## **Report from the Operations Review Committee**

House Fire - 811 48<sup>th</sup> Place, NE Washington, DC Incident Date - April 8<sup>th</sup>, 2011



# District of Columbia Fire and Emergency Medical Services Department

July 25, 2012

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#### **Operations Review Committee**

The following individuals were appointed to the D.C. Fire and EMS Department's Operations Review Committee by Fire Chief Kenneth B. Ellerbe:

#### Chairman:

• Bruce Faust, Deputy Fire Chief - Washington, D.C. Fire and EMS Department

#### Co-Chair:

• Ronnie Gill, Deputy Fire Chief (Retired) - Washington, D.C. Fire and EMS Department

#### Members:

- Craig Baker, Deputy Fire Chief Washington, D.C. Fire and EMS Department
- Demetrios Vlassopoulos, Deputy Fire Chief Washington, D.C. Fire and EMS Department
- Sean Greene, Battalion Fire Chief Washington, D.C. Fire and EMS Department
- Mark Wynn, Battalion Fire Chief Washington, D.C. Fire and EMS Department
- Mitchell Molenof, Battalion Fire Chief (Retired) Washington, D.C. Fire and EMS Department
- Walter Jernigan, Captain Washington, D.C. Fire and EMS Department
- Pete Piringer, Public Information Officer Washington, D.C. Fire and EMS Department
- James Gordon, International Association of Firefighters, Local 36
- Jan Sipes, International Association of Firefighters, Local 36
- Dabney Hudson, International Association of Firefighters, Local 36
- Scott Creelman, D.C. Firefighters Burn Foundation
- Frank Molino, Detective, Metropolitan Police Department

#### Acknowledgements

The Operations Review Committee acknowledges the following individuals and organizations that assisted the committee in completing this report:

- Patricia Freeman, Globe Manufacturing
- Captain Reginald Stowe, D.C. Fire and EMS Department Safety Office
- National Institute of Occupational Safety and Health (NIOSH)
- Officer Mike Millett, Metropolitan Police Department (MPD)
- Officer Grant Greenwalt, Metropolitan Police Department (MPD)
- Peninah Semwanga, Program Analyst GIS, D.C. Fire and EMS Department
- Metropolitan Police Department Helicopter Branch
- Washington Hospital Center Medstar Burn Unit

#### **Introduction**

On April 8, 2011, while extinguishing a house fire in the Deanwood neighborhood, five District of Columbia firefighters were seriously injured. Four of these injuries were severe and required extensive hospitalization. The fire occurred at 811 48<sup>th</sup> Place, NE, in a one story wood frame, single family dwelling. First due, Engine 27 initiated an interior attack on the fire advancing into the "A" and B" quadrant of the house, while members of Rescue Squad 3 and some members of Truck 13 initiated a primary search in the "C" and "D" quadrant of the house. Engine 27's crew was unable to access the main body of the fire from their location due to the interior layout of the house. Within minutes, the fire extended from the rear of the home into Quadrant "D" where members of Rescue Squad 3 and Truck 13 were overtaken by fire conditions and forced to retreat to a position of safety. Due to a limited means of egress, lack of time, and rapidly advancing fire conditions, not all firefighters were able to reach a position of safety before becoming engulfed by flames.

Fire Chief Kenneth Ellerbe appointed an operational review committee of Department members, representatives from the International Association of Firefighters, Local 36, D.C. Firefighters Burn Foundation and the Metropolitan Police Department (MPD) to investigate the circumstances contributing to these firefighter injuries. The Committee's main objective was to identify the circumstances that led to the injuries and any changes needed to prevent future reoccurrences. Chief Ellerbe requested assistance from the National Institute of Occupational Safety and Health (NISOH) to conduct an independent evaluation of the Self Contained Breathing Apparatus (SCBA) and Globe Manufacturing to conduct an evaluation and analysis of the damaged Personal Protective Equipment (PPE).

The contents of this report include a detailed synopsis of the event, building description, Department information and findings and recommendations. The following appendixes are included within this report to provide additional background and detail: Radio Transcripts, NIOSH SCBA Evaluation Report, Globe Manufacturing PPE Evaluation Report, Cause and Origin Report, D.C. Fire and EMS Standard Operating Guidelines, and D.C. Fire and EMS / Office of Unified Communications Operations Manual. In addition, many photographs were included of the scene. The Committee evaluated all of the pertinent data and developed findings and recommendations based on interview evidence, radio transmissions, incident photographs, video evidence, and independent evaluations.

The findings and recommendations were broken down and grouped into the following areas as related to fire service organizational categories:

- Operations
- AAAA Command and Control
- **Training**
- Communications
- Safety
- **Emergency Medical Care**
- Administration

The D.C. Fire and EMS Department has proactively implemented some of the recommendations prior to the publication of this report. Where this has occurred, it has been acknowledged and noted in the report. The Committee is encouraging the Department to implement the remaining recommendations to prevent future reoccurrences, and the possibility of additional injuries or fatalities. The priority for implementation should focus on recommendations that have been made in one or more of the previous reports where firefighter injuries or fatalities have occurred but have not be implemented. These reports include:

400 Kennedy Street, NW October 1997, Line of Duty Death (LODD)

3146 Cherry Road, NE May 30, 1999, (2 LODD)

619-621 4<sup>th</sup> Street, NE - October 29, 2007, serious injuries to Crew Members of Engine 4

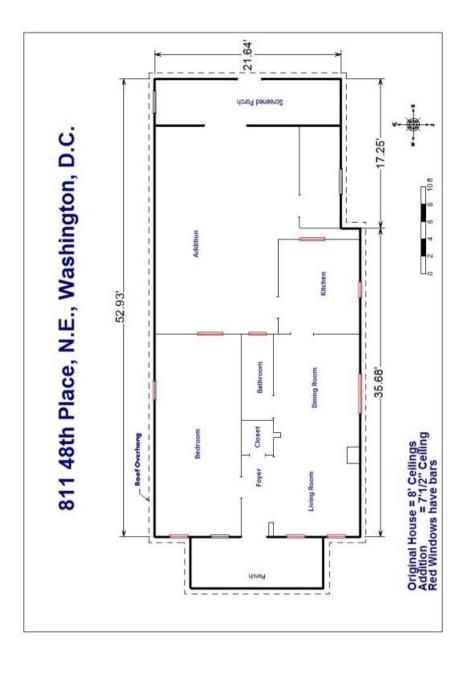
#### The Structure

#### **General Description:**

The house located at 811 48<sup>th</sup> Place, NE, is a one story wood frame, Type 5 construction, single family dwelling. The primary structure was built in 1923, as an 852 Square Foot, single family home. The house could be described as a typical bungalow, which features one bedroom, one bathroom, a living room/dining room, and kitchen, with a large unfinished addition to the rear. The dimensions of the structure as first built were approximately 24' by 24'. The primary construction of the original home consisted of rough-sawn 2" x 4" interior and exterior walls, 2" x 6" ceiling joists, 2" x 8" roof rafters forming a hip-style asphalt shingle covered roof, and horizontal wood siding. The foundation was typical masonry with a crawl space located below. It had been renovated to have only one bedroom at some unknown time. There were two separate and distinct additions added on to the rear of the structure.

Photo 1 - Front view, Side A

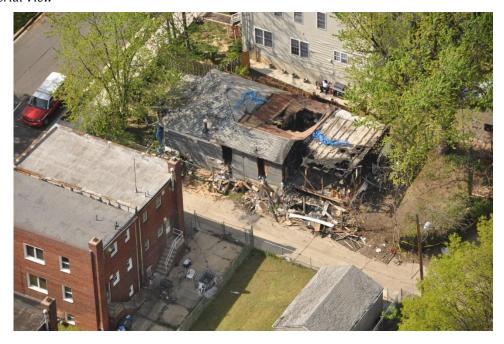




#### Addition #1:

The first addition, probably added within a decade or two of its original construction, was a 10' by 12' kitchen that was constructed to the rear closest to the C/D corner. Construction of this addition closely mirrored the original construction, including the foundation, wall construction, and interior finish. The interior walls were of plaster and lathe construction. There was a window on both the Delta side and Charlie side and an exterior door with an iron bar security door on the Bravo side of this addition. The exterior door and window on the Charlie side actually opened into addition #2, and not to the exterior of the house as most firefighters would expect. The roof over this addition was constructed of rough sawn 2" x 6" rafters and ceiling joists forming a typical A-frame roof with the ridgeline extending from the existing roof toward the rear of the structure. This can be seen in photo #2, in what appears to be about the middle of the house. Access to this addition was only through the dining/living room of the original structure through a 36" cased opening. The ceiling height was also the same as the primary structure at about 8 feet.

Photo 2- Aerial View



#### Addition #2:

The second addition is visible in photographs the committee found as far back as July 13, 2004; however the application for a building, demolition, and electrical permit were not applied for until June 2007. This addition consisted of approximately 625 square feet of additional space constructed without regard for city building codes and nationally accepted building practices. By December 2007, an approval had been issued for the electrical work; and then in March 2008, the insulation inspection was performed and an approval given. By November 2009, a stop work order was issued and the building was declared "unsafe" by a D.C. Department of Consumer and Regulatory Affairs (DCRA) inspector. The inspector's report states "the roof is being held up by 2 x 4's". (See photos 3 and 4).

Photo 3 – Cause and Origin Investigation Photo – Post Overhaul View from rear addition toward Side A



Photo 4 – Cause and Origin Investigation Photo – Post Overhaul View Side "C" Doorway into Rear Addition



It appears that due to the substandard construction work that had been performed during construction of the rear additions, that the roof was sagging under the load and had weakened to a point of near collapse prior to the fire occurring.

Of particular interest was a portion of the rear addition roof that was constructed of tar and chip and appeared to have little or no pitch. A small portion of the flat roof, located adjacent to the original house, was left in place and a typical pitched roof constructed over the tar and chip portion. The significant weight of this flat roof undoubtedly stressed the already undersized 2" x 6" ceiling joists that spanned over 18 feet, causing the sagging of the roof, and eventual collapse of a roof segment during the fire. This led to the decision by DCRA to stop work and deem it unsafe. Photographs 5 and 6 depict the eventual collapse of the tar and chip portion of the roof area that occurred during the fire. The remainder of the rear roof was constructed of modern 2" x 6" stock covered with ½" roof sheathing and covered with rolled mineral surface roofing material. There is no evidence of any pitch to the bulk of this roof of over 400 square feet. Attached directly to the roof rafters/ceiling joists on the interior was ½" gypsum board. The ceiling height was dropped to approximately 7' 6" within addition #2, and remained consistent throughout. There were limited interior walls to add any support to the already heavily loaded 2" X 6" roof rafters. It was also noted that the plywood and rolled roofing were drooping between the roof rafters.

Photo 5 – Cause and Origin Investigation Photo – Post Overhaul View from Inside Addition (Quadrant B) into Quadrant A Bedroom



Photo 6- Cause and Origin Investigation Photo - Post Overhaul View from Rear Addition toward Side "B"



The few interior walls that were erected had a very limited load bearing capacity due to the poorly constructed floor joists and platform.

The rear portion of the addition was framed to overhang the foundation by over 14" and was severely weakened and on the verge of collapse. (See Photo #7 below)

Photo 7- Cause and Origin Investigation Photo - Post Overhaul View of Construction Features - Side "B/C" Corner



The owner reported the rear addition was in such bad shape and leaking, that rather than fix the problem, they opted to walk away from the property and subsequently moved out of the area. The house went into foreclosure by the bank in March 2010. There was no occupancy after that time, and the bank made no improvements to the property. In addition, there were numerous complaints made to DCRA regarding the accumulation of trash outside, as well as being unsecured from unauthorized entry, thus encouraging use by squatters.

After the property sat dormant for months, DCRA classified as it as "Vacant" for tax purposes. The property appeared on the DCRA vacant properties register, and was transmitted to the D.C. Office of Unified Communications to be included in the "Notes" portion of the computer aided dispatch system. This would precipitate a notification to responding units during an emergency that the building was vacant. The building was not placarded to identify it as a vacant structure as required by the Fire Code.

Several construction features caused significant confusion and impacted firefighting efforts during this fire. These items will be discussed individually:

#### 1. Floor layout:

The floor layout was odd in that two bedrooms were combined into one, removing access from the left side of the house to the rear addition of the house. The resulting one bedroom was oddly shaped at only 9 feet wide and almost 24 feet deep. Once you entered the front door and turned left, there was no way to access the rear addition to the house. It has been suggested that there once existed a hallway with two separate doorways to the two bedrooms located to the left of the front door.

#### 2. Exterior windows, doors and bars on interior walls:

When the rear addition was constructed the exterior windows, doors and bars were left in place and not removed or altered, perhaps because the addition was not finished or climate controlled. The bedroom rear window was particularly confusing due to its size and location. This window measured 30" x 24" with a sill height of 60" above floor level. This window was an original exterior window with security bars located on the adjacent side. When the rear addition was built, the original exterior window and door openings remained with all security bars intact. In the case of this bedroom, an interior wall was built on the addition side to obscure this window.

A dropped ceiling was installed on the addition side to conceal the ceiling joists creating a large void space. The firefighters searching this room were under the impression that they were ventilating as they searched when they broke out this window. They also assumed it led to the exterior since it had bars on the outside. In reality, the removal of this window caused fire to extend from the rear addition into the front bedroom; causing conditions to deteriorate in that room. See photographs 8 and 9.

Photo 8 – Cause and Origin Investigation Photo – Post Overhaul View from Bedroom (Quadrant A) towards Side "C"



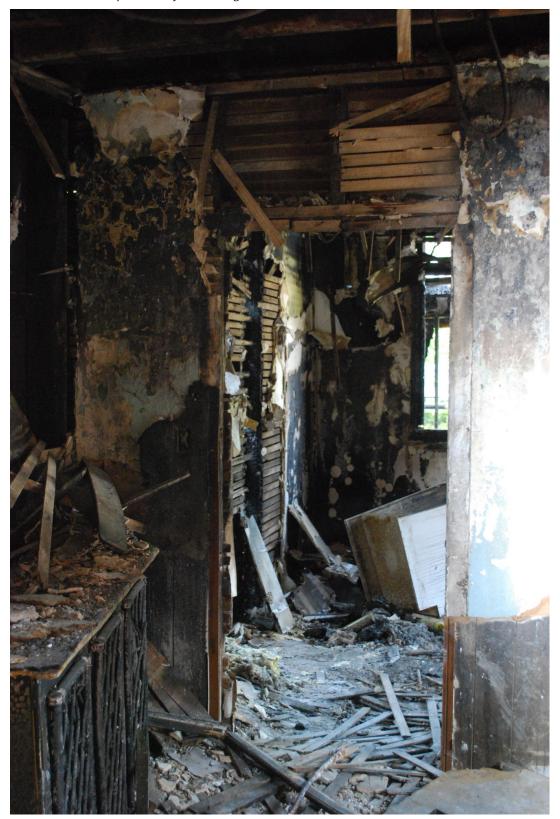
Photo 9- Cause and Origin Investigation Photo - Post Overhaul View from inside Addition into Quadrant A Bedroom



Photo 10 – Cause and Origin Investigation Photo – Post Overhaul Living Room from Front Door/Foyer



Photo 11 – Cause and Origin Investigation Photo – Post Overhaul Entrance to Kitchen/Addition from Dining Room



#### **Overview of D.C. Fire and EMS Department Operations**

The District of Columbia Fire and EMS Department protects the lives and property of 601,700 residents of the District of Columbia as well as the thousands of visitors and workers who are in the city each business day. The area served by the D.C. Fire and EMS Department covers 68.3 square miles and is bordered by the states of Maryland and Virginia. The Department had 161,795 incidents in fiscal year 2011, 31,527 responses were fire related and 130,268 responses were EMS related.

The D.C. Fire and EMS Department is comprised of 1965 professional Firefighters and EMS personnel. The District of Columbia maintains 34 fire stations with 33 engine companies (of which 21 are staffed with a Paramedic), 16 aerial ladder truck companies, 3 heavy-duty rescue squads, 1 hazardous materials company, 2 fire boats, and 39 EMS transport units. Engine companies are staffed with an Officer and 3 Firefighters. Aerial ladder truck companies and rescue squads are each staffed with an Officer and 4 Firefighters.

There are four shifts (platoons) providing coverage, with each platoon working a 24-hour day that begins at 7:00 a.m. On each platoon there are six Battalion Fire Chiefs and a Deputy Fire Chief assigned to the Operations Division. A Lieutenant or a Captain is assigned to each engine, truck, and rescue squad on each shift. A Sergeant is assigned to each of the ladder trucks and is used to replace regularly assigned officers in the Operations Division that may be absent (annual leave, training, etc).

#### Alarm Responses

The standard first alarm response (box alarm) for confirmed report of a house fire is as follows:

First Alarm (Box Alarm) – 5 Engines, 2 Ladder Trucks, 2 Battalion Fire Chiefs, 1
Basic Life Support (BLS) Unit and 1 Heavy Duty Rescue Squad

The request for additional resources by the Incident Commander may be as follows:

- Working Fire Dispatch Safety Officer, 1 Engine, 1 Ladder Truck, 1 Air Unit, 1 ALS Unit, Fire Investigator, EMS Supervisor, and Deputy Fire Chief - Operations
- Second Alarm 4 Engines, 2 Ladder Trucks and 1 Battalion Fire Chief
- ➤ Third Alarm 4 Engines, 2 Ladder Trucks and 1 Battalion Fire Chief
- Special Alarm Any specific additional assistance the Incident Commander requests.

#### **Radio Communications**

The radio communications system is a digital trunked 800 MHz system that is operated by and licensed to the Office of Unified Communications, a separate District of Columbia Agency responsible for public safety communications.

#### **Personnel Accountability**

The D.C. Fire and EMS Department uses a personal accountability tag (PAT) that requires each member to have and maintain a picture type ID tag with vital information on a snap ring. The PAT displays the member's picture, name, rank, height, weight, blood type, and allergies. The PAT for each member is attached to a Unit Designator Card (UDC) in the cab of the company the member is working with that tour of duty by riding assignment. The UDC normally remains in the cab of the apparatus, but is removed for certain pre-defined levels of higher accountability.

The D.C. Fire and EMS Department specifies that the Incident Commander must conduct a "roll call" every 20 minutes after the arrival of the first unit and also following a change in strategy, such as changing from offensive to defensive operations. In addition, roll calls may be taken for any reason at the request of the Incident Commander (e.g., missing fire fighter).

#### **Standard Operating Guidelines**

The D.C. Fire and EMS Department Standard Operating Guidelines (SOG) specify placement of apparatus and initial company assignments for structure fires. On a Box Alarm assignment for a structure fire, the order of dispatch determines the assigned position and task for each company.

Typically, the first and third due engines report to the front of the building to form the Attack Group or are assigned to a specific Division. The first due engine lays a supply line from a hydrant going into the block, and the third due engine connects their apparatus to the hydrant to supplement the first due engine's water supply. The first due engine then attacks the fire, and the third due engine provides a backup line.

The second and fourth due engines report to the rear of the structure. The second due engine lays a supply line from a hydrant, and the fourth due engine supplements the water supply. The second due engine is responsible for checking the basement and reporting findings to the Incident Commander. If possible, the second due engine also shuts off utilities and notifies Command of their actions.

The fifth due engine selects an independent hydrant and is assigned to and establishes the Rapid Intervention Group (RIG).

The first due Truck Company places their apparatus in the front of the building and is responsible for the control of utilities and for laddering the building. If the aerial ladder is not needed for rescue work, the truck company raises the aerial ladder to the roof for ventilation purposes. Typically, the first and second due Truck Companies make up the Vent Group.

The second due Truck Company places their apparatus in the rear of the building and is responsible for the laddering of the rear. The second due Truck Company likewise raises the aerial ladder to the roof if no other tasks take priority.

The Rescue Squad reports to the front of the building, unless ordered to a different location by the Incident Commander. Four of the Rescue Squad's five personnel form Search Teams A and B, each with two members. Typically, one team advances to the fire floor, and the other team goes to the floor above when appropriate. The Rescue Squad driver assists the search teams by forcing entry, venting the structure from the outside, monitoring the Rescue Squad Search Teams' progress in locating victims, and assisting with emergency medical care, if necessary.

Ideally, the Battalion Fire Chief positions the Command Post so he can have an unobstructed view of the entire incident. The Battalion Fire Chief uses his vehicle, as the Command Post until the arrival of the Field Command Unit.

#### Incident Operations at 811 - 48th Place, NE

On Friday, April 8, 2011 at 0034 hours the District of Columbia "Office of Unified Communications" (OUC) began receiving 911 calls from three callers who reported a house on fire in the area of the 800 block of 48th Place, NE. The 911 callers reported that they were unable to confirm the address or provided no specific address at all. None of the callers could verify an exact address, but specific information was given by at least one caller that the house was next to 813 48<sup>th</sup> Place, NE which resulted in the assignment finally being dispatched to that location. At least one caller gave additional information that the house may be abandoned. The information related to discrepancies in the reported address and the fact that the building may have been an abandoned dwelling were not relayed to the responding fire units or the responding Battalion Fire Chief prior to arrival.

At 00:39:17 hours, the OUC dispatched a Box Alarm assignment to 813 48<sup>th</sup> Place, NE for a report of a house on fire. The box alarm assignment consisted of:

Engines 27, 30, 10, 15, 6 Trucks 13, 4 Rescue Squad 3 Battalion Chiefs 1, 6 Basic 30 (BLS Ambulance) Water Supply Engine 51

A previous hazardous materials incident had been assigned to radio TAC Channel 0-3 and another working fire incident to TAC Channel 0-7. The 48<sup>th</sup> Place incident was assigned to the next available TAC Channel, 0A-3 by the Office of Unified Communications at the time of dispatch.

#### Engine 30

Engine 30 (2<sup>nd</sup> due) was in quarters when dispatched and arrived prior to Engine 27. They laid a supply line from the alley entrance at 48<sup>th</sup> Place to the Delta side of the incident location at approximately 00:40:54 hours. Engine 30's officer provided a verbal layout and rear size-up simultaneously on the incident's tactical radio channel 0A-3 by announcing:

"Engine 30's laid out from in-front of 8 [undecipherable] hundred 48<sup>th</sup> Place [pause] on the scene onestory single family, got heavy smoke showing, fire coming from the roof, house is being evacuated." Engine 30 actually split laid from 48<sup>th</sup> Place into the alleyway and provided their size-up from the Charlie/Delta corner of the fire building.

After Engine 30 announced their size-up, Engine 15 called them to confirm their layout information, which Engine 30's wagon driver provided. Engine 30's officer then attempted to contact Battalion 1 on two separate occasions to confirm if he copied the rear size up, but there was no acknowledgement from Battalion 1.

Battalion 1 then came up on Channel 0A-3 and called Rescue Squad 3, who was still in route to check the status of an emergency activation (EA) of a Rescue Squad 3 portable radio. After this transmission, Engine 30's officer successfully communicated with Battalion 1 and provided him with the rear size-up.

Engine 30's officer also provided Battalion 1 additional details; no basement, a one-story with fire throughout, Engine 27's making an interior attack, the exposure is Bravo 1 with no exposure on the Delta side, and the fire building having rear access.

After hearing this information, Battalion 1 queried Engine 30's officer about the exposure and since there was no basement, ordered Engine 30 to cover exposure Bravo 1 and established Engine 30 as Division Bravo 1.

After positioning the apparatus in the alley on the Delta side of the house, Engine 30's wagon driver hand laid additional supply line from their split layout at the mouth the alley to the hydrant at 48<sup>th</sup> Place and Hayes Street, NE. Engine 30 advanced a 200-foot 1-1/2" cross-lay from their wagon, through an opening in the fence in the rear of the house, and over to the Bravo/Charlie corner of the fire building to protect exposure Bravo 1, which was 813 48<sup>th</sup> Place, NE. Engine 30's line person directed a stream onto the exposure and Engine 30's layout person was directed by the officer to gain entry into exposure Bravo 1 to ensure the windows were closed.

At 00:46:49 hours Engine 30's officer asks Operations 1 if Engine 27 is making an interior attack, and if not, they were able to attack the fire from the Charlie side.

Operations 1 again confirmed that Engine 30 is committed to protecting exposure Bravo 1 and to hold off attacking the fire from the rear of the building.

#### Engine 27

Engine 27's wagon driver was on watch prior to this incident and noticed the incident in queue on the I-Net Viewer. The wagon driver turned the company out before the box alarm was dispatched over Channel 0-1. Engine 27 proceeded toward the scene and was near 45th Street and Sheriff Road, NE, when the box alarm address was verbalized on Channel 0-1. Engine 27 was dispatched as the first due Engine Company on the Box Alarm and at 00:42:08, Engine 27's officer advised on Channel 0-3 that they were laying out at 48<sup>th</sup> Place and Jay Street, NE. When Engine 27 stopped to lay their supply line from the hydrant, the supply line and hydrant valve were not secured and resulted in them being dragged away from the hydrant leaving the lay out incomplete.

Engine 27's approach gave the officer a view of the Bravo and Alpha side of the house. Engine 27 arrived on the scene, and the officer gave a size-up report by radio advising "a one story wood frame single family, got fire showing Side-B-Bravo". This report was given on Channel 0-3 and indications are the mobile radio and the officer's portable radio remained on Channel 0-3 throughout the incident. Engine 27's line person and layout person advanced a 200' 1 ½" crosslay to the front porch where the crew stopped to place their self contained breathing apparatus (SCBA) in service. Once on the front porch, the crew encountered a locked door that was secured by a pad lock on the outside of the door. Engine 27's wagon driver and officer worked to force the door utilizing a haligan bar. The center portion of the wood panel door was broken out creating a significant opening from the top of the door frame to the bottom of the door frame, but leaving the frame itself intact on all four sides of the door.

Photo 12 – View from A/B Corner – Exact time unknown



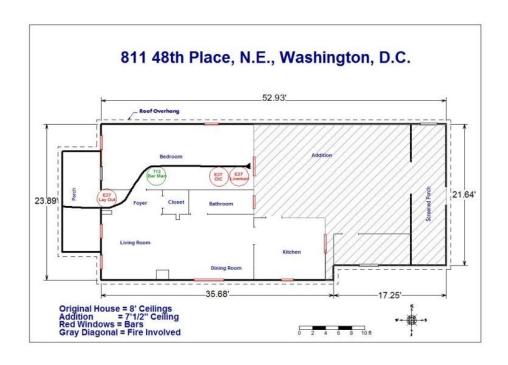
Photo 14 – Cause and Origin Investigation Photo – Post Overhaul – Front Entrance Door



Once the door was forced, Engine 27's wagon driver returned to the wagon and charged the attack line. Once the attack line was charged, he began dragging the supply line back to the hydrant with the assistance of members from Ambulance 27. Once the supply line was charged, he returned to the wagon.

Engine 27's line person entered the house, followed by the officer and the layout person. The crew encountered heavy black smoke, floor to the ceiling, with what was described as moderate heat. The crew noticed a small fire to their right in the corner of the front room (Quadrant D) as they entered, the line person opened the pipe briefly to extinguish that fire and the line person and officer then proceeded to their left into the bedroom in Quadrant A, believing this was the path to the seat of the fire. Engine 27's layout person remained in the foyer just outside the bedroom to feed hose as the crew advanced. As the members entered the bedroom they encountered heavy smoke (zero visibility) with minimal heat. Engine 27 continued moving to the back of the bedroom, but could not locate the fire. Engine 27's officer moved ahead of his line person at this point in an attempt to locate access to the rear of the house. The officer located a window along the top of the rear wall of the bedroom and broke the window out and noted bars covering the window. After this window was removed the crew noted that the heat in the room was increasing. Engine 27's officer continued to move down the rear wall of the bedroom towards the exterior Bravo wall. The officer then located and removed the window on the Bravo wall. Fire was now coming through the first window that was removed on the rear wall of the bedroom at the ceiling level. The line person opened the pipe briefly to knock the fire down that was coming through the window.

Engine 27's officer first realizes that he is on the wrong channel when he hears radio traffic from Truck 13's bar person's radio who had attached to his crew in the bedroom. As Engine 27's officer is attempting to change channels on his portable radio, he hears the order to evacuate the building. Engine 27's officer, line person, and Truck 13's bar person moved to the front bedroom windows and evacuated through a window to the Alpha side of the house. Engine 27's layout person attempts to evacuate through the front door where she and other members begin to "pile up" at the front door.



Photos 12 and 13 – View of Side Delta from Street – Time Unknown





Photo 15 - Apparatus Positioning - First Due Engine and Ladder Truck - Time Unknown



#### Truck Company 13

Truck 13 arrived on the scene at 00:44:30. Truck 13's officer stated he heard Engine 30's size-up and that Engine 30 reported that people were evacuating. Truck 13's officer described heavy smoke conditions and what appeared to be fire showing from the rear of house. He noticed bars on the front windows. The officer determined that the truck driver and tiller person would take care of the outside truck work.

Truck 13's tiller person raised a 24' ladder to the front porch roof. While the tiller person was raising the 24' ladder he observed bars on the front windows and returned to the Truck for a saw. Truck 13's tiller person returned to the porch with the saw and removed the glass from the window to the left of the front door which had no bars. Truck 13's tiller person then began to remove the bars from the window to the right of the front door. At this point he observed conditions rapidly deteriorate and moved into the front door and yelled for everyone to get out. As he backed out, he observed firefighters begin to pile up at the front door.

Truck 13's truck driver positioned the truck on Side A and donned his personal protective equipment. He observed his tiller person taking a ladder and a chain saw to the front of the building. Truck 13's driver retrieved a hook and axe, went to the front yard and stopped at the base of the ladder. Truck 13's driver started the saw and climbed the ladder to the roof's edge. He determined the roof was not stable and came back down to reposition the ladder to the Delta side. Truck 13's driver observed firefighters exiting the front of the house and recalled hearing a MAYDAY being transmitted as he reached the ground. Truck 13's officer entered the house with his bar person and his hook/axe person. Truck 13's bar person went to the left and proceeded to the location of Engine 27's officer and line person. Truck 13's bar person found Engine 27 trying to find access to the rear of the house. Truck 13's

officer went to the right with the hook/axe person with the intention of providing additional ventilation from the inside. Truck 13's officer and the hook/axe person worked their way to the dining area where they encountered members of Rescue Squad 3. Truck 13's officer advised that he could see fire towards the rear of the house and attempted to make a least two radio transmissions advising Engine 27 to reposition their line. Truck 13's officer noted conditions begin to deteriorate at that time and observed "classic signs" of flashover in the area that they were in. He advised his hook/axe person to exit the building and then began to direct other members present to exit the house.



#### **Engine Company 10**

Engine 10 arrived on the scene at 00:45:36. Engine 10 picked up Engine 27's supply line at 48<sup>th</sup> Place and Jay Street, NE. Engine 10's line person and layout person advanced a 400' 1-1/2" attack line from their wagon to the front of the building. Engine 10's officer followed with a 100' 1-1/2" standpipe rack. Engine 10 was only able to advance their 400' line to the front of Exposure "B". At that point, the nozzle was removed from the shut off and the line was extended with the standpipe rack. Engine 10's officer advised the line person and layout person to continue to the front of the building while he connected the standpipe rack to the 400' line. Engine 10's officer connected the two hose lines. While Engine 10's officer was making the connection he was confronted by occupants of Exposure B who were concerned about the status of other occupants in the house and the danger the fire posed to their dwelling. After addressing the concerns of citizens, Engine 10's officer proceeded to front the house to join his crew members without opening the shut-off on the 400' hose line.

Engine 10's line person and layout person entered the house through the front door and advanced the uncharged attack line a short distance inside the door and waited for water. Engine 10's crewmembers advised that conditions quickly deteriorated and that they began to exit the house.

#### Engine 15

Engine 15 noticed the incident in queue on the I-Net Viewer and responded at that time. Engine 15 was dispatched as the 4<sup>th</sup> due Engine Company and responded from quarters. They picked up Engine 30's supply line at 48<sup>th</sup> Place and Hayes Street, NE.

Engine 15 advanced a 400' 1-1/2" attack line from their wagon down the alley to a position at the Charlie/Delta corner of the fire building. Engine 15's officer communicated with Engine 30's officer face-to-face on the Bravo/Charlie corner and both officers discussed recommending a change in tactics to the Incident Commander.

At 00:50:01, Engine 15's officer called Operations 1 and advised they are on the Charlie side with Engine 30 and if units were having difficulty making an interior attack from the Alpha side they could hit the fire from the Charlie side. Operations 1 denied this request and advised that units had entered and were attacking the fire from the front. Engine 15's Officer acknowledged and indicated they didn't see any progress being made.

#### Engine 6

Engine 6 was dispatched as the fifth due engine and responded from quarters. Engine 6 was not on the scene when the events leading to the MAYDAY and evacuation occurred, but arrived shortly after at 00:51:26.

As Engine 6 approached the scene, they laid dual lines from the hydrant located at 48<sup>th</sup> Street and Hayes Street, NE. They then proceeded to 48<sup>th</sup> Place in an effort to position the wagon as close to the front of the house as possible. The line person, layout person and wagon driver advanced a 350′ 1-1/2″ attack line toward the alley on the Delta Side of the house. As they approached the dwelling, injured firefighters were already in the front yard and/or on the front porch. While initially assisting with injured firefighters in the front yard, Engine 6's officer heard the radio transmission from Truck 13's officer declaring a "Mayday" as he could not locate his bar person.

At this point Engine 6's officer quickly located Truck 13's officer and communicated directly with Truck 13's officer in the front yard. After receiving additional information from Truck 13's officer and clearing members from the front porch area, Engine 6 entered the structure through the front door. As they entered the front door, Engine 6 encountered Rescue Squad 3's driver and directed him to exit the structure. As the members of Engine 6 proceeded further into the structure they noticed the bars being removed from the windows on the Delta side of the structure. Engine 6 advanced as far as the kitchen area when they were advised by Battalion 6 that the missing member had been located and they were to immediately vacate the building.

