



POLICY AND PROCEDURE

NO. 24-06AMII

MONTGOMERY COUNTY FIRE AND RESCUE COMMISSION

EFFECTIVE DATE:

1/20/03

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METRO INCIDENT SOPs

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Montgomery County Fire and Rescue Service Policy and Procedure

METRO INCIDENT STANDARD OPERATING PROCEDURES

Issued by: Montgomery County Fire and Rescue Commission
Policy No. 24-06AMII

Authority: Montgomery County Code Section 21-2.(d)(2)
Effective Date: January 20, 2003

SUMMARY: This policy amends the SOP and duty assignments for fire and rescue personnel responding to incidents occurring in the METRO system, to include operations occurring in the METRO yards.

DEADLINES: Div. of Fire and Rescue Services Comment: Sept. 20, 2002
Div. of Vol. Fire and Rescue Services Comment: Sept. 20, 2002
Local Fire and Rescue Depts. Comment: Sept. 20, 2002
Montgomery County Fire Board Comment: Sept. 20, 2002

ADDRESS: Address all comments pertaining to the proposed policy to Beth Feldman, MCFRS, 12th Floor, 101 Monroe Street, Rockville, MD 20850. Comments may also be e-mailed to beth.feldman@co.mo.md.us

STAFF: For additional information, please contact Beth Feldman, Montgomery County Fire and Rescue Service, on (240) 777-2423.

BACKGROUND: The technical nature, size, and varying configurations of the METRO rail system pose unique operational challenges during a fire, train derailment, or other major emergency. Successful mitigation of these incidents is best achieved by establishing SOPs with tactical plans that all fire and rescue personnel are thoroughly trained to use.

This SOP is amended to add standard operating procedures for use during fires, derailments, crashes, and other major emergency incidents that may occur in METRO rail yards within the WMATA system. These procedures are intended to protect responders from the unique hazards that may affect their safety in those locations.



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Sec. 1. Purpose: To amend the Standard Operating Procedures for responses to fires, derailments, crashes, and other emergency incidents occurring within the METRO system and rail yards. This SOP is intended to enhance operational readiness and efficiency, effectively manage and control fire and rescue personnel, and promote personnel safety and accountability.

Sec. 2. Applicability. This policy applies to all on-duty fire, rescue, and emergency medical service personnel, both career and volunteer.

Sec. 3. Definitions.

- a. **BLB.** Abbreviation for blue light boxes, located at least every 800 feet along the METRO right-of-way, containing a METRO telephone and an emergency trip switch.
- b. **Command Conference Line.** A dedicated telephone line assigned by METRO, using their internal phone system, to allow the Incident Commander, ECC, and METRO's OCC to communicate.
- c. **Consist.** Term used to identify the complement of railcars that make up a complete train.
- d. **Entry Point.** The safest location where the incident operations begin. For subsurface incidents, this location would be a station entrance/platform or tunnel portal. For surface incidents, this location would be a station or right-of-way (ROW) gate.
- e. **ETEC.** Acronym for Emergency Tunnel Evacuation Cart, used to transport equipment to the incident scene and to remove non-ambulatory patients or victims.
- f. **Fan/vent shaft.** The shaft from the tunnel to the surface, used for ventilation, escape, and water supply. These structures are found between subsurface stations and can be used to exhaust heat or smoke from the tunnels, or to supply fresh air.
- g. **Filter Capacitor Discharge Switch (FCDS).** A switch that allows for stored third rail power in the capacitors to be discharged to the negative return system of the rail cars equipped with this feature.



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- h. **Interlocking (Switch)**. A series of track switches located in close proximity to each other, and controlled by a single, remotely-operated electronic switch, which simultaneously moves two or more track switches. In the METRO system, interlockings are powered by AC, and continue to operate even when third rail power is down.
- i. **Immediately Dangerous to Life and Health (IDLH)**. An atmosphere that poses an immediate threat to life, would cause irreversible adverse health consequences, or would impair an individual's ability to escape from a dangerous atmosphere.
- j. **Lead Track Area**. The below-grade track section at the entrance/exit to the yard (Glenmont), controlled jointly by both the yardmaster and by OCC. Because either party can apply third-rail power to these tracks, fire/rescue personnel must notify both OCC and the yardmaster before beginning operations in this area.
- k. **METRO Box Alarm**. Apparatus complement dispatched to a primary entry point on a METRO incident, consisting of five engine companies, three truck companies, a rescue squad, an ambulance, and three command officers, plus at least one additional BLS unit, one ALS unit, an Air Unit, and the Mass Casualty Pod.
- l. **METRO RIC**. Acronym for Rapid Intervention Company, a company of at least three personnel who are available if the need arises to rescue a member or a team. One member must be certified as a unit officer, and two must be certified as minimum staffing on an engine, truck, or rescue squad.
- m. **METRO Task Force**. Apparatus complement dispatched to a secondary entry point on a METRO incident in a tunnel or an elevated right-of-way, consisting of two engine companies, one truck company, a rescue squad, and two duty officers.
- n. **METRO Task Force RIT (Rapid Intervention Team)**. A team of at least two personnel who are available to rescue a member or a team if the need arises. Both members must be certified as minimum staffing on an engine, truck, or rescue squad.
- o. **OCC**. Abbreviation for METRO's Operations Control Center, located at the Jackson Graham Building, 600 5th St. NW.



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- p. **Personnel.** All Montgomery County on-duty fire, rescue, and emergency medical service providers.
- q. **Portal.** The point where METRO tracks go underground.
- r. **Power Inverter Switch.** The control mechanism provided on AC drive railcars used to invert power from DC to AC.
- s. **Rail Yard (Yard).** A series of tracks, switches, interlockings, and structures, located past the last revenue station at the end of the METRO system, used for turning, storing, repairing, and maintaining the railcars. The movement of trains and third rail power in this area is controlled from the Yard Tower.
- t. **Remote Water Supply Units.** Additional engine companies dispatched to various locations (usually fan/vent shafts) to cover all remote standpipe connections between stations during tunnel incidents, and at each end of stations during subsurface station incidents.
- u. **Right-of-Way (ROW).** The portion of METRO within tunnel walls, and between fences on surface or elevated stations.
- v. **Safety Control Unit (SCU).** Personnel (crew of a truck company) assigned to perform specific safety-related duties, including chocking train wheels, placing and removing WSADS, and assuring the safety of personnel and operations.
- w. **Third rail.** The energized rail that supplies traction power to trains.
- x. **Voltprobe.** Hand-held volt tester used to determine whether power to the third rail is activated.
- y. **WSAD.** Acronym for **Warning Strobe and Alarm Device**, a tool used to warn against the accidental restoration of power to the third rail during an incident. It is tested and placed on the running rail and the third rail, after the third rail has been deactivated and confirmed.
- z. **Yard Control Unit (YCU).** The fire/rescue company responsible for establishing and maintaining communications between the yardmaster at the yard tower and the MCFRS Incident Commander.



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- aa. **Yardmaster.** The rail operations supervisor assigned to the rail yard, in charge of all activities in the yard, usually found in the rail yard tower.
- bb. **Yard Tower.** The location in the METRO yard facility from which the movement of trains, third rail power, and the position of track switches in the yard area are all controlled.

Sec. 4. Policy Statement. It is the policy of the Fire and Rescue Commission to ensure the safety of fire and rescue personnel, and to promote operational efficiency by establishing SOPs for use during operations that present unusual hazards.

This policy establishes response assignments and procedures for METRO incidents that require fire and rescue personnel to work in or in the immediate vicinity of the METRO ROW and rail yards. Incidents in METRO facilities that are not located near the ROW may be handled using normal response assignments and SOPs.

Sec. 5. Procedure- General: All personnel who are prepared to work at the scene of a METRO fire must wear full personal protective equipment and carry handlights and other tools appropriate for their assigned position. In IDLH atmospheres, SCBA must be used and PASS devices activated. The requirements of the FRC's *Respiratory Protection Policy* may be met by assigning a METRO RIC in an area that is not exposed to respiratory hazards, as the initial entry team enters a structure or tunnel where an IDLH atmosphere may exist.

- i. **METRO Incidents Involving Fire, Collision, Derailment, or other Potential Mass Casualty Incidents.** A METRO Box Alarm assignment will be dispatched to the incident location or the nearest entry point for the reported incident. The third command officer will be dispatched automatically to OCC to provide coordination with METRO.

- a. **First Due Engine Company**

Unit: Report to the dispatched location or entry point, initiate the water supply process, and charge standpipe(s) where provided.

Crew: All available members proceed to the nearest accessible kiosk or BLB.



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OIC: Establish communications with OCC; contact OCC (dial 1970 at kiosk or "0" at BLB) from the kiosk or BLB, and give name and rank.

1. Determine the nature and location of incident and the consist of the train.
2. Determine the status of third rail power, passengers, and trains in the area.
3. Determine the status of the ventilation systems.
4. Advise OCC which units are proceeding to the incident scene, as appropriate.
5. Use radio or phone (dial 2218) to update ECC, and advise which units are proceeding.
6. Direct personnel to begin fire control, triage, etc., as appropriate.

Equipment: As listed in Appendix A.

UNITS MUST NOT BEGIN OPERATIONS IN THE METRO ROW UNTIL POWER TO THE THIRD RAIL HAS BEEN DEACTIVATED, CONFIRMED BY OCC, AND TESTED LOCALLY.

b. Second Due Engine Company

Unit: Report to the dispatched location or entry point; ensure and expand upon the water supply of the first due engine as necessary.

Crew: All available members proceed to the location of the first due engine to assist with fire attack, triage, etc.

Equipment: As listed in Appendix A.



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c. Third Due Engine Company- METRO RIC.

Unit: Position to avoid impeding responding or departing apparatus.

Crew: All available members perform the duties of the METRO RIC.

d. Fourth Due Engine Company

Unit: Report to the dispatched location or **entry point**; ensure and expand upon the water supply and charge the second stand pipe, where provided.

Crew: All available members proceed to the kiosk/Command Post to receive instructions from the IC.

Equipment: As listed in Appendix A.

e. Fifth Due Engine Company

Unit: Report to the dispatched location or **entry point**; ensure and expand upon the water supply of the fourth due engine as necessary.

Crew: All available members proceed to the kiosk/Command Post to receive instructions from the IC.

Equipment: As listed in Appendix A.

f. First Due Truck Company

Unit: Report to the dispatched location or **entry point**.

Crew: Proceed to the location of the first due engine company and implement safety procedures in Appendix B. They will become the **Safety Control Unit**.

Equipment: As listed in Appendix A.



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g. Second Due Truck Company

Unit: Report to the dispatched location or **entry point**.

Crew: Proceed to the kiosk/Command Post to receive instructions from the IC; prepare to carry out duties similar to the first due truck company at the opposite end of the work area.

Equipment: As listed in Appendix A.

If not used as a **Safety Control Unit**, the second due truck may assist the rescue squad.

h. Third Due Truck Company

Unit: Position to avoid impeding responding or departing apparatus, but locate as necessary to facilitate completing primary mission.

- Crew: 1. Report to the kiosk or **entry point**; prepare to perform the duties of a **Safety Control Unit**; deploy a third **WSAD**, if necessary;
2. assist with smoke management under the IC's direction; and
3. assist with **personnel** accountability.

i. Rescue Squad

Unit: Report to the dispatched location or **entry point**.

- Crew: 1. Proceed to the kiosk/command post to receive instructions; obtain the nearest **ETEC**, if appropriate; and
2. ensure the completion of appropriate searches as soon as possible.

Equipment: As listed in Appendix A.



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i. EMS Unit(s):

Unit(s): Report to the dispatched location or **entry point**; stage the vehicle to facilitate egress.

Crew: Stand by at the nearest access point; report to the IC via radio for instructions.

Equipment: As listed in Appendix A.

k. First Due Command Officer. Establish the initial Command Post at the kiosk or other location, preferably with access to METRO phones. Establish a direct communication link to **OCC**; provide name and rank, and advise **OCC** that he/she is the Incident Commander.

1. Establish initial communications by phone and secure a **Command Conference Line**.
2. Provide the location of the Command Post to **OCC** and **ECC**.
3. Determine the nature and location of the incident and the **consist** of the train.
4. Determine the status of **third rail** power, passengers, and trains in the area (including **CSX** trains).
5. Determine the status of the ventilation system.
6. Ensure that at least one **WSAD** unit is placed in service at each end of the incident work area. Also ensure that sufficient additional **WSADs** are used in incident locations that encompass one or more **interlockings**, switches, pocket tracks, etc., to warn **personnel** of **third-rail** re-energization.
7. Provide **ECC** with a situation report and maintain subsequent communications with **ECC** by phone, radio, or both.
8. When a **METRO** rail incident occurs near a jurisdictional boundary, ensure that a communications link is established and maintained among all affected jurisdictions.



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9. Restrict the movement of **personnel** and ensure implementation of accountability procedures.

