staffing at either location shall not go below 3 <i>(With exception of resources deployed mutual aid)</i> Provides at least 1 engineer and 2 FFs</p> <p>Mutual Aid of Tanker 6 may have 2 on board for the following reason: The 2nd person is for any assistance to engineer functions such as dump tank setup, hydrant opening and acting as a spotter when backing up. The 2nd person should not ride the tanker and then begin firefighting or other tasks not related to Tanker 6 Operations. It is not mandatory to have 2 personnel on board.</p> <p>Dictating all circumstances would produce a complex document. We will adapt the criteria as we discover what covers all aspects the best.</p> <p>Even with these considerations, there will be occasions when the Rescue truck and its command tools will be unavailable because it is on a rescue call.</p>
	4	<p>Structure Fire related - BC will respond on board of the first out apparatus and establish command on arrival. 1 other person may be assigned to respond E61, S6 etc.</p> <p>Wildfire Related - BC may respond Rescue truck as a command vehicle to incidents. Provides 2 to 3 personnel on E62. 1 may be available to respond Trk6/ATV</p> <p>Reasonable Expectation of a large scale incident⁴ - BC may respond Rescue truck, as a command vehicle to incidents.</p>	
6	3	<p>Structure Fire related - BC will respond on board of the first out apparatus and establish command on arrival.</p> <p>Wildfire Related - BC may respond Rescue truck as a command vehicle to incidents. Provides 2 personnel on E62.</p>	3

¹ The ability/opportunity/need for a BC to respond the command tools is increased when other personnel are available (volunteer FF, off duty staff, Chief or DC fill in a role such as off duty LT. rides in the officer seat, DC responds 61 or under some circumstances, DC may respond the command vehicle/rescue truck or DC may ride with BC to assist in establishing command staff during larger incidents.

² What “staffing” means – This is the number of full/part time employees on duty or a combination which includes volunteers actually performing in a standby role. If staffing is 8 and a person leaves the district for training or other purposes, staffing/response requirements for 7 will be used during that time. If a person simply makes a short trip to a place such as Advanced Auto parts etc., staffing conditions do not have to move down a level. On the other hand, a trip to Home Depot, Lowe’s or picking up paperwork at AB Tech will move the staffing condition to the next lower level.

³ Battalion Chief meaning – Also includes a Captain or other person acting as shift commander provided all other staffing requirements are met.

⁴ “Reasonable expectation of a large scale incident” defined – Considered beyond a typical residential size structure fire, single car MVA etc. These are incidents such as a dorm fire, apartment on fire in a complex, commercial/educational/industrial fire such as Ingles/Owen Manuf/WD Williams, 2-3 houses involved, gasoline tanker on fire, Multi car MVA (3 or more with PI). These are incidents which will require a larger set of command tools to be used from square 1 and will likely require other command staff functions early in the incident.