#### Truck 4

Truck 4 had been transferred to the quarters of Truck 7 due to the multiple incidents in the Third Battalion. They were en route to the transfer and were at First Street and New York Avenue, NW, when they were dispatched as the second due truck on the alarm. Truck 4 approached the scene from Nannie Helen Burroughs Avenue and entered the alley from 49th Street. They nosed into Engine 30 in the alley from the opposite direction. Truck 4's officer observed Engine 30 directing their hose line on the Bravo exposure and fire showing from every window on Side Charlie as they arrived. Truck 4 carried a 24' extension ladder to the rear of the house but due to heavy fire conditions, raised the ladder to the roof of the Bravo exposure. Truck 4's bar person was directed to evacuate the Bravo exposure. Truck 4

began to work on removing a portion of the fence on the Delta side to improve access to the rear of the house. Truck 4's officer, while standing at the B/C corner of the house, observed a portion of the roof in the rear of the building sag and "slowly" collapse into the building. Truck 4's officer called Operations 1 with a priority message to advise him of the event. Truck 4's officer recalls hearing the MAYDAY call for Truck 13's missing bar person from Truck 13's officer (who was now outside the building), after this radio transmission. At this point, Truck 4's crew moved to the Delta side of the house and began to immediately enlarge all the window openings to the floor and remove any remaining bars.

#### Rescue Squad 3

Rescue Squad 3 responded to the incident from their quarters. While en-route, a portable radio assigned to Rescue Squad 3 transmitted an emergency identifier. Rescue Squad 3's officer advised Battalion 1 on Channel 0A-3 that they were okay, meaning it was an accidental activation.

Rescue Squad 3's Officer heard Engine 30 giving an initial size up from the rear of the structure to include, "heavy fire in the rear, and people evacuating the structure" and noted that he had not heard any reports from Engine 27. Rescue Squad 3 arrived on the scene from the south and positioned their apparatus to the rear of Truck 13.

The crew members of Rescue Squad 3 proceeded toward the house while Rescue Squad 3's driver donned his PPE. As they approached the front of the house Rescue Squad 3's officer noted "heavy fire" from the rear of the structure as well as "heavy smoke" coming from the front of the house. While Rescue Squad 3's driver was donning his PPE, he was approached by a citizen telling him that there were security bars on every window of the house. Hearing this, Rescue Squad 3's driver proceeded to the front of the building with two rescue saws.

Rescue Squad 3 (Team A and Team B) proceeded into the house passing Engine 27's layout person feeding hose just inside the front door. The members of Rescue Squad 3 (Team A and Team B) entered the structure together, after removing the glass from a window on the front of the structure. Both search teams entered the building. Team "A" consisting of the officer and the Team "A" firefighter followed the interior wall and a charged hose line that was on the floor (the officer stated he was following it with his feet). They proceeded along the wall checking the bathroom (no fire, and moderate heat) and met Rescue Squad 3 Team "B" in the dining room. Rescue Squad 3 Team "B" entered and went to the right and searched along the exterior walls until they reached the kitchen area of the structure. Once at the kitchen they determined that they could not proceed any further without a hose line and met Team "A" in the dining area at the entrance to the kitchen. They advised they could see fire to rear of the house and that it had not yet extended into the kitchen area.

At this time Rescue Squad 3's officer requested a hose line from what he believed to be Engine 27's officer (investigation indicated that this was actually the officer of Truck 13 along with the Truck 13 firefighter assigned to the hook and axe position). Now realizing that a hose line was not advancing in the area they were operating, the Rescue Squad 3's officer made his way back to the front of the house in search of a charged hose line. On his way back to the front of the house, he encountered a firefighter with an uncharged hose line. After proceeding to the front of the house to locate a charged hose line, he proceeded back to the location of the rest of his crew. As he arrived at a location in the vicinity of the bathroom, Rescue Squad 3's officer noted that there was now fire in the bathroom that he had previously searched and noted the level of heat had increased tremendously. Rescue Squad 3's officer noted that the security bars on the kitchen windows were cherry red and it was at this point that he heard Truck 13's officer telling everyone to get out of the structure. At the same time other members of Rescue Squad 3 had noticed a significant volume of fire developing over their heads.

At this point everyone in the structure started to evacuate the building as conditions were quickly becoming untenable. As members of Rescue Squad 3 began to evacuate, at least two members moved to the windows in the front of the house in attempt to exit and found security bars blocking their exit. As they continued to the front door there was a "pile-up" of firefighters as everyone was trying to exit the front door at the same time. Rescue Squad 3's driver met them at the door and began pulling members out of the pile and assisting members to the exterior of the house.

Outside the building the officer from Rescue Squad 3 transmitted a MAYDAY on Channel 0-3 then Channel 0-1 due to the number of injuries to the members operating on the fire ground. Shortly following this MAYDAY another MAYDAY was transmitted (by Truck 13's officer) for the missing firefighter from Truck 13. The officer of Rescue Squad 3 and Rescue Squad 3's driver entered the building once again to perform a search for the missing firefighter. They noted the conditions were more tenable and the fire seemed to diminish in size. As they made their way toward the rear of the structure, they were advised by Operations 1 that the member had been located and they were to abandon the structure.

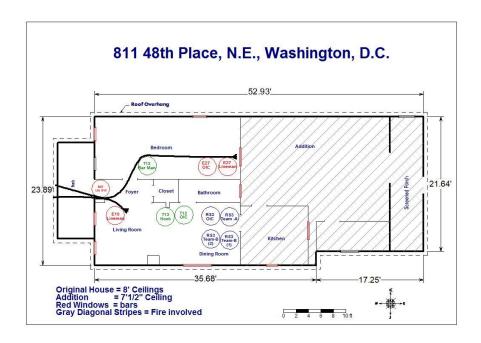


Photo 16 – Cause and Origin Investigation Photo – Post Overhaul View from inside the Living Room looking toward street – Quadrant D



Photo 17 – Cause and Origin Investigation Photo – Post Overhaul View from Dining Room into Living Room toward street



#### Battalion 1

Battalion 1 was in quarters when the alarm was dispatched. Initially, Battalion 1 had his radio on the wrong channel and was monitoring TAC Channel 0-3 instead of 0A-3. Since Engine 27 was also on the wrong channel, Battalion 1 heard their size-up and acknowledged it as well as their layout on Channel 0-3. At that point, an OUC dispatcher on Channel 0-3 advised Battalion 1 of the proper channel for his incident. Battalion 1 began to monitor both channels at this point switching to Channel 0A-3 and called Rescue Squad 3 to advise them of their emergency activation. After hearing Battalion 1 on Channel OA-3, Engine 30's officer asked Battalion 1 if he copied their size-up. Battalion 1 responds, "negative Engine 30, repeat your size-up", and Engine 30's officer provided the size up information again along with additional details regarding the exposure problem and reporting no basement in the fire building. Battalion 1 assigned Engine 30's officer as the Division Bravo 1 supervisor. Battalion 1, while still in route, calls for the Working Fire Dispatch (WFD) on Channel 0-2 but unknown to him, the OUC had proactively already dispatched the WFD. Rescue Squad 3's officer then calls Battalion 1 to clear his member's earlier emergency activation. Battalion 1 then confirms the layout information between Engine 30 and Engine 15. He then calls Truck 13 and establishes the officer as the Vent Group Supervisor and assigns Truck 4 to the Group. Engine 10 was then directed to back-up Engine 27 in Attack Group and Engine 6 was assigned the RIT duties.

Engine 15's officer advises Battalion 1 that if the units are having difficulty making an interior attack from Side Alpha, they, along with Engine 30, could hit the fire from Side Charlie. Battalion 1 replied that units were inside and not to hit the fire from the rear. Engine 15's officer acknowledges and states they're just not seeing any progress.

While Battalion 1 was still responding, in response to questions from the companies in the rear reporting a lack of progress, he attempts to contact Engine 27 twice and then calls Engine 10 to confirm if they are backing up Engine 27. However, before Engine 10's officer could reply, Truck 13's officer made a transmission to Engine 27 requesting a line be brought towards the Charlie side of the building. It should also be noted that Truck 13 made a similar request to Engine 27's officer approximately one-minute before this transmission. Battalion 1 advises Truck 13's officer that he believes Engine 27 is on the wrong channel, and he continues his attempt to ensure that Engine 10 is backing up Engine 27, and follows again by asking them if they have a line inside yet. Engine 10's officer tells him that they are going in the door at this time. Battalion 1 acknowledges Engine 10's officer's transmission and advises him that since Engine 27's officer is on the wrong channel, he would be the Attack Group Supervisor. Battalion 1 then calls Truck 13's officer, the Ventilation Group supervisor, to advise him that Engine 10 is on the way in with a line and Engine 27 should also be in there, though, they're on the wrong channel.

At 00:50:08 hours, while Battalion 1 was still responding, he received the 10-minute incident duration mark on Channel 0-2 from the OUC. However, before the end of the transmission, the OUC corrects it to the 20-minute incident duration mark, which was not correct; it was in fact the 10-minute incident duration mark.

At 00:51:36, the OUC calls Battalion 1, who is still responding, to advise that a Rescue Squad 3 Team "B" portable radio is transmitting an emergency activation (EA). Battalion 1 questions the OUC to determine if it is Team "B" portable 1 or portable 2. In the meantime, at 00:52:13 hours and unbeknownst to units operating on Channel OA-3, Rescue Squad 3's officer transmitted a MAYDAY on Channel O-3. Battalion 1 makes a priority announcement on Channel OA-3 to Rescue Squad 3 Team "B" regarding their EA. At 00:52:28 hours Rescue Squad 3's officer transmits another MAYDAY, this time on Channel 0-1 Dispatch. At approximately 00:52:46 hours (based on I/Tracker data not a dispatcher timestamp) Battalion 1 arrives on the fire ground. At approximately the same time, Engine 27's wagon driver calls a priority message on Channel 0-3 for two burned firefighters on Side Alpha. Simultaneously on Channel OA-3, Truck 13's officer transmits a priority message for two injured firefighters from Rescue Squad 3 on Side Alpha. Battalion 1 immediately calls for Basic 30. Ambulance 27 from the Alpha side calls Battalion 1 to request an ALS unit; however is cut-off at 00:53:46 hours (one-minute after Battalion 1 arrived) when Truck 4's officer transmits a priority message with a quadrant B/C roof collapse. Battalion 1 immediately transmitted a priority message to all units to abandon the building, then calls Communications on Channel 0-2 to sound the alarm to evacuate the building and requests a 2<sup>nd</sup> Alarm with two medic units for a MAYDAY (at the same time on Channel 0A-3 Truck 13's officer transmitted a MAYDAY for his missing bar person). Battalion 1, back on Channel 0A-3, calls for Truck 13's bar person and immediately deploys the Rapid Intervention Group (RIG), supervised by Engine 6.

At 00:54:56 hours (two-minutes and 10-seconds after Battalion 1 arrived on scene) on Channel 0-2 MAIN, Battalion 1 formally establishes Command 1 on Side Alpha at his buggy and provides a situation status report. Operations 1 continues with managing the MAYDAYs, the deployment of the RIG in search of Truck 13's bar person, the injured firefighters, and an accountability check of all units on the fire ground. Operations 1 then assigned Battalion Fire Chief 6 as the MAYDAY Branch Supervisor (Director). At 00:56:54 hours, on Channel 0A-3, there were several intermittent radio transmission carriers that lasted for approximately one-minute, on and off, that impeded tactical communications. At 00:58:00 hours Engine 10's officer calls Operations 1 to tell him that Truck 13's bar person has been accounted for.

#### **Battalion 6**

Battalion 6 was dispatched as the 2<sup>nd</sup> due chief on the assignment and responded from quarters. As he reported to the buggy to respond, he was already hearing the size up report from Engine 30. Battalion 6 monitored fireground radio transmissions on Channel 0A-3 as he was responding. As Battalion 6 was exiting I-295 onto Nannie Helen Burroughs Avenue, an emergency activation was transmitted followed by at least two MAYDAYS. Upon arriving at 48<sup>th</sup> Place, Battalion 6 heard Truck 13's officer transmitting a "MAYDAY" for his bar person. Battalion 6 exited the buggy donned his PPE and ran towards the rear of the house. While in route to rear of the house, Battalion 1 assigned him as the Mayday Group Supervisor with Engine 6, Engine 10 and Truck 5 (had not arrived on scene yet). Battalion 6 communicated face-to-face with Truck 13's officer in the front of the house to obtain additional information. Battalion 6 also communicated face to face with Battalion 1 who advised Battalion 6 that he thought the bar person was in the C/D quadrant of the fire building. Upon leaving the command post, Battalion 6 was quickly able to confirm that the missing firefighter had been located. Battalion 6 relayed that information to Operations 1. Battalion 6 was then ordered to locate and evacuate all companies from the fire building. When all members had exited, a roll call revealed an even accountability with all members accounted for.

Photo 18 - View of Side "A" - Fire Knocked Down

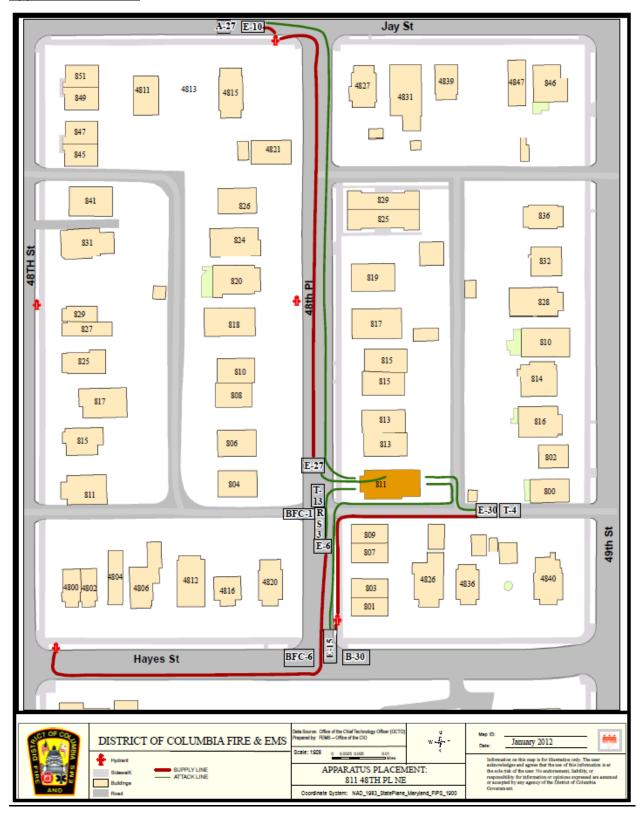


Photo 19 - Cause and Origin Investigation Photo – Post Overhaul View from Foyer into Bedroom – Quadrant A towards street





#### **Apparatus Placement**



#### **Findings and Recommendations**

The fire at 811 48<sup>th</sup> Place, NE, was determined to be incendiary, and was ignited in the rear addition of the structure. There was no evidence that accelerants were used to start or spread the fire, based upon the origin and cause investigation report. The fire quickly spread to other combustible materials within the addition and upon arrival significant fire had engulfed the majority of the rear addition of the building. The fire continued to grow and soon after fire department arrival, began to extend toward Side Alpha through penetrations on the wall separating the original house from the addition. Specifically, fire extended via two interior windows and a door opening near the kitchen. As Engine 27's crew aggressively searched for the seat of the fire in quadrant A, arriving rescue and truck companies entered and were operating in quadrant D, without the protection of a hose line. The only operating hose line was operating in quadrant A. Conditions began to rapidly deteriorate in quadrant D, and companies had the expectation that a hose line would be stretched into place and operating at any moment. Unfortunately, the back-up line was not properly charged, and never became operational prior to the room reaching flash-over conditions. Firefighters operating in quadrant D, made a last minute effort to evacuate, however several members could not escape the flames and became engulfed by the flash-over conditions. As a result, five firefighters were injured, two seriously. Four firefighters suffered burn injuries and one member a minor musculoskeletal injury. The four firefighters that received burn injuries required medical treatment and varying degrees of hospitalization.

Burn injuries are complex injuries, and it is often difficult to pinpoint the specific cause or series of events that contributed to the burn injury. All of the burn injuries sustained were thermal burns. The Personal Protective Equipment (PPE) including the Self-Contained Breathing Apparatus (SCBA) was evaluated by the National Institute of Occupational Health (NIOSH) and by a technical representative of the gear manufacturer. The findings of the PPE evaluation show that there were no defective components of the PPE.

Injuries should not be viewed as a "cost of doing business". The Department must embrace and display a commitment to reducing future injuries through:

- Increased training
- Enforcement of existing policies and procedures
- Annual evaluation of PPE specifications and new technological advances
- Complete and thorough investigations of near miss and significant incidents.

These findings are based on the testimony of the personnel operating at this fire as well as the physical evidence available to the Committee. This includes video, audio, digital images, various city databases, and personal interviews.

#### **Operations**

#### Finding #1

Engine 10 advanced a 400' 1-1/2" attack line from their wagon to back up Engine 27. This hose line was short and had to be extended for a total length of 500'. This hose line was never charged as the bale on the pipe of the original 400' line was never opened. When the Department was forced to change from a two piece engine company to a single piece engine company, these long hose evolutions became common and have now become standard for many engine companies. The Department should not discourage the practice of engine companies advancing their own hose lines; however the practice of extending already long lengths 1-1/2" attack line must be discontinued.

#### **Recommendation #1**

The Department needs to develop guidelines restricting lengths of 1-1/2" attack lines in excess of 350-400 feet. Guidelines should require the use of already established evolutions contained in the Department's training procedures, i.e.; advancement of the 1-1/2" hose line from 2-1/2" or 3" hose lines, hoisting and/or lowering hose lines, advancing hose lines over ladders and fire escapes and, especially when it is determined to be more expeditious, advancement of hose lines from other pumping apparatus in a more advantageous tactical position.

#### Finding #2

It is often difficult for a five (5)-person Ladder Truck Company to accomplish all of their responsibilities on a fire ground in a timely manner when they are working together and following established Standard Operational Guidelines (SOGs). The truck company responsibilities such as ventilation, laddering, and providing access and egress points by opening locked doors, removing security bars, opening covered doors and windows are conducted for firefighter safety, and as such are critical. When they are not working together and not following established SOGs, accomplishing these tasks in time to positively impact the fire conditions is nearly impossible. It is the impression of the committee that truck company personnel are sometimes too fast to enter buildings before all of the critical exterior functions are completed.

Current truck company SOGs organizes the crew into two teams. The roof team consists of the truck driver and tiller person and the "inside team" consists of the officer, the bar person and the hook person. The assignment of the term "inside team" is a misnomer because all of the initial responsibilities of this team operating on a fire that occurs in a building on the fourth floor and below occur outside the building. The "inside team" on this incident entered the building without performing any significant outside duties. In addition, it appears the initial plan involved the truck driver going to the roof alone and the tiller person handling other outside duties alone. Finally, the bar person entered ahead of the rest of the "inside team" and attached to the first due engine company.

It was standard procedure for the bar person and the hook person of the first due truck company to work inside in the vicinity of the first due engine company when the Department operated a six person truck company. When the Department lost the sixth person on truck companies, over twenty five years ago, it became necessary to operate in a decreased capacity and initiate several revisions to the Truck Company SOGs. Since the loss of the sixth person on truck companies, all revisions were consistent in the concept that no member would operate independently and that aggressive outside horizontal and vertical ventilation would be the operational priority. The last revision of the truck company SOGs was issued in March 2004 and reaffirmed the Departments commitment to aggressive outside truck

company operations with a philosophy of initially committing truck company manpower to properly preparing structures from the outside for safe engine company and primary search operations. The actions of the committee that revised the truck company SOGs were deliberate and intended that the Inside Team would work together outside initially and then enter the building as a team. This ensures that proper manpower is assigned and that initial outside ventilation activities are properly supervised by the company officer and the execution of horizontal and vertical ventilation and laddering are improved. This also allows an on-going size-up to occur and that any obvious rescues, unusual ventilation issues and/or access problems (bars, security gates, roll down doors and other man traps) can be identified and managed by truck company officers.

#### **Recommendation #2A**

The Department must continue to properly staff and train truck companies to ensure that vital truck company operations are accomplished in a timely manner. The Department must continue to follow the recommended national recognized staffing level in the NFPA Standard 1710, Standard for Organization and Deployment of Fire Suppression, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.

Current truck company SOGs are adequate and appropriate for firefighting operations in the District of Columbia. The execution and enforcement of these SOGs has been inadequate over a significant period time. This has led to the continued variations of truck operations among the different truck companies, shifts and/or battalions. Revisions should be made to the truck company SOGs only so far as to remove any remaining ambiguity concerning a truck company's primary focus, crew integrity and to provide mechanisms for strict accountability concerning compliance with and completion of these SOGs. The truck company "barman" cannot and will not operate alone. The supposed attachment to an engine company as a pretext for the bar person operating in this fashion cannot be tolerated.

#### **Recommendation #2B**

The Department must aggressively reinforce proper truck company functions through continued back to basics training, fireground evaluations and company evaluations performed at the Training Academy and in the field by assigned Battalion Commanders and Division Commanders. Truck company officers shall be held strictly accountable for their actions at all incidents, with zero tolerance for any truck company operations that are not carried out according to Standard Operating Guidelines.

#### Finding #3

#### Companies failed to properly execute basic critical tasks

Several companies failed to properly execute several basic critical tasks. Several of those listed below are identified in other areas of this report.

- 1. Several companies operated on the incorrect tactical channel.
- 2. Initially, the first due engine failed to properly complete a basic forward lay-out.
- 3. First due engine forced entry and gained access through the front door, but failed to completely clear the door.
- 4. Second due engine company approached their rear position from the front and initially performed a split lay out at the mouth of the alley in the middle of the block.
- 5. Company officers failed to provide adequate progress reports.
- 6. Third due engine company failed to properly execute a basic attack line extension evolution.
- 7. Units failed to remove security bars in a timely fashion.

We continue to maintain that speed and efficacy on the fireground are directly related and deliberate and swift execution of all required fireground evolutions is key to the success of any firefighting operation in terms of the reduction of property loss and the opportunity to remove viable occupants.

At the same time, we can not allow an unbalanced emphasis on speed to create a condition that overwhelms our capacity to properly size-up any fireground situation, properly communicate critical information or is a contributing factor to the inefficient or incomplete completion of critical basic tasks. We must take action to ensure that company commanders primarily focus on the flawless execution of basic fireground evolutions (proper apparatus placement, hose line advancement, proper ventilation and ladder placement, etc.) and the strict adherence to standard operating guidelines, with secondary emphasis on taking every opportunity to minimize the time required to accomplish the mission.

#### **Recommendation #3:**

The Department must aggressively reinforce proper fireground functions through continued back to basics training, fireground evaluations and company evaluations performed at the Training Academy and in the field by assigned Battalion Commanders and Division Commanders. Company officers shall be held strictly accountable for their actions at all incidents, with zero tolerance for any fireground operations that are not carried out according to Standard Operating Guidelines.

#### Finding #4

We know today that the house at 811 48<sup>th</sup> Place, NE, was an abandoned property. On the night of the incident, it was difficult to quickly identify that the home was abandoned. The yard had been somewhat maintained, windows were intact and there were reports of occupants leaving the building. The one early indication that the building may have been vacant was a pad lock on the front door. This door was forced by Engine 27's wagon driver prior to the arrival of any other companies in the front of the building. None of the other company officers that were interviewed indicated that there was anything that immediately identified the house as abandoned on their initial size up.

The Department had been working to develop a program to identify abandoned properties and load them as notes into the CAD system. Through an initial trial program, this house had already been listed in the CAD as an abandoned property, however none of the callers were able to give a definite address and the correct address was not entered into the CAD until much later into the incident.

## **Recommendation #4A**

The Department should fully develop and implement a vacant building identification, inspection and placarding program.

#### **Recommendation #4B**

While it appears that it was difficult to clearly/immediately identify that this dwelling was vacant, there were indications that should have led company officers to continue their size-up and provide additional information to the Incident Commander. Engine 27's officer did not provide an interior size up and should have continued to work to identify and provide additional information to the Incident Commander concerning the occupancy status (including how the building was secured) and the challenges caused by the interior configuration. The Department should complete the development of a new Firefighting Operations Bulletin that will enhance the identification of abandoned buildings during

size-up and identify standard operating procedures to be utilized specifically at the scene of fires involving abandoned buildings.

#### Finding #5

This building had a set of structural circumstances that would be difficult to duplicate at any other location. From the initial size up from the street, Engine 27's officer believed that the route to the seat of the fire in the rear of the dwelling was toward the Bravo side, via quadrant A. It appears that the confusion caused by interior configuration of the room and the fire that traveled from the rear of the house into the bedroom via the interior window, may have led members involved to continue to spend additional time attempting to access the seat of the fire from that location than they normally would have. This allowed the fire to continue to grow unchecked and extend to the remainder of the house via quadrant C and D.

#### **Recommendation #5**

It is possible that a thermal imaging camera may have assisted Engine 27's officer in more rapidly identifying the building's unusual floor plan and he may have been able to identify much earlier that there was no access to the rear of the house from that location. The Department should work to identify funding for the purchase of additional thermal imaging cameras to be assigned to all engine companies.

## **Command and Control**

## Finding #6

Company officers operating in the interior of the building failed to properly report critical information to the incident commander. The main purpose of the size-up and progress reports are to provide all companies and the Incident Commander with the ability to evaluate critical factors. The Incident Commander must receive this information to determine the strategy, implement tactics and last but not least, to determine risk.

The SOG for the initial alarm can quickly place attack lines in and around the fire area along with the required support functions. In most instances, this standard deployment model quickly eliminates the hazard(s) and solves the problem.

When the initial action plan is not effective, the Incident Commander must consider revising the plan by one or more of the following; reinforcing current attack positions, establishing alternative attack positions, providing necessary or additional support activities (ventilation, forcible entry, access into concealed spaces, etc.); or ordering a change in strategy (e.g., offensive to defensive). The Incident Commander must do whatever is necessary to stay effectively informed.

### **Recommendation #6:**

The Department has provided detailed Standard Operating Guidelines for suppression units operating on the fireground. The Department must emphasize and provide additional guidelines concerning the requirements of company officers to keep the Incident Commander adequately informed. In addition, the Department should develop more detailed guidelines concerning the requirements and functions of command.

## **Training**

#### Finding #7

Due to confusion concerning unusual building features, a delay occurred in getting water to the seat of the fire. Fire conditions increased and extended into an area where the firefighters that were injured (members of Rescue Squad 3 and Truck 13) expected a hose line to be advanced. There are no indications that this increase in fire conditions and the subsequent ignition of the area where these members were located was caused by some unusual fire phenomenon or necessarily caused by a series of gross tactical errors or other unusual factors. In addition, the committee was unable to substantiate any collapse condition that contributed to increased fire propagation as was initially reported. While there was a report of roof "collapse", the timeline and the interviews with the members involved indicate that this event likely occurred after all members were out of the building.

It could probably be said that fire development occurred exactly as could be expected considering the delay in getting water on the fire. Interviews indicated that the members quickly recognized the signs of developing "flashover" conditions (high heat, free burning fire, thick black smoke, and roll over) from their experience and the "flashover" training the Department had received at the Training School. Indications are that they did begin to react appropriately to these signs and in fact this reaction probably prevented the outcome from being much worse. However, the initial reaction to deteriorating conditions was to wait for a hose line to be advanced to their location.

## **Recommendation #7**

Overall the events in this incident occurred over a very short time frame. The flashover/fire behavior training the members received was proven to be invaluable, but the Department must continue to train and retrain our members on flashover and fire behavior. This training has been successful in assisting members in early identification of deteriorating conditions during interior firefighting. The Department needs to increase emphasis on shortening reflex time when these conditions are identified. When considering reflex time, members cannot wait on hose lines in extreme conditions. They must be able to be actively and immediately engaged in operating a hose line and engaged in aggressive ventilation (both of which must be capable of immediately overwhelming and controlling the hostile environment) or immediately finding a place of refuge.

#### **Communications**

## Finding #8

Investigation into this incident has revealed several officer and firefighter radios were on an incorrect tactical radio channel. This caused critical messages to be missed and prevented effective fire ground coordination amongst resources on the correct fire ground channel.

## **Recommendation #8**

The National Incident Management System's (NIMS) Incident Command System (ICS) teaches us that integrated communications is the use of a common communications plan, which is essential for ensuring that responders can communicate with one another during an incident.

The OUC properly followed protocol and announced the incident's tactical channel during the transmission of the incident on Channel 0-1 Dispatch. They also followed proper protocol by placing the

tactical channel in the appropriate CAD field, which caused it to properly display on all unit I/Mobile screens and station alert incident printouts. The OUC also proactively heard units transmitting on an incorrect channel and attempted to correct our units.

The Fire and EMS Department's Order Book, Article XVII, Section 5 and SOG Manual explicitly dictate that the watch detail announce the following information to the commander of the unit(s):

- 1. Type of alarm
- 2. Location
- 3. Position due
- 4. Correct address
- 5. Assigned tactical channel
- 6. All pertinent information received

All members must exercise extreme diligence in setting the mobile radio and their assigned portable radio to the correct incident operating channel. There are multiple systems in place to assure members know the operating tactical radio channel. These systems include the dispatcher verbalizing the operating channel on Channel 0-1 Dispatch and having the tactical channel populate on all unit's I/Mobile screen as well as the station alerting system incident printout. However, if an officer is still unsure of their incident's assigned tactical radio operating channel, they shall call the OUC on Channel 0-2 Main to confirm it.

Also, it is recommended that the SOG manual's RESPONDING section be updated to include written guidance that before responding, officers should check with drivers to confirm the address, the position due, *and* incident's tactical operating channel, and if there is a doubt, verify with Communications prior to responding.

In addition, this same section should be appended to read, company officers shall insure that their I/Mobile computer is statused responding (F1), and their apparatus radio and all firefighter portable radios are on the assigned tactical channel.

Finally, positive reinforcement of all communications policies and standard practices must be constantly drilled on by company and chief officers.

## Finding #9

Engine 27 was heard providing layout information on the incorrect fire ground tactical radio Channel 0-3, during the very early stages of the incident. An astute OUC dispatcher immediately transmitted a message on Channel 0-3 for units on the 48<sup>th</sup> Place call to switch to Channel 0-A3. Unfortunately, several units operating on 48<sup>th</sup> Place incident remained on the incorrect channel. Neither the FLO nor the OUC developed a solution to cross-patch units operating on the incorrect channel

## **Recommendation #9**

If OUC members or the Fire Liaison Officer (FLO) hear radio transmissions on an incorrect tactical channel and from units transmitting through their face piece (i.e., operating in an immediately dangerous to life and health (IDLH) atmosphere) they must consider immediately cross patching the incorrect channel to the correct channel. Doing this might first require coordination with any units that may already be operating on this channel from a different incident. A cross-patch will be seamless to the users and both the incorrect channel and the correct channel will work as one.

Another indication of units operating on an incorrect radio channel will be their radio aliases displaying on the Motorola Centracom for that channel when they accidently depress their push-to-talk button. Again, using judgment and coordination, a cross-patch to the correct channel could be an excellent solution.

Therefore, it is recommended the Battalion Fire Chief - OUC Liaison, develop a section in the OUC Operations Manual that includes these types of solutions and expectations and the OUC integrate them into daily training and practice scenarios.

### Finding #10

There were several issues involving the proper execution of various procedures at the OUC and the Fire Liaison Officer (FLO):

1. The exact address was clearly unknown but was dispatched as a verified location and potential vacant building information was not relayed to responding units.

The first 911 caller told the call-taker that he guessed the address of the house on fire was 807 48<sup>th</sup> Place, NE. When this same caller called right back, he indicated the fire was next to 813 48<sup>th</sup> Place, NE. When the call-taker challenged him whether the address was 807 or 813, the caller again stated he was guessing it's an abandoned house that is either 807 or 811. The call-taker yet again asks for clarification of the exact address, and asks the caller if the house on fire is 807. The caller again tells the call-taker that he is guessing it's 807. This conversation ends with the caller stating he was getting ready to knock on 813 and tell the people that the house next door is on fire.

The first and second 911 callers were the same person. Each call was answered by a different call-taker. The call-takers all share the same CAD event information. The caller clearly did not know the exact address of the fire but provided an exact "next to" address, which was 813. The incident was dispatched to 813 48<sup>th</sup> Place, NE with no indication that it was supposed to be next to this address.

The first 911 caller told the call-taker the house was abandoned. The word abandoned was exchanged between the call-taker and the caller five times. The call-taker never added this critical information into the CAD event comments; thus, the lead dispatcher was not aware of it and did not verbalize the information to responding units.

The second 911 call was the same caller as the first 911 call. Again, this caller advised the call-taker on two occasions that he believed the house on fire was abandoned, yet again; this critical piece of information was not documented in CAD nor was the dispatcher(s) notified.

2. No acknowledgement of MAYDAY by the OUC or FLO on Channel 0-1 Dispatch and 0-3 FG 03

At 00:52:13 hours, Rescue Squad 3's officer transmitted a MAYDAY on the incorrect fire ground Channel 0-3. At 00:52:28 hours, Rescue Squad 3's officer transmitted a MAYDAY on Channel 0-1 Dispatch. Neither the OUC nor the Fire and EMS Communications Fire Liaison Officer (FLO) ever acknowledged these MAYDAY transmissions. Additionally, neither the OUC nor FLO told the Incident Commander (Battalion 1) that there were MAYDAYs transmitted.

It wasn't until 00:54:06 hours when Truck 13's officer transmitted a MAYDAY on the fire ground tactical Channel 0-A3, that the Incident Commander was aware of a MAYDAY. Subsequently, at 00:54:15 hours

on Channel 0-2 Main, the Incident Commander ordered a second alarm and made the OUC aware of the MAYDAY situation.

It is the OUC's responsibility to always monitor the dispatch Channel 0-1. This Fire and EMS Department expectation is documented in section 4.1 of the OUC Operations Manual.

It is the FLO's responsibility to always monitor the Fire and EMS Department's incident tactical channels as outlined in Special Order 2007-34. While it is difficult to monitor multiple radio channels, the task is not insurmountable.

3. Incorrect incident duration time provided to the Incident Commander

At 00:50:08 hours on Channel 0-2 Main, the OUC calls Battalion 1 to advise him of the 10-minute incident duration mark. The OUC dispatcher proceeds to correct herself and tells Battalion 1 it's the 20-minute incident duration mark. Battalion 1 acknowledges.