- l. Second Due Command Officer. Report to the specified location or **entry point**. Prepare to establish an Operations Section, or report to the location of the first due engine company as directed by the IC.
- m. An additional Command Officer will be dispatched to METRO's **OCC** to coordinate operations with **OCC's** senior supervisor, and establish communications with the IC.

II. Tunnel Incidents. In addition to procedures described in Section I., follow the procedures below to ensure **personnel** safety during tunnel incidents.

- a. First and Second Due Engines and First Due Truck. The crews of the first and second due engines and the first due truck will assemble at the designated **entry point** before moving into the **ROW**. Crews will enter the tunnel and perform the duties below.
 1. Locate and access the incident.
 2. Begin fire control as necessary.
 3. Begin to determine the magnitude of the incident, including the extent of fire/derailment, number of casualties, number of victims trapped/pinned, etc.
 4. Begin basic triage as appropriate.
 5. Report to Command and advise on the need to support fire attack, rescue, or a Mass Casualty Incident.
- b. Third Due Engine Company. Perform the duties of the **METRO RIC**.
- c. Fourth and Fifth Due Engine Companies and the Second Due Truck. The crews of these units will assemble at the designated **entry point** and await directions from Command to support either the fire attack, or a mass casualty/rescue incident.



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d. Third Due Truck.

1. Place a **WSAD** on adjacent tracks or other unprotected **third rails**;
2. Perform smoke management mitigation; and
3. Begin accountability efforts when previous duties are completed.

e. Rescue Squad. The crew of this unit will perform functions described in Section I. i. above, and follow either group a. or b. above into the **ROW** as directed by the IC.

III. Remote Water Supply Units. Report to designated locations (usually **fan/vent shaft** or emergency exit shafts) with equipment listed in Appendix A, and charge the standpipe systems (station, tunnel, or both), as provided.

- a. Pump operators must advise the IC if the system does not fill within ten minutes.
- b. Water supply company **personnel** may open, but must not enter any **fan/vent shaft** or emergency exit shaft, unless approved and/or directed by the Incident Commander.
- c. Assess the conditions in those shafts and advise the IC. Generally, operations are not started from these shafts. However, the IC may use these points of access as a method of rapid size-up after proper evaluation of conditions and coordination with the various units and the OCC.

IV. METRO Task Force. In addition to the **METRO Box Alarm**, a **METRO Task Force** will be dispatched automatically on any tunnel or elevated **ROW** incidents involving fire, reported heavy smoke conditions, collision, and/or derailment reported to occur between stations or portals. This assignment will be dispatched to the next closest station or **entry point** to the incident. The **METRO Task Force Leader** will assign either the second due **METRO Task Force** engine company or the **METRO Task Force** rescue squad as the **METRO Task Force RIT**. These units will assemble at the opposite end of the incident at their designated **entry point** before moving into the **ROW**.



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a. First Due METRO Task Force Engine Company

Unit: Report to the dispatched **entry point**, initiate the water supply process, and charge the standpipe(s) as necessary.

Crew: All available members proceed to the nearest accessible kiosk or **BLB**.

OIC: Establish communications with **OCC**; from the kiosk or **BLB**, contact **OCC** (dial 1970 at the kiosk, or "0" at the **BLB**) and give name and rank.

1. Determine the nature and location of the incident, and the **consist** of the train.
2. Determine the status of **third rail** power, passengers, and trains in the area.
3. Determine the status of the ventilation systems.
4. Advise **OCC** which units are proceeding to the incident scene, as appropriate.
5. Contact the IC to coordinate the entry and activity of **METRO Task Force** units.
6. Advise the IC which units are proceeding, and use radio or phone (dial 2218) to update the IC as necessary.

Equipment: As listed in Appendix A.

UNITS MUST NOT BEGIN OPERATIONS IN THE METRO ROW UNTIL POWER TO THE THIRD RAIL HAS BEEN DEACTIVATED, CONFIRMED BY OCC, AND TESTED LOCALLY.

b. Second Due METRO Task Force Engine Company

Unit: Report to the dispatched **entry point**, ensure and expand upon the water supply of the first due engine as necessary.



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Crew: All available members proceed to the location of the first due engine to assist with fire attack, triage, etc., or perform as the **METRO Task Force RIT**, if required.

Equipment: As listed in Appendix A.

c. **METRO Task Force Truck Company**

Unit: Report to the dispatched **entry point**.

Crew: Proceed to the location of the first due engine company and implement safety procedures as outlined in Appendix B. This crew will become the **Safety Control Unit**.

Equipment: As listed in Appendix A.

d. **Rescue Squad**

Unit: Report to the dispatched **entry point**.

Crew: Proceed to the kiosk/Command Post to receive instructions and to obtain the nearest **ETEC**, if appropriate, or perform as the **METRO Task Force RIT**, if required.

Equipment: As listed in Appendix A.

e. **First Command Officer on METRO Task Force**. Enter the assigned station and proceed to the kiosk; contact **OCC** and provide name and rank.

1. Establish initial communications by phone.
2. Determine the nature and location of the incident and the train's consist.
3. Determine the status of **third rail** power, passengers, and trains in the area (including CSX trains).
4. Determine the status of the ventilation system.



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5. Contact the IC to coordinate the entry and activity of Task Force units.
 6. Provide the IC with situation reports as necessary.
 - f. Second Command Officer on METRO Task Force. Report to the specified location or **entry point** and prepare to establish a division at the kiosk or **entry point**, or report to the location of the first due engine company as directed by the IC via the first arriving **Task Force** command officer.
- V. Power Restoration.
- a. When fire department operations are terminated, the truck companies (**Safety Control Units**) will notify the IC when all **personnel** and equipment have cleared the **ROW**.
 - b. The IC must verify with each unit that it has cleared the **ROW**, and that it has also completed a **personnel** accountability check. After completing this verification, the IC will contact ECC and OCC to announce on fire department radio frequencies, WMATA radio frequencies, and station PA systems, that power restoration is imminent.
 - c. When satisfied the above requirements have been met, the IC will contact OCC and authorize the reactivation of **third rail** power.

Sec. 6. Appendices.

- A. Equipment for METRO Incidents
- B. **Safety Control Unit** Duties
- C. SOP for Individual(s) Injured in METRO **ROW** and other Non-Passenger Areas
- D. SOP for Fire and Rescue Operations within METRO Rail Yards



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Sec. 7. Effective Date. This SOP is effective on January 20, 2003

Attest:

Gordon A. Aoyagi, Chairman
Fire and Rescue Commission

Date

APPROVED AS TO FORM AND LEGALITY.

OFFICE OF COUNTY ATTORNEY

BY
DATE 1/20/03



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APPENDIX A

EQUIPMENT FOR METRO INCIDENTS

The officer of each unit assigned to a METRO incident is responsible for ensuring that **personnel** comply with all personal protection requirements, and that they carry the equipment listed below.

ENGINE COMPANIES

PERSONNEL: Wear full protective clothing, 45- or 60-minute SCBA, and carry handlight

EQUIPMENT:

- Portable radio
- Handline/Standpipe equipment with gated wye
- Other appropriate tools and equipment
- METRO jump bag containing:
 - 2 **voltprobes**
 - METRO access keys
 - METRO system maps
 - 2 whistles
 - 2 sets of METRO wheel chocks
 - Triage tags/tape

TRUCK COMPANIES

PERSONNEL: Wear full protective clothing, 45- or 60-minute SCBA, and carry handlight

EQUIPMENT:

- Portable radio
- METRO jump bag (see Engine Company above for inventory)
- WSAD**
- Forcible entry equipment
- Flood light with 50' cord (for tunnel incidents)
- Other appropriate tools and equipment



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RESCUE SQUAD

PERSONNEL: Wear full protective clothing, 45- or 60-minute SCBA, and carry handlight

EQUIPMENT:
Portable radio
METRO jump bag (see Engine Company above for inventory)
Other appropriate tools and equipment
ETEC (when appropriate), with
Stokes Basket and Reeves stretcher(s)
Rescue/Extrication equipment as needed
Oxygen and first aid equipment

BLS/ALS UNITS

EQUIPMENT:
Oxygen and first aid equipment
Portable radio and UHF Med portable
Cot and Reeves stretcher(s)
ALS equipment (Medic units)
Triage tags/tape

COMMAND OFFICERS

PERSONNEL: Wear or have immediate access to full protective clothing and 45- or 60-minute SCBA

EQUIPMENT:
Portable radio
METRO access keys
METRO system maps



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APPENDIX B

SAFETY CONTROL UNIT DUTIES

1. Determine the status of **third rail** power before entering the **right of way**.
2. Verify that **third rail** power has been deactivated by testing each section with a **voltprobe**.
3. Test the **third rail** frequently with a **voltprobe** until a **WSAD** unit can be placed in service.
4. Ensure that train wheels are chocked.
5. Activate the **FCDS** on Chopper-series rail cars.
6. Check for and deactivate the **power inverter switch** on any car so equipped.
7. Test and then place the **WSAD** unit on the assigned access side of the incident scene, **only** after receiving positive confirmation that power to the **third rail** has been deactivated.
8. Establish and maintain communications with the Command Post(s).
9. Monitor **personnel** for unsafe acts and signs of fatigue. Monitor and report unsafe conditions.
10. Ensure that **personnel** and equipment have cleared the operations area when operations are completed; notify the Incident Commander.
11. Before power is restored to the **third rail**, and after all operations have been completed, remove wheel chocks and **WSADs** from the **third rail**. The **WSAD** device is the last piece of equipment to be removed from the track bed.



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APPENDIX C

STANDARD OPERATING PROCEDURE FOR INDIVIDUAL(S) INJURED IN THE METRO RIGHT OF WAY AND OTHER NON-PASSENGER AREAS

This Standard Operating Procedure is established for incidents when individual(s) may be injured or trapped in the **METRO ROW**, or other non-passenger areas where no significant derailment, fire, or mass casualties are reported.

A "Non-Passenger Area" is any area from which passengers and the public are normally restricted, and which require special safety procedures. This includes, but is not limited, to **METRO ROWs**, **fan/vent shafts**, and other areas or ancillary rooms with restricted access that may present an unusual hazard to **personnel**.

The standard minimum assignment for incidents occurring in these areas is one engine company, two truck companies (with **WSADs**), one rescue squad, one BLS unit, one command officer, and if indicated, one ALS unit.

ENGINE COMPANY

Unit: Report to the dispatched location or **entry point**.

Crew: All available members proceed to the nearest accessible kiosk or **BLB**. When necessary, obtain the **ETEC** to assist the rescue squad and EMS units in transporting necessary equipment/victim(s).

OIC: Establish communications with **OCC**; from the kiosk or **BLB**, contact **OCC** (dial 1970 at kiosk or "0" at **BLB**), and give name and rank.

1. Determine the nature and location of the incident.
2. Determine the status of **third rail** power, passengers, trains in the area, and other potentially hazardous conditions.
3. Advise **OCC** which units are proceeding to the incident, as appropriate.
4. Use radio or phone (dial 2218) to update **ECC** on which units are proceeding.



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Equipment: METRO jump bag, portable radio, handlight, oxygen, and first aid equipment, and other appropriate tools and equipment. All personnel must wear full protective clothing (SCBA not required).

UNITS MUST NOT BEGIN OPERATIONS IN THE METRO RIGHT OF WAY UNTIL POWER TO THE THIRD RAIL HAS BEEN DEACTIVATED, CONFIRMED BY OCC, AND TESTED LOCALLY.

FIRST AND SECOND DUE TRUCKS

Unit: Report to the dispatched location or **entry point**.

Crew: All available personnel proceed to the location of the first due engine company and implement safety procedures as outlined in Appendix B.

Equipment: As listed in Appendix A (SCBA not required)

RESCUE SQUAD

Unit: Report to the dispatched location or **entry point**.

Crew: Proceed to the location of the first due engine company and obtain the nearest ETEC, as appropriate.

Equipment: As listed in Appendix A. (SCBA not required)

EMS UNITS

Units: Report to the dispatched location or **entry point**.

Crew: Proceed to the location of the first due engine company and obtain the nearest ETEC, as appropriate.

Equipment: As listed in Appendix A. In addition, personnel must wear full protective clothing (SCBA not required).



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APPENDIX D

SOPS FOR FIRE AND RESCUE OPERATIONS WITHIN METRO RAIL YARDS

This Appendix establishes standard operating procedures for fires, derailments, crashes, and other major emergency incidents that may occur in METRO rail yards within the WMATA system. These procedures are intended to protect responders from the unique hazards that may affect their safety, including the presence of **third rail** trackage, the lack of **blue light boxes**, and the frequency of train movement in the area.

Both **rail yards** in Montgomery County (Glenmont and Shady Grove) are located where the railroad terminates past the last passenger station. This SOP includes, but is not limited to METRO **rail yards**, **lead track ROW** areas, and buildings found within the **rail yards**.

The standard minimum assignment for incidents occurring in these areas is outlined in Section 5. of this Policy.