This was a mix up as this incident had in fact just reached the 10-minute mark.

4. Improper tactical radio channel assignment, based upon protocol

The 48<sup>th</sup> Place incident was assigned to tactical radio Channel 0-A3. This channel was chosen because there were two previous incidents operating on Channel 0-3 and Channel 0-7 respectively. These incidents were an unusual odor call assigned to Channel 0-3 and another working fire assigned to Channel 0-7.

It is the Fire and EMS Department's expectation that the OUC will reserve the incident channels on Zone 0, Channel 03 and Channel 07, for structure fire events if possible.

This Fire and EMS Department expectation is documented in section 4.1 of the OUC Operations Manual.

5. Abandon/Evacuate building alert tone was never given

At 00:54:15 hours, on Channel 0-2 Main, Battalion 1 instructed Communications to, "...sound the alarm for the evacuation 813 48th Place, NE - got a MAYDAY with a partial roof collapse..."

At 00:56:42 hours on the assigned tactical Channel 0-A3, the OUC announced, "All units on the scene [unintelligible] fire at 813 48th Place, NE, Command 1 has ordered all units to evacuate the building; all units to evacuate the building." This radio transmission was never accompanied by the required transmission of the evacuation tone.

## **Recommendation #11**

It is recommended the OUC build into their training, practice scenarios, and recertification routines, employee reviews and testing of all content included in the OUC Operations Manual. It is also recommended the Fire and EMS Department's BFC-OUC Liaison keep the OUC Operations Manual up to date with the latest communications policies and ensures the updates to the manual are officially adopted by the OUC. The BFC-OUC Liaison should also use the OUC Operations Manual as a way to test current and future Fire Liaison Officers on the policies created by the Department and the expectations of the Department on critical public safety communications procedures.

#### Finding #12

All members involved in this incident were carrying their portable radios in the issued leather case supported by a leather strap worn on the outside of their PPE. In addition, all the portable radios were equipped with a remote microphone. While it is clear that the conditions that the members and all of their equipment were subjected to were extreme, damage to the portable radios was minimal which appears to be related to significant protection afforded by leather case. All of the radios worn by the members involved retained all functionality following the event, with the exception noted in the next paragraph.

All of the remote microphones suffered some degree of melting of the microphone itself and melting and elongation of the cords attached to the microphones. Damage to two of the microphones was severe, rendering the portable radio useless.

## **Recommendation #12**

The Department currently utilizes the Motorola XTS 5000R portable radio. These radios are equipped with remote microphones which enhance overall communications and safety while operating on the fireground. The portable radio is "ruggedized" model with a "submersible" rating. The remote microphone has neither of these attributes. The Department should ensure that all future purchases of remote microphones are consistent with the features of the portable radio with which it will be used. This should include the submersible rating offered by the manufacturer.

The use of the leather case or a radio pocket offers some level of protection to the portable radio itself. Neither, the leather case or the radio pocket, offers any protection to the remote microphone. The cord is especially vulnerable by assault from extreme heat. The option of wearing the radio and remote microphone under the PPE is not a viable option for a number of reasons. The Department should work with communications equipment and PPE manufacturers to explore modifications that will afford additional protection to the remote microphone. The Department should also work to immediately evaluate available technology for voice amplification and wireless communication that is compatible with our current SCBA.

The "audible channel announcement" feature should be included in future portable radio purchases. This feature allows the user to navigate through channels/talk-groups in the radio while an audible, prerecorded voice file provides a description of the selected channel or talk-group. The Office of Unified Communications should include this feature in the next mass programming effort.

#### **SAFETY**

#### Finding #13

The Personal Protective Equipment (PPE) and self-contained breathing apparatus (SCBA) inspection and evaluation indicated that all PPE performed as expected and within appropriate industry standards and manufacturer specifications. The lens of the SCBA facepiece assigned to the most seriously injured firefighter became severely compromised from thermal stress during this incident. The calm and deliberate actions that the firefighter took to protect and maintain his facepiece likely prevented significant respiratory burns in addition to the critical thermal burns he received.

### **Recommendation #13**

The Department should work with equipment manufacturers and the appropriate National Fire Protection Association (NFPA) Technical Committees to develop improvements in all PPE and SCBA; however specific emphasis should be placed on improvements concerning the SCBA facepiece. The immediate focus should be on improving the facepiece lens so that it will withstand increased heat levels without degradation or compromise.

## Finding #14

Currently, the on-duty station wear worn by members of the D.C. Fire and EMS Department does not meet the NFPA 1975 standard. The firefighters that received burn injuries were wearing non-issued blended tee shirts and sweatshirts, and Department issued standard cotton/polyester work pants. The burned firefighters were not wearing the standard issued cotton/polyester work shirt. It is unknown how this may have related to or contributed to the significance of their burn injuries.

#### **Recommendation #14**

The Department must move forward and continue to support and fund the issuance of NFPA 1975 compliant station wear including, work pant, work shirt, work tee shirt and work sweater/sweatshirt. This is now a national standard included within NFPA 1975, to afford additional protection to firefighters and to overall health and safety. (The transition to NFPA compliant station wear began in FY-11)

### **Emergency Medical Care**

### Finding #15

The management of thermal burn injuries at the advanced life support (ALS) level should be viewed in several aspects. Specific concerns are airway related, fluid resuscitation, and pain management. The current 2010 D.C. Fire and EMS Pre-hospital Treatment Protocols (version 1.7, dated 10/07/2010) adequately address each of these areas and provide directives for appropriate clinical interventions.

The issue is that there is a disconnect between what is published in the protocols and what medications are currently distributed to the operational field units. The pivotal medications indicated in the medical directives appear in the D.C. Fire and EMS formulary, but are not currently available for use by D.C. Fire and EMS personnel. The Medical Director and the Controlled Substance Initiative (CSI) program management team are intimately engaged working to close this gap. The D.C. Fire and EMS Controlled Substance Initiative (CSI) is in the final stages and has a projected in service date of late 2011. This is a high priority for Dr. Miramontes.

The primary and immediate concern is the management of airway issues and the potential of a rapid loss of the airway due to swelling. The airway management pathways as established in the King Airway (pp. 152 & 153), Orotracheal Intubation (p. 158), ET Tube Bougie Inducer (pp. 159 & 160), Drug Assisted Intubation (p.151), and Needle Cricothyroidotomy Quick Trach (p.150) protocols provide our members with a comprehensive array of airway measures. These protocols and practices are common place in EMS systems, to include ours, and do not require attention or adjustment.

The treatment protocol for Thermal and Chemical Burns (pp.103 & 104) provides latitude in managing burn patients. The ALS management of fluid resuscitation and the administration of analgesia are predicated upon the provider's ability to secure intravenous (IV) access. It does not provide for options

in the event of inability to obtain IV access. Proposed changes create measures for pain management without IV access. Any change in the protocol or addition of medication to the formulary is the discretion and purview of the Medical Director. Both medications would be included in the CSI program.

#### **Recommendation #15**

#### **Proposed Protocol Change:**

Allow the administration of up to 5 mg of Midazolam (Versed) via the intranasal (IN) route. The desired action is for the anterograde amnesic and sedative properties of the medication. The IN route, which is an accepted delivery route as long as respiratory tract burns have been ruled out, is quick and effective and does not require IV access.

## **Proposed Protocol Change:**

The addition of Fentanyl Transmucosal Lozenges or "lollipops" would dramatically increase our ALS provider's ability to offer pain management in the event IV access is unobtainable. Fentanyl is desired for its significant analgesic properties. The route of administration offers a slower absorption rate and is a patient self-managed mechanism. When the patient is no longer capable of holding the "lollipop" in his mouth his hand will fall away from his mouth and terminate the self-administration of the medication. Commercially available lozenge dosages start at 200 micrograms and escalate from there. Our prescribed dose would be at the direction of the Medical Director. This medication is also available in respective dose and product for intranasal administration.

## **Proposed Protocol Change:**

Any person receiving either one or both of these medical therapies shall be placed on End-Tidal CO2 monitoring as a secondary assessment tool for monitoring sufficient respiratory effort and function.

#### Finding #16

The full deployment of Battalion Management Teams was achieved in September 2009. Each on-duty Battalion Fire Chief has a corresponding Battalion EMS Supervisor. The pairing of the supervisory assets has dramatically refined command and operational functions. Specifically, command relationships and trust in capabilities has been built over the recent two years since the full deployment.

## **Recommendation #16**

Additional training should be conducted specific to the conduct of EMS operations on fire grounds at mass casualty incidents for all Battalion Fire Chiefs and Battalion EMS Captains.

## **Administration**

#### Finding #17

All serious and significant incidents must be thoroughly investigated and documented by the Department. This would include, but not be limited to, incidents involving serious injuries or death of Department members, unique operational issues, and incidents that may be subject to significant litigation. Historically, these reports have taken a significant amount of Department resources to accomplish and as long as one year for completion.

It was recognized by Department officials that the 811 48<sup>th</sup> Place, NE, incident did meet the above criteria and as such a thorough investigation and documentation of the incident was initiated by the Fire Chief.

#### **Recommendation #17**

The Department must recognize the need to fund and conduct comprehensive investigations and documentation of fires, including such items as written reports, photographs, audio communication tapes, and interviews, to serve the needs of the Department in identifying operational issues that need to be addressed.

Members selected to participate in the Department's event reconstruction team need to be selected prior to implementation and operate under well defined guidelines. This committee should be funded and the team members everyday responsibilities should be managed to allow for improved turn around times for reports.

## Finding #18

There was some confusion and uncertainty regarding the investigation of this incident and clear lines of authority and responsibility. The effect of not having a well defined plan of operation for these investigations creates opportunities for lost information and data collection in the early stages of a developing incident. The impact of this perpetuates the appearance that the Department lacks planning and organization when investigating these incidents.

#### **Recommendation #18**

There needs to be a well defined standard operational guideline for investigating all serious injuries and fatalities occurring within the Department. This would include pre-identification of individual assignments and responsibilities, funding and compensation issues, compensation for normal duties, and administrative procedures. A standard operational guide would provide much needed guidance and direction while reducing the stress associated with investigating the incident.

# Appendix A RADIO TRANSCRIPTS

0:39:41	01	OUC	Units on the following alarm with the 1st Battalion Chief operate on tac
0.55.11			channel Zero A-Alpha Three [Tone] [Tone] Box Alarm Engines 27, 30,
			10, 15 and 6, Trucks 13 and 7, Battalion 1 Battalion 6, Rescue Squad 3,
			Basic 30, Water Supply Engine 51 respond for a house at 813 48th
			Place NE cross street of Hayes Street. [pause] Box Alarm Engines 27,
			30, 10, 15 and 6, Trucks 13 and 4, Battalion 1 Battalion 6, Rescue
			Squad 3, Basic 30, Water Supply Engine 51 respond for a house 813
			48th Place NE cross street of Hayes Street [pause] 00:40
0:41:48	01	OUC	Squad 3 check your display [pause] Rescue Squad 3 check your display 00:41
0:44:18	01	OUC	Units on the Working Fire Dispatch with the 1st Battalion Chief operate
0.44.16	01	000	on tac channel Zero A-Alpha Three [Tone] Working Fire Dispatch
			Engine 17, Truck 5, Ambulance 27, Medic 24, EMS 2, FM1, Air 1, the
			Safety Officer, Deputy Fire Chief Operations respond for a house 813
			48th Place NE cross street of Hayes Street [pause] Working Fire
			Dispatch Engine 17, Truck 5, Medic 24, Ambulance 27, EMS 2, FM1,
			Deputy Fire Chief Operations, Air 1, and the Safety Officer respond for
			a house 813 48th Place NE cross street of Hayes Street [pause] units
			with the 1st Battalion Chief operate on tac channel Zero A-Alpha Three
			00:45
0:45:41	01	OUC	Medic 7, Truck 15, Engine 12 disregard your printer [pause] Medic 7,
			Truck 15, Engine 12 disregard your printer you're in service 00:45
0:46:34	01	OUC	[Tone] Engine 4 transfer to the quarters of Engine 30 Engine 4 transfer
			to the quarters of Engine 30 00:46
0:48:12	01	OUC	[Tone] Engine 23 transfer to the quarters of Engine 15 Engine 23
			transfer to the quarters of Engine 15 acknowledge on Zero 2 double-
			zero-forty [unintelligible]
0:49:26	01	OUC	[Tone] Truck 9 transfer to the quarters of Truck 13 Truck 9 transfer to
			the quarters of Truck 13 acknowledge on Zero 2 [pause] 00:49
0:50:14	01	OUC	All units on the house fire 813 48th Place NE you should be on Zero
			Alpha 3 [pause] All units on the house fire at 813 48th Place NE switch
			to Zero Alpha 3 at 00:50
0:51:38	01	OUC	Rescue Squad 3 [pause] Rescue Squad 3 check your display Rescue
			Squad 3 check your display 00:51
0:52:28		R3 OIC	Squad 3 Mayday Squad 3 Mayday
0:52:46			Rescue 3 [unintelligible] Rescue 3
0:54:00		70.5	[unknown mic keys]
0:54:02		E27 OIC	Engine 27 to Battalion 1 (SCBA)
0:54:08	01		[unintelligible]

0:54:18	01	OUC	Medic 7, Medic 7, Medic 5, EMS 8, respond on the Working Fire Dispatch 813 48th Place NE cross street of Hayes Street [pause] Special Alarm Medic 7, EMS 8, Medic 5, and EMS 7 respond for the house fire 813 48th Place NE cross street of Hayes Street 00:54 and units are to operate on tac channel Zero A-Alpha 3 Zero A-Alpha 3 00:54
0:56:35	01	OUC	[Tone] [Tone] Attention all units operating at 813 48th Place NE Command 1 has ordered all units to evacuate the building [pause] Attention all units operating at 813 48th Place NE Command 1 has ordered all units to evacuate the building 00:56
0:56:57	01	OUC	Units on the Second Alarm with Command 1 operate on tac channel Zero A-Alpha 14 [Tone]
0:57:34	01	OUC	Second Alarm being sounded at the request of Command 1 units operate on tac channel Zero Alpha 14 Second Alarm Engines 74, Engine 26, Engine 2, Engine 12, Truck 9, Truck 15, Battalion 4, Rescue Squad 2, Hazmat 1, and the Canteen Unit respond for the house fire 813 48th Place NE the Second Alarm being sounded at the request of Command 1 on the scene Engine 74, Engine 26, Engine 2, Engine 12, Truck 9, Truck 15, Battalion 4, Rescue Squad 2, Hazmat 1, and the Canteen Unit respond and operate on tac channel Zero Alpha 14 813 48th Place NE 00:58
0:58:33		OUC	Medic 21 response non 48th Place related
0:58:56		OUC	Medic 19 response non 48th Place related
0:59:25		OUC	PEC E19 and A25 response non 48th Place related
0:59:51		OUC	PEC E11 and A11 response non 48th Place related
1:03:55	01	OUC	Units on the Water Supply Taskforce with the 5th Battalion Chief operate on tac channel Zero A-Alpha 13 and receive staging information from battalion correction Command 1 on channel Zero A-Alpha 3 [tone] Water Supply Taskforce Alarm Engine 16, Water Supply Engine 56, Water Supply Engine 54, Battalion 5 respond on the house fire 813 48th Place NE cross street of Hayes Street [pause] Water Supply Taskforce Alarm Engine 16, Water Supply Engine 56, Water Supply Engine 54, Battalion 5 respond on the house fire 813 48th Place NE units with the 5th Battalion Chief operate on tac channel Zero A-Alpha 13 01:04
1:05:06	01	?	[unintelligible]
1:05:11	01	?	[unintelligible]
1:05:16	01	OUC	Rehab Unit check your display the Rehab unit check your display 01:05 Rescue Squad 3 you have an open mic on channel 1 Rescue Squad 3 you have an open mic on channel Zero 1 01:05time is continuous with unintelligible transmissions
1:07:14	01	OUC	Rehab Unit check your display Rehab Unit check your display 01:07
1:07:23		OUC	Command 3 Command 3 switch to Zero 2 for a message Command 3 switch to Zero 2 for a message 01:07

1:07:35	01	OUC	A25 switch to 011 [non 48th Place related]
1:08:01	01	OUC	A19 respond along with PEC 19[non 48th Place related]
1:08:45	01	OUC	[tone] Fire Chief responding on the Second Alarm for a house fire at
			813 48th Place NE cross street of Hayes Street [pause] Fire Chief
			responding on the house fire at 813 48th Place NE cross street of Hayes
			Street and operate on tac channel Zero A-Alpha 3 01:09
1:09:26	01	OUC	A19 disregard[non 48th Place related]
1:09:38	01	?	[open carrier from a field unit]
1:15:??	01	OUC	Rescue Squad 3 you have an open mic on Zero 1 Rescue Squad 3 you
			have an open mic on Zero 1 01:15
1:15:??	01	R3	[open carrier from a field unit]
1:15:??	01	OUC	Rescue Squad 3 you have an open mic on Zero 1 Rescue Squad 3 you
			have an open mic on channel Zero 1 01:15
1:15:??	01	R3 Driver	[open carrier from a field unit]
1:17:??	01		Rescue Squad 1 you have an open mic on Zero 1 Rescue Squad 3
			correction Rescue Squad 3's driver you have an open mic on Zero 1
			dispatch 01:17
1:17:??	01	R3 Driver	[open carrier from a field unit]
1:18:??	01	OUC	Rescue Squad 3's driver watch your mic Rescue Squad 3's driver watch
			your mic 01:18
1:18:??	01		[open carrier from a field unit]

Time	Channel	Unit	Transmission
0:41:26	02	E51WS	Engine 51 responding
0:42:02	02	OUC	Communications to Battalion Chief 1 have Rescue Squad 3 check their display [pause] Battalion 1 have Squad 3 check their display
0:43:04	02	DFCOP	Deputy Fire Chief Operations to Communications
0:43:08		OUC	Deputy Fire Chief of Operations come in
0:43:14		DFCOP	Alright I'm going in service from the Congress Street fire, fire's under control at this time headed to ugh 48th Street NE can you give me the correct address to 48th Street and send it to my I/Mobile please?
0:43:29	02	OUC	Okay Deputy Fire Chief of Operations the address is 813 48th Place NE
0:43:41	02	DFCOP	Copy thank you
0:43:46		BCSO	Special Operations Command to Communications
0:43:51		OUC	Special Operations Command come in
0:44:00		BCSO	[unintelligible] in apartment number four EMS evaluated three patients got signed releases continue to hold the Hazmat Unit placing all other units in service terminating Special Operations Command and I'm ready
0:44:17	02	OUC	Okay Special Operations 00:44
0:44:33	02	BC1	Battalion 1 to Communications (siren in background) Working Fire Dispatch
0:44:40	02	OUC	Battalion 1 the Working Fire Dispatch is being sounded
0:44:46		BC1	Also Squad 3 is okay (siren in background) they will reset
0:44:51		OUC	Okay Battalion 1 00:44
0:45:28	02	OUC	Working Fire Dispatch Engine 17, Truck 5, Medic 24, EMS 2, Fire Investigator, Air 1, Safety Officer responding for the house fire at 813 48th Place NE 00:45
0:45:51	02	OUC	Ambulance 27 you have a message?
0:45:59	02	Air1	Air 1 to Communications
0:46:02	02	OUC	Air 1 come in
0:46:06	02	AIR1	Yes ma'am ugh was that Air 1 dispatched on that or Air 2?
0:46:11	02	OUC	Air 1 sir
0:46:15	02	AIR1	Okay I'm en route there ma'am
0:46:20	02	OUC	Okay 00:46
0:46:27	02		[unknown mic key]
0:46:33	02	FM9	FM 9 to Communications
0:46:37	02	OUC	FM 9 come in
0:46:41	02	FM9	Place myself on the 48th Place run [pause] FM219 and 206 will be taking the Congress Place run ugh see if you can raise 219 and ugh advise him that I'll be taking the other run
0:47:08	02	OUC	Communications to FM219
0:47:29	-	E27 OIC	27 bye (SCBA)
0:47:38		AIR1	Air 1 to Communications
0:47:43		OUC	Air 1 come in

0:47:46	02	AIR1	Yes ma'am what's the tac channel on that please
		OUC	1
0:47:49			It's A-Alpha 3 Air 1 A-Alpha 3
0:47:54		AIR1	Copy direct
0:48:12		BC1	Battalion 1 to 27 (siren in background)
0:48:19		REHAB	Rehab Unit to Communications
0:48:25		OUC	Rehab Unit come in
0:48:29		REHAB	Yes ma'am you have another working fire 800 block of 48th Place?
0:48:36		OUC	813 48th Place NE
0:48:42	02	REHAB	Copy, place me in service from Congress Street responding to that fire
			per Battalion 3
0:48:52		OUC	Okay 00:48
0:49:07	02	REHAB	Rehab Unit to Communications do you have an ops channel for me?
0:49:12	02	OUC	That will be A-Alpha 3
0:50:08	02	OUC	Communications to Command 1 10-minute duration 00:50 ugh
			correction 20-minute duration
0:50:27	02	OUC	Communications to Command 1
0:50:43	02		[unknown mic key]
0:50:50	02	FM206	FM206 to Communications
0:50:59	02	OUC	Communications to Battalion 3 you have a 20-minute incident duration
			Battalion 3 a 20-minute incident duration Battalion 3 copy?
0:51:44	02	OUC	Communications to Command 1 Command 1 have Squad 3 check their
			display Command 1 have Squad 3 their display
0:51:56	02	BC1	Okay which member of Squad 3 (siren in background)?
0:52:02	02	OUC	Squad 3 Team B P2 Team B 3 [pause] P2
0:52:16	02	OUC	Command 1 you copy?
0:52:20	02		[unintelligible]
0:53:29	02	BC3	Command 3 to Communications
0:53:36		OUC	Command 3 come in
0:53:41		BC3	At this time I'm going to be releasing the Working Fire Dispatch except
			for Air 2, Medic 2, EMS 3
0:54:01	02		[unintelligible]
0:54:02		BC1	Battalion 1 to Communications (siren in background)
0:54:05		OUC	Okay. Battalion 1 come in
0:54:15		BC1	Battalion 1 to Communications I need you to sound the alarm for the
0.0 1110	"		evacuation 813 48th Place NE - got a mayday with a partial roof
			collapse - I need a second alarm as well as two [pause] two medic units
			to this location
0:54:44	02	OUC	Okay Battalion, Command 1 be advised Medic 7 and Medic 5 are en
0.57.77	02		route copy?
0:54:56	02	BC1	Battalion 1 copy. Battalion 1 to Communications I'll be establishing
0.27.20	02	DC1	Command 1 side A of the building at the buggy [pause] 813 48th Place
			NE got a one-story detached heavy fire conditions with a partial
			collapse Command will be at 48th and Hayes
0.55.40	02	OLIC	
0:55:48	02	OUC	Okay Deputy Fire Chief of Operations 00:55

0:58:16	02		[unknown mic key]
0:59:44		BC1	Command 1 to Communications
0:59:49		OUC	Command 3 standby Command 1 come in
0:59:56		BC1	813 48th Place NE Truck 13's Barman has been accounted for
1:00:05		OUC	Okay Command 1 01:00 hours
1:00:03		OUC	Command 3 come in
1:00:18		BC3	1389 Congress Street had a three-story apartment building
1.00.23	02	BC3	approximately 20x60 [pause] had fire in the kitchen area of apartment 5 fire is out at this time I'm going to continue to hold Engine 25, Truck 8, EMS 3, Medic 7 and Ambulance 33 all other units will be statusing in service shortly - placing the incident under control - also I'll be holding Battalion 3
1:01:08	02	OUC	Okay Command 3 1:01
1:01:29	02	E56WS	Water Supply Engine 56 responding sent it to my I/Mobile please
1:01:42	02	OUC	Water Supply Engine 56 what was your message?
1:01:49	02	E56WS	Ma'am I was dispatched on the Box Alarm with the First Battalion Chief [pause] I need it sent to my I/Mobile please
1:02:11	02	BC1	Command 1 to Communications can you give me a rundown on the Second Alarm companies
1:02:17	02	OUC	Okay sir, Engine 74, 26, 2, 12 Truck 9 and 15 Battalion Chief 4, Squad 2, Hazmat 1, and the Canteen Unit copy?
1:02:36	02	BC1	Command 1 to Communications run that down one more time please
1:02:42	02	OUC	Yes sir, you have Engine 74, 26, 2, and 12 Truck 9 and 15 Battalion Chief 4, Squad 2, Hazmat 1, and the Canteen Unit copy sir?
1:03:02	02	BC1	Command 1 okay
1:03:12			[unknown mic key]
1:04:39		BC1	Command 1 to Communications let me have all units sound the air horns for abandon the building
1:04:51	02	OUC	Okay Command 1 01:04
1:04:58		BC1	Command 1 to Communications go ahead and have the ugh radio ???
1:05:11	02	OUC	Communications to the Rehab unit check your display Rehab unit check your display and advise
1:05:30	02	OUC	Okay Command 1 repeat your message sir
1:05:39		DFCOP	Alright be advised 813 48th Place NE all members are out of the building and accounted for at this time - we have three firefighters with burns that are being transported to the hospburn center at this time
1:06:01	02	OUC	Okay Command 1 you said all members are out of the building - you had three firefighters being transported at this time sir?
1:06:13	02	DFCOP	That is affirmative
1:06:21		OUC	Okay 01:06 and you have the working [pause] the Water Supply Taskforce Engine 56, 54, Engine 16 and Battalion Chief 5 copy?
1:06:39	02	DFCOP	Copy that

1:06:46	02	E51WS	Engine 51 to Command
1:06:50	02	DFCOP	Alright, come in Engine 51
1:06:55	02	E51WS	Yes sir they initially dispatched me on this ugh closest blue hydrant I got and I'm staging at is at the 700 block of 48th Street
1:07:08	02	DFCOP	I copy you're in the 700 block of 48th Street ugh your supervisor will be
1.07.08	02	Drcor	Battalion 5 and we're going to reassign the Water Supply Group to
		1	
1.07.10	00	D51WG	channel 05 copy?
1:07:19		E51WS	51 copy thanks
1:07:25	02	OUC	Communications to Command 1 have the Rehab Unit check their
1 00 11	0.0	OTTO	display
1:08:11	02	OUC	Communications to Command 1 your 20-minute duration was at 01:00
			hours
1:10:53		DFCOP	Command 1 to Communications
1:10:58		OUC	Come in Command 1
1:11:02	02	DFCOP	Go ahead and return the Water Supply Taskforce place those units in
			service
1:11:08	02	OUC	Okay Command 1 01:11
1:11:27	02	OUC	Communications to the Water Supply Taskforce Engine 56, 54,
			Battalion Chief 5 and Engine 16 you're in service cancelled by
			Command 1 copy?
1:11:56	02	E16	Engine 16 to Communications are you saying your cancelling the Water
		1	Supply Strikeforce?
1:12:03	02	OUC	That's affirmative the Water Supply Strikeforce has been cancelled per
			Command 1
1:12:13	02	E16	16 and Engine 56 copy
1:12:21	02	E809B	Engine 809B on the air on the way to 30 Engine
1:12:28	02	OUC	Okay Engine Eight Zero One Twelve
1:12:34	02	E809B	That's Engine 809B ma'am
1:12:46	02	OUC	Okay repeat sir Engine what?
1:12:52	02	E809B	8-0-9-B
1:12:59		OUC	Okay sir Engine 809B 01:13
1:13:06	02	E53WS	Water Supply 53 to Communications
1:13:11	02		Water Supply 53 come in
1:13:14		E53WS	Ugh yes ma'am I'm noticing that ugh on the I/Mobile I'm not getting ar
			of ugh my alarms I was just cleared from the ugh the Box over at 1389
			Congress Street I just wanted to verify that you didn't have me on that
			ugh second alarm I believe on Hayes Street ma'am
1:13:34	02	OUC	No sir you weren't you were still on Congress Street you're now in
1.15.5	02	000	service?
1:13:42	02	E53WS	Yes ma'am so I'm letting you know that I will be notifying everything
			verbally cause the I/Mobile is not working on the Water Supply
1:13:51	02	OUC	Okay sir 01:13 I'll place you in service
1:16:30		OUC	Communications to Command 1 30-minute duration Command 1 30-
			minute duration

1:16:40	02	BC1	Command 1 copy [pause] ugh we have abandoned the building, one- story ugh single family and ugh hitting it from the outside continuing to
			hold all units for right now
1:16:57	02	OUC	Okay Command 1 1:16
1:17:57	02	BC1	Command 1 to Communications are you reporting one of the units on the fireground having an open mic on channel 1?
1:18:06	02	OUC	That's affirmative it's Squad [pause] standby sir
1:18:16	02	OUC	Command 1 that's Rescue Squad 3's Driver has the open mic
1:19:58	02	BC1	Command 1 to Communications you have PEPCO started to this location?
1:20:04	02	OUC	Okay PEPCO will be notified 01:20
1:22:18	02	OUC	Communications to Command 1
1:22:27	02	BC1 Aide	Command 1 Bye
1:22:29	02	OUC	Can you advise if the Battalion Chief of Special Operations is on this fire also?
1:22:40	02	BC1	Command 1 to Communications repeat you message
1:22:44	02	OUC	Can you advise if the Battalion Chief of Special Operations is on 48th Place?
1:23:01	02	BC1	Command 1 to Communications you're breaking up we can't understand your message
1:23:37	02	OUC	Communications to Command 1 [much clearer]
1:23:43	02	BC1	Command 1 bye
1:23:47	02	OUC	Can you advise if the Battalion Chief of Special Operations is on 48th Place?
1:23:56	02	BC1	That's correct
1:23:59	02	OUC	I copy sir 01:23
1:26:31	02	OUC	Communications to Command 1
1:26:36	02	OUC	Command 3
1:26:41	02	DFCOP	Command 1 bye come in
1:26:45	02	OUC	Okay Command 1 you have a 40-minute duration
1:26:53	02	DFCOP	Okay I copy 40 minute duration [pause] ugh be advise the bulk of the fire has been knocked down at this time what we're doing is hitting the hot spots we're operating a defensive operation we're continuing to hold all units ugh we will return most of the Second Alarm we're only holding Truck 9 and Rescue Squad 2 from the Second Alarm
1:27:19	02	OUC	Okay Command 1 01:27 Command 3 come in

Time	Channel	Unit	Transmission
0:42:08	03	E27	27's laid out 48th and Jay. On the sc1 story wood frame, single
			family, fire showing side B-Bravo
0:42:37	03	BC1	All rightuh 48th and Jayyour layout
0:42:42	03	OUC	Units responding to 813 48th Place NE you should be on 0A3. RepeatedUnits responding to 813 48th Place NE you should be on 0A3
0:43:03	03	OUC	Battalion 1 switch to A-3. Battalion 1 switch to A-3
0:43:24	03	BCSO	Gives his report regarding a previous Haz-Mat incident
0:47:41	03	?	Mike keyedUnintelligible
0:49:23	03	OUC	Units on 03 dispatched to 813 48th Place NE, you should be on 0A3; All units on the house fire at 813 48th Place NE you should be on A-3
0:52:13	03	R3 OIC	Rescue 3 MAYDAY, Rescue 3 MAYDAY
0:52:54	03	E27 WD	E-27 priority, we got two firefighters burned on Side-A. Need an ambulance here immediately.
0:56:51	03	OUC	Has ordered all units to evacuate the building.
0:56:51	03	BC1	Are you on 03?
0:57:23	03	BC1	E-27
0:58:52	03	??	Mike keyedUnintelligible
0:58:55	03	E27 WD	E-10, I need that pressure
0:59:46	03	??	Mike keyedUnintelligible.
1:00:17	03	??	Mike keyedUnintelligible.
1:00:49	03	??	Mike keyedUnintelligible.
1:08:26	03	E32 OIC	E-32's wagon, when you get a chance, I need you around front to help rack this line.
1:10:25	03	??	Mike keyedUnintelligible.
1:14:15	03		Mike keyedUnintelligible. (E-17'sOIC) Sounds like Lt. Seavey.
1:14:15	03	??	Mike keyedUnintelligible.
1:14:18	03	??	Mike keyedUnintelligible.
1:20:12	03	??	Has the call on 3 been free and cleared?
1:32:51	03	??	Mike keyedUnintelligible.
1:42:33	03	??	Mike keyedUnintelligible.
1:53:56	03	??	Mike keyedUnintelligible.
1:54:16	03	??	Mike keyedUnintelligible.
2:04:00	03	??	Mike keyedUnintelligible.
2:12:09	03	??	Mike keyedUnintelligible.
2:14:09	03	??	Mike keyedUnintelligible.