FIRST DUE ENGINE COMPANY

Unit: Report to the dispatched location; determine the actual location and best access to the incident. Initiate the water supply process, and charge standpipe(s) where provided. Attempt to position the unit on Side A, if the incident involves a yard structure. Position units to enable attack lines to be deployed parallel to **third rails**.

Crew: Assemble at the designated assembly point; prepare to perform fire suppression and/or rescue functions.

OIC: Establish communications with the second due engine company, located in or near the **yard tower**. Determine the nature and location of the incident and the train's **consist**. Determine the status of **third rail** power, **personnel**, and train movement in the area, and convey this information to the second due engine and the YCU. Announce the location of the designated assembly point to responding units. Direct **personnel** to begin fire control, triage, etc., as appropriate.

Equipment: As listed in Appendix A.



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UNITS MUST NOT BEGIN OPERATIONS IN THE METRO ROW UNTIL POWER TO THE THIRD RAIL HAS BEEN DEACTIVATED, CONFIRMED BY THE YARD MASTER THROUGH THE YCU, AND TESTED LOCALLY.

SECOND DUE ENGINE COMPANY

Unit: Report to the **yard tower** to function as the **YCU**.

Crew: Assist the **DIC** in establishing communication with the first due engine company and **ECC**. Monitor mobile radios and relay the messages from the **yard tower** to the first due engine. Monitor the status of the remote **third rail** disconnect switches in the **yard tower**.

OIC: Locate and establish face-to-face communication with the **yardmaster**. Determine from the **yardmaster** what prior actions have been taken by **WMATA** personnel to de-energize the **third rail** in the **rail yard**.

Equipment: Portable Radios

THIRD DUE ENGINE COMPANY- METRO RIT.

Unit: Ensure and expand upon the water supply of the first due engine, as necessary.

Crew: Report to the designated assembly point; perform the duties of the **METRO RIT**.

Equipment: As Listed in Appendix A

FOURTH DUE ENGINE COMPANY

Unit: Establish a secondary water supply and charge standpipes, where provided.

Crew: Report to the designated assembly point; stand by at this location to receive the **IC's** instructions.

Equipment: As listed in Appendix A.



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FIFTH DUE ENGINE COMPANY

Unit: Ensure and expand upon the water supply of the fourth due engine as necessary.

Crew: Report to the dispatched location or designated assembly area. Stand by at this location to receive the IC's instructions.

Equipment: As listed in Appendix A.

FIRST DUE TRUCK COMPANY

Unit: Report to the location of the first due engine.

Crew: Proceed to the location of the first due engine company and implement safety procedures in Appendix B; become the **Safety Control Unit**.

Equipment: As listed in Appendix A.

SECOND DUE TRUCK COMPANY

Unit: Report to the dispatched assembly point.

Crew: Perform the duties of the **Safety Control Unit** at the opposite end of the incident work area.

Equipment: As listed in Appendix A.

THIRD DUE TRUCK COMPANY

Unit: Position to avoid impeding responding or departing apparatus, but locate as necessary to facilitate completing the primary mission.

Crew: Proceed to the designated assembly point; prepare to perform the duties of the **safety control unit**; deploy a third **WSAD** on tracks adjacent to the incident. Assist with **personnel** accountability.

Equipment: As listed in Appendix A.



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If it is not used as a **Safety Control Unit**, the third due truck company should notify the IC that it is ready for another assignment.

RESCUE SQUAD

Unit: Report to the designated assembly point.

Crew: Proceed to the designated assembly point, and ensure the completion of appropriate searches as soon as possible.

Equipment: As listed in Appendix A.

EMS UNIT(S)

Unit(s): The first EMS unit to arrive in the rail yard should establish an EMS Group and designate an EMS Staging Area; all other units should report to the EMS Staging Area and position the vehicles to facilitate egress.

Crew: Stand by at the EMS Staging Area; report to the IC via radio for instructions.

Equipment: As listed in Appendix A.

FIRST DUE COMMAND OFFICER. Establish the initial Command Post at the incident scene, preferably with access to METRO phones; establish a direct communication link to the YCU.

1. Establish initial communications by phone, and secure a **Command Conference Line**.
2. Provide the location of the Command Post to the YCU and **ECC**.
3. Determine the nature and location of the incident, and the train's **consist**. If the incident is in the **lead track area**, immediately initiate communications with **OCC**, as this section of track can be energized by both the **yardmaster** and **OCC**.
4. Designate an assembly point for incoming apparatus, if the first due engine has not already done so.



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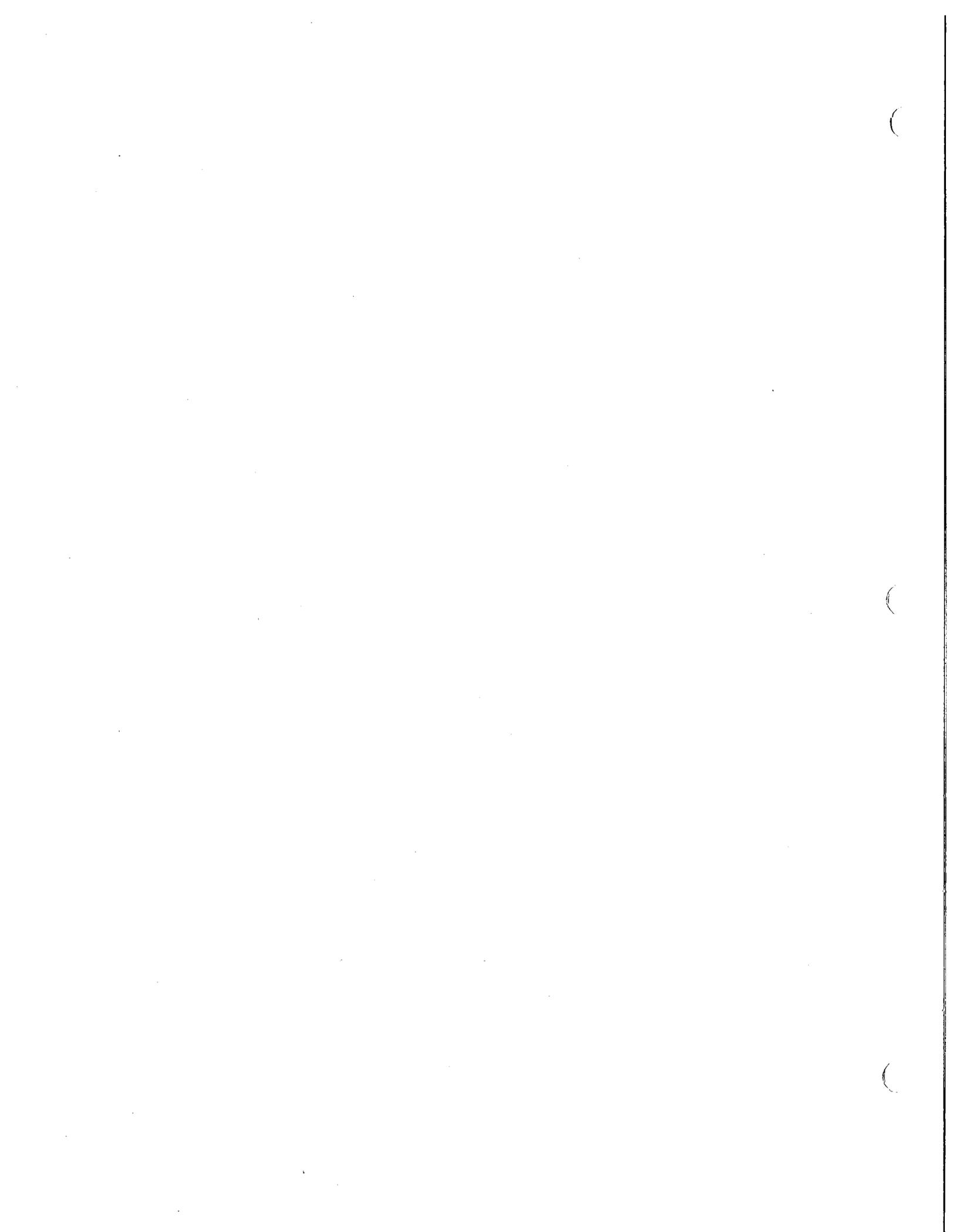
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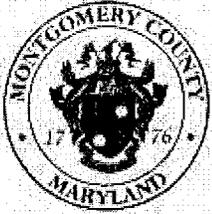
5. Determine the status of **third rail power**, and the location of employees and trains in the area (including CSX trains).
6. Determine the status of the ventilation system, if the incident is within a **rail yard structure**.
7. Ensure that at least one **WSAD** unit is placed in service at each end of the incident work area, and that sufficient additional **WSADs** are used in incident locations that encompass one or more **interlockings**, switches, sidings, etc., to warn **personnel of third rail re-energization**. Ensure that at least one additional **WSAD** is available if a device malfunctions during the incident.
8. Provide ECC with a situation report; maintain subsequent communications with ECC by phone, radio, or both.
9. Restrict the movement of **personnel**, and ensure implementation of accountability procedures.

SECOND DUE COMMAND OFFICER. Report to the designated assembly point; prepare to establish an Operations Section, or report to the location of the first due engine company, as directed by the IC.

ADDITIONAL COMMAND OFFICER. Report to the **rail yard tower**; coordinate operations with the **Yardmaster**, and establish communications with the IC. The second due engine company must not leave the **rail yard tower** until relieved by a command officer.

metro sop amended App D bf wp final 12-23-02





MONTGOMERY COUNTY FIRE AND RESCUE SERVICE POLICY AND PROCEDURE

Subject SOP FOR SAFE STRUCTURAL FIREFIGHTING OPERATIONS	Number 24-07AMII
Originating Department MONTGOMERY COUNTY FIRE AND RESCUE SERVICE	Effective Date 12/1/05

STANDARD OPERATING PROCEDURES FOR SAFE STRUCTURAL FIREFIGHTING OPERATIONS

With amendments from FCGOs 11-03 and 11-04 dated February 1, 2011
(Note that amendments are in red/times new roman font & that page numbers may have changed)

Issued by: **MONTGOMERY COUNTY FIRE AND RESCUE SERVICE**
Policy No. 24-07AMII

Supersedes FRC *SOP for Safe Structure Firefighting Operations, 1/1/2001*
Supersedes and Revokes DFRS Directive #03-13, *Interim Water Supply, 10/29/03*
Supersedes and Revokes Fire Chief's General Order #05-16,
Tanker Response Change, 9/20/05.

Authority: Montgomery County Code Section 21- 2(d)(4)
Effective Date: December 1, 2005

SUMMARY: Standard response assignments for structure fires help to ensure operational safety, effectiveness, and efficiency. This SOP amends the current standard apparatus dispatch assignments and operating procedures for fire and rescue personnel and units responding to structure fires. From time to time, addenda addressing specific structure firefighting procedures will supplement this SOP.

DEADLINE: Send all comments pertaining to this SOP to Beth Feldman, Montgomery County Fire and Rescue Service, 12th Floor, 101 Monroe Street, Rockville, MD 20850, **by JUNE 15, 2005.** Comments may also be e-mailed to beth.feldman@montgomerycountymd.gov

Section 1. Definitions.

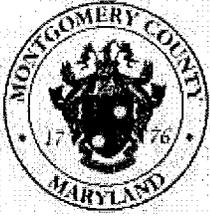
- a. **Apparatus.** Fire and rescue service vehicles, including engines, aerial units, rescue squads, brush trucks, tankers, ambulances (BLS Units), Medic (ALS) Units, and special service units.



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- b. **Certified**. Documented proof of an individual's knowledge, skills, and abilities, and determination of competency through a process identified by the Fire Chief, which may include successful completion of testing, evaluation, or practical exercise components, indicating an individual is eligible to serve at a specific rank.
- c. **Crew**. A group of two or more firefighters, rescuers, and emergency medical services personnel responding to an incident, staffing a specific unit.
- d. **Equipment**. As used in Sections VII through X of this SOP, this term indicates full Personal Protective Equipment (PPE). In an IDLH atmosphere, personnel must use Self Contained Breathing Apparatus (SCBA) with integrated PASS device activated, and crews must carry handlight(s), a portable radio, tools, hose, and other equipment appropriate for the structure's construction and operational tactics.
- e. **Fire Control Room**. An area located in some high rise buildings and shopping malls, equipped as required by National Fire Protection Association (NFPA) Standard 101. This area may include:
 - 1. Voice fire alarm system panel and controls;
 - 2. Fire department two-way telephone communication panel and controls;
 - 3. Fire detection, sprinkler valve, water flow, and alarm annunciation panels;
 - 4. HVAC and elevator location and operation control panels;
 - 5. Emergency generator and fire pump status indicators;
 - 6. Controls for stairway door locking systems; or
 - 7. Controlled-access telephone in public telephone system.
- f. **High Rise Building**. A structure more than five stories in height, or seventy-five feet above the lowest fire department vehicle access.
- g. **Immediately Dangerous to Life and Health (IDLH)**. An atmosphere that poses an immediate threat to life, would cause irreversible adverse health effects, or would impair an individual's ability to escape from a dangerous environment.
- h. **Incident Commander (IC)**. The officer on the scene who is in charge of an incident, and is responsible for making the strategic decisions and assigning other supervisory or functional positions necessary to control an incident. The IC must handle any



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function or responsibility appropriate to a given incident that has not been delegated to another Command Officer.