Time	Channel	Unit	Transmission
0:40:26	0A3	OUC	Box Alarm Engines 27, 30, 10, and 15, 6 Truck 13 and 4 Battalion's 1
			and 6 Squad 3 Battalion 30. E-51 water supply responding for a house,
			at 813 48th Place NE. Cross street of Hayes St. 0040
0:41:05	0A3	E30 OIC	Engine 30 laid out in front of 800 48th Place
0:41:11	0A3	E30 OIC	On the scene, one story single family got heavy smoke showing, fire
			coming through the roof, ugh the house is being evacuated
0:41:44	0A3	E15 OIC	Engine 15 to 30 can I get your layout again?
0:41:56	0A3	E30 WD	30's laid out on the alley on 48th off Hayes Street
0:42:07	0A3	OUC	Communications to Battalion 1 with a priority message [pause] Rescue
			Squad 3 Team A hit his emergency alert
0:42:23	0A3	OUC	Communications to Battalion 1
0:42:27		E30 OIC	30 to Battalion 1
0:42:45	0A3	E30 OIC	30 to Battalion 1
0:43:13	0A3	BC1	Battalion 1 to Squad 3, check your display ugh you got an emergency
			display code I'll give you a call right back Rescue Squad 3
0:43:27	0A3	E30 OIC	30 to Battalion 1
0:43:31	0A3	BC1	30
0:43:34	0A3	E30 OIC	Did you copy the size up?
0:43:38	0A3	BC1	Negative
0:43:42	0A3	E30 OIC	Got a one story, heavy fire showing throughout the building. We're on
			side C-Charlie, we are protecting exposures on side B-Bravo 1 at this
			time while 27 makes an interior attack. There is no basement but there
			is a rear, a rear entrance
0:44:01	0A3	BC1	All right, no basement, you said that the exposure is immediately
			exposed on the Bravo side?
0:44:09	0A3	E30 OIC	Correct, B-Bravo 1 umm, there is no real exposure on D-Delta 1, copy
0:44:19	0A3	BC1	All right 30 ugh if there is no basement, I want you in Bravo-1 and we
			will call you Division Bravo-1
0:44:28	0A3	E30 OIC	OK
0:44:33		RS3 OIC	Squad 3 to Battalion 1 we good, we ok. Copy?
0:44:51	0A3	BC1	I copy that squad
0:44:59	0A3	BC1	Engine 30 can I get your layout? 30 I need your layout
0:45:05	0A3	E30 OIC	Laid out at the uugh alley in, on, it's a house at the driveway.
0:45:14	0A3	BC1	All right, 15 Engine did you copy that lay out at the alley, um, at the
			driveway?
0:45:23	0A3	E15 OIC	Yeah, we got it chief
0:45:28		??	Keyed microphone
0:45:40		BC1	Battalion 1 to ugh 13 Truck
0:45:52		BC1	Battalion 1 to Truck 13
0:45:55		T13 TD	13 Truck bye
0:45:58		BC1	Your gonna be vent [pause] you got Truck 4 with you

0:46:04		T13 OIC	Сору
0:46:09	0A3	BC1	Ops 1 to ugh, Engine 10 did you copy 48th and Jay [pause] back up 27 in attack. Copy?
0:46:22	0A3	E10 OIC	Engine 10 copy, we have 27's line backing(cut off)
0:46:25	0A3	??	Keyed microphone
0:46:28	0A3	BC1	Copy. Engine 6, upon your arrival you got RIT
0:46:37	0A3	E6 OIC	6 сору
0:46:43	0A3	E15 OIC	15 has 30's line
0:46:49	0A3	E30 OIC	30 to Battalion 1 is 27 making an interior attack? If not, we can attack it from C side D-Delta [pause] I mean C-Charlie
0:47:00	0A3	BC1	All right 30. You told me the exposure was heavily exposed and there is no basement. Are you in the exposure? Are you protecting that exposure?
0:47:11	0A3	E30 OIC	That's correct chief because you know there is a rear access
0:47:18	0A3	BC1	All right, just keep doing what your doing for now. Ops to Engine 27
0:47:44	0A3	BC1	27 are you making an attack from the front of the fire building?
0:47:50	0A3	??	Keyed microphone
0:47:52	0A3	T13 OIC	Truck 13 to Engine 27 we need that line here near the back near the Charlie side. Its rolling pretty good above us right now
0:48:05	0A3	E30 WD	15's wagon from 30's wagon, charge my(cut off).
0:48:08	0A3	??	Keyed microphone
0:48:23	0A3	??	Keyed microphone
0:48:30	0A3	BC1	Battalion 1 to Engine 10
0:48:38	0A3	E10 OIC	Engine 10, go ahead
0:48:43	0A3	BC1	Are you backing up 27 on an interior attack from the front?
0:48:49	0A3	T13 OIC	Truck 13 to Engine 27, we need the line towards the Charlie side of the building (Note: Very loud in the background)
0:49:02	0A3	BC1	All right, 13 Truck I think that 27's on the wrong channel so just be quiet for a minute. Engine 10, are you backing up Engine 27, do you have a line inside?
0:49:14	0A3	E10 OIC	Engine 10 to the chief, we are going inEngine 10 to Ops we are going in the door now (Note: Very loud. Sounds like saws running in the background).
0:49:22	0A3	BC1	OK, when you catch up with 27, they're on the wrong channel, you take attack. You and 27 ok? You're attack, they're on the wrong channel.
0:49:35	0A3	E10 OIC	10 copy
0:49:44	0A3	BC1	All right, Truck 13 vent, Engine 10's coming in with a line. 27 should be in there. They're on the wrong channel. You copy that 27 ugh 13
0:50:01	0A3	E15 OIC	15 to Operations
0:50:05		BC1	Engine 15

0:50:08	0A3	E15 OIC	We're on the Charlie side with ugh Engine 30 if they are having difficulty making an interior attack from the Alpha side ugh we could
			hit this from the Charlie side
0:50:23	0A3	BC1	They're inside. Do not hit it from the rear
0:50:27	0A3	E15 OIC	Copy sir we're just not seeing any progress right now
0:50:54	0A3	E6 OIC	Engine 6 RIG laying dual lines 48th and Hayes
0:51:03	0A3	BC1	6, low volume, repeat
0:51:08	0A3	E6 OIC	RIG laying dual lines 48th and Hayes
0:51:18		??	Keyed microphone
0:51:27		BC1	The unit calling?
0:51:36	0A3	OUC	Communications to Battalion 1, be advised Rescue 3 Team B(Cut Off)
0:51:41	0A3	OUC	Team B hit his emergency alert. Battalion 1, Squad 3 Team B portable hit his Emergency Alert
0:51:51	0A3	??	Keyed microphone (scratchy)
0:51:55		??	Keyed mike (Scratchy and open microphone for 21-seconds)
0:52:15		OUC	Communications to Battalion 1, be advised Rescue Squad 3 hit his emergency alert.
0:52:21	0A3	OUC	Rescue Squad Team B portable 2 hit his emergency alert
0:52:46		BC1	Priority Priority. Squad 3 Team B emergency alert received. Team B, report.
0:52:54	0A3	T13 OIC	Truck 13 priority. We need EMS side Alpha. Got injured fireman Rescue 3, two of them (Yelling in background) on their way out front right now
0:53:10	0A3	BC1	Two injured fireman from Squad 3. Basic 30you copy?
0:53:18		T13 OIC	Chief that's negative. He's out, but he's going, he's gonna need to go. Truck 13 to Truck 13 bar, I need to know your location
0:53:33	0A3	A27	Ambulance 27 to Ops
0:53:37	0A3	BC1	Ambulance 27
0:53:40	0A3	A27	We're with EMS. We're going to need a para(cut off)
0:53:46	0A3	T4 OIC	Truck 4 to Ops priority. Quadrant BC there has been a roof collapse.  Quadrant BC roof collapse
0:53:56	0A3	BC1	All right. Priority, Priority we're going to abandoned the building. I want all company officers to make sure they got all their men with then
0:54:06	0A3	T13 OIC	Truck 13 to Ops MAYDAY, MAYDAY, MAYDAY I am missing my barman. I believe he is still inside the building when it collapsed. Name on my barmanCapps from Truck 13
0:54:24	0A3	BC1	Truck 13 bar. Truck 13 bar, do you copy?
0:54:35	0A3	E6 OIC	Engine 6 RIG copy the MAYDAY. Truck 13 give me your location again
0:54:45	0A3	BC1	Ops 1 to RIT
0:54:49	0A3	E6 OIC	RIG

0:54:53	0A3	BC1	I got two guys from Squad 3 burned. I got a man missing from ugh 13 Truck. Your now the MAYDAY group, OK? Ops to ugh Battalion 6
0:55:02	0A3	E6 OIC	Truck 13, his barman went through the front door through the house and to the right. We're getting ready to go in now
0:55:15	0A3	BC1	OK. Any unit that's got Truck 13's barman, I need your report. We have a MAYDAY. We're going to be switching units. I want all officers to account for all of their men ASAP. Get ready for immediate Roll Call. Ops to Battalion 6, your gonna be the MAYDAY Branch supervisor copy Battalion 6?
0:55:45	0A3	BC6	Battalion 6 copy MAYDAY supervisor. (still responding, siren in background).
0:56:06	0A3	BC1	All right, accountability Engine 27 and Engine 10 attack group, report.
0:56:16	0A3	E10 OIC	Engine 10 is even. We're getting another line. We're starting to start an attack
0:56:25	0A3	BC1	Right 10, we're going to put you in the MAYDAY group for right now, reporting to Engine 6
0:56:35	0A3	BC1	Engine 27
0:56:42	0A3	OUC	All units on the scene [unintelligible] fire at 813 48th Place NE Command 1 has ordered all units to evacuate the building. All units to evacuate the building
0:56:54	0A3	??	[Open microphone with face piece on]
0:57:10	0A3	??	Keyed microphone
0:57:16	0A3	??	Keyed microphone
0:57:27	0A3	??	Keyed microphone
0:57:30	0A3	??	Keyed microphone
0:57:36	0A3	??	Keyed microphone
0:57:40		BC1	All right, priority. Anybody near 27 Engine, I need an accountability for Engine 27
0:57:53	0A3	??	Keyed microphone
0:57:55		??	Keyed microphone
0:57:59	0A3	E10 OIC	Engine 10 to Ops [pause] Truck 13's barman has been accounted for

Time	Channel	Unit	Transmission
1:01:35	011	A15	A15 one-five to Communications you want us to continue going,
			staying out to go get fuelwe're three blocks from the fire ground and
			you want to pick us up ahead of those other units?
1:01:49	011	OUC	Um, A15 continue going to get your fuel, the Mayday - they found the
			firefighters, um that has been um handled A15 copy?
1:02:06	011	A15	I'm direct sir - we'll stay out - I just called because you had Medic 5 and
			Medic 8 coming
1:02:15	011	OUC	Affirmative um I will let the
1:02:25	011	OUC	How far are you from the fire ground A15?
1:02:34	011	A15	Repeat?
1:02:38	011	OUC	Go to the fire ground I'll put you on the run A15 copy?
1:02:43	011	A15	Copy that sir
1:41:47	011	M24	Medic two-four to Communications
1:41:50	011	OUC	Medic 24
1:41:53	011	M24	Give me the times and run number for the 48th Place NE
1:42:16	011	OUC	M24 dispatch time is 00:39 run number 44988 44988 M24 okay?

Time	Channel	Unit	Transmission
1:06:16	013	M24	Medic two-four [pause] ELO
1:06:22	013	ELO	two-four
1:06:36	013	ELO	24
1:06:36	013	M07	Medic 7 ELO office in charge from Truck 13 priority 2 hospital 4
1:06:43	013	M24	24 to ELO do me a favor please and [unintelligible]
1:06:48	013	M24	at this time
1:06:50	013	ELO	Repeat 24 what do you need done?
1:06:56	013	M24	Please notify Medstar that I'm coming in and I'm unable to do it at this time I'll get back with you at this moment
1:07:03	013	ELO	Did you mean where all the burns are - what degrees?
1:07:09	013	M24	First and second
1:07:14	013	ELO	Head, face, chest what what all parts of body please
1:08:19	013	M07	Medic 7 ELO Medstar wants to know if they're receiving more than three patients
1:20:11	013	M07	Medic 7 ELO have all three been transported?

Time	Channel	Unit	Transmission
1:03:35	0H4	EMS2	DC Fire EMS Supervisor to Medstar priority
1:03:44	0H4	Medstar	Go ahead
1:03:47	0H4	EMS2	Medstar I got a fireman from Squad 3 [pause] he was in a closed fire space unknown duration [pause] he has multiple large area full thickness burns [pause] conscious alert and oriented on assessment en route want you to warn everybody copy?
1:04:11	0H4	EMS2	EMS2 to Medstar did you copy?
1:04:15	0H4	Medstar	We did copy you have two additional burns coming in?
1:04:20	0H4	EMS2	Alright [pause] I have two patients [pause] patient number one firefighter male 35 years old multiple body surface area full thickness burns from a confined space fire I'll be assessing en route get your burn team on the way [pause] also have another fireman with hand burns [pause] I'll advise further en route how'd you copy?
1:04:48	0H4	Medstar	Loud and clear
1:04:56		Medstar	Okay we're standing by
1:07:31		ELO	DC Fire to Medstar DC Fire to Medstar
1:07:38		M07	DC Fire Medic 7 Medstar Hospital 4 [siren in background]
1:07:43		Medstar	Go ahead
1:07:45		M07	Be advised you're going to be receiving multiple burned firefighters from a house fire I'm currently en route to your facility with an eight-minute ETA 43-year old male second degree burns approximately 10-percent to the right arm and both hands airway is patent with no involvement at this time stats are clear lungs are clear we have IV established we're wrapping with moist dressings I have no morphine available and vitals are [unreadible]
1:08:11		Medstar	Okay can you tell if it's going to be greater than three patients?
1:08:17	0H4	M07	Standby
1:08:25	0H4	ELO	Not that we know of but number two patient Medic 24 is coming in with a head, face arms and legs burnt for the second patient okay?
1:08:43	0H4	ELO	Supposed to be three right now we know of okay is what we know so far
1:08:53	0H4	?	unknown mic key
1:08:58	0H4	ELO	Copy?
1:09:09	0H4	ELO	We did round everything up and make sure they know what's coming in okay?
1:14:23	0H4	EMS2	DC Fire EMS2 to Medstar
1:14:33		Medstar	Medstar on line go ahead
1:14:37		EMS2	Medstar are you ready to copy?
1:14:42		Medstar	Medstar copies go ahead
1:14:45		EMS2	Medstar Fireman number one that I called you about 35 male he has ful thickness burns to both arms circumferential [pause] 70-80 percent of his back, neck, posterior leg and feet [pause] I'll give you percentages later you copy all that?

1:15:07	0H4	Medstar	Medstar copies
1:15:10	0H4	EMS2	Okay no IV access we've attempted in his feet it's unsuccessful there's no vascular access peripherally in his arm [pause] and he's breathing okay right 150 unable to get a blood pressure due to burned surface area respiratory rate 32 how do you copy?
1:15:32	0H4	Medstar	Medstar copied
1:15:36	0H4	EMS2	See you in a few minutes

# 911 Call #1

OUC Timestamp	0:34:56	
1st 911 Call	Call-taker	DC emergency 911dispatch 6752 police, fire, or ambulance?
1st 911 Call	Caller	Uh fire
1st 911 Call	Call-taker	What's the address sir?
1st 911 Call	Caller	Um 8 Oh um 807 48th Place NE
1st 911 Call	Call-taker	807 [pause] 807?
1st 911 Call	Caller	Yea, 807 NE uh 48th Place NE 807 48th Place NE
1st 911 Call	Call-taker	Okay okay what's the phone number?
1st 911 Call	Caller	Uh xxxxxxxxxx
1st 911 Call	Call-taker	What's on fire?
1st 911 Call	Caller	The house it's an abandoned house next to a bunch of ah next to ah apartment
		complex
1st 911 Call	Call-taker	Okay is anybody in the house?
1st 911 Call	Caller	No ma'am it's an abandoned house
1st 911 Call	Call-taker	Okay and the address to the abandoned house is 807 48th
1st 911 Call	Caller	I'm guessing it's 807 uh 48th Place uh NE cause the apartments is 805 uh 48th
		Place NE so I'm guessing it's 48 uh eighty 807 NE 48th Place NE
1st 911 Call	Call-taker	Okay it's an abandoned house?
1st 911 Call	Caller	Yes Ma'am
1st 911 Call	Call-taker	Okay nobody's in the house right?
1st 911 Call	Caller	No ma'am it's abandoned and its smoke and it's real thick and it's real strong and
		it's covering the whole street
1st 911 Call	Call-taker	Okay we'll send someone out okay?
1st 911 Call	Caller	Okay
1st 911 Call	Call-taker	Alright
1st 911 Call	Caller	Alright

OUC Timestamp	Unknown	
2nd 911 Call	Call-taker	DC Emergency 911 dispatcher 8060 Police, Fire, or Ambulance
2nd 911 Call	Caller	Uh fire I just uh made an emergency call for a house on fire on 48th Place NE
2nd 911 Call	Call-taker	807 48th Place?
2nd 911 Call	Caller	Yes, um actually um it's next door to 813 813 48th Place NE right next door to um a bunch ah next door to a house and I see flames shooting out the side of the window and it's very close to 813
2nd 911 Call	Call-taker	Okay and let me get your
2nd 911 Call	Caller	YYYYYYY
2nd 911 Call	Call-taker	xxxxxxx
2nd 911 Call	Caller	xxxxxxx
2nd 911 Call	Call-taker	What's your phone number ********
2nd 911 Call	Caller	Uh xxx-xxxx
2nd 911 Call	Call-taker	Alright, uh is there have uh everybody like left the building from
2nd 911 Call	Caller	I'm uh guessing cause it's an abandoned house next door to 813 and its flames shoot'n out the side the house and it's real big black smoke come'n out the house
2nd 911 Call	Call-taker	Is the house 813 or 807?
2nd 911 Call	Caller	No it's next door to 813 I'm guessing it's 807 but it skips and cause I asked the dude um the house the end of the house he said it's 813 so I'm guess'n that the abandoned house is 807 [pause] I'm guess'n it's 807; it's either 807 or 811
2nd 911 Call	Call-taker	Actually want to clarify it is the house on fire 807?
2nd 911 Call	Caller	Yes 807 I'm guessing it's 807 cause it's next door to apartment um apartment building and that last address to the apartment building is uh 805
2nd 911 Call	Call-taker	And the last address to the apartment building is 805?
2nd 911 Call	Caller	It's 805
2nd 911 Call	Call-taker	Alright. Get everybody away from the house that would be very helpful we already have um units responding to that location okay?
2nd 911 Call	Caller	Okay yea everybody's away from the house that I can see right now um I'm about to go knock on this door I think it's 813 I'm about to go knock on this door and let 'em know that the house is on that next door to the house is on fire cause the flames like shoot'n out the window and it's like really big black black smoke coming outside of this house cause I'm look'n at it right now
2nd 911 Call	Call-taker	Alright thank you
2nd 911 Call	Caller	You're welcome

# 911 Caller #3

OUC Timestamp	0:38:30	
3rd 911 Call	Call-taker	DC Emergency 911 Dispatcher 501014 Police, Fire, or Ambulance
3rd 911 Call	Call-taker	Hello?
3rd 911 Call	Caller	Fire
3rd 911 Call	Call-taker	What's the location for the fire sir?
3rd 911 Call	Caller	48th Place off Nannie Hellen Burroughs
3rd 911 Call	Call-taker	What's - is it at the corner of 48th Place and Nannie Hellen Burroughs?
3rd 911 Call	Caller	Yea uh
3rd 911 Call	Call-taker	What section of the city sir?
3rd 911 Call	Caller	813 and a half 48th Place
3rd 911 Call	Call-taker	Okay and what's on fire?
3rd 911 Call	Caller	It's a house [pause] house on fire
3rd 911 Call	Call-taker	Anyone inside?
3rd 911 Call	Caller	Uh uh
3rd 911 Call	Call-taker	Okay [pause] okay we have the call you called before?
3rd 911 Call	Caller	Yea
3rd 911 Call	Call-taker	Okay what's your call back number?
3rd 911 Call	Caller	xxx-xxx-xxxx
3rd 911 Call	Call-taker	Okay, you want to leave your name?
3rd 911 Call	Call-taker	You want to leave your name sir?
3rd 911 Call	Caller	Aley
3rd 911 Call	Call-taker	Okay
3rd 911 Call	Caller	Alright

# 911 Caller #4

OUC Timestamp	0:39:39	
4th 911 Call	Call-taker	DC Emergency 911 Dispatcher 7988 Police, Fire, or Ambulance
4th 911 Call	Caller	Uh fire
4th 911 Call	Call-taker	Do you see fire and smoke?
4th 911 Call	Caller	Um I see smoke and I smell it in my house but I know it's not in my house it's probably like in the neighborhood in front of me or something [pause] um H-Hunt well the neighborhood behind me Hunt Place [pause] or maybe a little further back I just smell smoke and I kinda like see a little bit of smoke back there but I don't see where it's coming from
4th 911 Call	Call-taker	What hundred block of Hunt?
4th 911 Call		Uh probably like the 4600 block but it might be a little bit further back [pause] I'm uh I'm uh firefighter and I uh kinda smell it though from my neighborhood
4th 911 Call	Call-taker	Okay hold on
4th 911 Call	Caller	Like I say I don't see the fire but I smell it
4th 911 Call	Call-taker	Okay. Look like somebody called it in already
4th 911 Call	Caller	Someone called it in? Okay.
4th 911 Call	Call-taker	Wait a minute
4th 911 Call	Call-taker	They got it on 48th - 48th Place NE - the 800 block
4th 911 Call	Caller	48th Place oh okay
4th 911 Call	Call-taker	They see flames shooting out of windows
4th 911 Call	Caller	Oh really? Okay yea I smell it
4th 911 Call	Call-taker	Thank you for calling
4th 911 Call	Caller	No problem
4th 911 Call	Call-taker	They're on the way
4th 911 Call	Caller	Okay

# Appendix B NIOSH SCBA EVALUATION

HANNE SERVICES OF THE SERVICES

NIOSH Reference: TN-17839

Centers for Disease Control and Prevention (CDC) National Institute for Occupational Safety and Health (NIOSH) National Personal Protective Technology Laboratory (NPPTL) P.O. Box 18070

Pittsburgh, PA 15236-0070 Phone: 412-386-4000 Fax: 412-386-4051 November 28, 2011

Chief Reggie Stowe District of Columbia Fire Department Fire Prevention Division 1100 4th Street SW, Suite 700E Washington, DC 20024

#### Dear Chief Stowe:

The National Institute for Occupational Safety and Health (NIOSH) has concluded its investigation conducted under NIOSH Task Number TN-17839. This investigation consisted of the inspection of four Scott Health and Safety AirPak 4.5, 60-minute, 4500 psig, Self-Contained Breathing Apparatus (SCBA). The SCBA units in question were contained inside plastic SCBA carrying cases and were delivered to the NIOSH facility in Bruceton, Pennsylvania, on May 19, 2011. The packages were taken to the NPPTL, Technology Evaluation Branch (TEB) Respirator Equipment Storage Area (building 20) and stored under lock until the time of the examination and evaluation.

#### **SCBA Inspection:**

An initial general inspection of the SCBA units was conducted on June 26, 2011. The units were identified as the Scott Health and Safety AirPak 4.5 models. In addition, Scott Health and Safety performed a down loading of all the data loggers present on the SCBA units with NIOSH personnel present.

<u>A complete visual inspection</u> of the SCBA units was conducted on September 15, 16, 23, 26, and October 5, 2011. The units were examined, component by component in the condition received, to determine conformance to the NIOSH-approved configuration. The visual inspection process was photographed.

The complete SCBA inspections are summarized in Appendix I of the enclosed Status Investigation Report. The condition of each major component was photographed with a digital camera. Images of the SCBA units are contained in Appendix III of the report.

The SCBA units in question, Unit #1, Unit #2, Unit #3, and Unit #4 suffered heat damage, but exhibited other signs of wear and tear; the units were covered lightly with general dirt, grime, foreign particulate material, and soot. The cylinder valves as received, Unit #1 was in the fully

open position; Unit #2 was in the closed position; Unit #3 was in the closed position; and Unit #4 was in the ½ opened position. The cylinder gauges that could be read as assembled to the backframe were approximately 0 psig for Unit #2, 2500 psig for Unit #3. The other gauges were unreadable.

The cylinder valve hand-wheels could be turned easily. The regulator and facepiece mating and sealing areas on the units were clean on Units #1, #2, #3, and #4. The facepiece and lens on Unit #4 was extensively damaged. The harness webbing on the units were in fair to good condition with some fraying on some of the units; all the head harnesses were dirty. The PASS devices on the units functioned. The NFPA approval labels on the units were present and readable. Visibility through the lens of the Unit #4 facepiece was very poor due to the extensive damage of the lens. Visibility through the lens of Units #1, #2, and #3 were fair to poor, as the lens had some scratches, other foreign material present, and some haze.

# Personal Alert Safety System (PASS) Device

The Personal Alert Safety System (PASS) device on Units #1, #2, #3, and #4 were operable and functional. The PASS devices were activated and appeared to function normally. However, the units were not tested against the specific performance requirements of NFPA 1982, *Standard on Personal Alert Safety Systems*, (PASS), 1998 Edition. Because NIOSH does not certify PASS devices, no further evaluation was performed.

## **SCBA Compressed Air Cylinder Contents**

During the inspection, it was noted that the compressed air cylinders of units #1 and #3 were pressurized. Air samples were collected for analysis as there was air remaining in the cylinders. An analysis of the air samples is included for informational purposes.

## **SCBA** Testing

The purpose of the testing was to determine the SCBA conformance to the approval performance requirements of Title 42, *Code of Federal Regulations*, Part 84 (42 CFR 84). Further testing was conducted to provide an indication of the SCBA conformance to the National Fire Protection Association (NFPA) Air Flow Performance requirements of NFPA 1981, *Standard on Open-Circuit Self-Contained Breathing Apparatus for the Fire Service*, 1997 Edition.

**NIOSH SCBA Certification Tests** (in accordance with the performance requirements of 42 CFR 84):

- 1. Positive Pressure Test [§ 84.70(a)(2)(ii)]
- 2. Rated Service Time Test (duration) [§ 84.95]
- 3. Static Pressure Test [§ 84.91(d)]
- 4. Gas Flow Test [§ 84.93]

- 5. Exhalation Resistance Test [§ 84.91(c)]
- 6. Remaining Service Life Indicator Test (low-air alarm) [§ 84.83(f)]

National Fire Protection Association (NFPA) Tests (in accordance with NFPA 1981, 1997 Edition):

7. Air Flow Performance Test [Chapter 5, 5-1.1]

Unit #1 testing was conducted on September 26 and October 1, 2011, using a substitute compressed air cylinder supplied by NIOSH and the unit #2 facepiece. The SCBA Unit #1 did pass all testing. Units #2, #3, and #4 were not tested due to the damage each of the units exhibited.

Appendix II of the Status Investigation Report contains complete NIOSH and NFPA test reports for the SCBA Unit #1. Tables One and Two summarize the NIOSH and NFPA test results.

# **Summary and Conclusions**

Four SCBA units were submitted to NIOSH by the Washington DC Fire Department for evaluation on May 19, 2011. The SCBA's were initially inspected on June 26, 2011. The units were identified as a Scott Health and Safety AirPak 4.5, 60 minute, 4500 psig SCBA (NIOSH approval number TC-13F-0096CBRN). In addition on June 16, 2011, the SCBA data loggers of all four SCBA were downloaded by personnel from Scott Health and Safety with NIOSH personnel present. An in-depth inspection of the SCBA units was conducted on September 15, 16, 23, 26, and October 5, 2011. The units were in mostly fair to poor condition with Unit #4 having extensive damage to the facepiece lens. Cylinders from Units #1 and #2 appeared to be in specification as they are required to be recertified every 5 years and these cylinders were within the required test date. The cylinders from Unit #3 and #4 could not be determined as to the re-certification date as the cylinders where black and the labels were unreadable. All the SCBA units were covered with dirt and soot.

The integrated PASS units were activated and appeared to function normally.

Air samples were taken and analyzed from the compressed air cylinders of Units #1 and #3.

The SCBA Unit #1 was tested on September 26 and October 1, 2011, utilizing a replacement cylinder that was supplied by NIOSH and the facepiece from Unit #2. Units #2, #3 and #4 were not tested due to the level of damage to each of the units. The Unit #1 met all the requirements as tested.

After the inspections of the SCBA units, the respirators were placed back into storage pending the return to the Washington DC Fire Department.

### Page 4 - Chief Reggie Stowe - TN-17839

If these SCBA units are to be placed back into service, then the units should be cleaned, the cylinders replaced, and any damaged components replaced and tested by a qualified SCBA technician.

From the information obtained during this investigation, NIOSH proposes no further action on its part at this time. The investigation under task number TN-17839 will be considered closed. If you have any questions or require additional information, please contact me at 412-386-4036.

Sincerely yours,
Thomas W- Conshot

Thomas D. Pouchot General Engineer

Technology Evaluation Branch

National Personal Protective Technology Laboratory

#### Enclosures

cc: Ms. Beverly Gulledge, Scott Health and Safety

Mr. Tim Merinar, NIOSH Division of Safety Research Mr. Steve Miles, NIOSH Division of Safety Research



National Personal Protective Technology Laboratory

Technology Evaluation Branch

Status Investigation Report of Four Self-Contained Breathing Apparatus Submitted by the Washington DC Fire Department Washington DC

NIOSH Task Number 17839

November 28, 2011

### **Disclaimer**

The purpose of Respirator Status Investigations is to determine the conformance of each respirator to the NIOSH approval requirements found in Title 42, *Code of Federal Regulations*, Part 84. A number of performance tests are selected from the complete list of Part 84 requirements and each respirator is tested in its "as received" condition to determine its conformance to those performance requirements. Each respirator is also inspected to determine its conformance to the quality assurance documentation on file at NIOSH.

In order to gain additional information about its overall performance, each respirator may also be subjected to other recognized test parameters, such as National Fire Protection Association (NFPA) consensus standards. While the test results give an indication of the respirator's conformance to the NFPA approval requirements, NIOSH does not actively correlate the test results from its NFPA test equipment with those of certification organizations which list NFPA-compliant products. Thus, the NFPA test results are provided for information purposes only.

Selected tests are conducted only after it has been determined that each respirator is in a condition that is safe to be pressurized, handled, and tested. Respirators whose condition has deteriorated to the point where the health and safety of NIOSH personnel and/or property is at risk will not be tested.

### **Investigator Information**

The SCBA performance tests were conducted by Jeremy Brannen, Quality Assurance Specialist. The SCBA inspections were performed and this report was written by Tom Pouchot, General Engineer. The two investigators are part of the Technology Evaluation Branch (TEB), National Personal Protective Technology Laboratory (NPPTL), National Institute for Occupational Safety and Health (NIOSH), located in Bruceton, Pennsylvania.

### Status Investigation Report of Four Self-Contained Breathing Apparatus Submitted By the Washington DC Fire Department

#### NIOSH Task Number 17839

### **Background**

As part of the *National Institute for Occupational Safety and Health (NIOSH) Fire Fighter Fatality Investigation and Prevention Program*, the Technology Evaluation Branch (**TEB**) **agreed** to examine and evaluate four SCBA identified as Scott Health and Safety model AirPak 4.5, 4500 psig, 60-minute, self-contained breathing apparatus (SCBA).

This SCBA status investigation was assigned NIOSH Task Number 17839. The Washington DC Fire Department was advised that NIOSH would provide a written report of the inspections and any applicable test results.

The SCBA units, contained within SCBA plastic carrying cases, were delivered to the NIOSH facility in Bruceton, Pennsylvania, on May 19, 2011. After their arrival, the packages were taken to building 20 and stored under lock until the time of the evaluations.

### **SCBA Inspection**

The packages were opened initially in the Respirator Fit Test Lab (building 40) on June 16, 2011 and an initial visual inspection was conducted by Tom Pouchot, General Engineer, NPPTL. The SCBA identified as Washington DC SCBA Hounsell was labeled by NPPTL as SCBA Unit #1. The SCBA identified as Washington DC FD SCBA Alvanrado was labeled by NPPTL as SCBA Unit #2. The SCBA identified as Washington DC FD SCBA Deavers was labeled by NPPTL as SCBA Unit #3. The SCBA identified as Washington DC FD SCBA Ryan was labeled by NPPTL as SCBA Unit #4. Also at that time, Scott Health and Safety conducted a down loading of the data loggers for each SCBA. The units were identified as the Scott Health and Safety Company model AirPak 4.5, 60 minute, 4500 psi unit, NIOSH approval number TC-13F-0096CBRN. Once initial visual inspection and data logger downloading were completed, the SCBA units were repackaged and placed back in building 20 under lock.

The complete visual inspection of the units were conducted on September 15, 16, 23, 27 and October 13, 2011. These SCBA units were examined, component by component, in the condition received to determine the conformance of the unit to the NIOSH-approved configuration. The visual inspection process was documented photographically.

The complete SCBA inspections are summarized in **Appendix I**. The condition of each major component of each of the SCBA's that were photographed with a digital camera is contained in **Appendix III**.

It was judged that only Unit #1 of the 4 SCBA units could be safely pressurized and tested using a substitute cylinder provided by NIOSH and a substitute facepiece from Unit #2. The substitute cylinder and facepiece were also used for the NIOSH tests that were performed. Unit #1 was tested on September 26 and October 1, 2011.

### **SCBA Testing**

The purpose of the testing was to determine the conformance of each SCBA to the approval performance requirements of Title 42, *Code of Federal Regulations*, Part 84 (42 CFR 84). Further testing was conducted to provide an indication of the conformance of each SCBA to the National Fire Protection Association (NFPA) Air Flow Performance requirements of NFPA 1981, *Standard on Open-Circuit Self-Contained Breathing Apparatus for the Fire Service*, 1997 Edition.

**NIOSH SCBA Certification Tests** (in accordance with the performance requirements of 42 CFR 84):

- 1. Positive Pressure Test [§ 84.70(a)(2)(ii)]
- 2. Rated Service Time Test (duration) [§ 84.95]
- 3. Static Pressure Test [§ 84.91(d)]
- 4. Gas Flow Test [§ 84.93]
- 5. Exhalation Resistance Test [§ 84.91(c)]
- 6. Remaining Service Life Indicator Test (low-air alarm) [§ 84.83(f)]

**National Fire Protection Association (NFPA) Tests** (in accordance with NFPA 1981, 1997 Edition):

7. Air Flow Performance Test [Chapter 5, 5-1.1]

Unit #1 was tested on September 26 and October 1, 2011, using a substitute cylinder and facepiece.

**Appendix II** contains the complete NIOSH and NFPA test reports for the SCBA. **Tables One and Two** summarize the NIOSH and NFPA test results.

#### **Summary and Conclusions**

Four SCBA units were submitted to NIOSH by the Washington DC Fire Department for evaluation. The SCBA units were delivered to NIOSH on May 19, 2011, and initially inspected on June 16, 2011. The units were identified as a Scott Health and Safety model AirPak 4.5, 4500 psig, 60-minute, SCBA (NIOSH approval number TC-13F-0096CBRN). At that time Scott Health and Safety performed a downloading of the unit data loggers. The complete inspection of the SCBA units were conducted on September 15, 16, 23, 27 and October 13, 2011. The units suffered varying levels of heat damage, exhibited other signs of wear and tear and the units were covered lightly with general dirt, grime, foreign particulate material and soot. The cylinder valves as received, Unit #1 was in the fully open position and Unit #2 was in the closed position, Unit #3

was in the closed position and Unit #4 was in the ¼ opened position. The cylinder gauge could not be read from the front on Unit #1. The cylinder gauge on Unit #2 read 0 psig. The cylinder gauge on Unit #3 could not be read from the front. The cylinder gauge on Unit #4 could not be read from the front. The cylinder valve hand-wheels could be turned. The regulator and facepiece mating and sealing areas on the units #1, #2, #3, and #4 were relatively clean and there was minimal debris on the inside of the facepieces. Unit #4 had the lens severely damaged due to heat. The facepiece for Unit #4 was in three pieces. The harness webbing on the units were in good condition with no fraying or tears; but Unit #1 had one of the temple attachments torn loose; and, in general, all the webbing was dirty. The PASS devices on the units functioned. The NFPA approval labels on the units were present and readable. Visibility through the lens of the Units #1, #2, and #3 facepieces were fair to poor as the lenses had some scratches and other foreign material present and were hazy. The lens on Unit #4 was severely damaged and the visibility was very poor.

The air cylinder on the Unit #1 had a manufactured date of 10/99. Under the applicable DOT-E-10945-4500 exemption, the air cylinder is required to be hydro tested every 5 years, starting on or before the last day of 10/04. The most recent hydro test label present was for 07/07. Therefore it appears that the cylinder on this SCBA unit will be due for hydro testing before the end of July 2012. Therefore, it appears that this cylinder was within the hydro certification when last used. The Unit #1 cylinder also had some light gouges with the outer resin peeling away from the inner composite material in some areas and was black. Upon inspection of the cylinder, approximately 2900 psig of air was measured remaining in the cylinder.

The air cylinder on the Unit #2 had a manufactured date of 11/99. Under the applicable DOT-E-10945-4500 exemption, the air cylinder is required to be hydro tested every 5 years, starting on or before the last day of 11/04. The most recent hydro test label present was for 07/07. Therefore, it appears that the cylinder on this SCBA unit will be due for hydro testing before the end of July 2012. Therefore, it appears that this cylinder was within the hydro certification when last used. The cylinder for Unit #2 also had some light scratches and scuffs over the whole assembly and was black.

The air cylinder manufactured date on Unit #3 could not be determined due to the cylinder condition. There appeared to be a recent hydro test label present but could not determine the date of the testing. Therefore, it could not be determined if this cylinder was within the hydro certification when last used. The Unit #3 cylinder had some scratches and scuffs over the whole assembly and was mostly black with soot. Upon inspection of the cylinder, approximately 2450 psig of air was measured remaining in the cylinder.

The air cylinder manufactured date on Unit #4 could not be determined due to the cylinder condition. There appeared to be a recent hydro test label present, but the date of the testing could not be determined. Therefore, it could not be determined if this cylinder was within the hydro certification when last used. The Unit #4 cylinder had some scratches and scuffs over the whole assembly and was mostly black with soot.

A replacement air cylinder with a current hydrostatic re-test qualification was available at NIOSH and this cylinder was substituted for all Unit #1 tests. In addition, the facepiece on Unit #1 was damaged and this facepiece was replaced by the facepiece from Unit #2. No other maintenance or repair work was performed on the units at any time.

SCBA Unit #1 met the requirements of the NIOSH Positive Pressure Test, with a minimum pressure of 0.3 inches of water. Unit #1 **met** the requirements of all of the other NIOSH tests.

In light of the information obtained during this investigation, NIOSH has proposed no further action on its part at this time. Following inspection and testing, the SCBAs were returned to storage pending return to the Washington DC Fire Department.

If the units are to be placed back in service, the SCBAs must be repaired, tested, cleaned, damaged components replaced, and inspected by a qualified service technician, including such testing and other maintenance activities as prescribed by the schedule from the SCBA manufacturer. Typically a flow test is required on at least an annual basis.



#### National Personal Protective Technology Laboratory / Technology Evaluation Branch

### Respirator Field Problem Incoming Inspection Report Summary – Unit #1

**Task Number:** 17839 **Requestor:** Washington DC Fire Department

**Date Received:** May 19, 2011

**Date Inspected:** September 15, 2011 **Description:** Injury

Manufacturer: Scott Health and Safety Inspected by: Tom Pouchot

**Approval Number:** TC-13F-0096CBRN **SCBA Type:** Open Circuit, Pressure-Demand

The SCBA was received in a plastic SCBA carrying case (refer to **Figures 1 – 3** in **Appendix III**). A name label and an identification tag were the only markings on the outside of the carrying case. The SCBA was placed inside the carrying case.

Contact Agency: Washington DC Fire Department.

#### **Tag on SCBA Case:**

Repair Request Tag DCFD: Hounsell

#### **Tag on Cylinder:**

Repair Request Tag DCFD: 4/8/11 Air Cylinder, back of tag: Hounsell

#### Tag on Facepiece:

Repair Request Tag DCFD: AV2000 Large Facepiece 4/8/11, back of tag: Hounsell

#### As received:

- Cylinder gauge not readable from the front. Back of gauge indicated 3000 psig.
- By-Pass in the fully closed position
- Donning switch in the "off" position with the regulator engaged.
- Buddy-breather out from carrying pouch
- Mask Mounted Regulator (MMR) mounted to Facepiece
- Cylinder Valve fully closed with air remaining in the cylinder.

#### **Components and Observations – Unit #1**

NOTE: All references to "right" or "left" are from the user's perspective.

### 1. Facepiece (Refer to Figures 5 - 11 in Appendix III):

Model AV2000 Facepiece only Part number: 804019-02

Faceseal: Size: Large Part number: 10009779 Manufacturing date: 2<sup>nd</sup> Quarter of 2003

Nosecup: Part number: not visible Manufacturing date: Not visible

- As received, the regulator assembly was attached to the facepiece.
- The regulator was easily removed and locks into place securely.
- Facepiece interface area with regulator was clean and in good condition.
- The overall condition of the facepiece was fair and dirty.
- Lens was intact, visibility was fair as part of the upper lens was relatively clear and the rest of the lens was hazy affecting the visibility.
- The head harness buckles and straps arrangement were easily adjustable and held in position once adjusted. The left temple strap adjuster was not attached to the facepiece and ripped.
- The nosecup was in-place.
- The nosecup inhalation valves were in place and in fair condition.
- The faceseal rubber was in good condition but dirty.
- Some dirt and other foreign matter were present inside the nose cup.
- Voice-mitters were present but dirty.

### 2. Mask Mounter Regulator with Heads Up Display (HUD) (Refer to Figures 5 and 12 - 15 in Appendix III):

Regulator: E-Z Flo regulator with Vibralert, HUD and Quick Disconnect

Part Number: not visible Manufacturing date: not visible As Received: Donning switch was "Off", regulator active Bypass in the fully "Closed" position

- As received, regulator assembly was attached to the facepiece.
- Regulator easily attaches and is removed and locks into place on the facepiece securely.
- The inside of regulator was relatively clean.
- Outside housing is in fair condition with no cracks in the plastic protective housing but with some minor heat damage to front of the regulator with the label unreadable.
- Regulator is securely attached to the low pressure air line.
- Heads Up Display rubber boot was in good condition.
- The Donning Switch rubber cover was in good condition.
- The donning switch functioned normally.
- The by-pass valve functioned normally as the knob was easily turned but the knob was dirty.
- Marking on regulator inside surface: 0507016358AF
- Marking on regulator side and front face: RS-3-6-R
- Quick disconnect functioned but dirt present.

### 3. Low Pressure Regulator Hose and Quick Disconnect (Refer to Figures 15 - 18 in Appendix III):

- Overall condition was fair and dirty.
- The quick disconnect coupler on the hose was in good condition and functional.
- The complete hose assembly was held in place securely through the shoulder straps. The assembly was in good condition and there were no cracks or splitting of the outside hose covering.
- The hose was secured at all attachment points.
- The wrapping material for the low pressure hose and HUD wire was damaged at the pressure reducer.

### 4. 4.5 Pressure Reducer Assembly (Refer to Figures 18 - 20 in Appendix III):

Regulator Part number: not visible Manufacture date: not visible

- The overall assembly condition is dirty with some scratches present.
- The reducer was mounted securely to backframe. The assembly moved easily within the bracket as designed.
- Soot and other foreign matter are present over the assembly.
- All the air lines were securely attached to the assembly.

### 5. High Pressure Line and Cylinder Attachment (Refer to Figure 21 in Appendix III):

Cylinder Attachment Part Number: Not visible Manufacture Date: Not visible

- Overall the assembly was dirty and mostly black.
- The high pressure line was in fair condition as no rips or tears were present.
- Cylinder attachment treads were clean and the assembly easily threaded on and off of the cylinder valve. The attachment o-ring was present and in good condition.

### <u>6. Console Assembly PASS Device and Remote Gauge</u> (Refer to Figures 22 - 25 in Appendix III):

Part number: 200451-01-11

- Overall the assembly is in fair condition as it is dirty and sooty.
- Remote gauge lens dirty but can be read.
- Housing in good condition, but dirty.
- The wire is securely connected to the power unit and the PASS device.
- PASS Functions.
- High Pressure gauge line in good condition.
- Rubber attachment strap intact and attached to PASS and shoulder strap.
- SEI label present, NFPA 1982: 2007 edition.

### 7. PASS and HUD Control Module (Refer to Figures 24 and 25 in Appendix III):

Part number: PAK Alert SE7 PASS 200424-01-11

Manufacture date: Not visible

- Assembly in good condition, but dirty with soot.
- Held securely in backframe.
- Wire held securely to backframe and runs to PASS console and HUD.
- Label also indentifies unit: PAK Alert SE7 PASS with PAK-Tracker; partial part

number: 20? 51-02-12.

### 8. Backframe Assembly (Refer to Figures 4, and 26 - 30 in Appendix III):

Part number: not visible NIOSH Label present

SEI Labels present: NFPA 1981: 2002 and 2007 editions.

- Overall condition is fair with no bends or cracks but dirty.
- Shoulder straps and waist strap were attached securely to the backframe.
- Cylinder strap latch damaged by heat but was functional.
- Cylinder strap present and holds cylinder in-place.
- Cylinder strap adjuster damaged by heat, could not be moved easily.
- NIOSH Label present: TC-13F-0096CBRN, 60 minute, 4500 psig.
- Other markings: RS3 6.
- Maintenance / Test label present: MES Maryland, Month tested 10, Next Test 2011.

### 9. Straps and Buckles (Refer to Figures 4, 27, 30 and 31 in Appendix III):

- The straps and buckles were dirty with very little damage.
- All of the straps were secured on to the backframe.
- The adjustable buckles moved freely and held the strap as designed.
- The waist buckle was easily connected together and released.
- The shoulder straps held the air lines and wires securely.
- Shoulder straps show signs of wear on Scott Logo area.

### 10. Compressed Air Cylinder and Cylinder Valve Assembly (Refer to Figures 29 and 32 - 35 in Appendix III):

Cylinder Label:

DOT information: DOT-E 10915-4500

TC-SU5134-310

Luxfur

Scott Part number: 10009672 Manufacture Date: 10/99

Scott logo visible

Two Hydro test labels present: Current label dated 07/2007, prior label date not visible.

Cylinder Valve Assembly Part Number: Not visible

- Overall condition of assembly is dirty and mostly black with soot.
- The cylinder was a fiber-wrapped composite unit.
- Light to medium scratches were present over all the cylinder.
- Outer cover cut in spot exposing part of the filament winding.
- The cylinder gauge lens is not readable from exposed side away from the backframe but was readable from side toward the backframe. Cylinder gauge shows 3000 psig in cylinder.
- Actual measured pressure in cylinder of 2900 psig.
- The cylinder valve threads are in good condition with some corrosion present.
- As received the cylinder valve was fully closed.
- The cylinder valve was easily opened and closed using the hand wheel.
- The cylinder valve rubber bumper at base of cylinder was damaged.

NOTE: This cylinder has a 5 year rehydro testing requirement. The cylinder manufacturing date was 10/99. This manufacturing date would require hydro testing on or before the last day of October 2004 and October 2009. The retesting label present was dated 07/2007; therefore it appears that this cylinder was within certification when last used.

### 11. Buddy Breather Hose Assembly (Refer to Figures 36 and 37 in Appendix III):

Part Number: Not visible

- Overall the assembly was in fair condition and dirty.
- As received the hose assembly was out of the carrying pouch.
- The rubber boots were in-place on the end fittings.
- The fittings were clean.
- The hose was in good condition with no rips or tears in the outside covering but dirty.
- All the hose was securely connected to unit.

### **12. RIC Fitting** (Refer to Figures 21 and 38 in Appendix III):

Part Number: Not visible

- Overall condition is very dirty and sooty.
- Rubber fitting cover present on fitting.
- Fitting is fairly clean.

### Respirator Field Problem Incoming Inspection Report Summary – Unit #2

**Task Number:** 17839 **Requestor:** Washington DC Fire Department

**Date Received:** May 19, 2011

**Date Inspected:** September 16, 2011 **Description:** Injury

Manufacturer: Scott Health and Safety Inspected by: Tom Pouchot

**Approval Number:** TC-13F-0096CBRN **SCBA Type:** Open Circuit, Pressure-Demand

The SCBA was received in a plastic Scott SCBA carrying case (refer to **Figures 39 – 41** in **Appendix III**). A name label and an identification tag were the only markings on the outside of the carrying case. The SCBA was packaged inside the carrying case.

Contact Agency: Washington DC Fire Department

### **Tag on SCBA Case:**

Repair Request Tag DCFD: Alvanrado

### **Tag on Cylinder Assembly:**

Repair Request Tag DCFD: 4/8/11 SCBA Cylinder, back of tag: Alvanrado

#### Tag on Facepiece:

Repair Request Tag DCFD: 4/8/11 Facepiece, back of tag: Alvanrado

#### **Tag on Backframe:**

Repair Request Tag DCFD: 4/8/11 Harness, back of tag: Alvanrado

### As received:

- The cylinder valve was fully closed.
- Cylinder gauge showed 0 psig.
- By-pass in the <sup>1</sup>/<sub>4</sub> On position.
- Donning switch in the closed position, regulator active.
- Mask Mounted Regulator (MMR) mounted to the facepiece.
- Buddy-Breather assembly out of pouch.
- Cylinder valve in the full closed position.

### **Components and Observations – Unit #2**

NOTE: All references to "right" or "left" are from the user's perspective.

### 1. Facepiece (Refer to Figures 43 - 48 in Appendix III):

Facepiece assembly Part number: Not visible

Faceseal: Part number: 10005135 Manufacture date: 2<sup>nd</sup> Quarter, 1999 Nosecup: Part number: not visible Manufacture date: 3<sup>rd</sup> Quarter, 1997

- As received, the regulator assembly was attached to the facepiece.
- The regulator was easily removed and locks into place securely.
- The regulator interface area was clean and in good condition.
- The facepiece was dirty on the outside with some foreign particulate material present.
- Some foreign matter, melted plastic, is present on the middle of the lens and on the left temple strap attachment nut.
- The net head harness was very dirty with some minor fraying only.
- All the head harness attachment straps were securely attached to the facepiece. All the buckles and straps were easily adjustable and held in position once adjusted.
- The lens was clear in the upper right side but the rest of the lens was hazy.
- Visibility through the lens was fair to poor as most of the lens was black.
- The nosecup was in place and the inhalation valves were present and in fair condition. The left nosecup valve was slightly warped.
- Some dirt and foreign matter is present inside the nosecup.
- The nosecup is attached securely to the voice interface ports.
- Radio/voice projector interface bracket present on right side voice-mitter.
- The rubber faceseal is warped at the chin cup.
- The facepiece left side voice-mitter is slightly damaged and dirty.

### 2. Mask Mounter Regulator With Heads Up Display (HUD) (Refer to Figures 43 and 49 – 51 in Appendix III):

Regulator: EZ-Flow regulator with Vibralert, HUD and Quick Disconnect Part Number: Not visible Manufacturer Date: Not visible

As Received: Donning switch was "Closed" and regulator was in active position

By-Pass in the ¼ On position

- As received, regulator assembly was attached to facepiece.
- The regulator was easily attached and removed and locks into place on the facepiece securely.
- Overall the regulator assembly was in fair to poor condition with heat damage.
- The inside of regulator was relatively clean.
- Marking on inside surface of regulator: 0509020994AI (or F)
- Outside housing is in poor condition due to heat damage along with some minor scratches present on the outside of the regulator housing.
- Heads Up Display (HUD)/Visualert, was securely fastened to the regulator.

- The donning switch protective boot was in place with some tears at the corners.
- The donning switch functioned normally.
- The by-pass valve functioned normally as the knob turned easily. By-pass knob was damaged by heat.
- Regulator is securely attached to the low pressure hose.

### 3. Low Pressure Regulator Hose (Refer to Figures 51 - 53 in Appendix III):

- The overall condition of the hose is fair to good but dirty.
- Outside hose cover in good condition.
- Wrap is damaged near the high pressure reducer. This wrap holds the HUD wire and hose together at that point.
- The quick disconnect coupler on the hose was in good condition.
- The quick disconnect functions easily but both components are dirty.
- The complete hose assembly was held in place securely at both ends and through the shoulder strap.

### 4. Pressure Reducer (Refer to Figures 53 - 56 in Appendix III):

Regulator Part number: Not visible

Manufacture Date: Not visible

- The overall assembly was in fair condition, with scratches present and covered in soot.
- The assembly was mounted securely to backframe.
- The Scott 4.5 Logo was visible.
- All the hose connections were securely attached to the reducer.

### **<u>5. High Pressure Line and Cylinder Attachment</u>** (Refer to Figures 56 and 57 in Appendix III):

Cylinder Attachment Part Number: Not visible

- The overall condition of the assembly is fair with dirt and soot present.
- The high pressure line covering is intact over the entire length but dirty with soot.
- Additional marking present on assembly, 6070.
- The air line hose was attached securely to the cylinder attachment unit.
- The cylinder attachment assembly threaded on and off of the cylinder valve easily.
- Some corrosion present on the thread.
- The attachment assembly o-ring was present and in good condition.

### 6. Remote Gauge and PASS Console (Refer to Figures 58 and 59 in Appendix III):

Part Number: Not visible

- Overall the assembly is in fair condition covered in dirt and soot.
- The gauge lens is dirty but readable.
- The case is slightly damaged by heat at the button guard on the face of the module.
- The wire is securely connected to the power unit and the PASS device.

- The rubber attachment strap is intact and fastened to the console and the shoulder strap.
- The PASS functioned.
- The SEI Label is attached and readable, NFPA 1982: 2007 edition.

### 7. PASS/HUD Control Module (Refer to Figures 60 and 61 in Appendix III):

Part Number: 200451-01-11 PASS PAK Alert

Part Number: 200451-02-12 PASS PAK Alert with PAK Tracker

• Assembly was in good condition but dirty with soot.

- Assembly was in good condition but dirty with soc
- The module is held securely onto the backframe.
- The PASS and HUD wires connections were securely attached to the assembly.
- The wire was held securely in the backframe and through the shoulder straps.

### 8. Backframe Assembly (Refer to Figures 42 and 62 – 67 and in Appendix III):

Part Number: Not visible

- The backframe was in fair condition with no tears, cracks or bends but some corrosion on the metal section.
- The cylinder strap and latching assembly held the cylinder assembly securely.
- The cylinder latching assembly had heat damage present but did function.
- The cylinder strap adjuster was damaged by heat but functioned with some effort.
- The NIOSH Label was present and the NIOSH approval number could be read: TC-13F-0096CBRN, 60 minute, 4500 psig.
- Two SEI labels were present and could be read: NFPA 1981: 2002 and 2007 editions.
- A maintenance label was present on the backframe: MES Maryland, tested 02/2011.

### 9. Harness Straps and Buckles (Refer to Figures 42 and 67 – 70 in Appendix III):

- The overall condition of the straps and buckles are fair as there is dirt and soot present and the straps have some wear areas.
- All the straps were secured on to the backframe.
- The left shoulder adjustment strap is worn and has fraying present.
- The shoulder straps hold the hoses and wire securely.
- There is some wear or damage present on both shoulder straps.
- The adjustable buckles moved freely and held the straps as designed.
- The waist buckle connects and releases.
- The lumbar pad is in fair condition.

### **10.** Compressed Air Cylinder and Cylinder Valve (Refer to Figures 70 - 74 in Appendix III):

DOT Label:

DOT-E-101915 4500 TC 5134-310

Luxfur, REE 150 60 minutes

Manufacturing Date: 11/99

Scott Logo present

- Two hydro labels present only one readable: 07/2007.
- The cylinder was a fiber wrapped composite unit.
- The cylinder and valve assembly was in fair condition, black and covered in dirt and soot.
- The cylinder gauge was readable: 0 psig.
- Cylinder valve threads intact and in fair condition but some corrosion present.
- As received the cylinder valve was fully closed.
- The cylinder valve was easily opened and closed using the hand wheel.
- The cylinder valve bumper was damaged as the bumper is torn.

NOTE: This cylinder has a 5 year rehydro testing requirement. The cylinder manufacturing date was 11/99. This manufacturing date would require hydro testing on or before the last day of November 2004 and November 2009. The retesting label present was dated 07/2007; therefore it appears that this cylinder was within certification when last used.

### 11. Buddy Breather Hose Assembly (Refer to Figures 75 and 76 in Appendix III):

Part Number: not visible

- Overall the assembly was in fair condition covered in dirt and soot.
- The assembly was loose outside of the pouch.
- The rubber end caps were in place over the fittings but dirty.
- The end fittings were clean.
- The hose was in fair condition with no rips or tears in the outside covering but dirty.
- The hose was securely fastened to the high pressure reducer.
- A cover sleeve was present over part of the hose and this sleeve had been damaged by heat.

### 12. RIC Fitting (Refer to Figures 57 and 77 in Appendix III):

Part number: Not visible

- Overall condition is fair as the rubber protective boot is dirty with soot.
- Fitting clean and in good condition.

### Respirator Field Problem Incoming Inspection Report Summary – Unit #3

**Task Number:** 17839 **Requestor:** Washington DC Fire Department

**Date Received:** May 19, 2011

**Date Inspected:** September 23 and 27, **Description:** Injury

2011

**Manufacturer:** Scott Health and Safety **Inspected by:** Tom Pouchot

**Approval Number:** TC-13F-0096CBRN **SCBA Type:** Open Circuit, Pressure-Demand

The SCBA was received in a plastic Scott SCBA carrying case (refer to **Figures 78 – 80** in **Appendix III**). A name label and an identification tag were the only markings on the outside of the carrying case. The SCBA was packaged inside the carrying case.

Contact Agency: Washington DC Fire Department

### **Tag on SCBA Case:**

Repair Request Tag DCFD: Deavers

### **Tag on Cylinder:**

Repair Request Tag DCFD: Deavers, Air Cylinder, 4/8/11

### **Tag on Facepiece:**

Repair Request Tag DCFD: Deavers, 4/8/11, Facepiece AV3000 Med

#### **Tag on Backframe:**

Repair Request Tag DCFD: Deavers, 4/8/11, Backframe Harness

#### As received:

- The cylinder valve was fully closed but some air pressure remaining.
- Cylinder gauge unreadable from the front.
- By-pass in the ¼ On position.
- Donning switch in the open position, regulator not active.
- Mask Mounted Regulator (MMR) mounted to the facepiece.
- Buddy-Breather hose outside of pouch.

#### **Components and Observations – Unit #3**

NOTE: All references to "right" or "left" are from the user's perspective.

### **1. Facepiece** (Refer to Figures 82 - 87 in Appendix III):

Model AV3000 Facepiece assembly Part number: Not visible

Faceseal: Part number: 10011307 M 2 Manufacture date: 1<sup>st</sup> quarter, 2004

Lot number: 061704

Nosecup: Part number: 10011012 Manufacture date: 1<sup>st</sup> quarter 2004

Lens Ring Part number: 10008068

- As received, the regulator assembly was attached to the facepiece.
- The regulator was easily removed and locks into place securely.
- The overall condition was fair with some damage and dirt present.
- The regulator interface area was clean and in good condition.
- The lens rings had some heat damage present on the left side of the facepiece. There was physical damage to the lens rings on the right side.
- The lens is in fair condition. Visibility is poor as there is haze and dirt present over all the main viewing area. Some foreign material, possibly melted plastic is present on the lens.
- All the head harness attachment straps were securely attached to the facepiece. All the buckles and straps were easily adjustable and held in position once adjusted.
- The rubber faceseal is in good condition.
- A slight amount of dirt and other foreign matter is present inside the nose cup.
- The nosecup is securely attached to the voice-mitter interface ports.
- The voice-mitters are in place but dirty with soot.

### 2. Mask Mounted Regulator with Heads Up Display (HUD) (Refer to Figures 82 and 88 - 90 in Appendix III):

Regulator: EZ-Flow regulator with Vibralert, HUD and Quick Disconnect

Part Number: Not visible

- As received, regulator assembly was attached to facepiece.
- The overall condition of the regulator was fair, with dirt and heat damage present.
- The regulator is easily removed and locks into place on the facepiece securely.
- The inside of regulator and the facepiece interface are area were relatively clean.
- Donning switch was in the on or regulator off position.
- Donning switch cover is slightly deformed.
- Heads Up Display (HUD) was in good condition and securely fastened to the regulator.
- The HUD wires were in good condition.
- By-Pass in the ¼ on position.
- By-Pass knob is dirty.
- The by-pass knob turned easily.
- Markings on the inside surface of the regulator: 0505014818AF.
- Markings on the side and front of the regulator: RS-3-2-R.
- Regulator was securely attached to the low pressure hose.

### 3. Low Pressure Regulator Hose with Quick Disconnect (Refer to Figures 88 and 91 - 93 in Appendix III):

Part number: Not visible

- The hose from the regulator to the quick disconnect is in fair condition with dirt and soot present.
- The hose from the quick disconnect to the high pressure reducer is in poor condition as the hose has been heat damaged near the reducer interface.
- The quick disconnect functions.
- The hose assembly is held in place securely at the attachment points and through the shoulder strap.

### 4. 4.5 Pressure Reducer Assembly (Refer to Figures 92, 94 and 95 in Appendix III):

Regulator Part number: Not visible

- The overall condition is fair with dirt and soot present.
- The Scott 4.5 marking not visible.
- The assembly was mounted securely to backframe and moves freely in the bracket adjustment.
- Some corrosion is present on the reducer metal housing.
- The hoses are attached securely to the reducer.

### **<u>5. High Pressure Line and Cylinder Attachment</u>** (Refer to Figures 96 and 97 in Appendix III):

Part Number: Not visible

- The overall condition is fair to poor as there is some heat damage to a section of the hose outer covering along with dirt and soot being present.
- Cylinder attachment threads have some corrosion present but threads on and off easily, the sealing o-ring is in place and in good condition.
- The air line hose was attached securely to the assembly.
- Part of the relief valve cap is missing from the attachment assembly.

### **<u>6. Remote Gauge and PASS Console</u>** (Refer to Figures 98 and 99 in Appendix III):

Part Number: Not visible

- Overall the assembly is in fair condition with dirt and soot present.
- Remote gauge is readable but the lens is dirty.
- The rubber attachment strap was intact and connected to the console and the shoulder strap.
- The PASS did function.
- Hose securely attached to console.
- Wire securely attached to the console.
- The SEI label attached: NFPA 1982: 2007 edition.

### 7. PASS and Heads Up Display (HUD) Control Module (Refer to Figures 100 and 101 in Appendix III):

Part Number: Not visible

- Overall condition is fair with some heat damage to the label/right side of the module.
- Held securely to the backframe.
- Wires connected to PASS and HUD.
- Wire held securely to backframe.
- Outer wire cover damaged by heat at exit from the backframe area.

### 8. Backframe Assembly (Refer to Figures 81 and 102 – 107 in Appendix III):

Part Number: Not visible

- The backframe was in fair condition with no tears, cracks or bends but dirt and soot present.
- The cylinder strap assembly present and holds the cylinder in-place.
- Cylinder strap latch assembly was damaged by heat but was functional.
- The cylinder strap adjuster was damaged by heat but could be moved with some effort.
- The NIOSH approval label was present: TC-13F-0096CBRN, 60 minute 4500 psig.
- Two SEI labels were present: NFPA 1981: 2002 and 2007 editions.
- Marking on the backframe: RS 32.
- SCBA Maintenance tag present on backframe: MES Maryland Service Tag: tested 02/2011.
- Two barcode labels present on the backframe.

## 9. Harness Straps and Buckles (Refer to Figures 81, 102, 103, 108, and 109 in Appendix III):

- The overall condition of the straps and buckles are fair as there is dirt and soot present and the straps have some wear areas.
- All the straps were secured on to the backframe
- The right shoulder adjustment strap is worn and has fraying present.
- The shoulder straps hold the hoses and wire securely.
- There is some wear or damage present on both shoulder straps.
- The adjustable buckles moved freely and held the straps as designed.
- The waist buckle connects and releases.
- The lumbar pad is in fair condition.

### **10.** Compressed Air Cylinder and Cylinder Valve (Refer to Figures 110 - 113 in Appendix III):

DOT and Other Cylinder Information Labels: Not readable Scott Logo present

- Other additional labels present but unreadable.
- The cylinder was a fiber wrapped composite unit.

- The cylinder and valve assembly was in fair condition, black and covered in dirt and soot.
- The cylinder gauge was damaged and not readable from the front or exposed side.
- The cylinder gauge was readable from the side next to the backframe. The gauge indicated that there was 2500 psig in the cylinder. Actual measured pressure was 2450 psig.
- Cylinder valve threads intact and in fair condition but some corrosion present.
- As received the cylinder valve was fully closed.
- The cylinder valve was easily opened and closed using the hand wheel.
- The cylinder valve bumper was damaged by heat and distorted.

NOTE: This cylinder has a 5 year rehydro testing requirement. The cylinder manufacturing date could not be determined. Therefore, a determination of the cylinder certification level when last used could not be determined.

### 11. Buddy Breather Hose Assembly (Refer to Figures 114 and 115 in Appendix III):

Part Number: Not visible

- Overall the assembly was in fair condition with dirt and soot present.
- The rubber end caps were in place over the fittings.
- The end fittings were clean.
- The hose was in fair condition with no rips or tears in the outside covering but dirty.
- As received the hose was outside the carrying pouch.

### 12. RIC Fitting (Refer to Figures 96 and 116 in Appendix III):

Part Number: Not visible

- Overall condition is fair as the rubber cover has been damaged by heat.
- The fitting is clean and in good condition.
- The relief valve end cap appears to be missing.

### Respirator Field Problem Incoming Inspection Report Summary – Unit #4

**Task Number:** 17839 **Requestor:** Washington DC Fire Department

**Date Received:** May 19, 2011

**Date Inspected:** October 13, 2011 **Description:** Injury

**Manufacturer:** Scott Health and Safety **Inspected by:** Tom Pouchot

**Approval Number:** TC-13F-0096CBRN **SCBA Type:** Open Circuit, Pressure-Demand

The SCBA was received in a plastic SCBA carrying case (refer to **Figures 117 - 119** in **Appendix III**). A name label and an identification tag were the only markings on the outside of the carrying case. The SCBA was placed inside the carrying case.

Contact Agency: Washington DC Fire Department.

### **Tag on SCBA Case:**

Repair Request Tag DCFD: Ryan

### **Tag on Cylinder:**

Repair Request Tag DCFD: Ryan, Cylinder, 4/8/11

### Tag on Faceblank and Head Harness:

Repair Request Tag DCFD: Ryan, Facepiece Seal, 4/8/11

### **Tag on Lens Ring:**

Repair Request Tag DCFD: Ryan, Lens Retainer, 4/8/11

### **Tag on Lens and Regulator:**

Repair Request Tag DCFD: Ryan, Lens, 4/8/11

### Tag on Backframe:

Repair Request Tag DCFD: Ryan, 4/8/11, Backframe Harness

#### As received:

- Cylinder gauge unreadable from exposed side.
- By-Pass in the fully closed position.
- Donning switch in the "Off" position, regulator engaged.
- Buddy-breather line out of carrying pouch.
- Mask Mounted Regulator (MMR) mounted to Facepiece lens.
- Cylinder Valve ¼ open.

### **Components and Observations – Unit #4**

NOTE: All references to "right" or "left" are from the user's perspective.

### **1. Facepiece** (Refer to Figures 121 - 128 in Appendix III):

Model AV3000 Facepiece only Part number: 804337-12

Faceseal: Size: Medium Part number 10011307 Manufacturing date: 1<sup>st</sup> quarter of 2005

Nosecup: Part number: 10011072 Manufacturing date: 1<sup>st</sup> quarter of 2005

- As received, the regulator assembly was attached to the facepiece lens.
- Overall condition of the facepiece is poor as the lens and other facepiece components have extensive heat damage present.
- Facepiece was delivered in three pieces: rubber faceseal and harness, lens ring and lens with regulator.
- The regulator was removed and locks into place securely.
- The facepiece regulator interface area was clean and appeared to be undamaged.
- The visibility through the lens was very poor and the lens was extensively damaged by heat and very distorted.
- The head harness buckles and straps arrangement were easily adjustable and held in position once adjusted. All the head straps were attached to the faceblank component.
- Nosecup attached to voice-mitter ports.
- Some dirt present inside the nosecup.
- Voice-mitters present but dirty.
- Voice projector or radio interface bracket present on right voice-mitter assembly and damaged by heat.

### 2. Mask Mounted Regulator with Heads Up Display (HUD) (Refer to Figures 121 and 129 - 133 in Appendix III):

Regulator: E-Z Flo regulator with Vibralert, HUD and Quick Disconnect

Part Number: Not Visible

- As received, regulator assembly was attached to facepiece.
- Overall condition of the regulator is poor with heat damage.
- Regulator attaches and is removed and locks into place on the facepiece securely.
- Regulator locking slide has been extensively damaged by heat, still operable but must be pushed into the locking position.
- The inside of regulator was relatively clean.
- Outside housing is in poor condition with extensive heat damage.
- Regulator is securely attached to the low pressure air line.
- Heads Up Display rubber boot was in fair condition with dirt and soot present.
- The Donning Switch rubber cover was in poor condition as part of the cover was missing and exposing internal components.
- The donning switch was in the off position, regulator engaged.
- The by-pass valve was in the off position and the knob functioned.
- The by-pass knob was damaged by heat.
- Hose securely attached to regulator.
- Marking on the regulator inside surface: 0505014016A+

### 3. Low Pressure Regulator Hose and Quick Disconnect (Refer to Figures 132, 134 – 136, and 145 in Appendix III):

- The hose and quick disconnect were in poor condition with heat damage.
- The outer covering of the hose was damaged and split in several areas exposing the internal hose liner.