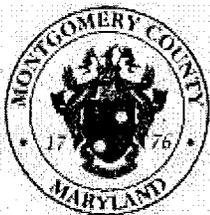
- i. **Initial Entry Team (2-in crew)**. A minimum of two personnel who are qualified to participate in interior structure firefighting, one of whose rank must be FF/R III or higher. These personnel must maintain constant visual and/or voice contact with each other while entering and operating in a burning structure.
- j. **Integrated Emergency Command Structure (IECS)**. The operational chain of command that provides for the control of emergency incidents by integrating into the command structure all qualified personnel who have met applicable training and experience requirements.
- k. **Interior Structural Firefighting**. The physical activity of performing fire suppression and rescue while inside buildings or enclosed structures that are involved in fire beyond the ignition stage.
- l. **Known Life Hazard**. A circumstance where responding personnel can hear or see a person in distress, or have received reliable information from the Emergency Communications Center or a bystander indicating that a person is in an IDLH atmosphere.
- m. **MAYDAY**. An emergency distress signal indicating that one or more fire/rescue personnel need emergency assistance to escape an Immediately Dangerous to Life and Health (IDLH) atmosphere or other life threatening situation.
- n. **PASS Device**. Acronym for the Personal Alert Safety System, a signaling unit that is integrated into the Self-Contained Breathing Apparatus (SCBA).
- o. **Personal Protective Equipment (PPE)**. Equipment consisting of helmet, hood, coat, pants, boots, and gloves that comply with NFPA 1971 Standard, *Protective Ensemble, Structural Fire Fighting*; SCBA that meet NIOSH certification and NFPA 1981 Standard, *Open-Circuit Self Contained Breathing Apparatus for Fire Service*, including the integrated PASS device that complies with NFPA 1982 Standard, *Personal Alert Safety Systems for Fire Fighters*.



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- p. **Personnel**. All on-duty career and volunteer firefighter/rescuer and emergency medical service providers.
- q. **PAR**. Acronym for Personnel Accountability Report.
- r. **Rapid Intervention Company (RIC)**. The third due engine on a structure fire assignment, whose crew consists of at least two personnel, one who is certified as a unit officer, and one who is certified as minimum staffing on an engine, aerial unit, or rescue squad, who are available to rescue an MCFRS member or a team, if necessary.
- s. **Rapid Intervention Dispatch (RID)**. An automatic dispatch of an additional aerial unit, rescue squad, EMS unit (an ALS unit, if one is not already on the fire ground), and a Command Officer, when ECC determines the incident is a working fire, or when units on the scene report a working fire.
- t. **Rapid Intervention Group (RIG)**. A combination of crews consisting of the third engine (a RIC) and the units from the RID.
- u. **Rural Area**. For purposes of this SOP, any fire box area in Montgomery County that is not supplied by a municipal water distribution system supporting fire hydrants.
- v. **Standby Team (2-out crew)**. At least two personnel who qualify as minimum staffing on an engine, truck, or rescue squad, who observe the initial two-person team entering an IDLH atmosphere, and are available, trained, and equipped for immediate response to rescue the entry team.
- w. **Stationary Command Post**. A formal Command Post identified by a geographic locator.
- x. **Team**. Two or more personnel who are certified to participate in interior firefighting. One member must be, at a minimum, qualified as a Firefighter I, and the second member must be, at a minimum, qualified as a Firefighter/Rescuer III or higher, in accordance with the MCFRS *Training, Experience, and Credentialing Requirements*.
- y. **Unit**. A specific piece of apparatus staffed by firefighter, rescuer, or emergency



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medical services personnel. The term "unit" is also used as part of a radio designation for an individual firefighter/rescuer or EMS provider.

- z. **Unit Officer.** The officer in charge of a specific fire, rescue, or EMS unit. To be a unit officer on fire apparatus, personnel must be certified as a Firefighter/Rescuer III or higher rank. To be a unit officer on an ambulance/BLS (Basic Life Support) Unit, an EMS Provider must be certified as an EMT-B. To be a unit officer on a Medic Unit/MICU (Mobile Intensive Care Unit) or ALS (Advanced Life Support) Unit, an EMS Provider must be certified as an EMS Provider/Paramedic or ALS Provider.

Section 2. Applicability. This SOP was developed in cooperation with all components of the MCFRS, including the International Association of Fire Fighters Local 1664, and the Local Fire and Rescue Departments. It applies to all Montgomery County Fire and Rescue Service **personnel**.

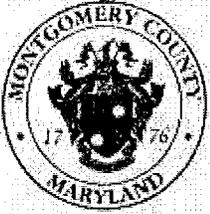
This SOP generally applies to structural firefighting operations. Section 4. I., Initial Operations, applies to all incidents where an IDLH atmosphere exists.

Section 3. Policy. MCFRS requires the use of Standard Operating Procedures for mitigating structure fires. All fire and rescue service **personnel** must use safe and efficient procedures on all structure fire incidents.

Section 4. Procedures.

I. INITIAL OPERATIONS

- a. All **personnel** who are prepared to work at the scene of a structure fire must wear full **PPE** and carry hand lights and other tools appropriate for their assigned position. In **IDLH** atmospheres, **SCBA** must be used and **PASS devices** must be activated.
- b. The requirements of 29 CFR 1910.134, *Respiratory Protection Program*, may be met by forming a **Standby Team** outside as the **Initial Entry Team** enters a structure where an **IDLH** atmosphere may exist, or by performing exterior functions until the **Standby Team** or **RIC** is operational.
- c. To meet the **IDLH** atmosphere entry requirements of 29 CFR 1910.134, *Respiratory*

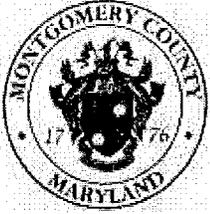


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Protection Program:

1. An **Initial Entry Team** must be formed before entering an interior structural fire where an IDLH atmosphere exists.
2. A **Standby Team** prepared to rescue the **Initial Entry Team** must form outside the IDLH atmosphere before the **Initial Entry Team** enters the structure. The **Initial Entry Team Officer**, normally the officer of the first arriving engine, must assign this responsibility to:
 - A. A **certified EMS crew** that is qualified for **Standby Team** assignment;
 - B. **Certified personnel** from additional arriving **units** (engines, aerial units, and rescue squads);
 - C. **Certified personnel** on the first arriving **unit** who exceed minimum staffing (i.e., a **unit** staffed with four or more **personnel**); or
 - D. Any other combination of **certified personnel** who are qualified for **Standby Team** assignment
3. One of the members of the **Standby Team** must maintain contact with the **Initial Entry Team** visually, verbally, or by radio.
4. The second member of the **Standby Team** may be assigned to other activities, but must wear **PPE**, have SCBA immediately available, and must be able to respond immediately to assist in rescuing the **Initial Entry Team**, if required. This member must not be assigned to functions that would further endanger the **Initial Entry Team** if he/she abandoned those operations to assist in rescuing them.
5. If the **Initial Entry Team** requires assistance/rescue while the **Standby Team** is in place, the **Standby Team** must inform Command or the ECC of the situation and its plan of action. Both **Standby Team** members will assist the **Initial Entry Team** if it can be done safely.



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6. Any **unit** assigned as the **Standby Team** must be prepared to carry out its pre-assigned job task in accordance with this SOP, or, once it has been relieved by the **RIC**, be prepared to be redeployed by the **IC**.

d. A **unit** arriving at an **interior structural fire** where an **IDLH** atmosphere exists must not begin interior operations if a **Standby Team** is not available. Before a **Standby Team** is in place, the **initial crew** may prepare the structure for entry. This **crew** may perform appropriate exterior operations including, but not limited to:

1. Exposure protection;
2. Exterior attack;
3. Stretching attack lines to the boundary of the **IDLH** atmosphere; or
4. Controlling utilities, i.e., outside gas shut-off.

EXCEPTION: If arriving **personnel** find a **known life hazard** and immediate action may prevent the loss of life or serious injury, the **crew** may begin appropriate interior operations without a **Standby Team** in place. Once the **known life hazard** has been resolved, **personnel** must withdraw until a **Standby Team** or **RIC/RIG** has been assembled

e. If the initial arriving **Unit Officer** determines that initial operations must begin in an **IDLH** atmosphere before establishing the **2-out crew**, he/she must make a radio announcement identifying the **units** involved, their mission, and their location in the **IDLH** atmosphere. **ECC** must repeat this announcement to the responding companies and **Command Officer**. This action is authorized only when a known rescue situation exists and the **2-out** requirement has not been met.

f. The rationale for abating the **Standby Team** must be fully documented on the Incident Report.

g. When interior firefighting operations are significantly delayed because the **2-out** requirement has not been met, the circumstances must be fully documented on the Incident Report.

II. RAPID INTERVENTION.

a. The third due engine will function as the initial **RIC** on all structure fires, unless the **IC**



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specifically orders it to take another assignment.

- b. The **RIC** will relieve the **Standby Team** when it arrives on the fire ground, and the **Standby Team** will carry out its SOP assignment or be redeployed by the **IC**. The **RIC** must be on the fire ground, positioned to relieve the **Stand-by Team**. The preferred relief is face-to-face. During large-scale incidents, relief may take place by radio.
- c. The **RID** will be dispatched when a working incident is identified by **ECC** or a **unit** on the scene. The **RID** includes: one aerial unit, one rescue squad, one EMS unit (ALS, if one is not already on the fire ground), and one Command Officer. To ensure that adequate resources remain available for other incidents, not more than two rescue squads should be dispatched to one structure fire incident, unless specifically requested by the **IC**.
- d. **Units** from the **RID** will combine with the **RIC** to form the **Rapid Intervention Group**.
- e. The **RIG** must be located where it can rapidly assist **personnel** engaged in firefighting operations. This may be: at the Command Post for a house fire; at the primary entryway for a commercial or multi-family occupancy; one floor below the fire in a **high rise structure**; or as assigned by the **IC**.
- f. When stationed on the exterior, the **RIG** must be outside the collapse zone, and must be able to maintain a view of the structure to observe its collapse potential, or the potential for other catastrophic events.
- g. The **RIG** must monitor all critical operational radio talk groups in use at the incident, including the Fire Department Talk Around (FDTA) channel, and must know the location of **crews** operating in/on the structure. The **RIG** officer should communicate to Command any need for additional **units** and/or special **equipment** to support the rapid intervention mission.
- h. **RIG** members must be equipped to protect or rescue operating **personnel**. Appropriate **equipment** includes, but is not limited to: a portable radio; full **PPE** on and in place; hose line(s) ready (charged or uncharged, depending on the **RIG's** location); Thermal Imaging Camera; rope; and any other tools and **equipment**



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appropriate for the operation.

NOTE: Maryland Occupational Safety and Health (MOSH) requirements for a **Standby Team** are not abated by the arrival of additional **units**. However, transition to the NFPA 1500 *Rapid Intervention Company (RIC)* terminology and functions meets this requirement, and ensures that a rescue team is appropriately equipped and suitably stationed to perform its duties.

III. MAYDAY. An emergency distress signal indicating that one or more fire/rescue personnel need emergency assistance to escape an Immediately Dangerous to Life and Health (IDLH) atmosphere or other life threatening situation.

This FCGO describes 1) conditions that warrant a MAYDAY, 2) procedures for declaring a MAYDAY and 3) Incident Commander Actions during a MAYDAY.

1. Conditions that warrant a MAYDAY.

All personnel must be able to recognize situations where they, their crew, or another crew may be in imminent danger. Personnel must declare a MAYDAY when they are involved in, or witness other personnel involved in distress, including any of the following conditions:

- A. A crew member has fallen through a roof or floor;
- B. A crew member has been caught in a catastrophic event such as a flashover, explosion, backdraft or collapse.
- C. A crew member has become entangled, trapped, pinned, stuck, or separated from their crew in an IDLH atmosphere.
- D. A crew member who may be disoriented, missing, lost, or off a hose line or tag line in a large/open area with limited visibility;
- E. A crew member's primary exit is blocked by fire or structural collapse and an alternate exit is not immediately available;



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- F. A crew member's low air alert activates and an immediate exit is not available; or
- G. Any other situation when the life safety of a crew or a crew member may be at immediate risk.

2. Procedures for calling a MAYDAY.

A. The crew member(s) declaring a MAYDAY must immediately notify the Incident Commander by:

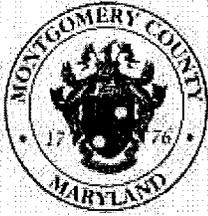
- 1. Depressing the Emergency Button (EB) to activate the radio's ruthless preemption feature (enabling that radio to override all other voice transmissions on a trunked Talkgroup), and
- 2. Verbally transmitting on the assigned tactical talkgroup "MAYDAY, MAYDAY, MAYDAY" followed by their unit number, their location, the nature of the MAYDAY and their resource needs.
- 3. The acronym LUNAR may be used as a memory aid for transmitting critical MAYDAY information to the Incident Commander:

L – Location
 U – Unit
 N – Name
 A – Assignment and air supply
 R – Resources needed

4. After successfully transmitting the MAYDAY, the crew member(s) must activate their Personal Alert Safety System (PASS) device(s) to assist rescue crews in finding their location.

B. When the crew member cannot successfully transmit a MAYDAY on a trunked Talkgroup, these two additional actions may be utilized:

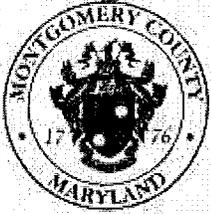
- Depress the EB and transmit the MAYDAY on the NOVEMBER Talkgroup to reach the closest Battalion Chief's active Vehicle Repeater System (VRS). If the closest Battalion Chief's VRS is in STANDBY mode, the EB signal will activate the VRS.



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- Transmit the MAYDAY on the OSCAR Talkgroup. The Incident Commander may not be able to receive the MAYDAY on OSCAR Talkgroup, so other units on the scene must be prepared to relay the MAYDAY message to the Incident Commander. By pressing the PTT and then the EB, a distinct warble tone is transmitted over the OSCAR Talkgroup to alert listeners of the MAYDAY; however, ruthless preemption and transmittal of the radio ID does not work on the OSCAR Talkgroup. For these reasons, all portable radios must be kept in the programmed SCAN mode and the Incident Commander, Rapid Intervention Company (RIC) and Rapid Intervention Group (RIG) must monitor the OSCAR Talkgroup.
 - C. When an EB is activated with no MAYDAY voice transmission, the Emergency Communications Center (ECC) must notify the Incident Commander of the EB activation. The Incident Commander must attempt to verbally contact the crew member with an activated EB. If there is no response following two requests, the Incident Commander must declare a MAYDAY.
 - D. The Incident Commander must declare a MAYDAY for any crew or crew member not accounted for during a Personnel Accountability Report (PAR) following two requests.
3. **Command Actions during a MAYDAY**
- A. Upon receiving a MAYDAY, the Incident Commander must acknowledge the MAYDAY and then declare radio silence on all appropriate tactical talkgroups in use on the incident.
 - B. All units must continue to conduct their tactical assignments until instructed otherwise by the Incident Commander, with due consideration for the presence of an active MAYDAY.
 - C. The Incident Commander must attempt to determine the exact location of MAYDAY crew members, the nature of the MAYDAY and the resources needed to conduct rescue operations.
 - D. The Incident Commander must direct the Stand-By Team, the RIC, or the RIG to intervene and conduct rescue operations. The Incident Commander may reassign any units in the vicinity of the MAYDAY crew members to assist in rescue operations.
 - E. The Incident Commander may have units not directly involved in the MAYDAY switch to



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an alternate tactical Talkgroup, provided that the command team has adequate personnel and voice radios to manage operations on multiple Talkgroups. If instructed to do so by the Incident Commander, the ECC must transmit an Alert Tone (CentraCom Tone #1), and then announce the alternate tactical Talkgroup.

- F. The Incident Commander must ensure a PAR is rapidly conducted when a MAYDAY has been declared, beginning with the units in the greatest danger. Any crew or crew member not accounted for during the PAR must be considered an additional MAYDAY.
- G. When the MAYDAY situation has been stabilized and all operations return to normal, the Incident Commander must transmit a "MAYDAY ALL CLEAR" announcement.
- H. The Incident Commander must conduct and document a Post-Incident Analysis for the MAYDAY Incident in accordance with the Montgomery County Fire and Rescue Service Policy and Procedure # 20-02, *Incident Command System*, Attachment – Post Incident Analysis.

IV. SIZE-UP AND INITIAL COMMUNICATIONS. Timely and effective communications are necessary as companies engage in structural firefighting operations. The three components to these reports include: Water Supply Instructions; Initial On-Scene Reports (IOSR); and Situation Reports.

- a. The first and fourth engine **crews** and other appropriate **units** will give water supply instructions by radio while en route.
- b. The first arriving **unit** will give an IOSR, including:
 - 1. the arrival side of the building;
 - 2. the number of its stories;
 - 3. the type of its occupancy;
 - 4. conditions evident on arrival, with associated geographic location, using *Incident Command System* terminology;
 - 5. a request for additional resources (example: a call for the RID); and



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6. if deviating from the SOP, designating other **unit** assignments.
- c. The first arriving **unit** to the side of the building opposite the first **unit** will give an IOSR, including:
 1. the number of stories on that side of the building; and
 2. conditions evident with the associated geographic location, using *Incident Command System* terminology.
- d. After the initial size-up, the first arriving **unit** will: give a situation report; advise other companies what the initial actions will be; designate the **Stand-by Team** and the point of entry; and indicate the Command mode.
- e. **Control of Communications for Task Force or Greater Alarm Fires.** To maintain control of radio traffic on primary tactical talk groups, ECC will assign all **apparatus** dispatched on task force or greater alarms to a talk group separate from the incident's main talk group.
 1. **Units** responding on task force or greater alarms must monitor their assigned talk group, and not transmit on the tactical talk groups in use until assigned to the incident.
 2. **Units** assigned on task force or greater alarms will stage, unless they are given specific orders by the **IC** or Section Chief. The first due engine on the greater alarm will become the Staging Manager, in the absence of a Command Officer. The Staging Manager will be the only **unit** (person) to communicate with Command from the staging area.
- V. **INITIAL COMMAND.** To establish command and control of the fire ground before the arrival of a Command Officer, and engage in critical tactical operations, the first arriving **Unit Officer** will operate in one of the Command Modes indicated below. The Command Mode must be announced as the **unit** engages in operations.
 - a. **Investigative Mode.** In this Command Mode, the first due officer has Command by radio while investigating.



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b. **Attack Mode.** In this Command Mode, the situation found on arrival requires immediate action. The company officer's assistance is required, and that officer must be directly involved with the attack. The company officer will supervise the **crew**, and will have Command responsibility by portable radio. This Command Mode is limited to a few minutes, and will end when:

1. the situation is stabilized; or
2. the situation is not stabilized, but the company officer withdraws to the exterior and establishes a **Stationary Command Post**; or
3. Command is transferred to another company officer or to a Command Officer.

VI. TRANSFERRING THE INITIAL COMMAND TO A COMMAND OFFICER.

A Command Officer will establish a formal Command Post on all structure fire assignments where five or more **units** are operating on the fire ground. The transfer to a formal Command Post is made in one of the ways indicated below.

- a. The first arriving Command Officer will assume Command by radio when **units** are operating in either Investigative or Attack Mode. The first arriving Command Officer will communicate by radio with the **Unit Officer** who has Command, receive a situation report, and then assume **Stationary Command Post** operations. If the first arriving Command Officer cannot contact the **Unit Officer** with Command either face to face or by radio, the first arriving Command Officer will assume Command, and announce this assumption of Command by radio.
- b. Command can be passed **only once** from **Unit Officer** to **Unit Officer**. On the arrival of the first arriving Command Officer, that officer will assume Command, either by radio, or face-to-face. All other transfers of Command will be made face-to-face at the Command Post.
- c. A company officer in charge of the **Standby Team** can perform the Command function until the arrival of a Command Officer.



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VII. STRUCTURAL FIRE ASSIGNMENT The standard dispatch assignment for a structure fire (except for a shed or detached garage) is five engines, two aerial units, one rescue squad, one EMS **unit**, and four Command Officers. At least two Command Officers must respond on the assignment. All **personnel** must use the procedures below during structure firefighting operations. **Personnel** must not take action until their **Unit Officer** in charge directs them to do so. All drivers who are not specifically assigned to **apparatus** operations will assemble with their **crew**. *Fireground discipline is critical during all incident responses.* In addition to the listed responsibilities, **Unit Officers** must maintain **crew** integrity, ensure that **personnel** and **apparatus** take their assigned positions, and follow this and other applicable policies, including the MCFRS *Incident Command System*. The **IC** may modify these assignments as necessary.

Crews responding on a reduced assignment of two engines and a special service will follow the SOP for the first two engines and the first special service indicated below.

a. **First Due Engine**

1. **Unit.** Initiate water supply by laying a supply line from the most suitable hydrant, or beginning a split lay. Position the engine on Side A, reserving adequate space for the aerial unit to position. Connect to the Fire Department Connection (standpipe and/or sprinkler system), if so equipped, on or closest to Side A. If the first due engine is required to position elsewhere, this must be reported immediately to all other responding **units** and Command Officers.
2. **Unit Officer.**
 - A. Provide water supply instructions by radio while en route to the incident location.
 - B. On arrival, give reports as required in Section 4.IV. of this SOP.
 - C. Follow the **IDLH** operations provisions of this SOP.
3. **Crew.** Advance a hose line to the fire floor and begin fire attack/confinement, with attack line placement to best support the search function.
4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera,



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tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

b. **Second Due Engine**

1. **Unit.** Ensure and expand upon the water supply as necessary for the first due engine, by connecting to the hydrant and improving the intake pressure of the first due engine, and/or laying additional supply lines as necessary.
2. **Crew.** Advance a hose line and back up the first due engine.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

c. **Third Due Engine.**

1. **Unit.** Position as close to the incident as possible without impeding access for other incoming **units** requiring a tactical position. Do not lay any supply lines.
2. **Crew.**
 - A. Report to the **IC** and advise that you are the **RIC**; unless specifically **ordered** otherwise, and assume the operations of the **RIC**.
 - B. Secure an additional hose line and immediately relieve the **Standby Team** to become the **RIC**. This is usually done face-to-face, but may be done by radio on larger scale incidents.
 - C. Monitor all critical operational talk groups and the FDTA channel.
 - D. Determine the location of the fire and its progression.
 - E. Observe fire conditions, note attack progress, and determine the location of **crews** working in the building.



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F. Determine the occupancy type and building construction.

3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics, and any additional equipment specific to the **RIC** function.

d. **Fourth Due Engine**

1. **Unit.** Initiate water supply by laying a supply line from an unused hydrant, when possible, or beginning a split-lay to Side C. Position the unit to reserve adequate space for aerial unit positioning. Connect to the Fire Department Connection (standpipe/sprinkler system), if so equipped, on or closest to Side C.
2. **Unit Officer.**
 - A. Give water supply instructions by radio while en route to the incident location.
 - B. On arrival, give reports in accordance with Section 4.IV.of this SOP.
3. **Crew.** Advance a hose line to floor *above* the fire floor or to the exposure most threatened by horizontal extension, and initiate operations. Check the basement and the floors below the fire while enroute to the floor above.
4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose line, and other **equipment** appropriate for the structure's construction and operational tactics.

e. **Fifth Due Engine**

1. **Unit.** Ensure, and as necessary, expand upon the water supply for the fourth due engine by connecting to the hydrant and improving the intake pressure of the fourth due engine, and/or laying additional supply lines as necessary.
2. **Crew.** Report to the IC for assignment; do not engage in any job task until assigned by the IC.



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4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose line, and other **equipment** appropriate for the structure's construction and operational tactics.

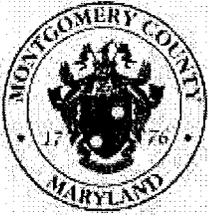
f. **First Due Aerial Unit**

1. **Unit.** Position on Side A.
2. **Crew:**
 - A. Perform rapid outside horizontal ventilation coordinated with the fire attack.
 - B. If necessary, perform initial forcible entry for the first due engine.
 - C. Provide secondary exit(s) for interior **crews** with ground and/or aerial ladders on buildings more than one story high.
 - D. After completing the duties outlined above, report to the fire floor. Initiate or assist the assigned rescue squad with search and rescue. Begin checking for extension by opening concealed spaces as necessary after

the bulk of the fire has been extinguished.
 - E. Support the fire attack by providing lighting, and perform ventilation, overhaul, and salvage operations.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

g. **Second Due Aerial Unit**

1. **Unit.** Position on Side C.
2. **Crew.**



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- A. Assist first due aerial unit with outside horizontal ventilation that is coordinated with, and supports, the fire attack plan.
- B. Perform initial forcible entry as necessary for the fourth due engine.
- C. Provide secondary exit(s) for interior crews with ground and/or aerial ladders for buildings more than one story high.
- D. Provide vertical ventilation when ordered or approved by the IC.
- E. After completing the duties outlined above, report to the floor above the fire. Initiate or assist the assigned rescue squad with search and rescue on that floor. Begin checking for extension by opening concealed spaces as necessary after the bulk of the fire has been extinguished.
- F. Support the fire attack by providing lighting, and performing ventilation, overhaul, and salvage operations.