- The quick disconnect was operable but was damaged by heat.
- The complete hose assembly was held in place securely through the shoulder straps.
- The hose was securely attached at the connection points.

### 4. 4.5 Pressure Reducer Assembly (Refer to Figures 136 - 138 in Appendix III):

Part number: Not visible

- The overall condition of the reducer was fair as some corrosion was present on the metal housing along with dirt and soot.
- The Scott 4.5 label visible.
- The regulator was mounted securely to backframe. The assembly moved easily within the bracket as designed.
- The hoses were securely attached to the assembly.

### <u>5. High Pressure Line and Cylinder Attachment</u> (Refer to Figures 139 and 140 in Appendix III):

Part Number: Not visible

- Overall the assembly was in fair condition, black with dirt and soot present.
- The high pressure line was in fair condition as no rips or tears.
- Cylinder attachment treads fairly clean and the assembly threaded on and off of the cylinder valve. The sealing o-ring was present and in good condition.

### 6. Remote Gauge and PASS Console (Refer to Figures 141 and 142 in Appendix III):

Part number: Not visible

- Overall the assembly is in fair condition with dirt and soot present.
- Gauge lens is hazed over and unreadable.
- The wire is securely connected to the PASS device.
- Rubber attachment strap is intact but with some heat damage. The strap attaches to the console and shoulder strap.
- The PASS is functional.
- SEI label is present but unreadable due to heat damage. The SEI logo is visible.

### 7. PASS and Heads Up Display (HUD) Control Module (Refer to Figure 143 - 145 in Appendix III):

Part number: Not visible

- Assembly in fair to poor condition with some heat damage to right side of the unit along with dirt and soot being present.
- Unit is held securely in the backframe.
- Wire is connected to the PASS and HUD and held securely onto the backframe.
- Outer wire jacket damaged and individual wires exposed at the shoulder strap for the HUD.

### 8. Backframe Assembly (Refer to Figures 120 and 146 - 149 in Appendix III):

Part number: Not visible

- Overall the backframe was in fair condition with no tears, cracks, or bends.
- All the straps were attached securely to the frame.
- The cylinder strap assembly held the cylinder and valve assembly securely.
- The locking mechanism for the cylinder strap was extensively damaged by heat and could not be move or engaged.
- The cylinder strap adjuster was extensively damaged by heat and could not be moved along the strap.
- The NIOSH-approval label was present: TC-13F-0096CBRN 60-Minute 4500 psig.
- Two SEI approval labels were present: NFPA 1981: 2002 and 2007 Editions.
- Marking on backframe: RS-3-3.
- Marking engraved on backframe under the lumbar pad: 053009636AP, DCRS3+B1.

### 9. Harness Straps and Buckles (Refer to Figures 120, 146, and 150 - 153 in Appendix III):

- The overall condition of the straps was fair with some heat damage.
- The shoulder straps were damaged by wear and or heat.
- The lumbar pad had some heat damage.
- The left shoulder adjustment strap at the bottom near where the strap attaches to the backframe is either damaged by heat or some foreign matter is present as the strap is stiff at that location.
- All of the straps were secured on to the backframe.
- The adjustable buckles moved freely and held the straps as designed.
- The waist buckle latches and releases, but was dirty.

### **10.** Compressed Air Cylinder and Cylinder Valve (Refer to Figures 154 - 156 in Appendix III):

DOT Label and Other Information Not Visible.

Only Scott Logo Mostly Visible

- The cylinder was a fiber wrapped composite unit.
- The cylinder was black, some damage was present due to heat and covered in soot.
- The cylinder gauge lens was in poor condition as the gauge was unreadable from both sides.
- The cylinder valve threads were in good condition.
- Other labels were attached but unreadable.
- As received the cylinder valve was 1/4 opened.
- The cylinder valve was easily opened and closed using the hand wheel.
- The cylinder valve rubber bumper was damaged by heat.
- Dirt and soot were present over all the assembly.

NOTE: This cylinder has a 5 year rehydro testing requirement. The cylinder manufacturing date could not be determined. Therefore, a determination of the cylinder certification level when last used could not be determined.

### 11. Buddy Breather Hose Assembly (Refer to Figures 157 - 159 in Appendix III):

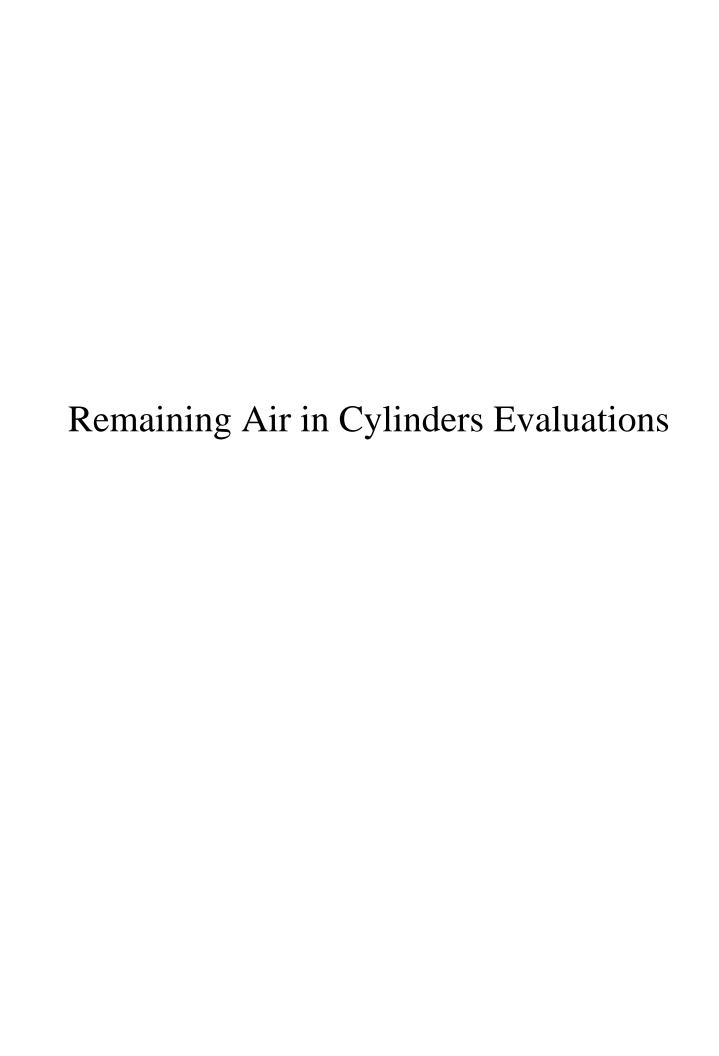
Part Number: Not visible

- Overall condition is fair as assembly has dirt and soot present.
- As received the hose assembly was out of the carrying pouch.
- The rubber boots were in-place on the end fittings.
- The fittings were clean.
- The hose was in fair condition with no rips or tears in the outside covering but the hose was dirty and soot was present.
- The hose connection was securely fastened to the pressure reducer.
- The pouch was damaged by heat.

### **12. RIC Fitting** (Refer to Figure 160 in Appendix III):

Part number: Not visible

- Overall condition is fair to poor.
- Fitting outer cover boot is present but damaged by heat and covered with soot.
- Fitting is clean.



# Remaining Air in SCBA Cylinder #1 Evaluation Report



4740 NW 157th Street, Miami Lakes, FL 33014 Phone: (305) 430-0550 Fax: (305) 430-0864 website: www.Lawrence-Factor.com

e-mail: L-factor@ix.netcom.com

#### NIOSH/NPPTL/TEB

Test Site

WASHINGTON DC SCBA CYLINDER #1 PITTSBURGH, PA

ID #'s

Client ID: NA

Agent ID: SUSQ17730

SUSQUEHANNA FIRE EQUIPMENT CO.

**Program Information** 

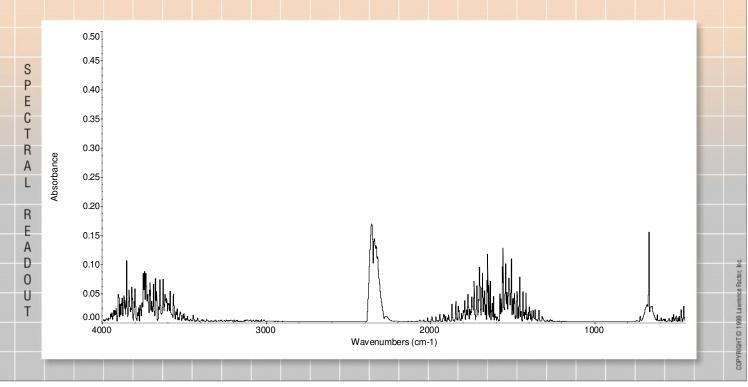
Program #: Frequency: Single Kit #: 231153

Tracking Information Date Received: 10/17/11 Issue ID: 212139

CGA D, NFPA 1500 (G-7.1, '07)				
Analytes	Test #1 10/20/11		Range	
Oxygen (%) Carbon Dioxide (ppm) Carbon Monoxide (ppm) Water Vapor (ppm) Dew Point (F) Oil/Part. (mg/m3) Unknowns Odor	21.3 433.87 <1 21.42 -66 <1 ND ND		19.5-23.5 1000 10 24 -65 5 NA None	

212139.SPA

Sample Meets Standard



Spectra #: Results:







# Remaining Air in SCBA Cylinder #3 Evaluation Report



4740 NW 157th Street, Miami Lakes, FL 33014 Phone: (305) 430-0550 Fax: (305) 430-0864 website: www.Lawrence-Factor.com

e-mail: L-factor@ix.netcom.com

#### NIOSH/NPPTL/TEB

Test Site

WASHINGTON DC SCBA CYLINDER #3 PITTSBURGH, PA

ID #'s

Client ID: NA

Agent ID: SUSQ17730

SUSQUEHANNA FIRE EQUIPMENT CO.

**Program Information** 

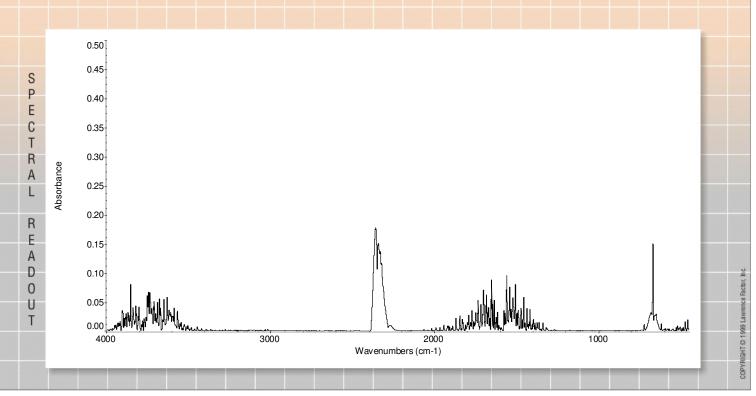
Program #: Frequency: Single Kit #: 231164

Tracking Information Date Received: 10/17/11 Issue ID: 212138

Analytes	10/20/11	Range
Oxygen (%)	21.0	19.5-23.5
Carbon Dioxide (ppm)	493.10	1000
Carbon Monoxide (ppm)	<1	10
Water Vapor (ppm)	20.40	24
Dew Point (F)	-67	-65
Oil/Part. (mg/m3)	<1	5
Jnknowns	ND	NA
Odor	ND	None

212138.SPA

Sample Meets Standard



Spectra #: Results:







## **Appendix II**

**SCBA Test Results** 



#### National Personal Protective Technology Laboratory / Technology Evaluation Branch

### **SCBA Test Report**

Task Number: 17839

**Manufacturer:** Scott Health and Safety

**NIOSH Approval Number:** TC-13F-0096CBRN

**Tests Performed by:** Jeremy Brannen

**Date of Report:** November 14, 2011

### I. Background

On May 19, 2011, four SCBA units from the Washington DC Fire Department were delivered to the NIOSH facility in Bruceton, Pennsylvania. The units were taken to building 20 for secured storage. The SCBA's, designated as Unit #1, Unit #2, Unit #3 and Unit #4 were initially removed from their packaging in the Respirator Fit Testing Laboratory (building 40) and generally inspected on June 16, 2011. NIOSH determined that the SCBA units were manufactured by Scott Health and Safety Company under NIOSH approval number TC-13F-0096CBRN. Then the SCBA data loggers were downloaded by Scott Health and Safety with NIOSH personnel present on June 16, 2011. The units were extensively inspected on September 15, 16, 23, 27, and October 5, 2011. Unit #1 was the only unit judged to be safe to pressurize and tested using a substitute cylinder and facepiece. A series of performance tests were conducted on Unit #1 on September 26 and October 1, 2011 using a substitute cylinder available at NIOSH and the Unit #2 facepiece. The Positive Pressure test and Rated Service Time Test are conducted simultaneously.

#### **II.** Test Outlines

### A. POSITIVE PRESSURE TEST – NIOSH Test Procedure No. 120 42 CFR Part 84 Reference: Subpart H, § 84.70 (a)(2)(ii)

### **Requirement:**

The pressure inside the facepiece in relation to the immediate environment is positive during both inhalation and exhalation.

#### **Procedure:**

A breathing machine with a 622 kg.-m.<sup>2</sup>/min. cam operating at 24 RPM with a 40-liter per minute flow rate (115 liters per minute peak flow) is connected to an anthropometric head for cycling. A pressure tap in the head is connected to a transducer which in turn is connected to a strip chart recorder for determining the pressure in the facepiece.

<u>Results</u> – Tested on October 1, 2011 using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. The SCBA met the test requirement.

The inhalation breathing resistance did not become negative during the test. The SCBA's met the test requirement.

	Unit #1
Inhalation Breathing Resistance:	0.30
(inches of water column)	
Pass / Fail	Pass

### **B. RATED SERVICE TIME TEST – NIOSH Test Procedure No. 121 42 CFR Part 84 Reference:** Subpart F, § 84.53 (a) and Subpart H, § 84.95 (a) and (b)

### **Requirement:**

Service time will be measured while the apparatus is operated by a breathing machine as described in § 84.88. The open-circuit apparatus will be classified according to the length of time it supplies air or oxygen to the breathing machine. Classifications are listed in § 84.53.

#### **Procedure:**

A breathing machine with a 622 kg.-m./min. cam operating at 24 RPM with a 40 liters per minute flow rate is connected to an anthropometric head for cycling. A pressure tap in the head is connected to a transducer which in turn is connected to a strip chart recorder for determining the pressure in the facepiece. The breathing machine is run until the inhalation portion of the breathing curve falls below the minimum requirement.

**Results** - Tested on October 1, 2011, using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. The SCBA met the test requirement.

The measured service time (adjusted to correspond with the recorded breathing cycles) was more than the rated service time of 60 minutes for the unit. The SCBA units passed the test requirement.

Unit #1		
Measured Service Time:	Minutes Seconds 68 11	
Pass / Fail	Pass	

### C. STATIC PRESSURE TEST – NIOSH Test Procedure No. 122 42 CFR Part 84 Reference: Subpart H, § 84.91 (d)

### **Requirement:**

The static pressure (at zero flow) in the facepiece shall not exceed 38 mm. (1.5 inches) water-column height.

#### **Procedure:**

The facepiece is fitted to an anthropometric head for testing. A pressure tap in the head is connected to a calibrated manometer. Full cylinder pressure is applied to the unit at zero flow and a reading from the manometer is recorded.

<u>Results</u> – Tested on October 1, 2011, using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. The SCBA met the test requirement.

	Unit #1
Facepiece Static Pressure:(inches of water column)	0.50
Pass / Fail	Pass

### D. GAS FLOW TEST – NIOSH Test Procedure No. 123

**42 CFR Part 84 Reference:** Subpart H, § 84.93 (b) and (c)

#### **Requirement:**

The flow from the apparatus shall be greater than 200 liters per minute when the pressure in the facepiece of demand apparatus is lowered by 51 mm. (2 inches) water column height when full container pressure is applied. Where pressure demand apparatus are tested, the flow will be measured at zero gage pressure in the facepiece.

#### **Procedure:**

A pressure tap in the anthropometric head is connected to a manometer for determining when the pressure inside the facepiece is at zero. A mass flow meter is connected in line between the anthropometric head and an adjustable vacuum source to measure flow. The SCBA cylinder is replaced by a test stand which is adjusted initially to full cylinder pressure. The vacuum source is adjusted during the test to maintain the desired pressure inside the facepiece. Once the proper facepiece pressure has stabilized, a flow reading is recorded. The procedure is then repeated with the test stand adjusted to 500 psig.

<u>Results</u> – Tested on October 1, 2011, using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. The SCBA met the test requirement.

	Unit #1	Pass / Fail
Applied pressure	Air Flow (liters per minute)	
4500 psig	450.2	Pass
500 psig	450.2	Pass

### E. EXHALATION RESISTANCE TEST – NIOSH Test Procedure No. 122 42 CFR Part 84 Reference: Subpart H, § 84.91 (c)

#### **Requirement:**

The exhalation resistance of pressure-demand apparatus shall not exceed the static pressure in the facepiece by more than 51 mm. (2 inches) water-column height.

#### **Procedure:**

The facepiece is mounted on an anthropometric head form. A probe in the head form is connected to a slant manometer for measuring exhalation breathing resistance. The air flow through the apparatus is adjusted to a rate of 85 liters per minute and the exhalation resistance is recorded.

<u>Results</u> – Tested on October 1, 2011, using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. The SCBA met the test requirement.

	Unit #1
Exhalation Breathing Resistance: (inches of water column)	2.05
Static Pressure: (inches of water column)	0.50
Difference: (inches of water column)	1.55
Pass / Fail	Pass

### F. REMAINING SERVICE LIFE INDICATOR TEST – NIOSH Test Procedure No. 124 42 CFR Part 84 Reference: Subpart H, § 84.83 (f) and Subpart G, § 84.63 (c)

#### **Requirement:**

Each remaining service life indicator or warning device shall give an alarm when the remaining service life of the apparatus is reduced within a range of 20 to 25 percent of its rated service time or pressure.

This requirement is modified under § 84.63(c) as follows: For apparatus which do not have a method of manually turning off remote gage in the event of a gage or gage line failure the remaining service life indicator is required to be set at  $25\% \pm 2\%$  of the rated service time or pressure.

#### **Procedure:**

A calibrated gauge is connected in line between the air supply and the first-stage regulator. The unit is then allowed to gradually bleed down. When the low-air alarm is activated, the pressure on the gauge is recorded. This procedure is repeated six times. The average of the six readings is calculated and recorded.

<u>Results</u> – Tested on October 1, 2011, using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. As this SCBA model does not have a remote gauge shutoff, the test requirement is  $25\% \pm 2\%$ .

This SCBA unit contains two alarms—a Heads Up Display (HUD) - light alarm and a vibra-alert type alarm. The light alarm was tested on Unit #1 as received as the batteries were functional. The Vibra alarm for Unit #1 activated within the required range (between 1035 and 1215 psig). The HUD alarm activated within +/- 5 psig of the vibra-alert alarm.

Run#	Unit #1 - Vibra Alarm Point (psig)	Unit #1 HUD Alarm Point (psig)
1.	1090	1090
2.	1080	1080
3.	1070	1070
4.	1070	1070
5.	1080	1080
6.	1070	1070
Avg.	1077	1077
Pass / Fail	Pass	Pass

#### G. NFPA AIR FLOW PERFORMANCE TEST

NFPA 1981 (1997 Edition) Reference: Chapter 5, Performance Requirements, Sec. 5-1.1

#### **Requirement:**

SCBA shall be tested for air flow performance as specified in Section 6-1, Air Flow Performance Test, and the SCBA facepiece pressure shall not be less than 0.0 in. (0.0 mm) water column and nor greater than 3½ in. (89 mm) water column above ambient pressure from the time the test begins until the time the test is concluded.

#### **Procedure:**

A breathing machine as specified in Section 6-1.12 operating at  $30 \pm 1$  breaths/min with a  $103 \pm 3$  L/min flow rate is connected to an anthropometric head for cycling. A pressure tap in the head is connected to a transducer which in turn is connected to a flatbed chart recorder for determining the pressure in the facepiece.

<u>Results</u> – Tested on September 26, 2011 using a substitute air cylinder available at NIOSH and the Unit #2 facepiece. The SCBA met the test requirement.

	Unit #1
Maximum Facepiece Pressure: (inches of water column)	2.45
Minimum Facepiece Pressure: (inches of water column)	0.45
Pass / Fail	

#### **III.** Disposition:

Following testing, the SCBA unit was returned to the package in which the unit was shipped to NIOSH and placed in storage pending return to the Washington DC Fire Department.

The results of all tests are summarized in Tables One and Two which follow.

### **TABLE ONE** – Summary of NIOSH Test Results – Units #1

**Task Number:** 17839

**Manufacturer:** Scott Health and Safety

NIOSH Approval Number: TC-13F-0096CBRN

**Tests Performed By:** Jeremy Brannen

**Dates of Tests:** September 26 and October 1, 2011

r	ΓEST / 42 CFR PART 84 REFERENCE	STANDARD	SAMPLE	RESULT	PASS	FAIL
A.	<b>POSITIVE PRESSURE TEST Reference:</b> Subpart H, § 84.70 (a)(2)(ii) ≥ 0.00 INWC		#1	0.30 INWC	X	
В.	<b>RATED SERVICE TIME TEST Reference:</b> Subpart F, $\S$ 84.53 (a), Subpart H, $\S$ 84.95 (a) and (b) $\ge$ 30 min.		#1	68 min 11 s	X	
C.	STATIC PRESSURE TEST Reference: Subpart H, § 84.91 (d) ≤ 1.50 INWC		#1	0.50 INWC	X	
D.	GAS FLOW TEST (at Full Cylinder Pressure) Reference: Subpart H, § 84.93 (b) and (c) ≥ 200 lpm		#1	450.2 LPM	X	
D.	GAS FLOW TEST (at 500 psig) Reference: Subpart H, § 84.93 (b) and (c) ≥ 200 lpm		#1	450.2 LPM	X	
E.	<b>EXHALATION RESISTANCE TEST Reference:</b> Subpart H, § 84.91 (c)		#1	1.55 INWC	X	
F.	REMAINING SERVICE LIFE INDICATOR TEST (vibrating alarm) Reference: Subpart H, § 84.83 (f) and Subpart G, § 84.63 (c) Between 1035 and 1215 psig		#1	1077 PSIG	X	

F. REMAINING SERVICE LIFE INDICATOR TEST (light alarm HUD) Reference: Subpart H, § 84.83 (f) and Subpart G, § 84.63 (c) Between 1035 and 1215 psig	#1	1077 PSIG	X	
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NOTE: The Positive Pressure Test and Rated Service Life Test are run simultaneously.

### **TABLE TWO** – Summary of NFPA Test Results – Units #1 & #2

TEST / REFERENCE	STANDARD	SAMPLE	RESULT	PASS	FAIL
<b>G. NFPA AIR FLOW PERFORMANCE Reference:</b> NFPA 1981 (1997 Edition), Section 5-1.1	≤ 3.50 INWC Exhalation Resistance	#1	2.45 INWC	X	
<b>G. NFPA AIR FLOW PERFORMANCE Reference:</b> NFPA 1981 (1997 Edition), Section 5-1.1	≥ 0.00 INWC Inhalation Resistance	#1	0.45 INWC	X	

Also, these SCBA were equipped with data logging devices that measures several performance parameters during a predetermined time period. This data was down loaded from all 4 SCBA by Scott Health and Safety personnel and witnessed by members of NIOSH on June 26, 2011. The data is included for informational purposes only.

# DATA LOGGER INFORMATION

# Data Logger Information SCBA Unit #1

<u>o</u>	<b>o</b>	Off To Sensing	Sensing To Off	PreAlarm To Alarm	Manual Alarm	Alarm Reset	Low Battery	Sensing To PreAlarm	Clock Reset Pending	Clock Reset	Power On Reset
Time	Date	Ser	Ser	Pe	Mai	Ala Res	Low Batte	Ser To Pre	Ses Per	Ses Se	P P
0:47:06	4/8/2011	-	Χ			-		-	-	-	
0:46:44	4/8/2011	-	-	-	-	Χ	-	-	-	-	-
0:46:34	4/8/2011	-	-	Χ	-	-	-	-	-	-	-
0:46:22	4/8/2011	-	-	-	-	-	-	X	-	-	-
0:42:02	4/8/2011	-	-	-	-	-	-	X	-	-	-
0:36:54	4/8/2011	-	-	-	-	-	=	Χ	-	-	-
0:35:44	4/8/2011	=	-	-	-	Х	-	=	-	-	-
0:35:28 0:35:16	4/8/2011	-	-	X	-	-	=	- V	-	-	=
0:35:16	4/8/2011 4/8/2011	X	-	-	-	-	-	X -	-	-	-
5:47:34	4/7/2011	-	X	-	-	_	_	-	-	-	-
5:47:12	4/7/2011	X	-	_	_	_	_	_	_	_	_
5:12:10	4/7/2011	-	Χ	_	_	_	_	_	_	_	_
5:12:08	4/7/2011	_	-	_	_	X	=	_	_	-	_
5:12:06	4/7/2011	=	-	Χ	-	-	_	-	-	-	-
5:11:54	4/7/2011	-	-	-	-	-	-	X	_	-	-
5:11:30	4/7/2011	X	-	-	-	-	-	-	-	-	-
19:41:52	4/6/2011	-	Χ	-	-	-	-	-	-	-	-
19:41:32	4/6/2011	-	-	-	-	Χ	=	-	-	-	-
19:41:32	4/6/2011	-	-	Χ	-	-	-	-	-	-	-
19:41:20	4/6/2011	-	-	-	-	-	=	X	-	=-	-
19:41:00	4/6/2011	X	-	-	-	-	-	-	-	-	-
19:34:56	4/6/2011	-	Х	-	-	-	-	-	-	-	-
19:34:24	4/6/2011	- V	=	-	-	-	-	Χ	-	-	-
19:16:30	4/6/2011	X	- V	-	-	-	=	-	-	-	=
4:56:22 4:55:50	4/6/2011 4/6/2011	-	X	-	-	X	-	-	-	-	-
4.55.50 4:55:48	4/6/2011	-	-	X	-	^	-	-	-	-	-
4:55:36	4/6/2011	-		-	-	_	_	X	-	-	-
4:55:12	4/6/2011	X	_	_	_	_	_	-	_	_	_
17:27:10	4/5/2011	-	Χ	_	-	-	-	-	-	-	-
17:26:36	4/5/2011	-	-	-	-	-	-	X	-	-	-
17:21:24	4/5/2011	-	-	-	-	-	=	X	-	-	-
17:06:52	4/5/2011	X	-	-	-	-	-	-	-	-	-
6:23:28	4/4/2011	-	Χ	-	-	-	-	-	-	-	-
6:23:26	4/4/2011	-	-	-	-	Χ	-	-	-	-	-
6:23:26	4/4/2011	-	-	-	Χ	-	-	-	-	-	-
6:23:24	4/4/2011	-	Χ	-	-	- V	-	-	-	-	-
6:23:22	4/4/2011	-	=	- V	-	X	=	-	-	-	=
6:23:22 6:23:10	4/4/2011 4/4/2011	-	-	X	-	-	-	X	-	-	-
6:22:50	4/4/2011	X	-	_	_	-	_	_	-	-	-
8:08:44	4/3/2011	-	Χ	_	_	-	_	_	_	_	_
8:08:42	4/3/2011	_	-	_	_	Х	_	_	_	_	_
8:08:42	4/3/2011	=	-	Χ	-	-	-	-	-	-	-
8:08:30	4/3/2011	-	-	-	-	-	-	Χ	-	-	-
8:08:10	4/3/2011	X	-	-	-	-	-	-	-	-	-
2:31:38	4/3/2011	-	Χ	-	-	-	-	-	-	-	-
2:31:10	4/3/2011	-	-	-	-	-	-	X	-	-	-
2:30:50	4/3/2011	X	-	-	-	-	-	-	-	-	-
2:16:46	4/3/2011	-	Χ	-	-	-	-	=	-	-	-
2:05:30	4/3/2011	Χ	-	-	-	-	-	-	-	-	-
5:40:26	4/2/2011	-	Χ	-	-	-	-	-	-	-	-
5:40:18	4/2/2011	-	=	-	-	- V	-	Χ	-	-	-
5:39:54	4/2/2011	-	-	- V	-	Х	-	-	-	-	-
5:39:52 5:30:40	4/2/2011	-	=	X -	-	-	-	- V	-	-	-
5:39:40 5:39:16	4/2/2011 4/2/2011	-	=	-	-	-	-	X X	-	-	-
5:38:54	4/2/2011	X	-	-	-	-	-	-	-	-	-
0.00.04	., _, _ 0 1 1	^									

8:11:28	4/1/2011	_	Χ	_	_	_	_	_	_	_	_
			^								
8:11:24	4/1/2011	-	-	-	-	-	-	X	-	-	-
8:09:32	4/1/2011	_	_	-	-	_	-	Χ	_	-	-
8:08:14	4/1/2011	V									
		X	-	-	-	-	-	-	-	-	-
5:57:28	4/1/2011	-	X	-	-	-	-	-	-	-	-
5:57:26	4/1/2011					Χ					
		-	-	-	-	^	-	-	-	-	-
5:57:24	4/1/2011	-	-	X	-	-	-	-	-	-	-
5:57:12	4/1/2011							Χ			
		-	-	-	-	-	-		-	-	-
5:56:48	4/1/2011	-	-	-	_	_	-	X	-	-	-
5:56:26	4/1/2011							X			
		-	-	-	-	-	-	^	-	-	-
5:56:06	4/1/2011	X	-	-	-	-	-	-	-	-	-
5:25:02	3/30/2011	_	Χ	_	_	_	_	_	_	_	_
5:25:02	3/30/2011	-	-	-	-	X	-	-	-	-	-
5:24:58	3/30/2011	_	_	X	_	_	_	_	_	_	_
				^				.,			
5:24:46	3/30/2011	-	-	-	-	-	-	X	-	-	-
5:24:26	3/30/2011	Χ	_	_	_	_	_	_	_	_	_
7:22:40	3/29/2011	=.	Χ	-	-	-	-	-	-	-	-
7:22:40	3/29/2011	_	_	_	_	X	_	_	_	_	_
					V	,,					
7:22:38	3/29/2011	-	-	-	Χ	-	-	-	-	-	-
7:22:36	3/29/2011	_	Χ	-	-	_	-	_	_	-	-
7:22:34						Χ					
	3/29/2011	-	-	-	-	^	-	-	-	-	-
7:22:32	3/29/2011	-	-	X	_	_	-	_	-	-	_
7:22:20	3/29/2011							Χ			
		-	-	-	-	-	-		-	-	-
7:22:00	3/29/2011	-	-	-	_	_	-	Χ	-	-	_
7:21:38	3/29/2011			_		Χ		_			
		-	-		-	^	-	-	-	-	-
7:21:36	3/29/2011	-	-	X	-	-	-	-	-	-	-
7:21:24	3/29/2011							Χ			
		-	-	-	-	-	-		-	-	-
7:21:04	3/29/2011	X	-	-	-	-	-	-	-	-	-
7:07:24	3/25/2011	_	X	_	_	_	_	_	_	_	_
			^								
7:07:10	3/25/2011	-	-	-	-	-	-	X	-	-	-
7:06:50	3/25/2011	_	_	_	_	X	_	_	_	_	_
				.,		^					
7:06:48	3/25/2011	-	-	X	-	-	-	-	-	-	-
7:06:36	3/25/2011	_	_	_	_	_	_	X	_	_	_
7:06:14	3/25/2011	-	-	-	-	-	-	X	-	-	-
7:05:48	3/25/2011	_	_	_	_	-	-	X	-	_	_
7:05:28	3/25/2011	X	-	-	-	-	-	-	-	-	-
6:02:24	3/22/2011	-	X	-	_	_	-	_	-	-	-
6:02:24	3/22/2011	_	_		_	Χ					
		-	-	-		^	-	-	-	-	-
6:02:22	3/22/2011	-	-	-	X	-	-	-	-	-	-
6:02:18	3/22/2011		Χ								
		-		-	-	=	-	-	-	-	_
6:01:50	3/22/2011	X	-	-	-	-	-	-	-	-	-
10:28:42	3/21/2011		Χ								
		=	^	=	_	_	=		=	=	_
10:28:38	3/21/2011	-	-	-	-	-	-	X	-	-	-
10:23:40	3/21/2011	_	_	_	_	_	_	X	_	_	_
10:20:36	3/21/2011	-	-	-	-	-	-	X	-	-	-
10:18:40	3/21/2011	-	_	_	_	-	-	Χ	-	_	_
10:17:10	3/21/2011	-	-	-	-	-	-	Χ	-	-	-
10:06:14	3/21/2011	X	-	-	-	-	-	-	-	-	-
8:03:10	3/21/2011	_	Χ								
		-		-	-	-	-	-	-	-	-
8:03:08	3/21/2011	-	-	-	-	X	-	-	-	-	-
8:03:06	3/21/2011		_		Χ	_					
		=		=		_	=	=	=	=	_
8:03:04	3/21/2011	-	X	-	-	-	-	-	-	-	-
8:02:58	3/21/2011	_	_	_	_	_	_	X	_	_	_
8:01:42	3/21/2011	-	-	-	-	X	-	-	-	-	-
8:01:42	3/21/2011	-	_	X	-	-	-	_	-	_	_
8:01:30	3/21/2011	-	-	-	-	-	-	X	-	-	-
8:01:02	3/21/2011	X	_	-	-	-	-	_	_	-	-
10:59:16	3/17/2011	=	Χ	-	-	-	-	-	-	-	-
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18:48:44	12/14/2010	_	Χ								
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18:43:58	12/14/2010	-	-	-	_	_	-	X	_	_	_
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18:42:24	12/14/2010	-	-	-	-	-	_	X	-	-	-
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18:28:04	12/14/2010	X	-	-	-	-	_	_	-	-	-
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3:57:22	12/13/2010		Χ	-	-	-	-	-	-	-	-
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19:24:30	12/12/2010	X	_	-	_	_	_	_	_	-	_
11:16:24	12/10/2010	-	X	-	-	-	-	-	-	-	-
11:16:18	12/10/2010	-	_	_	_	_	_	X	_	_	_
11:15:42	12/10/2010	Χ	-	-	-	-	-	-	-	-	-
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6:24:30	11/19/2010	-	-	-	-	-	-	Χ	-	-	-
6:24:06	11/19/2010	-	-	-	-	-	-	X	-	-	-
6:23:46	11/19/2010	Χ	-	-	-	-	-	-	-	-	-
12:59:58	11/18/2010	=	X	-	-	-	-	-	-	-	-
12:59:40	11/18/2010	-	=	=	-	=	=	X	-	-	-
12:59:16	11/18/2010	Χ	-	-	-	-	-	-	-	-	-
13:16:16	11/17/2010	-	X	-	-	-	-	-	-	-	-
13:15:56	11/17/2010	-	-	-	-	-	-	X	-	-	-
13:15:34	11/17/2010	-	-	-	-	-	-	X	-	-	-
13:14:26	11/17/2010	-	-	-	-	-	-	X	-	-	-
13:13:58	11/17/2010	-	-	-	-	-	-	X	-	-	-
13:13:36	11/17/2010	=	-	-	-	-	-	X	-	-	-
13:11:54	11/17/2010	=	-	-	-	-	-	X	-	-	-
13:11:26	11/17/2010	Χ	-	-	-	-	-	-	-	-	-
13:06:56	11/17/2010	=	X	-	-	-	-	-	-	-	-
13:06:22	11/17/2010	=	-	-	-	-	-	X	-	-	-
13:06:02	11/17/2010	Χ	-	-	-	-	-	-	-	-	-
12:07:00	11/15/2010	=	-	-	-	-	-	-	-	-	X
14:57:12	7/6/2010	=	Χ	-	-	-	-	-	=	-	-
14:57:08	7/6/2010	-	-	-	-	X	-	-	-	-	-
14:57:06	7/6/2010	-	-	Χ	-	-	-	-	-	-	-
14:56:54	7/6/2010	-	-	-	-	-	-	X	-	-	-
14:56:34	7/6/2010	-	-	-	-	X	-	-	-	-	-
14:56:18	7/6/2010	-	-	-	Χ	-	-	-	-	-	-
14:56:14	7/6/2010	-	-	-	-	-	-	-	-	-	X
2:10:00	13/22/2115	-	-	-	-	-	-	-	-	-	X