3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

h. Rescue Squad

1. **Unit.** Position to avoid impeding responding or departing **apparatus**.
2. **Unit Officer.** Report to the IC or division/group supervisor as soon as the primary and all subsequent secondary searches are completed and utilities are controlled.
3. **Crew:** Ensure completion of a systematic search of the building; control the building's utilities and assist, in coordination with the assigned aerial units, with ventilation, overhaul, and salvage activities.
4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.



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i. Ambulance or ALS Unit

1. **Unit.** Position on Side A, assuring that the vehicle can leave the fireground if necessary. The vehicle does not have to be included in the aid station.
2. **Crew.** Establish an aid station on Side A.
3. **Equipment.** Includes portable radios, hand lights, cot, oxygen equipment, first aid kit, a burn kit, and ALS **equipment** (ALS Unit only). If the **crew** is used as a **Standby Team**, all **personnel** must wear full **PPE** and **SCBAs**.

j. First Arriving Command Officer

1. **Unit.** Normally, position on Side A, allowing space for the engine, aerial **unit**, and rescue squad to implement tactical operations.
2. **Officer.** Establish a Command Post and assume Command of the incident scene, in accordance with Section 4.VI. of this SOP and the MCFRS *Incident Command System*.
3. **Equipment.** Wear appropriate identifier vest and have immediate access to full **PPE** and **SCBA**, a portable radio and a hand light.

k. Additional Command Officers

1. **Unit.** Position vehicles to allow access of responding engines, aerial **units**, and rescue squads.
2. **Officer.** Report to the **IC** for assignment.
3. **Equipment.** Wear appropriate identifier vest and have immediate access to full **PPE** and **SCBA**, a portable radio and a hand light.

VIII. STRUCTURAL FIREFIGHTING IN AREAS WITHOUT MUNICIPLE WATER SUPPLY. The standard dispatch for a structure fire in a non-hydranted area is five engines, two aerial **units**, one rescue squad, three tankers, one EMS **unit**, and four Command Officers. Three Command Officers is the minimum Command Officer response. This Section of the SOP establishes



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a procedure for structure firefighting in areas of the County that lack fire hydrants close to the fire. The procedure is a modification of the SOP for hydranted areas, and emphasizes supporting the fire attack of the initial arriving engine, with an uninterrupted, expandable water supply using rural water supply tactics.

NOTE: Units arriving on a scene where large diameter hose (LDH) is deployed should move the LDH to the side of the road, driveway, etc., before charging the line.

a. **First Due Engine**

1. **Unit.** Initiate the water supply process by laying a supply line connected to the unit's clappered Siamese. This hose lay must begin at the driveway entrance to the involved structure, or from the nearest area suitable for dump site operations. The location of this site must be identified in the unit's on-scene report.

2. **Unit Officer.**

A. Determine and advise whether a tanker shuttle or relay operation will be implemented for the water supply. Advise the water source for the

shuttle or relay operation so the fifth due engine can position there and establish a fill site or relay water source.

NOTE: If the water source is accessible and located within 3000 feet of the first engine's Siamese, a relay operation is the preferred water supply option.

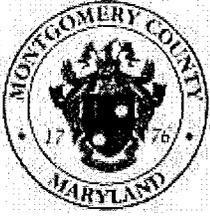
B. Direct other incoming engines and tankers to support the initial attack until a water shuttle or water relay is developed.

C. On arrival, give reports in accordance with Section 4.IV. of this SOP.

D. All firefighting operations must adhere to the requirements of Section 4.I. of this SOP.

3. **Crew.** Advance a hand line to the fire floor and begin fire attack/confinement, with attack line placement to best support the search function.

4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other equipment appropriate for the structure's construction and



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operational tactics.

b. Second Due Engine

1. **Unit.** Position the engine close to the attack engine, and supply tank water to the attack engine as necessary. Leave clear access to the driveway for the first arriving tanker and aerial **unit**.

NOTE: As the second due engine positions, the **crew** may need to move the supply line(s) from the middle of the road or driveway.

1. **Unit Officer.** Quickly assess the availability of a water source (e.g., a swimming pool or a pond near the involved structure).
2. **Crew.** Advance a hose line and back up the first due engine.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

c. Third Due Engine.

1. **Unit.** Locate in an uncommitted position as close to the incident as possible, without impeding other apparatus for planned water supply operations. The **unit** may be directed to:
 - A. Operate as a draft engine to support the initial attack from a static water source; or
 - B. Begin laying supply lines for water relay operations, as directed.
2. **Driver.** Be prepared to pump water to the clappered Siamese to support the attack engine, and stand by for instructions from the WSGO. Be prepared to assist the driver of the fourth due engine to create a dump site.



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3. **Crew.**

- A. Report to the **IC** and advise that you are the **RIC**; unless specifically **ordered** otherwise, and assume the operations of the **RIC**.
- B. Secure an additional hose line and immediately relieve the **Standby Team** to become the **RIC**. This is usually done face-to-face, but may be done by radio on larger scale incidents.
- C. Monitor all critical operational talk groups and the FDTA channel.
- D. Determine the location of the fire and its progression.
- E. Observe fire conditions, note attack progress, and determine the location of **crews** working in the building.
- F. Determine the occupancy type and building construction.

3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics, and any additional equipment specific to the **RIC** function.

d. **Fourth Due Engine**

1. **Unit.** Position the engine to allow the first tanker and the first aerial **unit** to position close to the structure, while best positioning either for dump site, or relay operations, as directed.

A. **For dump Site Operations:** Position the unit to draft from folding tank(s). This position must allow the engine to draft from the folding tanks, and enable the tankers to fill the folding tanks, preferably using their side dumps.

Connect to the clapped Siamese and leave the supply line uncharged until ordered to charge. Try to enable first due tanker and aerial **unit** to position close to the structure before charging the supply line.

B. **For Relay Operations:** Position as necessary to initiate the relay.



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2. **Unit Officer.** Place into operation the initial dump site operations, or perform relay operations.
3. **Crew.** Manage dump site operations.
4. **Equipment.** Includes SCBA, portable radios, had lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

e. **Fifth Due Engine**

1. **Unit.** Establish the first fill site; do not respond directly to the scene.
2. **Unit Officer.** Place into operation the initial fill site or relay water source as identified.
3. **Crew.** For fill site operations, set up at least two LDH supply lines with quarter-turn ball valves attached, capable of filling tankers at a minimum rate of 500 GPM each. Maintain fill site operations, and establish water supply connections for incoming **apparatus.**
4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

f. **First Due (Nurse) Tanker**

1. **Unit.** If staffing permits, drop off portable tank at the end of the driveway or near the clappered Siamese. Position the **unit** near the first due engine and connect the supply line to the tanker, and from the tanker to the first arriving engine. Supply the first due engine with tank water, and transition to supplying water from the dump site or relay source as one becomes established. Try to maintain a full tank of water in case the supply is interrupted
2. **Crew.** Assist the driver with water supply operations.



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g. **Second Due Tanker**

1. **Unit.** The primary responsibility for this **unit** is to support the fire attack by immediately pumping the Siamese, and continuing to pump the Siamese until it runs out of water.

The tanker will leave its folding tank and all appropriate appliances to be used in developing dump site operations at the dump site.

If the fourth engine is not in a position to set up the dump site, the second tanker should supply the Siamese from a position that allows the fourth engine and third tanker access to the dump site.

2. **Crew.** Assist the driver with water supply operations.

h. **Third Due Tanker**

1. **Unit.** Support the fire attack by pumping the Siamese until the dump site is operating.

If the fourth due engine is in position to begin development of the dump site, the third due tanker should position to set up the folding tank and dump enough water for the fourth due engine to achieve a draft. If the fourth due engine is successful in drafting, then transition can be made from tankers supplying the Siamese to the fourth due engine supplying the Siamese from folding tanks. When the fourth due engine is successfully drafting, dump remaining water into the folding tank and move to the fill site.

If in relay operations, support the Siamese until the relay is in service.

2. **Crew.** Assist the driver with water supply operations.

i. **First Due Aerial Unit**

1. **Unit.** Position on Side A, or in the area of highest priority to accomplish rescue operations. Provide roof access/egress, or deploy a defensive, elevated stream. If this location impedes incoming water supply **units**, position the **unit** elsewhere, e.g., in an



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adjoining driveway.

2. **Crew.** Perform duties outlined in Section 4.VII.f. of this SOP.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

j. **Second Due Aerial Unit**

1. **Unit.** Position on the main road, or in a location that does not impede the access/egress of tankers.
2. **Crew.** Perform duties outlined in Section 4.VII.g. of this SOP.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

k. **Rescue Squad**

1. **Unit.** Position on the main road, or in a location that does not impede the access/egress of tankers.
2. **Crew.** Perform duties outlined in Section 4.VII.h. of this SOP.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

l. **Ambulance or ALS Unit**

1. **Unit.** Position at the incident scene to facilitate the positioning of other **apparatus**, assuring that the vehicle can leave the fireground if necessary. The vehicle does not have to be included in the aid station.
2. **Crew.** Establish an aid station on Side A.



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3. **Equipment.** Includes portable radios, hand lights, cot, oxygen **equipment**, first aid kit, a burn kit, and ALS **equipment** (ALS Unit only). If the **crew** is used as a **Standby Team**, all **personnel** must wear full **PPE** and **SCBA**.

m. **First Arriving Command Officer**

1. **Unit.** Position on Side A, allowing space for the first and second due engine, tanker, and aerial unit to implement tactical operations.
2. **Officer.** Establish a Command Post and assume Command of the incident scene in accordance with Section 4.V. of this SOP and the MCFRS *Incident Command System*. Once a formal Command Post has been established, assign a Water Supply Group Supervisor as soon as possible.
3. **Equipment.** Wear appropriate identifier vest and have immediate access to full **PPE** and **SCBA**, a portable radio and a hand light.

n. **Water Supply Group Supervisor**

1. **Officer.** Locate available water sources and position to coordinate water supply operations. The Water Supply Group should operate on a separate tactical talkgroup assigned by the **IC**.
2. **Equipment.** Wear appropriate identifier vest and have immediate access to full **PPE** and **SCBA**, a portable radio and a hand light.

- o. **Water Supply Task Force.** Upon the indication of a working structure fire in a non-hydranted area, or at the request of the **IC**, ECC will dispatch a Water Supply Task Force consisting of one additional engine and three additional tankers.

p. **Water Supply Task Force Engine**

1. **Unit.** Report to and develop the second designated fill site location as directed by the **WSGO**.
2. **Crew.** Set up at least two LDH supply lines with quarter-turn ball valves attached,



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capable of filling tankers at a minimum rate of 500 GPM each. Maintain the fill site operation; establish water supply connections for incoming **apparatus**.

3. **Equipment.** Wear appropriate **PPE** for fill site operations.

q. **First Due Tanker from Water Supply Task Force**

1. **Unit.** Support the fire attack by supplying the clappered Siamese, or by dumping into the portable tanks at the direction of the WSGO. Drop off the portable tank, water, and appliances as directed; proceed to the fill site.
2. **Crew.** Assist the driver with water supply operations.

r. **Second Due Tanker from Water Supply Task Force**

1. **Unit.** Support the fire attack by supplying the clappered Siamese, or by dumping into the portable tanks at the direction of the WSGO. Drop off the portable tank, water, and appliances as directed; proceed to the fill site.
2. **Crew.** Assist the driver with water supply operations.

s. **Third Due Tanker from Water Supply Task Force**

1. **Unit.** Support the fire attack by supplying the clappered Siamese, or by dumping into the portable tanks at the direction of the WSGO. Drop off the portable tank, water, and appliances as directed; proceed to the fill site.
2. **Crew.** Assist the driver with water supply operations.

IX OPERATIONS AT HIGH RISE BUILDING INCIDENTS (Generally follow same SOPs as Section VII., Structure Fire Assignment.) This Section directs operational activities on the scene of emergency incidents in **high rise structures**. The standard dispatch is five engines, three aerial **units**, one rescue squad, one EMS **unit**, and four Command Officers. At least two Command Officers must respond on the assignment. All **personnel** must use the procedures below when responding to a **high rise structure** fire.



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DIVISION/GROUPS IN HIGH RISE BUILDING INCIDENTS. In addition to the divisions/groups normally used in the MCFRS *Incident Command System*, the division/groups below may be useful during **high rise building** incidents. The **IC** should request additional **units** to adequately support the suppression/emergency operation, and to cover the required division/groups and support functions.

a. **Building Access/Use of Knox Box.** If a Knox Box is available, **unit personnel** will use the access key to open it, remove one set of keys, and re-lock the Knox Box.

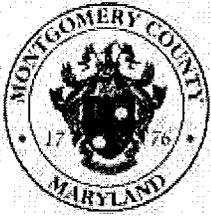
1. Access keys must not be left in the Knox Box, nor may the Knox Box be left open under any circumstances.
2. One set of keys must remain available for the Lobby Control Group.
3. The keys are color coded and labeled:

Main Entrance Doors	Green Tag
Fire Control Room	Blue Tag
Elevator Control	Red Tag
Boiler/HVAC Control Room	Yellow Tag
Other keys (roof, et. al.)	Black-labeled Tag
4. The first arriving **unit officer** must ensure that all keys have been returned to the Knox Box at the conclusion of the incident.

b. **Stairways.** Identify, establish, and maintain stairways as safe corridors of operation to be used as main evacuation/escape routes and fire attack points. When using stairways as fire attack points, consider evacuating the upper floors by a different stairway.