# Data Logger Information SCBA Unit #2

		<b>.</b> 6	<b>6</b>	E E	<del>-</del>		>	<u> </u>	<u>B</u>		<b>6</b>
Time	Date	Off To Sensing	Sensing To Off	PreAlarm To Alarm	Manual Alarm	Alarm Reset	Low Battery	Sensing To PreAlarm	Clock Reset Pending	Clock Reset	Power On Reset
0:43:54	4/8/2011	-	Χ	-	-	-	-	-	-	-	-
0:29:38	4/8/2011	Χ	-	-	-	-	-	-	-	-	-
5:13:48	4/7/2011	-	Χ	-	-	-	-	-	-	-	-
5:13:20	4/7/2011	-	-	-	-	-	-	X	-	-	-
5:13:00	4/7/2011	Χ	-	-	-	-	-	-	-	-	-
4:03:00	4/6/2011	-	Χ	-	-	-	-	-	-	-	-
4:02:32	4/6/2011	-	-	-	-	Χ	-	-	-	-	-
4:02:32	4/6/2011	-	-	Χ	-	-	-	-	-	-	-
4:02:20	4/6/2011	-	-	-	-	-	-	X	-	-	-
4:01:58	4/6/2011	-	=	-	-	-	-	X	-	-	-
4:01:38	4/6/2011	Χ	=	-	-	-	-	-	-	-	-
4:01:06	4/6/2011	-	Χ	-	-	-	-	-	-	-	-
4:01:04	4/6/2011	-	-	-	-	Χ	-	-	-	-	-
4:01:04	4/6/2011	-	-	Χ	-	-	-	-	-	-	-
4:00:52	4/6/2011	-	-	-	-	-	-	X	-	-	-
4:00:26	4/6/2011	-	-	-	-	-	-	X	-	-	-
4:00:06	4/6/2011	-	-	-	-	Χ	-	-	-	-	=
4:00:04	4/6/2011	-	-	-	Χ	-	-	_	-	-	_
5:05:58	4/4/2011	-	Χ	-	-	-	-	_	-	_	_
5:05:34	4/4/2011	Χ	-	-	-	-	-	_	-	_	_
5:59:22	4/3/2011	-	Χ	-	-	-	-	_	-	_	_
5:59:12	4/3/2011	-	-	-	-	-	-	Χ	-	_	_
5:58:52	4/3/2011	-	-	-	-	-	-	Χ	-	_	_
5:58:28	4/3/2011	-	_	_	_	-	_	X	_	-	-
5:58:08	4/3/2011	Χ	_	_	_	-	_	_	_	-	-
5:47:30	4/2/2011	-	X	_	_	-	_	_	_	-	-
5:47:28	4/2/2011	-	-	_	_	Χ	_	_	_	-	-
5:47:28	4/2/2011	_	_	Χ	_	-	_	_	_	_	-
5:47:16	4/2/2011	_	_	-	_	_	_	Χ	_	_	-
5:46:48	4/2/2011	_	_	_	_	_	_	X	_	_	-
5:46:24	4/2/2011	_	_	_	_	_	_	X	_	_	-
5:46:04	4/2/2011	Χ	_	_	-	_	_	-	_	_	-
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5:51:22	11/13/2010	-	X	-	-	-	-	-	-	-	-
E.E1.1C						V					
5:51:16	11/13/2010	-	-	-	-	X	-	-	-	-	-
5:51:12	11/13/2010	_	_	X	_	_	_	_	_	_	_
				,,							
5:51:00	11/13/2010	-	-	-	-	-	-	X	-	-	-
5:50:38	11/13/2010					_		X			
		-	-	-	-	-	-	^	-	-	-
5:50:18	11/13/2010	-	_	-	-	X	_	-	_	-	-
5:50:18	10/13/2038	-	-	-	X	-	-	=	-	-	-
6:16:48	11/12/2010	_	Χ	_	_	_	_	_	_	_	_
			^								
6:16:16	11/12/2010	-	-	-	-	X	-	-	-	-	-
6:16:08	11/12/2010			Χ		_		_			
		=	=	^	=	=	=		=	=	_
6:15:56	11/12/2010	-	-	-	-	-	-	X	-	-	-
6:15:24	11/12/2010	-	-	-	-	-	-	X	-	-	-
6:15:00	11/12/2010	-	-	-	-	_	_	X	_	-	_
6:14:40	11/12/2010	X	-	-	-	-	-	-	-	-	-
6:22:20	11/11/2010	-	Χ	_	_	_	_	_	_	_	_
				=	=	=	=	=	=	=	_
6:21:54	11/11/2010	X	-	-	-	-	-	-	-	-	-
			V								
15:59:58	11/10/2010	-	Χ	-	-	-	-	-	-	-	-
15:59:42	11/10/2010	-	-	-	-	_	_	Χ	_	-	_
15:59:18	11/10/2010	-	-	-	-	-	-	X	-	-	-
15:58:56	11/10/2010	_	_	_	_	_	_	X	_	=	
		-	-	-	-	-	-		-	-	-
15:58:16	11/10/2010	-	-	-	-	-	-	X	-	-	-
15:57:52	11/10/2010	-	-	-	-	-	-	X	-	-	-
15:57:32	11/10/2010	X	_	_	_	_	_	_	_	_	_
8:03:06	11/10/2010	-	Χ	-	-	-	-	-	-	-	-
8:03:04	11/10/2010	_	_	_		X		_			
		-	-	-	-		-	-	-	-	-
8:03:04	11/10/2010	-	-	X	-	-	-	-	-	-	-
8:02:52	11/10/2010	_	_	_				X	_		
			-	-	-	-	-	^	-	-	-
8:02:32	11/10/2010	X	-	-	-	-	-	-	-	-	-
		•									

6:59:34	11/9/2010	_	X	_	-	_	_	-	-	-	_
6:59:12	11/9/2010	-	-	-	-	-	-	X	=	-	-
6:58:52	11/9/2010	_	_	_	_	X	_	_	_	_	_
6:58:50	11/9/2010	-	-	Χ	-	-	-	-	-	-	-
6:58:38	11/9/2010							X			
		-	-	-	-	-	-		-	-	-
6:58:10	11/9/2010	-	-	_	-	-	-	X	-	-	_
		.,									
6:57:50	11/9/2010	X	-	-	-	-	-	-	-	-	-
6:57:36	11/9/2010	_	Χ			_		_			
		-	^	-	-		-	-	-	-	-
6:57:36	11/9/2010	_	_	_	-	X	_	_	-	-	_
6:57:34	11/9/2010	-	-	Χ	-	-	-	-	-	-	-
6:57:22	11/9/2010		_	_		_		Χ			
		-	_	-	-	-	-		-	-	_
6:57:00	11/9/2010	-	-	-	-	-	-	X	-	-	-
						V					
6:56:40	11/9/2010	-	-	-	-	Χ	-	-	-	-	-
6:56:38	11/9/2010	_	_	_	X	_	_	_	_	_	_
6:31:18	11/7/2010	-	Χ	-	-	-	-	-	-	-	-
6:31:12	11/7/2010	_	_					X			
			-	-	-	-	-	^	-	-	-
6:30:42	11/7/2010	Χ	-	_	_	_	_	_	_	_	_
5:37:36	11/6/2010	-	Χ	-	-	-	-	-	-	-	-
5:37:14	11/6/2010	_	_					X			
		-	-	-	-	-	-		-	-	_
5:36:48	11/6/2010	-	-	-	-	-	-	X	-	-	-
5:36:24	11/6/2010	-	-	-	-	-	-	Χ	-	-	-
5:36:04	11/6/2010	X	_	_	_	_	_	_	_	_	_
4:58:16	11/5/2010	-	Χ	-	-	-	-	-	-	-	-
						V					
4:57:52	11/5/2010	-	-	-	-	X	-	-	-	-	-
4:57:52	11/5/2010	_	_	X	_	_	_	_	_	_	_
4:57:40	11/5/2010	-	-	-	-	-	-	X	-	-	-
1.E7.1C								X			
4:57:16	11/5/2010	-	-	-	-	-	-	^	-	-	-
4:56:42	11/5/2010	X	-	_	_	_	_	_	_	_	_
4:56:12	11/5/2010	-	X	-	-	-	-	-	=	-	-
4:56:00	11/5/2010	_	_	_	_	_	_	X	_	_	_
4:55:32	11/5/2010	-	-	-	-	-	-	X	-	-	-
						V					
4:55:12	11/5/2010	-	-	-	-	X	-	-	-	-	-
4:55:10	11/5/2010	_	_	_	Χ	_	_	_	_	_	_
5:47:10	11/3/2010	-	X	-	-	-	-	-	-	-	-
5:47:10	11/3/2010					V					
5:47:10	11/3/2010	-	-	-	-	Χ	-	-	-	-	-
5:47:04	11/3/2010	_	_	X	_	_	_	_	_	_	_
5:46:52	11/3/2010	-	-	-	-	-	-	X	-	-	-
5:46:26	11/3/2010					_		Χ			
		-	-	-	-	-	-		-	-	-
5:46:02	11/3/2010	_	-	-	-	-	-	X	-	-	_
						V					
5:45:42	11/3/2010	-	-	-	-	X	-	-	=	-	-
5:45:38	11/3/2010	_	_	_	X	_	_	_	_	_	_
		=	=	=	^	=	=		=	=	_
5:45:34	11/3/2010	-	-	-	-	-	-	X	-	-	-
		V						_			
5:45:14	11/3/2010	Χ	-	-	-	-	-	-	-	-	-
14:29:00	11/2/2010	_	Χ	_	_	_	_	_	_	_	_
14:28:38	11/2/2010	-	-	-	-	-	-	X	-	-	-
14:28:02	11/2/2010	_	_	_	_	_	_	X	_	_	_
14:27:38	11/2/2010	-	-	-	-	-	-	X	-	-	-
14:27:18	11/2/2010	Χ	_	_	_	_	_	_	_	_	_
				-	=	-	-		=	=	-
4:49:10	11/1/2010	-	X	-	-	-	-	-	-	-	-
								V			
4:48:54	11/1/2010	-	-	-	-	-	-	Χ	-	-	-
4:48:18	11/1/2010	_	_	_	_	_	_	X	_	_	_
4:47:58	11/1/2010	-	-	-	-	X	-	-	-	-	-
4:47:58	11/1/2010		_	Χ		_		_			
		-	-		-	-	-		-	-	-
4:47:46	11/1/2010	-	-	-	-	-	-	X	-	-	-
4:47:24	11/1/2010	-	-	-	-	-	-	Χ	-	-	-
4:47:04	11/1/2010	Χ	_	_	_	_	_	_	_	_	_
4:46:52	11/1/2010	-	X	-	-	-	-	-	-	-	-
4:46:52	11/1/2010		_	_		Χ		_			
		-	-		-		-	-	-	-	-
4:46:50	11/1/2010	-	-	X	-	-	-	-	-	-	-
								V			
4:46:38	11/1/2010	-	-	-	-	-	-	X	-	-	-
4:46:10	11/1/2010	_	_	_	_	_	_	X	_	_	-
4:45:50	11/1/2010	-	-	-	-	Χ	-	-	-	-	-
4:45:48	11/1/2010	_	_	_	Χ	_	_	_	_	_	_
		-		-		-	-	-	-	-	-
40.50.54			Χ	_	-	_					_
10:59:54	10/31/2010	-	^				-	_	-	-	
10:59:54	10/31/2010	-	^				-	-	-	_	

10:59:48	10/31/2010	_	_	_	_	Х	_	_	_	_	_
10:59:44	10/31/2010	=	_		X	-	_	_	_	_	_
10:59:44	10/31/2010	=	-	-	-	-	-	X	-	-	-
10:59:50	10/31/2010	-	-	-	-	-	=	X	-	-	-
		-	-	-	-		-		-	-	-
10:58:32	10/31/2010	-	-	-	-	Х	-	-	-	-	-
10:58:28	10/31/2010	-	-	Х	-	-	-	-	-	-	-
10:58:16	10/31/2010	-	-	-	-	-	-	Χ	-	-	-
10:57:50	10/31/2010	Χ	-	-	-	-	-	-	-	-	-
5:04:40	10/31/2010	-	Χ	-	-	-	-	-	-	-	-
5:04:28	10/31/2010	-	-	-	-	-	-	X	-	-	-
5:03:58	10/31/2010	-	-	-	-	-	-	X	-	-	-
5:03:36	10/31/2010	-	-	-	-	-	-	X	-	-	-
5:03:16	10/31/2010	X	-	-	-	-	-	-	-	-	-
5:08:12	10/30/2010	-	Χ	-	-	-	-	-	-	-	-
5:07:46	10/30/2010	Χ	_	-	_	_	_	_	_	_	_
13:12:36	10/29/2010	_	Χ	_	_	_	_	_	_	_	_
13:12:34	10/29/2010	_	-	_	_	Χ	_	_	_	_	_
13:12:26	10/29/2010	_	_	_	Χ	-	_	_	_	_	_
13:02:06	10/29/2010		X	_	- -	_					
13:02:04	10/29/2010	-	-	-	-	X	-	-	-	-	-
		-	-		-	_	=	=	=	-	-
13:01:58	10/29/2010	-	-	Х	-	-	-	- V	-	-	-
13:01:46	10/29/2010	-	-	-	-	-	-	Х	-	-	-
13:00:50	10/29/2010	Х	-	-	-	-	-	-	-	-	-
10:28:58	10/29/2010	-	Χ	-	-	-	-	-	-	-	-
10:28:54	10/29/2010	-	-	-	-	-	-	X	-	-	-
10:27:30	10/29/2010	-	-	-	-	-	-	X	-	-	-
10:27:08	10/29/2010	-	-	=	-	-	-	X	-	-	-
10:26:44	10/29/2010	-	-	-	-	-	-	X	-	-	-
10:26:22	10/29/2010	-	-	-	-	-	-	X	-	-	-
10:26:00	10/29/2010	-	-	-	-	-	-	Χ	-	-	-
10:25:38	10/29/2010	-	_	_	_	_	-	X	-	_	_
10:25:16	10/29/2010	-	_	-	_	-	-	X	_	-	_
10:24:52	10/29/2010	_	_	_	_	_	_	X	_	_	_
10:24:10	10/29/2010	_	_	_	_	_	_	X	_	_	_
10:23:42	10/29/2010	_	_	_	_	_	_	X	_	_	_
10:23:42	10/29/2010	=	=	=	_	=	_	X	_	=	_
10:23:16	10/29/2010	=	-	-	-	-	-	X	-	-	-
10:22:34	10/29/2010	=	-	-	-	-	-	X	-	-	-
10:22:34		-	-	-	-	-	-		-	-	-
-	10/29/2010	- V	-	-	-	-	-	Х	-	-	-
10:21:52	10/29/2010	X	-	-	-	-	-	-	-	-	-
10:11:22	10/29/2010	-	-	-	-	-	-	-	-	-	X
10:00:38	10/29/2010	-	-	-	-	-	-	-	-	-	X
17:59:14	7/8/2010	-	Χ	-	-	-	-	-	-	-	-
17:59:10	7/8/2010	-	-	-	-	X	-	-	-	-	-
17:59:04	7/8/2010	-	-	Χ	-	-	-	-	-	-	-
17:58:52	7/8/2010	-	-	-	-	-	-	Χ	-	-	-
17:58:32	7/8/2010	-	-	-	-	Х	-	-	-	-	-
17:58:22	7/8/2010	-	-	-	Χ	-	-	-	-	-	-
17:58:20	7/8/2010	-	-	-	-	-	-	-	-	-	X
7:48:00	5/24/2010	-	-	-	-	-	-	-	-	X	-
11:56:22	15/01/2125	-	-	-	-	-	-	-	X	-	-
11:56:06	15/01/2125	-	Χ	-	-	-	-	-	-	-	-
11:56:06	15/01/2125	_	_	-	_	Χ	_	_	_	_	_
11:55:54	15/01/2125	-	_	Χ	_	-	-	-	_	-	_
11:55:38	15/01/2125	_	_	-	_	_	_	Χ	_	_	_
11:55:24	15/01/2125	_	_	_	_	-	_	X	_	_	_
11:55:18	15/01/2125	_	_	_	_	Х	_	-	_	_	_
11:55:16	15/01/2125				X	-					
		-	-	-	^	-	- V	-	-	-	-
11:55:16	15/01/2125	=	-	-		-	Х	=	=	-	- V
11:54:36	15/01/2125	=	- V	-	-	-	=	-	-	-	Χ
18:06:32	14/27/2125	-	X	-	-	-	-	- V	-	-	-
18:06:28	14/27/2125	-	-	-	-	-	-	X	-	-	-
18:06:24	14/27/2125	-	-	-	-	Х	-	=	=	-	-
18:06:20	14/27/2125	-	-	-	Χ	-	-	-	-	-	-

18:06:10	14/27/2125	-	-	-	-	-	-	-	-	-	X
13:21:12	13/02/2125	-	Χ	-	-	-	-	-	-	-	-
13:20:58	13/02/2125	-	-	-	-	-	-	X	-	-	-
13:20:54	13/02/2125	-	-	-	-	X	-	-	-	-	-
13:20:48	13/02/2125	-	-	-	Χ	-	-	-	-	-	-
13:21:16	12/22/2124	-	-	-	-	=	-	-	-	-	X

# Data Logger Information SCBA Unit #3

		o ing	ing #	larm arm	<u>a</u> _	- 4	<u>&gt;</u>	ing arm	ing	<b></b>	r o
Time	Date	Off To Sensing	Sensing To Off	PreAlarm To Alarm	Manual Alarm	Alarm Reset	Low Battery	Sensing To PreAlarm	Clock Reset Pending	Clock	Power On Reset
0:40:28	4/8/2011	-	Χ	-	- '	-	-	-		-	-
0:38:44	4/8/2011	-	-	-	-	-	-	X	-	-	-
0:28:42	4/8/2011	Χ	-	-	-	-	-	-	-	-	-
3:31:40	4/7/2011	-	Χ	-	-	-	-	-	-	-	-
3:31:12	4/7/2011	-	-	-	-	-	-	Χ	-	-	-
3:30:50	4/7/2011	Χ	-	-	-	-	-	-	-	-	-
19:35:42	4/6/2011	-	Χ	-	-	-	-	_	-	-	-
19:35:28	4/6/2011	-	-	-	-	-	-	Χ	-	-	-
19:35:08	4/6/2011	Χ	-	-	-	-	-	_	-	-	-
19:22:44	4/6/2011	-	Х	_	_	-	-	_	_	-	_
19:22:10	4/6/2011	-	-	_	_	-	-	Χ	_	-	_
19:12:30	4/6/2011	Χ	-	_	_	-	-	_	_	_	_
4:53:34	4/6/2011	-	Χ	_	_	-	-	_	_	-	_
4:53:28	4/6/2011	-	-	_	_	-	-	Χ	_	-	_
4:52:54	4/6/2011	Χ	-	_	_	_	_	-	_	_	_
17:50:40	4/5/2011	-	Χ	_	_	_	_	_	_	_	_
17:50:10	4/5/2011	Х	-	_	_	_	_	_	_	_	_
17:14:22	4/5/2011	-	Х	_	_	_	_	_	_	_	_
17:02:22	4/5/2011	Χ	-	_	_	_	_	_	_	_	_
3:43:54	4/5/2011	-	Х	_	_	_	_	_	_	_	_
3:43:36	4/5/2011	_	-	_	_	Χ	_	_	_	_	_
3:43:36	4/5/2011	_	_	Χ	_	-	_	_	_	_	_
3:43:24	4/5/2011	_	_	-	_	_	_	Χ	_	_	_
3:43:04	4/5/2011	Х	_	_	_	_	_	-	_	_	_
12:46:44	4/4/2011	-	Х	_	_	_	_	_	_	_	_
12:46:26	4/4/2011	Х	-	_	_	_	_	_	_	_	_
4:02:20	4/4/2011	-	Х	_	_	_	_	_	_	_	_
4:02:20	4/4/2011	-	-	_	_	_	_	X	_	_	_
4:01:50	4/4/2011	Х	_	_	_	_	_	-	_	_	_
17:54:34	3/30/2011	-	X	_	_	_	_	-	_	_	_
17:54:34	3/30/2011	-	-	-	_	_	-	X	<u>-</u>	-	-
17:53:58	3/30/2011	X	-	-	_	_	-	-	<u>-</u>	-	-
17:43:30	3/30/2011	_	X	-	_	_	-	-	<u>-</u>	-	-
17:43:14	3/30/2011	_	-	_	_	_	_	X	_	_	_
17:43:14	3/30/2011	_	_	_	_	_	_	X	_	_	_
17:42:40	3/30/2011	-	-	-	_	_	-	X	<u>-</u>	-	-
17:42:12	3/30/2011	-	-	-	_	_	-	X	<u>-</u>	-	-
17:40:32	3/30/2011	X	-	-	_	_	-	_	<u>-</u>	-	-
4:58:12	3/30/2011	-	X	-	_	_	-	_	<u>-</u>	-	-
4:57:52	3/30/2011	<u>-</u>	_	-	_	_	-	X	<u>-</u>	-	-
4:57:24	3/30/2011	X	-	-	_	-	-	_	- -	-	-
6:21:04	3/28/2011	-	X	_	_	_	_	-	_	_	-
6:21:02	3/28/2011	- -	-	-	_	X	_	_	_	_	_
6:21:02	3/28/2011	_	-	X	_	-	_	-	_	_	_
6:20:50	3/28/2011	=	-	-	-	-	-	X	-	=	-
6:20:24	3/28/2011	-	-	-	-	-	-	X	-	-	-
6:20:02	3/28/2011	-	-	-	_	_	-	X	<u>-</u>	-	-
6:19:42	3/28/2011	X	-	-	_	_	-	-	<u>-</u>	-	-
5:33:36	3/26/2011	-	X	-	_	_	-	-	<u>-</u>	-	-
5:33:34	3/26/2011	-	-	-	-	-	-	X	-	=	=
5:33:14	3/26/2011	X		-	-	<u>-</u>	-	-	-	-	-
6:09:08	3/25/2011	-	- V	-	-	-	-	-	-	-	-
	3/25/2011	-	X -	-	-	X	-	-	=	-	-
6:09:06		-		-	X	X -	-	-	-	-	-
6:09:04	3/25/2011	-	- ~				-	-	-	-	-
6:09:00	3/25/2011	-	Х	-	-	- ~	-	-	=	-	-
6:09:00	3/25/2011 3/25/2011	-	-	X	-	X	-	-	=	-	-
6:08:58		-	-	X -	-	-	-		=	-	-
6:08:46 6:08:24	3/25/2011	-	-	-	-	-	-	X X	-	-	-
0.00.24	3/25/2011	-	-	-	-	-	-	^	-	-	-

6:08:02	3/25/2011	_	_	_	_	_	_	X	_	_	_
6:07:42	3/25/2011	Х	_	_	_	_	_	-	_	_	_
6:14:50	3/24/2011	-	X	_	_	_	_	_		_	_
6:14:50	3/24/2011	-	_		-		-	_	-	-	-
6:14:48		-		- V	-	X	-	-	-	-	-
	3/24/2011	-	-	Х	-	-	-	-	-	-	-
6:14:36	3/24/2011	-	-	-	-	-	-	X	-	=	-
6:14:14	3/24/2011	-	-	-	-	-	-	X	-	-	-
6:13:54	3/24/2011	-	-	-	-	-	-	Χ	-	-	-
6:13:32	3/24/2011	-	-	-	-	-	-	X	-	-	-
6:13:12	3/24/2011	X	-	-	-	-	-	-	-	-	-
4:50:58	3/23/2011	-	Χ	-	-	-	-	-	-	-	-
4:50:56	3/23/2011	-	-	-	-	Χ	-	-	-	-	-
4:50:56	3/23/2011	-	-	-	Χ	-	-	-	_	-	-
4:50:46	3/23/2011	_	Χ	_	_	-	_	_	_	-	_
4:50:44	3/23/2011	_	-	_	_	Χ	_	_	_	_	_
4:50:42	3/23/2011	_	_	_	Χ	-	_	_	_	_	_
4:50:40	3/23/2011	_	Х	_	-	_	_	_	_	_	_
4:50:28	3/23/2011	_	-	_	-	X	_	_	_	_	_
		-		-			-	-	-	-	-
4:50:28	3/23/2011	-	-	-	Х	-	-	-	-	-	-
4:50:26	3/23/2011	-	Χ	-	-	-	-	-	-	-	-
4:50:22	3/23/2011	-	-	-	-	Χ	-	-	-	-	-
4:50:20	3/23/2011	-	-	-	Χ	-	-	-	-	-	-
4:50:16	3/23/2011	-	-	-	-	Χ	-	-	-	-	-
4:50:12	3/23/2011	-	-	X	-	-	-	-	-	-	-
4:50:00	3/23/2011	-	-	-	-	-	-	X	-	-	-
4:49:34	3/23/2011	-	-	-	-	-	-	X	-	-	-
4:49:06	3/23/2011	X	-	-	-	-	-	-	-	-	-
4:48:58	3/22/2011	-	Χ	-	-	-	-	-	_	-	-
4:48:42	3/22/2011	_	_	_	_	-	_	Χ	_	-	_
4:48:22	3/22/2011	Х	_	_	_	_	_	-	_	_	_
5:23:28	3/20/2011	-	X	_	_	_	_	_	_	_	_
5:23:20	3/20/2011	_	-	_	_	_	_	Χ	_	_	_
5:22:50	3/20/2011	-	-	-	-	-	-	X	-	-	_
				-	-	-	-		-	-	-
5:22:08	3/20/2011	Х	- V	-	-	-	-	-	-	-	-
3:53:36	3/20/2011	-	Χ	-	-	-	-	-	-	-	-
3:53:34	3/20/2011	-	-	-	-	Χ	-	-	-	-	-
3:53:34	3/20/2011	-	-	Χ	-	-	-	-	-	-	-
3:53:22	3/20/2011	-	-	-	-	-	-	Χ	-	-	-
3:52:58	3/20/2011	-	-	-	-	-	-	Χ	-	-	-
3:52:38	3/20/2011	X	-	-	-	-	-	-	-	-	-
19:31:34	3/19/2011	-	Χ	-	-	-	-	-	-	-	-
19:31:14	3/19/2011	-	-	-	-	-	-	X	-	-	-
19:29:34	3/19/2011	-	-	-	-	-	-	Χ	-	-	-
19:27:56	3/19/2011	-	-	-	_	-	-	Χ	_	-	_
19:25:36	3/19/2011	Χ	-	_	_	-	_	_	_	-	_
5:18:38	3/19/2011	-	Χ	_	_	-	_	_	_	_	_
5:18:32	3/19/2011	_	-	_	-	X	_	_	_	_	_
5:18:30	3/19/2011	_	_	_	X	-	_	_	_	_	_
5:18:30	3/19/2011				-	Χ					
5:18:28	3/19/2011	-	-	X	-	^	-	-	-	-	-
		-	-	_	-	-	-		-	-	-
5:18:16	3/19/2011	- V	-	-	-	-	-	Χ	-	-	-
5:17:58	3/19/2011	Χ	-	-	-	-	-	-	-	-	-
3:44:44	3/18/2011	-	Χ	-	-	-	-	-	-	-	-
3:44:26	3/18/2011	-	-	-	-	-	-	Χ	-	-	-
3:44:02	3/18/2011	Χ	-	-	-	-	-	-	-	-	-
5:11:52	3/17/2011	-	Χ	-	-	-	-	-	-	-	-
5:11:12	3/17/2011	-	-	-	-	-	-	Χ	-	-	-
5:10:50	3/17/2011	-	-	-	-	-	-	Χ	-	-	-
5:10:30	3/17/2011	-	-	-	-	Χ	-	-	-	-	-
5:10:30	3/17/2011	-	-	Χ	-	-	-	-	-	-	-
5:10:18	3/17/2011	_	-	-	-	-	-	Χ	-	-	_
5:09:58	3/17/2011	Χ	-	-	-	-	-	-	-	-	_
3:46:38	3/17/2011	-	X	_	_	-	-	-	_	-	_
20.00											

3:45:32	3/17/2011	_	_	_	_	_	_	X	_	_	_
3:42:12	3/17/2011	_	_	_	_	_	_	X	_	_	_
3:41:02	3/17/2011		_	-	_	X	-	-		_	_
3:41:00	3/17/2011	-	-		-	^	_		-	-	_
3:40:48		-	-	X	-	-	-	- V	-	-	-
	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:40:22	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:39:44	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:34:54	3/17/2011	-	-	-	-	-	-	Χ	-	-	-
3:28:24	3/17/2011	X	-	-	-	-	-	-	-	-	-
3:06:06	3/17/2011	-	Χ	-	-	-	-	-	-	-	-
3:05:46	3/17/2011	X	-	-	-	-	-	-	-	-	-
2:20:40	3/17/2011	-	Χ	-	-	-	-	-	-	-	-
2:20:34	3/17/2011	-	-	-	-	-	-	X	-	-	-
2:20:08	3/17/2011	-	-	-	-	-	-	Χ	-	-	-
2:16:14	3/17/2011	-	-	-	_	-	-	Χ	_	-	_
2:15:52	3/17/2011	_	_	_	_	_	_	Χ	_	-	_
2:10:52	3/17/2011	_	_	_	_	_	_	X	_	_	_
2:10:28	3/17/2011	Χ	_	_	_	_	_	-	_	_	_
3:40:32	3/16/2011	-	Х			_		_			
3:40:32	3/16/2011	-	-	-	-	X	-	-	-	-	_
	3/16/2011	-			-	_			-	-	-
3:40:30		-	-	Х	-	-	-	-	-	-	-
3:40:18	3/16/2011	-	-	-	-	-	-	X	-	-	-
3:39:54	3/16/2011	-	-	-	-	-	-	Χ	-	-	-
3:39:14	3/16/2011	X	-	-	-	-	-	-	-	-	-
3:42:36	3/15/2011	-	Χ	-	-	-	-	-	-	-	-
3:42:08	3/15/2011	X	-	-	-	-	-	-	-	-	-
3:32:46	3/14/2011	-	Χ	-	-	-	-	-	-	-	-
3:32:44	3/14/2011	-	-	-	-	-	-	X	-	-	-
3:32:18	3/14/2011	-	-	-	-	-	-	X	-	-	-
3:31:18	3/14/2011	X	-	-	-	-	-	-	-	-	-
4:28:58	3/13/2011	-	Χ	-	-	-	-	-	_	-	-
4:28:52	3/13/2011	-	-	-	-	-	-	Χ	-	-	_
4:28:26	3/13/2011	X	_	_	_	_	_	-	_	_	_
5:10:52	3/12/2011	-	Χ	_	_	_	_	_	_	_	_
5:10:52	3/12/2011	_	-	_	_	Х	_	_	_	_	_
5:10:48	3/12/2011	_	_	_	Х	_	_	_	_	_	_
5:10:48	3/12/2011	-	- -	_	-	_	_	X		_	_
5:08:42	3/12/2011	X	-	=	-	-	-	-	-	-	_
	3/12/2011			-	-	-	-	-	-	-	-
1:50:36		- V	Χ	-	-	-	-	-	-	-	-
1:50:16	3/12/2011	Х	-	-	-	-	-	-	-	-	-
1:24:06	3/12/2011	-	Χ	-	-	-	-	-	-	-	-
1:19:44	3/12/2011	-	-	=	-	-	-	X	-	-	-
1:17:18	3/12/2011	-	-	-	-	-	-	Χ	-	-	-
1:15:14	3/12/2011	-	-	-	-	-	-	Χ	-	-	-
1:08:02	3/12/2011	X	-	-	-	-	-	-	-	-	-
15:34:52	3/11/2011	-	Χ	-	-	-	-	-	-	-	-
15:34:30	3/11/2011	-	-	-	-	-	-	Χ	-	-	-
15:31:42	3/11/2011	-	-	-	-	-	-	Χ	-	-	-
15:26:16	3/11/2011	X	-	-	-	-	-	-	-	-	-
4:47:20	3/11/2011	-	Χ	-	-	-	-	-	-	-	-
4:46:52	3/11/2011	X	-	-	-	-	-	-	-	-	-
6:00:32	3/10/2011	-	Χ	-	_	-	-	-	_	-	_
6:00:30	3/10/2011	_	-	_	_	Χ	_	_	_	-	_
6:00:28	3/10/2011	_	_	Х	_	_	_	_	_	_	_
6:00:16	3/10/2011	_	_	-	_	_	_	Χ	_	_	_
5:59:56	3/10/2011	Χ	_	_	_	_	_	_	_	_	_
4:42:44	3/10/2011	-	Χ	_	_	_	_	_	_	_	_
4:42:20	3/10/2011	X	-	_	_	_	_	_	_	_	_
6:50:56	3/9/2011	-	X	_	-	-	-	-	-	-	<u>-</u>
6:50:38	3/9/2011	-	-	-	-	-	-	X	-	-	-
6:50:38			-	-	-	-	-	X	-	-	-
	3/9/2011	- V		-	-	-	-		-	-	-
6:49:48	3/9/2011	Х	- V	-	-	-	-	-	-	-	-
5:34:04	3/9/2011	-	Χ	-	-	-	-	-	-	-	-