1. The first arriving engine company will designate the stairway to be used for fire attack and advise the **IC**.
2. The **IC** should immediately try to identify and communicate both the preferred evacuation route, and the evacuation shelter location.

c. **Location Unknown Procedure.** If the location of the fire/emergency is unknown or uncertain, the first arriving engine and special service will use the stairway to check the



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building, beginning on the lowest floor and moving upward. ***PERSONNEL MUST NOT USE ELEVATORS UNDER THIS CONDITION.***

- d. **Elevator Procedures.** Avoid the use of elevators whenever possible. Individuals who are not emergency service providers must not ride elevators under actual or potential fire conditions. **Personnel must:**

1. Note the location of the nearest stairwell before entering an elevator;
2. Note the location and method of operation of the emergency stop switch, if available;
3. Wear full **PPE** and **SCBAs** with the cylinder valve open and face pieces on, with the regulator in hand for rapid connection;
4. Connect the regulator if the elevator car fails to stop at the midway point; and
5. Confine the operation of the elevator to upper floors between entry level(s) and at least two floors below the fire, until the fire is under control and the **IC** has suspended this restriction.

- e. Elevators must not be used in Independent Service mode under fire conditions. ***FIRE AND RESCUE PERSONNEL MUST NOT USE ELEVATORS:***

1. If fire, smoke, or heat is detected in the hoist way or elevator shaft or reported in the elevator machine room;
2. If Fireman's Service is unavailable, or cannot be confirmed as operating reliably; or
3. On any incident that is located or reported on or below the fifth floor.

- f. When Fireman's Service mode is confirmed to be usable, the **unit officer** must:

1. Check the shaft for evidence of fire, smoke, or heat before boarding the elevator;
2. Ensure the elevator is not overcrowded;



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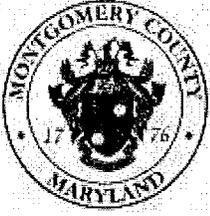
3. Ensure that at least one **crew** member has a portable radio and forcible entry tools; and
4. Stop the elevator car at a point midway to test the Fireman's Service operation, check orientation, and re-check the shaft for fire, smoke, or heat.

g. **Ventilation Procedures.** The ventilation procedures below apply to **personnel** during **high rise building** incidents:

1. Immediately ventilate stairwells that are charged with smoke, using hatches and bulkhead doors. Initially try to ventilate all stairwells; then pressurize those stairwells used for occupant evacuation.
2. Use smoke ejectors, blowers, and positive pressure units to channel smoke and pressurize stairwells. Consider establishing Ventilation Group, and place that Group on a separate radio talk group when appropriate.
3. Until specific operational information on the air handling systems and their effects on the smoke and fire is known, the **IC** should consider shutting down the air handling systems to curtail the spread of fire, smoke, and toxic gases throughout the building. When possible, the **IC** should consult with the building engineer before shutting down, activating, or reactivating any portion of this system.
4. Notify all Division and Group supervisors before reactivating the system, and carefully monitor the air and smoke within the building. Monitor Interior Staging areas or other operational areas inside the building for possible carbon monoxide accumulation.
5. Recognize that breaking glass to ventilate the upper floors of a **high rise building** is extremely dangerous, and should be done only as a last resort, preferably after warning is given.

h. **Lobby Control Group.** At **high rise building** fires, this Group is responsible for:

1. Securing the lobby area, and ensuring that all elevators are returned to the lobby area or the designated floor; and



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2. Acquiring information needed by the IC, including: floor plans and approved evacuation plans; type of occupancy; a list of disabled occupants, their names and phone numbers, for building engineers and building management; information concerning the HVAC, utilities, mechanical rooms, and fire pumps; any unusual conditions; and items including master keys, window keys, and elevator keys, etc.

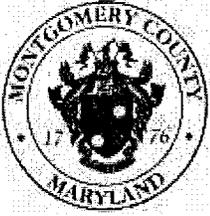
i. **Interior Staging Group.** At all **high rise building** fires, the IC should establish an

Interior Staging Group two or more floors below the fire floor, but as close to the fire floor as conditions permit.

1. Identify the Interior Staging Group by its floor location. E.g., staging on the seventh floor would be known as "Staging 7."
2. This Group may be divided into two areas -- one to provide logistical support (e.g., equipment, SCBA re-supply) -- and the other for **personnel** staging.
3. If an Operations Section is established, the Section Chief may operate from or near this location.
4. A Stairwell Support company may be established to move required equipment up/down the building. One firefighter should be placed at two floor intervals, and each firefighter should carry **equipment** not more than two floors. If activated, this function will report to the Interior Staging Group Supervisor.

j. **Fire Control Room.** The IC may assign an officer to the **Fire Control Room** in buildings so equipped. **Personnel** assigned to the **Fire Control Room** are responsible for:

1. Establishing telephone communications with division/groups operating in the building;
2. Providing occupants and/or fire and rescue **personnel** with special instructions for evacuating endangered areas via a public address system;
3. Assisting with stairway ventilation and pressurization at the direction of the IC/Ventilation Group;



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4. Monitoring various annunciator and control panels, and keeping the IC informed; and
5. Resetting and silencing alarms as directed by the IC.

k. First Due Engine

1. **Unit.** Initiate water supply by laying a supply line from the most suitable hydrant, or beginning a split lay. Position the engine on Side A, reserving adequate space for the aerial unit to position. Connect to the Fire Department Connection (standpipe and/or sprinkler system), if so equipped, on or closest to Side A. If the first due engine is required to position elsewhere, this must be reported immediately to all other responding **units** and Command Officers.
2. **Unit Officer**
 - A. Give water supply instructions by radio while en route to the incident location.
 - B. On arrival, give reports in accordance with Section 4.IV. of this SOP.
 - C. Follow the provisions of this SOP regarding **IDLH** operations.
3. **Crew.** Advance a hose line to the fire floor and begin rescue, fire attack, confinement, or exposure protection, as appropriate. The driver should pressurize the standpipe and/or sprinkler systems.
4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

l. Second Due Engine

1. **Unit.** Ensure and expand upon the water supply as necessary for the first due engine, by connecting to the hydrant and improving the intake pressure of the first due engine, and/or laying additional supply lines as necessary.
2. **Crew.** Advance a hose line and back up the first due engine.



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3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

j. **Third Due Engine.**

1. **Unit.** Position as close to the incident as possible without impeding access for other incoming units requiring a tactical position. Do not lay any supply lines.
2. **Crew.**
 - A. Report to the **IC** and advise that you are the **RIC**; unless specifically **ordered** otherwise, and assume the operations of the **RIC**.
 - B. Secure an additional hose line and immediately relieve the **Standby Team** to become the **RIC**. This is usually done face-to-face, but may be done by radio on larger scale incidents.
 - C. Monitor all critical operational talk groups and the **FDTA** channel.
 - D. Determine the location of the fire and its progression.
 - E. Observe fire conditions, note attack progress, and determine the location of **crews** working in the building.
 - F. Determine the occupancy type and building construction.
 - G. Usually, locate on floor below the fire floor.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics, and any additional equipment specific to the **RIC** function.



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1. **Unit.** Initiate water supply by laying a supply line from an unused hydrant, when possible, or beginning a split-lay to Side C. Position the unit to reserve adequate

space for aerial **unit** positioning. Connect to the Fire Department Connection (standpipe/sprinkler system), if so equipped, on or closest to Side C.

2. **Unit Officer.**

- A. Give water supply instructions by radio while en route to the incident location.

- B. On arrival, give reports in accordance with Section 4.IV.of this SOP.

3. **Crew.** Advance a hose line to floor *above* the fire floor or to the exposure most threatened by horizontal extension, and initiate operations.

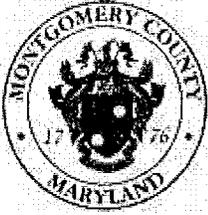
4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.

l. Fifth Due Engine

1. **Unit.** Ensure, and as necessary, expand upon the water supply for the fourth due engine by connecting to the hydrant and improving the intake pressure of the fourth due engine, and/or laying additional supply lines as necessary.

2. **Crew.** Go to the lobby and establish the Lobby Control Group. Secure a set of building keys from the Knox Box.

4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, hose lines, and other **equipment** appropriate for the structure's construction and operational tactics.



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p. **First Due Aerial Unit**

1. **Unit.** Position on Side A.
2. **Crew:**
 - A. Perform rapid outside horizontal ventilation coordinated with the fire attack.
 - B. If necessary, perform initial forcible entry for the first due engine.
 - C. Provide secondary exit(s) for interior **crews** with ground and/or aerial ladders on buildings more than one story high.
 - D. After completing the duties outlined above, report to the fire floor. Initiate or assist the assigned rescue squad with search and rescue. Begin checking for extension by opening concealed spaces as necessary after the bulk of the fire has been extinguished as needed.
 - E. Support the fire attack by providing lighting, and perform ventilation, overhaul, and salvage operations.
3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, and other **equipment** appropriate for the structure's construction and operational tactics.

q. **Second Due Aerial Unit**

1. **Unit.** Position on Side C.
2. **Crew.**
 - A. Assist the first due aerial **unit** with outside horizontal ventilation that is coordinated with, and supports the fire attack plan.
 - B. Perform initial forcible entry as necessary for the fourth due engine.
 - C. Provide secondary exit(s) for interior **crews** with ground and/or aerial ladders



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for buildings more than one story high.

- D. Provide vertical ventilation when ordered or approved by the IC.
- E. After completing the duties outlined above, report to the floor above the fire and initiate or assist the assigned rescue squad with search and rescue on that floor. Begin checking for extension by opening concealed spaces as necessary after the bulk of the fire has been extinguished as needed.
- F. Support the fire attack by providing lighting, and perform ventilation, overhaul, and salvage operations.

- 3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

r. **Third Due Aerial Unit**

- 1. **Unit.** Position to avoid impeding responding or departing **apparatus**.
- 2. **Crew.** Go to top floor (or roof) of the building and immediately ventilate all stairwells charged with smoke. Coordinate all ventilation efforts with the IC or Ventilation Group Supervisor, as appropriate.
- 3. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools, and other **equipment** appropriate for the structure's construction and operational tactics.

s. **Rescue Squad**

- 1. **Unit.** Position to avoid impeding responding or departing **apparatus**.
- 2. **Unit Officer.** Report to the IC as soon as the primary and all subsequent secondary searches are completed and utilities are controlled.
- 3. **Crew.** Ensure the completion of a systematic search of the building, control the



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building's utilities, and, in coordination with the assigned aerial **units**, assist with the ventilation, overhaul, and salvage activities.

4. **Equipment.** Includes SCBA, portable radios, hand lights, thermal imaging camera, tools and other **equipment** appropriate for the structure's construction and operational tactics.

t. **Ambulance or MICU**

1. **Unit.** Position on Side A, assuring that the vehicle can leave the fire ground if necessary. The vehicle does not have to be included in the aid station.
2. **Crew.** Establish an aid station on Side A.
3. **Equipment.** Includes portable radios, cot, oxygen **equipment**, first aid kit, a burn kit, and ALS **equipment** (ALS **Unit** only). If the **crew** is used as a **Standby Team**, all **personnel** must wear full PPE and SCBA, and carry hand lights.

u. **First Arriving Command Officer**

1. **Unit.** Normally, position on Side A, allowing space for the engine, aerial **unit**, and rescue squad to implement tactical operations.
2. **Officer.** Establish a Command Post and assume Command of the incident scene, in accordance with Section 4.VI. of this SOP, and the MCFRS *Incident Command System*.
3. **Equipment.** Wear appropriate identifier vest, and have immediate access to full PPE and SCBA, a portable radio and a hand light.

v. **Additional Command Officers**

1. **Unit.** Position vehicles to allow access of responding engines, aerial **units**, and rescue squads.
2. **Officer.** Report to the IC for assignment.
3. **Equipment.** Wear appropriate identifier vest and have immediate access to



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full PPE and SCBA, a portable radio and a hand light.

X. BASEMENT FIRES IN SINGLE FAMILY, DUPLEX, AND TOWNHOUSE STRUCTURES

- a. Effective size-up and communication at a basement fire are critical to the success of this operation. The location and extent of the fire, the type of building construction, and points of access to the basement must be determined early. If the fire is known to be in the basement, the first arriving engine officer must quickly determine if there is an exterior access to the basement by checking for a basement entrance visually, or based on reports from other **units**. An exterior door most often will be in the rear of the structure.
- b. When attacking a basement fire, the objectives are to protect the primary search, and to keep the fire from extending vertically by containment and extinguishment.
- c. Normally, the first due engine **crew** will stretch the first line to the first floor to contain the fire, and protect the occupants and searching firefighters by closing the basement door and/or using a hose stream aimed at the ceiling over the stairway. **THIS HOSE STREAM MUST NOT BE DIRECTED DOWNWARD INTO THE STAIRWELL**. The officer advancing this line must carefully size up the structure's integrity when determining whether the line should be positioned at the top of the stairs, or from a position closer to the entrance door. The first due **unit officer** must notify the **IC** when this hose line is in place, and confirm that the **crew** is maintaining its position on the first floor.
- d. The **IC** will direct the second or fourth due engine **crew** to advance a hose line to the exterior basement doorway for attack. The **IC** will ensure that the engine **crew** with the attack line at the exterior basement entrance does not begin the attack until the first line is confirmed to be in position and ready, and the first due engine **crew** has confirmed that it is not advancing down the basement stairs.
- e. If the first due engine **crew's** position becomes untenable and it cannot hold its position on the first floor, the **crew** must notify Command so that any **crews** operating above it can evacuate before the engine **crew's** withdrawal. The engine **crew** will then take a position outside, normally at the main entrance, and attempt to prevent the



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fire from extending to the rest of the dwelling from that location until the basement fire can be knocked down. The IC will also consider removing the crews from positions above the basement once the primary search is completed, even if the basement fire is not under control. The first arriving engine officer and/or the IC will also consider taking this position initially (and delaying the primary search) during fires in heavily involved basements, especially in dwellings of lightweight construction.

- f. Basement fires sometimes must be extinguished with the first attack line advanced down the interior stairs, if an exterior entrance into the basement is not accessible, or if there is no exterior entrance at all. The first due engine officer must first determine if it is safe to descend the basement stairs for a direct attack on the fire by evaluating the structure's stability, the life hazard, and the fire and heat conditions at the top of the stairs. If attack will begin through the interior basement stairs, the officer will transmit this information to the IC, who will then ensure that no other hose lines are advanced through, or operated into, any exterior basement openings from opposing positions.
- g. If the interior basement stairs cannot be used for an attack, and there is no outside basement entrance, the IC will direct crews to other available alternatives.

Sec. 5. **Implementation and Enforcement.** The Fire Chief is the implementation and enforcement authority for all policies and regulations of the Montgomery County Fire and Rescue Service.

Sec.6. **Effective Date.** This policy is effective on December 1, 2005.

Approved:

 Thomas W. Carr, Jr., Chief
 Montgomery County Fire and Rescue Service
 SOP Safe structure ff ops 24-07AMII bf wp 11-14-05

 Date



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RESPONSE FOR AIRCRAFT EMERGENCIES

MONTGOMERY COUNTY FIRE AND RESCUE SERVICE POLICY
RESPONSE FOR AIRCRAFT EMERGENCIES

Issued by: Fire Chief
Policy No. 24-09

Authority: Montgomery County Code Section 21-2.(d)(2)
Effective Date: July 15, 2014

Section 1. Purpose: To establish standard mitigation procedure and safety guidelines for the use of MCFRS personnel when they respond for aircraft (airplane or helicopter) emergencies.

Section 2. Applicability: This policy applies to all MCFRS personnel and units when dispatched to, or operating on, an incident involving an aircraft emergency.

Section 3. Definitions.

- a. **Airport/Airpark Manager.** The overall coordinator for an airport or airpark facility ("Airport," "Airpark," or "Facility"), whose duties include being responsible for publishing the facility's emergency procedure manual.
- b. **Automated Weather Observing System (AWOS).** The broadcast frequency that continuously transmits the local weather conditions at the Airpark. The Gaithersburg Airpark AWOS frequency is 128.275.
- c. **Davis Airport/Airfield.** The 2,000 foot long, paved single runway airstrip located off Route 108 near Hawkins Creamery Road. This airport operates only during daylight hours, and makes available on-site refueling, minor maintenance services, and mostly exterior tie-down/parking.
- d. **Gaithersburg Airpark (GAI).** The 4,200 foot long, paved single runway airstrip located off Woodfield Road. The Airpark operates 24 hours a day, and makes available on-site refueling, a full range of maintenance services, multiple enclosed hangar aircraft parking, and exterior tie-down/parking.
- e. **Heliport.** An identified area used or intended to be used for helicopter landings and takeoffs. Within Montgomery County, these heliport facilities operate at local hospitals, private business sites, and military installations.



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- f. **Potomac Terminal Radar Approach Control (TRACON).** The communication system related to protecting or responding to emergencies regarding the airspace over Montgomery County.
- g. **Runway Safety Area (RSA).** The rectangular area or otherwise configured safety zone that surrounds the airport runway, and accommodates aircraft that may veer off the runway. Fire/rescue personnel consider the RSA to be the space within 100 feet in all directions along both sides of the runway.
- h. **Universal Communications (UNICOM).** An air-to-ground communication system (radio frequency) operated by a private agency to provide advisory service at uncontrolled airports (*i.e.*, airports **not** controlled by an Air Traffic Controller) In this system, aircraft broadcast their location(s) and intentions to land or take off. The UNICOM radio frequency for the Gaithersburg Airpark is 123.075. The UNICOM frequency for Davis Airfield is 122.800.

Section 4. Policy Statement. It is MCFRS policy to provide standard operating procedures to guide personnel responding to, or operating at, an aircraft emergency, to enhance their ability to work as safely as possible while mitigating the incident swiftly and effectively. Because aircraft emergencies can occur anywhere, guidelines for responding to these incidents are not limited only to designated airports/airparks.

Aircraft incidents have the potential to be mass casualty events, and may also involve incident types that include combinations of fire, hazardous materials, and the need for wide-area searches. For responses to incidents involving aircraft emergencies and crashes, personnel must follow the procedures below to enhance their own safety and that of any potential viable patients while operating on the incident scene, to mitigate the emergency condition, and to protect the environment from the release of any hazardous materials.

Personnel must also be aware that aircraft emergencies often involve the response of local, state, and federal agencies to conduct accident investigation procedures at the scene for extended periods of time. Areas related to these incidents may also become crime scenes, involving investigation by local, state, and federal law enforcement agencies.



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Section 5. Procedure.

- a. **Size-Up and Initial Action.** MCFRS units must provide timely and effective communications and reports when they engage in aviation response operations. The four components of these reports are: Initial On-Scene Reports (IOSRs); Establishing Command; Unit/Group/Division Assignments; and Situation Reports.
- b. **Locating/Searching for the Incident.** Often, aircraft emergency incidents are dispatched without a specific location. In those cases, the first due unit should:
 1. respond to the dispatched incident location and search for the reported aircraft involved in the emergency; and
 2. gather and report information on the observation, direction, and any other aspects of the incident necessary to assign units or otherwise respond to the emergency.
- c. **Initial On-Scene Report.** The first arriving unit will assess the situation, compose a clear, concise radio transmission, and provide the IOSR components below to ECC:
 1. Determine/identify the exact location of the incident;
 2. Indicate the type of aircraft involved, and determine/provide its identification number;
 3. Describe the conditions evident on arrival; and
 4. Request any additional resources needed.
- d. **Establish Command.** The first arriving primary unit will establish Command. The first arriving Unit Officer will operate in one of the Command Modes and announce that Command Mode as the unit engages in operations.
- e. **Assign Units/Groups/Divisions: First Arriving Unit.** Because aircraft emergency incidents often occur at locations other than airport grounds or heliports/pads, the first arriving unit must:



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1. identify Geographic Divisions;
 2. direct the responding units to Stage, or proceed to the incident location and engage in specific tasks;
 3. establish Groups based on the nature of the emergency incident, i.e., Firefighting, EMS, and Hazardous Materials; and,
 4. identify Supervisors.
- f. **Apparatus Response and Staging.** When designating units to Stage, the first arriving Unit Officer will assign a Staging Officer to coordinate the Staging resources.
1. Whenever possible, all units should remain on hard surfaces.
 2. Apparatus should *not* drive across surfaces that are covered in foam.
 3. All Unit Officers must use extreme caution when operating on soft ground surfaces (i.e., grass, fields, etc.), and must maintain situational awareness.
 4. Unit Officers must plan the area required to complete a task assignment, leaving adequate space for set-up, operations, and movement into and out of the scene.
 5. All support apparatus may be positioned on the taxiway or ramp areas designated by the Incident Commander (IC).
- g. **Incident Priorities.** The priorities for aircraft incidents closely match those for structure fires, i.e., Life Safety, Incident Stabilization, and Property Conservation. Obvious rescues and triage/patient care are prioritized before extinguishment and hazardous materials.
- h. **Approaching Aircraft.** Personnel must *not* approach an aircraft until it has stopped moving.
1. Only the personnel and units that have been approved by the IC may approach the aircraft.



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2. Apparatus that are approaching a crashed or downed aircraft *must use extreme caution*, and must *always be aware* of the potential for victims who are in the path of apparatus.
3. Personnel must *not* approach closer than 50 feet of an aircraft until all aircraft engines are shut down, and rotating propellers or rotor blades have stopped moving.
4. When practical, personnel should approach the aircraft from upwind and uphill.
5. Personnel approaching aircraft must approach directly in-line with the nose/front of the aircraft.
6. Personnel must take special precautions around aircraft possessing "bubble canopies" that are part of an explosive ejection system.

i. **Responding to Gaithersburg Airpark or Davis Airfield.** Airports are high-risk locations because they encompass fuel storage tanks, various types of communication systems, and both parked and moving planes. Unit Officers *must maintain continuous situational awareness* to ensure the safety of personnel and unit activities. If the emergency occurs at a designated airport/airpark, the first arriving MCFRS Unit Officer must contact the **Airport Manager** or witnesses, and:

1. gather information about the incident from the **Airport Manager** or witnesses about the nature of the incident, its location, and other critical facts; and
2. contact ECC and request the appropriate aviation flight center be contacted to advise nearby and incoming aircraft that "**the runway at Gaithersburg/Davis is UNSAFE!**"

j. **When MCFRS Units *Must* Enter the Runway.** The runways at both **Gaithersburg Airpark** and **Davis Airfield** are *not* controlled by an Air Traffic Controller. Therefore, it is critical that Unit Officers *must maintain continuous situational awareness* of units and personnel when operating in those areas. To enhance the safety of units and personnel working on the runway or within the runway safety area, the IC/designee must take the actions below:



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1. The IC/designee must require the **Airport Manager, TRACON, and ECC** to announce that ***"the runway at Gaithersburg/Davis is UNSAFE!"***
 2. The IC/designee must also transmit the message above on the aircraft aviation radio via the **UNICOM** channel. Aviation radios are carried on RS717, PE728, and by Battalion Chief 703.
 3. The IC/designee must repeat the transmission at five minute intervals that ***"the runway at Gaithersburg/Davis is UNSAFE!"***
 4. The IC/designee must designate a spotter unit to be responsible for alerting all units working in the runway of approaching aircraft. The spotter unit must use the aircraft radio to broadcast ***"the runway at Gaithersburg/Davis is UNSAFE!"***, to alert approaching aircraft not to land on the runway. The spotter must continue to repeat this transmission at five minute intervals.
- k. **Safety on the Scene.** Units responding to mitigate aircraft emergencies must use caution when approaching the area to perform fire suppression, rescue individuals in the aircraft, and operate in close proximity to the scene. Aircraft emergency incidents are often spread over a large area, and these areas often contain potential biohazards, unstable fuel products, sharp metal, and broken glass. Many aircraft are equipped with a parachute safety system that will cause serious injury if deployed into personnel.
- l. The responding IC/designee must ensure that all personnel wear structural firefighting personal protective equipment, including Self-Contained Breathing Apparatus. In addition:
1. All units must work in teams to accomplish the objectives to confine, rescue, and mitigate the emergency condition.
 2. All personnel must maintain situational awareness.
 3. The Unit Officers must provide frequent situational updates to Command on the progress and/or request additional resources required to mitigate the emergency incident.



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4. If possible, the Unit Officer must identify the aircraft by the "N" sequence on its tail, and provide this information to Command.

m. **Incident Termination.** Terminating an aircraft emergency incident is a controlled process. All aircraft emergency incidents require an investigation by a local, state, and/or federal agency. Once the emergency condition is mitigated, the need for fire/rescue suppression resources will scale back. The IC must assure an orderly transfer to the appropriate on-scene authority. MCFRS units must continue to maintain situational awareness of the conditions, and the IC must:

1. transmit the appropriate updates to ECC, stating the current conditions and any resources required; and
2. coordinate the transfer of control of the incident scene with the appropriate on-scene authority.

Section 6. Implementation and Enforcement. The Fire Chief is the implementation and enforcement authority for all policies and regulations of the Montgomery County Fire and Rescue Service.

Section 7. Effective date. This policy is effective on July 15, 2014.

Approved:

Steven E. Lohr, Fire Chief
 Montgomery County Fire and Rescue Service

7/15/14

Date

APPROVED AS TO FORM AND LEGALITY
 OFFICE OF COUNTY ATTORNEY
 BY Richard N. McDermott
 DATE 7/1/14