5:33:34	3/9/2011	_	_	_	_	_	_	Χ	_	_	_
5:33:00	3/9/2011	Х	_	_	_	_	_	_	_	_	_
6:41:30	3/8/2011	-	Х	_	_	_	_	_	_	_	_
6:41:30	3/8/2011		-	_		Х					
6:41:28	3/8/2011	_	-	X	_	-	_	_	_	_	_
6:41:16	3/8/2011	-	-	_	-	-	-	X	-	-	-
6:40:12	3/8/2011	-	-		-		-	X	-	-	-
		-	-	-	-	- V	-		-	-	-
6:39:52	3/8/2011	-	-	-	-	Х	-	-	-	-	-
6:39:50	3/8/2011	-	-	Х	-	=	-	-	-	-	-
6:39:38	3/8/2011	-	-	-	-	-	-	Χ	-	-	-
6:39:08	3/8/2011	Χ	-	-	-	-	-	-	-	-	-
6:34:46	3/8/2011	-	X	-	-	-	-	-	-	-	-
6:34:44	3/8/2011	-	-	-	-	X	-	-	-	-	-
6:34:40	3/8/2011	-	-	Χ	-	-	-	-	-	-	-
6:34:28	3/8/2011	-	-	-	-	-	-	Χ	-	-	-
6:34:08	3/8/2011	-	-	-	-	Χ	-	-	-	-	-
6:34:06	3/8/2011	-	-	-	Χ	-	-	-	-	-	-
6:29:40	3/8/2011	-	X	-	-	=	-	-	-	-	-
6:29:14	3/8/2011	-	-	-	-	-	-	X	-	-	-
6:28:42	3/8/2011	-	-	-	-	-	-	X	-	-	-
6:28:00	3/8/2011	-	-	-	_	-	-	X	-	-	-
6:27:30	3/8/2011	X	-	-	_	-	-	-	-	-	-
0:51:20	3/7/2011	_	Χ	-	-	-	-	-	-	-	-
0:51:06	3/7/2011	_	-	_	_	_	-	Χ	_	-	_
0:49:26	3/7/2011	_	-	_	_	-	_	X	_	-	_
0:39:48	3/7/2011	_	_	_	_	Χ	_	-	_	_	_
0:39:44	3/7/2011	_	_	_	Χ	-	_	_	_	_	_
6:32:24	3/6/2011	_	Х	_	-	_	_	_	_	_	_
6:32:22	3/6/2011	_	-	_	_	_	_	Χ	_	_	_
6:32:00	3/6/2011	X	-	_	_	_	_	_	_	_	_
14:11:56	3/5/2011	-	X	-	_	-	-	-	_	-	_
			-	-	-	-	-		-	-	-
14:11:10 13:58:50	3/5/2011 3/5/2011	X		-	-	-	-	X	-	-	-
			- V	-	-	-	-		-	-	-
6:59:30	3/5/2011	-	Х	-	-	- V	-	-	-	-	-
6:59:28	3/5/2011	-	-	-	-	Χ	-	-	-	-	-
6:59:28	3/5/2011	-	-	X	-	-	-	-	-	-	-
6:59:16	3/5/2011	-	-	-	-	-	-	Χ	-	-	-
6:58:56	3/5/2011	X	-	-	-	=	-	-	-	-	-
11:57:52	3/4/2011	-	Χ	-	-	-	-	-	-	-	-
11:57:06	3/4/2011	-	-	-	-	-	-	Χ	-	-	-
11:49:34	3/4/2011	X	-	-	-	-	-	-	-	-	-
5:04:58	3/4/2011	-	Χ	-	-	-	-	-	-	-	-
5:04:50	3/4/2011	-	-	-	-	-	-	X	-	-	-
5:04:30	3/4/2011	-	-	-	-	Χ	-	-	-	-	-
5:04:26	3/4/2011	-	-	Χ	-	-	-	-	-	-	-
5:04:14	3/4/2011	-	-	-	-	-	-	Χ	-	-	-
5:03:54	3/4/2011	X	-	-	-	-	-	-	-	-	-
20:39:12	3/3/2011	-	Χ	-	-	-	-	-	-	-	-
20:36:28	3/3/2011	X	-	-	_	-	-	-	-	-	-
7:57:14	3/3/2011	_	Χ	-	-	-	-	-	-	-	-
7:56:58	3/3/2011	_	-	-	_	-	-	Χ	_	-	_
7:56:28	3/3/2011	-	-	-	_	Χ	-	-	_	-	_
7:56:28	3/3/2011	_	-	Χ	_	-	_	_	_	-	_
7:56:16	3/3/2011	_	_	-	_	_	_	Χ	_	_	_
7:55:40	3/3/2011	Χ	_	_	_	_	_	-	_	_	_
5:44:10	3/3/2011	-	X	_	_	_	_	_	_	_	_
5:43:38	3/3/2011	-	-	_	_	_	_	X	_	_	_
5:43:18	3/3/2011	X	-	-	-	-	_	_	<u>-</u>	-	-
21:44:24	3/3/2011		X	-	-	-	-	-	-	-	-
21:44:24	3/2/2011	-	-	-	_	-	_	X	-	-	-
21:44:18	3/2/2011	X	-	-	-	-	-	-	-	-	-
		-	X	-	-	-	-	-	-	-	-
21:38:12	3/2/2011	-	^	-	-	-	-	-	-	-	-
21:37:52	3/2/2011	-	-	-	-	-	-	Χ	-	-	-

21:35:40	3/2/2011	-	_	_	_	_	_	Χ	_	_	_
21:16:04	3/2/2011	Χ	_	_	_	_	_	-	_	_	_
15:21:12	3/2/2011	-	Х	_	_	_	_	-	_	_	_
15:20:52	3/2/2011	_	-	_	_	_	_	Χ	_	_	_
15:20:32	3/2/2011	_	_	_	_	_	_	X	_	_	_
15:20:22	3/2/2011	_	_	_	_	X	_	-	_	_	_
15:20:02	3/2/2011	-	-	=	X	_	-	-	-	-	_
		X	-	-	_	-	-	-	-	-	-
15:19:58	3/2/2011		- V	-	-	-	-	-	-	-	-
12:04:52	2/28/2011	-	Х	-	-	-	-	-	-	-	-
12:04:36	2/28/2011	-	-	-	-	-	-	X	-	-	-
12:04:16	2/28/2011	Х	-	-	-	-	-	-	-	-	-
11:41:08	2/28/2011	-	X	=	-	-	-	-	-	-	-
11:41:06	2/28/2011	-	-	-	-	-	-	Х	-	-	-
11:40:40	2/28/2011	-	-	-	-	-	-	Χ	-	-	-
11:40:08	2/28/2011	-	-	-	-	-	-	Χ	-	-	-
11:39:44	2/28/2011	-	-	-	-	-	-	X	-	-	-
11:39:22	2/28/2011	-	-	-	-	-	-	X	-	-	-
11:38:58	2/28/2011	-	-	-	-	-	-	X	-	-	-
11:38:36	2/28/2011	-	-	-	-	-	-	X	-	-	-
11:38:12	2/28/2011	-	-	-	-	-	-	X	-	-	-
11:37:50	2/28/2011	_	-	-	-	-	-	Χ	-	-	-
11:37:14	2/28/2011	_	-	-	-	-	-	Χ	_	-	_
11:36:50	2/28/2011	_	-	-	-	-	_	X	_	-	_
11:36:26	2/28/2011	_	_	_	_	_	_	X	_	_	_
11:36:02	2/28/2011	_	_	_	_	_	_	X	_	_	_
11:35:38	2/28/2011	Х	_	_	_	_	_	-	_	_	_
4:59:40	2/20/2011	-	Х	_	_	_	_	_	_	_	_
4:59:36	2/20/2011	_	-	_	_	_	_	X	_	_	_
4:59:16	2/20/2011	-	-	-	-	- V	-	-	-	-	-
			-		-	X	-		-	-	-
4:59:14	2/20/2011	-	-	Х	-	-	-	- V	-	-	-
4:59:02	2/20/2011	-	-	-	-	-	-	Χ	-	-	-
4:58:42	2/20/2011	Х	-	-	-	-	-	-	-	-	-
5:37:28	2/19/2011	-	Х	-	-	-	-	-	-	-	-
5:37:00	2/19/2011	-	-	-	-	-	-	Χ	-	-	-
5:36:40	2/19/2011	X	-	-	-	-	-	-	-	-	-
16:43:56	2/18/2011	-	Χ	-	-	-	-	-	-	-	-
16:43:42	2/18/2011	-	-	-	-	-	-	X	-	-	-
16:43:22	2/18/2011	Χ	-	-	-	-	-	-	-	-	-
16:35:44	2/18/2011	-	Χ	-	-	-	-	-	-	-	-
16:29:38	2/18/2011	-	-	-	-	-	-	X	-	-	-
16:27:58	2/18/2011	-	-	-	-	-	-	X	-	-	-
16:16:04	2/18/2011	Χ	-	-	-	-	-	-	-	-	-
6:13:30	2/18/2011	-	Χ	-	-	-	-	-	-	-	-
6:13:12	2/18/2011	-	-	-	-	-	_	Χ	_	-	_
6:12:52	2/18/2011	Χ	-	_	_	_	_	-	_	_	_
7:03:16	2/16/2011	-	Х	_	_	_	_	_	_	_	_
7:03:14	2/16/2011	_	-	_	_	Χ	_	_	_	_	_
7:03:14	2/16/2011	_	_	Χ	_	_	_	_	_	_	_
7:03:02	2/16/2011	_	_	_	_	_	_	X	_	_	_
7:03:02	2/16/2011	_	_	_	_	_	_	X	_	_	-
7:02:32	2/16/2011	-	-	=	-	-	-	X	-	-	-
		X	-	-	-	-	-	^	-	-	-
7:01:48	2/16/2011		- V	-	-	-	-	-	-	-	-
22:59:42	2/15/2011	-	Х	-	-	-	-	-	-	-	-
22:56:28	2/15/2011	Х	-	-	-	-	-	-	-	-	-
5:57:36	2/15/2011	-	Х	=	-	-	-	-	-	-	-
5:57:32	2/15/2011	-	-	-	-	X	-	-	-	-	-
5:57:32	2/15/2011	-	-	-	Χ	-	-	-	-	-	-
5:57:32	2/15/2011	-	-	-	-	Χ	-	-	-	-	-
5:57:30	2/15/2011	-	-	X	-	-	-	-	-	-	-
5:57:18	2/15/2011	-	-	-	-	-	-	Χ	-	-	-
5:56:58	2/15/2011	X	-	-	-	-	-	-	-	-	-
21:17:12	2/14/2011	-	Χ	-	-	-	-	-	-	-	-
21:15:02	2/14/2011	X	-	-	-	-	-	-	-	-	-

8:21:58	2/14/2011	_	Х	_	_	_	_	_	_	-	_
8:21:52	2/14/2011	_	-	_	_	_	_	Χ	_	_	_
8:21:30	2/14/2011	-	-	_	-	-	<u>-</u>	X	_	_	-
		-	-	-		- V	-		-	-	-
8:21:10	2/14/2011	-	-	-	-	X	-	-	-	-	-
8:21:08	2/14/2011	-	-	-	Х	-	-	-	-	-	-
8:21:06	2/14/2011	-	-	-	-	Χ	-	-	-	-	-
8:21:06	2/14/2011	-	-	Χ	-	-	-	-	-	-	-
8:20:54	2/14/2011	-	-	-	-	-	-	X	-	-	-
8:20:34	2/14/2011	Χ	-	_	-	-	-	-	-	-	-
6:32:06	2/14/2011	-	Χ	_	-	-	-	-	-	-	-
6:31:44	2/14/2011	X	-	_	-	-	-	-	_	-	_
7:08:06	2/13/2011	_	Χ	_	_	_	_	_	_	_	_
7:08:04	2/13/2011	_	-	_	_	Χ	_	_	_	_	_
7:08:02	2/13/2011	_	-	_	Χ	-	_	_	_	_	_
7:08:02	2/13/2011	_	X	_	-	_	_	_	_	_	_
		-		-			-	-	-	-	-
7:08:00	2/13/2011	-	-	-	-	Х	-	-	-	-	-
7:07:58	2/13/2011	-	-	Х	-	-	-	-	-	-	-
7:07:46	2/13/2011	-	-	-	-	=-	-	Χ	-	-	-
7:07:22	2/13/2011	-	-	-	-	-	-	Χ	-	-	-
7:07:02	2/13/2011	-	-	-	-	Χ	-	-	-	-	-
7:07:02	2/13/2011	-	-	X	-	-	-	-	-	-	-
7:06:50	2/13/2011	-	-	-	-	-	-	Χ	-	-	-
7:06:30	2/13/2011	X	-	_	-	-	_	_	_	_	_
1:10:56	2/13/2011	-	Χ	_	_	_	_	_	_	_	_
1:05:28	2/13/2011	_	-	_	_	_	_	Χ	_	_	_
1:03:26	2/13/2011	_	-	_	_	_	_	X	_	_	_
				-	-	-	-		-	-	-
1:02:56	2/13/2011	- V	-	-	-	-	-	Χ	-	-	-
0:54:26	2/13/2011	Χ	-	-	-	-	-	-	-	-	-
15:08:00	2/12/2011	-	Х	-	-	=-	-	-	-	-	-
15:07:54	2/12/2011	-	-	-	-	-	-	Χ	-	-	-
15:07:12	2/12/2011	-	-	-	-	-	-	X	-	-	-
15:06:12	2/12/2011	-	-	-	-	-	-	X	-	-	-
14:59:22	2/12/2011	Χ	-	-	-	-	-	-	-	-	-
5:25:02	2/12/2011	-	Χ	_	-	-	-	-	_	-	_
5:25:02	2/12/2011	-	-	-	_	Χ	-	-	_	-	_
5:25:00	2/12/2011	_	_	Х	_	_	_	_	_	_	_
5:24:48	2/12/2011	_	_	-	_	_	_	Χ	_	_	_
5:24:20	2/12/2011	_	_	_	_	_	_	X	_	_	_
5:23:46	2/12/2011	Х						-			
3:02:38	2/12/2011	_	- V	-	-	<u>-</u>	-	-	-	-	-
			X	-	-		-	-	-	-	-
3:02:34	2/12/2011	-	-	-	-	Χ	-	-	-	-	-
3:02:34	2/12/2011	-	-	-	Х	-	-	-	-	-	-
3:02:00	2/12/2011	X	-	-	-	=-	-	-	-	-	-
2:44:08	2/12/2011	-	Χ	-	-	-	-	-	-	-	-
2:40:56	2/12/2011	-	-	-	-	-	-	Χ	-	-	-
2:26:36	2/12/2011	Χ	-	-	-	-	-	-	-	-	-
7:10:08	2/11/2011	-	Χ	-	-	-	-	-	-	-	-
7:10:02	2/11/2011	-	-	-	-	Χ	-	-	-	-	-
7:09:58	2/11/2011	-	-	_	Χ	-	-	-	_	-	_
7:09:26	2/11/2011	_	Χ	_	_	-	-	_	_	-	_
7:08:40	2/11/2011	_	-	_	_	_	_	Χ	_	_	_
7:07:38	2/11/2011	_	_	_	_	_	_	X	_	_	_
6:59:34	2/11/2011	Х	_	_	_	_	_	-	_	_	_
6:29:02	2/11/2011	^		_	_	_	_	_	_	_	_
		-	Χ	-	-	- V	-	-	-	-	-
6:29:02	2/11/2011	-	-	-	-	Χ	-	-	-	-	-
6:29:02	2/11/2011	-	-	-	X	-	-	=	-	-	-
6:29:00	2/11/2011	-	-	-	-	X	-	-	-	-	-
6:29:00	2/11/2011	-	-	Χ	-	-	-	-	-	-	-
6:28:48	2/11/2011	-	-	-	-	-	-	Χ	-	-	-
6:28:28	2/11/2011	X	-	-	-	-	-	-	-	-	-
6:14:16	2/10/2011	-	Χ	-	-	-	-	-	-	-	-
6:14:14	2/10/2011	-	-	-	-	Χ	-	-	-	-	-
6:14:12	2/10/2011	-	-	Χ	-	-	-	-	-	-	-

6:14:00	2/10/2011	_	_	_	_	_	_	Х	_	_	_
6:13:40	2/10/2011	Χ	_	_	_	_	_	-	_	_	_
13:51:40	2/8/2011	-	Х	_	_	_	_	_	_	_	_
13:51:32	2/8/2011	_	-	_	_	_	_	Х	_	_	_
13:51:00	2/8/2011	_	_	_	_	_	_	X		_	_
13:50:36	2/8/2011	-	-	-	-	-	-	X	-	-	-
13:50:36	2/8/2011	X	-	-	-	-	-	_	-	-	-
			- V	-	-	-	-		-	-	-
19:41:26	2/4/2011	-	Х	-	-	-	-	-	-	-	-
19:41:16	2/4/2011	-	-	-	-	Χ	-	-	-	-	-
19:41:14	2/4/2011	-	-	X	-	-	-	-	-	-	-
19:41:02	2/4/2011	-	-	-	-	-	-	X	-	-	-
19:39:52	2/4/2011	-	=	-	-	-	-	X	-	-	-
19:39:26	2/4/2011	-	-	-	-	-	-	Χ	-	-	-
19:38:32	2/4/2011	-	=	-	-	-	-	Χ	-	-	-
19:38:02	2/4/2011	-	-	-	-	-	-	Χ	-	-	-
19:36:36	2/4/2011	-	-	-	-	-	-	X	-	-	-
19:36:08	2/4/2011	-	-	-	-	-	-	X	-	-	-
19:35:34	2/4/2011	-	-	-	-	-	-	X	-	-	-
19:35:06	2/4/2011	-	-	-	-	-	-	X	-	-	-
19:33:50	2/4/2011	-	-	-	-	-	-	X	_	-	-
19:27:54	2/4/2011	-	-	_	_	-	-	Χ	_	-	_
19:27:02	2/4/2011	_	_	_	_	_	_	Χ	_	_	_
19:25:00	2/4/2011	_	_	_	_	-	_	X	_	_	_
19:13:00	2/4/2011	_	_	_	_	_	_	X	_	_	_
19:09:00	2/4/2011	Χ	_	_	_	_	_	-	_	_	
10:00:52	2/3/2011	-	X	_	_	_	_	_		_	_
10:00:32	2/3/2011	X	-	-	-	-	-	-	-	-	-
		-	X	-	-	-	-	-	-	-	-
5:44:46	2/2/2011			-	-	-	-	-	-	-	-
5:38:54	2/2/2011	Х	-	-	-	-	-	-	-	-	-
6:40:28	2/1/2011	-	Χ	-	-	-	-	-	-	-	-
6:40:16	2/1/2011	-	-	-	-	-	-	Χ	-	-	-
6:20:06	2/1/2011	Χ	-	-	-	-	-	-	-	-	-
5:13:28	2/1/2011	-	Χ	-	-	-	-	-	-	-	-
5:13:22	2/1/2011	-	-	-	-	-	-	X	-	-	-
5:12:56	2/1/2011	X	-	-	-	-	-	-	-	-	-
4:52:24	1/31/2011	-	Χ	-	-	-	-	-	-	-	-
4:52:02	1/31/2011	-	-	-	-	-	-	X	-	-	-
4:51:38	1/31/2011	-	-	-	-	-	-	X	-	-	-
4:51:16	1/31/2011	-	-	-	-	-	-	X	-	-	-
4:50:54	1/31/2011	-	-	-	-	-	-	X	-	-	-
4:50:34	1/31/2011	X	-	-	-	-	-	_	_	-	-
1:39:14	1/31/2011	-	Χ	_	_	-	-	_	_	-	_
1:39:08	1/31/2011	_	_	_	_	_	_	Χ	_	_	_
1:32:44	1/31/2011	Χ	-	_	_	_	_	-	_	_	_
16:17:24	1/30/2011	-	Χ	_	_	_	_	-	_	_	_
16:17:04	1/30/2011	_	-	_	_	_	_	Χ	_	_	_
16:16:38	1/30/2011	_	_	_	_	_	_	X	_	_	_
16:09:40	1/30/2011	_	_	_	_	_	_	X	_	_	
16:08:46	1/30/2011							X			
16:03:34	1/30/2011	X	-	-	-	-	-	-	-	-	-
5:32:00	1/30/2011	-		-	-	-	-		-	-	-
		-	Х	-	-	-	-	- V	-	-	-
5:31:56	1/30/2011	-	-	-	-	-	-	X	-	-	-
5:31:20	1/30/2011	-	=	-	-	-	-	Χ	-	-	-
5:31:00	1/30/2011	-	-	-	-	Х	-	-	-	-	-
5:30:58	1/30/2011	-	-	X	-	-	-	-	-	-	-
5:30:46	1/30/2011	-	-	-	-	-	-	X	-	-	-
5:30:22	1/30/2011	-	-	-	-	-	-	Χ	-	-	-
5:29:36	1/30/2011	Χ	-	-	-	-	-	-	-	-	-
14:04:58	1/29/2011	-	Χ	-	-	-	-	-	-	-	-
14:04:30	1/29/2011	-	-	-	-	-	-	Χ	-	-	-
14:04:10	1/29/2011	Χ	-	-	-	-	-	-	-	-	-
13:47:40	1/29/2011	-	Χ	-	-	-	-	-	-	-	-
13:46:56	1/29/2011	-	-	-	-	-	-	Χ	-	-	-

13:42:18	1/29/2011	_	_	_	_	_	_	Х	_	_	_
13:27:38	1/29/2011	Χ	_	_	_	_	_	-	_	_	_
6:27:44	1/29/2011	-	X	_	_	_	_	_	_	_	_
6:27:22	1/29/2011		-	-	-	-	-		-	-	-
		- V		-	-	-	-	Χ	-	-	-
6:27:02	1/29/2011	Χ	-	-	-	-	-	-	-	-	-
18:35:38	1/28/2011	-	Χ	-	-	-	-	-	-	-	-
18:35:18	1/28/2011	-	-	-	-	-	-	Х	-	-	-
18:34:26	1/28/2011	Χ	-	-	-	-	-	-	-	-	-
17:06:04	1/28/2011	-	Χ	-	-	-	-	-	-	-	-
17:05:38	1/28/2011	-	-	-	-	-	-	X	-	-	-
17:03:48	1/28/2011	-	-	-	-	-	-	Χ	-	-	-
16:59:40	1/28/2011	X	-	-	-	-	-	-	-	-	-
2:50:08	1/28/2011	-	Χ	-	-	-	-	=	-	-	-
2:49:58	1/28/2011	-	-	-	-	-	-	Χ	-	-	-
2:49:26	1/28/2011	-	-	-	-	-	-	X	-	-	-
2:49:00	1/28/2011	-	-	-	-	-	-	Χ	-	-	_
2:48:32	1/28/2011	_	_	_	_	_	_	Χ	_	_	_
2:44:00	1/28/2011	_	_	_	_	_	_	Χ	_	_	_
2:38:28	1/28/2011	Χ	_	_	_	_	_	-	_	_	_
19:46:58	1/27/2011	-	Χ	_	_	_	_	_	_	_	_
19:46:44	1/27/2011	-	-	_	_	=	_	X	_	_	_
19:46:44	1/27/2011	<u>-</u>	-	-	-	-	-	X	-	-	-
19:46.16			-	-	-	-	-		-	-	-
	1/27/2011	-	-	-	-	-	-	Χ	-	-	-
19:35:08	1/27/2011	Х	-	-	-	-	-	-	-	-	-
10:34:04	1/27/2011	-	Χ	-	-	-	=	-	-	-	-
10:33:54	1/27/2011	-	-	-	-	-	-	Χ	-	-	-
10:33:30	1/27/2011	X	-	-	-	-	-	-	-	-	-
22:33:16	1/26/2011	-	Χ	-	-	-	-	-	-	-	-
22:25:18	1/26/2011	X	-	-	-	-	-	-	-	-	-
6:43:48	1/26/2011	-	Χ	-	-	-	-	-	-	-	-
6:43:44	1/26/2011	-	-	-	-	-	-	X	-	-	-
6:43:20	1/26/2011	-	-	-	-	-	-	X	-	-	-
6:43:00	1/26/2011	Χ	-	-	-	-	-	-	-	-	-
6:24:06	1/26/2011	-	Χ	-	-	-	-	-	-	-	_
6:24:00	1/26/2011	-	-	-	-	Χ	-	-	-	-	_
6:24:00	1/26/2011	-	-	-	Χ	-	-	-	-	-	_
6:24:00	1/26/2011	-	-	-	-	Χ	-	-	-	-	_
6:23:58	1/26/2011	-	-	Χ	-	-	-	-	-	-	_
6:23:46	1/26/2011	_	_	_	_	_	_	Χ	_	-	_
6:23:22	1/26/2011	Χ	_	_	_	_	_	-	_	_	_
15:37:48	1/25/2011	-	Χ	_	_	_	_	_	_	_	_
15:37:30	1/25/2011	_	-	_	_	_	_	Χ	_	_	_
15:37:10	1/25/2011	Χ	_	_	_	_	_	-	_	_	_
15:04:04	1/25/2011	-	Χ								
15:04:04	1/25/2011	-	^	-	-	-	-	X	-	-	-
15:03:48	1/25/2011	-	-	-	-	-	-	X	-	-	-
		-	-	-	-	-	-		-	-	-
15:00:02	1/25/2011	-	-	-	-	-	-	X	-	-	-
14:59:22	1/25/2011	-	-	-	-	-	-	Х	-	-	-
14:41:14	1/25/2011	Χ	-	-	-	-	-	-	-	-	-
12:38:40	1/25/2011	-	Χ	-	-	-	-	-	-	-	-
12:38:26	1/25/2011	-	-	-	-	-	-	Х	-	-	-
12:37:42	1/25/2011	-	-	-	-	-	=	Χ	-	-	-
12:37:22	1/25/2011	X	-	-	-	-	-	-	-	-	-
12:19:24	1/25/2011	-	Χ	-	-	-	-	-	-	-	-
12:19:16	1/25/2011	-	-	-	-	-	-	Χ	-	-	-
12:18:34	1/25/2011	-	-	-	-	-	-	Χ	-	-	-
12:07:32	1/25/2011	-	-	-	-	-	-	Χ	-	-	-
11:55:22	1/25/2011	Χ	-	-	-	-	-	-	-	-	-
5:45:18	1/25/2011	-	Χ	-	-	-	-	-	-	-	-
5:44:52	1/25/2011	-	-	-	-	-	-	Χ	-	-	-
5:44:32	1/25/2011	Χ	-	-	-	-	-	-	-	-	-
1:26:28	1/24/2011	-	Χ	-	-	-	-	-	-	-	-
1:26:22	1/24/2011	-	-	-	-	-	-	X	-	-	-
1:20:22	1/24/2011	-	-	-	-	-	-	Х	-	-	-

1:25:56	1/24/2011	-	_	_	_	_	_	X	_	_	_
1:21:04	1/24/2011	Х	_	_	_	_	_	-	_	_	_
5:16:20	1/23/2011	-	X	_	_	-	_	_	_	_	_
5:16:20	1/23/2011	_	-	-	=	X	-	_	_	_	_
	1/23/2011	-	-		-	^	-	-	-	-	-
5:16:18 5:16:06	1/23/2011	-	-	Х	-	-	-	- V	-	-	-
		-	-	-	-	-	-	X	-	-	-
5:15:28	1/23/2011	-	-	-	-	-	-	X	-	-	-
5:14:42	1/23/2011	-	-	-	-	-	-	X	-	-	-
5:14:16	1/23/2011	-	-	-	-	-	-	Χ	-	-	-
5:13:56	1/23/2011	X	-	-	-	-	-	-	-	-	-
5:03:02	1/22/2011	-	Χ	-	-	-	-	-	-	-	-
5:02:56	1/22/2011	-	-	-	-	-	-	X	-	-	-
5:02:36	1/22/2011	Χ	-	-	-	-	-	-	-	-	-
6:00:36	1/21/2011	-	Χ	-	-	-	-	-	-	-	-
6:00:34	1/21/2011	-	-	_	-	Χ	-	-	-	-	_
6:00:32	1/21/2011	_	_	Χ	_	-	-	_	_	_	_
6:00:20	1/21/2011	_	_	-	_	_	-	Χ	_	_	_
6:00:00	1/21/2011	Χ	_	_	_	_	_	-	_	_	_
7:17:58	1/20/2011	-	X	_	_	_	_	_	_	_	_
7:17:56 7:17:56	1/20/2011	-	-	-			-	-	-	_	-
		-			- V	Х	-	-	-	-	-
7:17:54	1/20/2011	-	-	-	X	-	-	-	-	-	-
7:17:52	1/20/2011	-	Х	-	-	-	-	-	-	-	-
7:17:50	1/20/2011	-	-	-	-	X	-	-	-	-	-
7:17:50	1/20/2011	-	-	Х	-	-	-	-	-	-	-
7:17:38	1/20/2011	-	-	-	-	-	-	Χ	-	-	-
7:17:18	1/20/2011	-	-	-	-	Χ	-	-	-	-	-
7:17:16	1/20/2011	-	-	Χ	-	-	-	-	-	-	-
7:17:04	1/20/2011	-	-	-	-	-	-	X	-	-	-
7:16:44	1/20/2011	-	-	-	-	Χ	-	-	-	-	-
7:16:44	1/20/2011	-	-	Χ	-	-	-	-	-	-	_
7:16:32	1/20/2011	_	_	_	_	-	-	Χ	_	_	_
7:16:12	1/20/2011	Χ	_	_	_	_	_	-	_	_	_
6:28:36	1/19/2011	-	X	_	_	_	_	_	_	_	_
6:28:12	1/19/2011	_	-	_			_	Χ			
6:27:52	1/19/2011	X	-	-	-	-	-	-	-	-	-
14:11:24	1/18/2011	-		-	-	-	-		-	-	-
			X	-	-	-	-	- V	-	-	-
14:10:50	1/18/2011	-	-	-	-	-	-	X	-	-	-
14:09:54	1/18/2011	-	-	-	-	-	-	X	-	-	-
14:09:32	1/18/2011	-	-	-	-	-	-	Χ	-	-	-
14:06:44	1/18/2011	X	-	-	-	-	-	-	-	-	-
7:15:24	1/18/2011	-	Χ	-	-	-	-	-	-	-	-
7:14:58	1/18/2011	X	-	-	-	-	-	-	-	-	-
12:22:34	1/17/2011	-	Χ	-	-	-	-	-	-	-	-
12:20:34	1/17/2011	-	-	-	-	-	-	Χ	-	-	-
12:18:20	1/17/2011	-	-	-	_	-	-	Χ	-	-	-
12:17:56	1/17/2011	-	-	-	-	-	-	Χ	-	-	-
12:17:22	1/17/2011	-	-	-	_	-	-	Χ	_	-	_
12:14:04	1/17/2011	_	_	_	_	_	-	X	_	_	_
12:08:00	1/17/2011	_	_	_	_	_	_	X	_	_	_
12:06:54	1/17/2011	-	_	_	_	_	_	X	_	_	_
11:57:28	1/17/2011	X	-	_	_	_	_	-	_	_	-
6:00:02	1/17/2011	-	X	-	-	-	-	-	-	-	-
			-	-	-	-	-		-	-	-
5:59:54	1/17/2011	-		-	-	-	-	Χ	-	-	-
5:59:34	1/17/2011	Χ	-	-	-	-	-	-	-	-	-
7:00:34	1/16/2011	-	X	-	-	-	-	-	-	-	-
7:00:30	1/16/2011	-	-	-	-	Χ	-	-	-	-	-
7:00:30	1/16/2011	-	-	-	Χ	-	-	-	-	-	-
7:00:28	1/16/2011	-	-	-	-	Х	-	-	-	-	-
7:00:26	1/16/2011	-	-	Χ	-	-	-	-	-	-	-
7:00:14	1/16/2011	-	-	-	-	-	-	Χ	-	-	-
6:59:50	1/16/2011	-	-	-	-	Χ	-	-	-	-	-
6:59:50	1/16/2011	-	-	Χ	-	-	-	-	-	-	-
6:59:38	1/16/2011	-	-	-	-	-	-	Χ	-	-	_

6:59:18	1/16/2011	Χ	_	_	_	_	_	_	_	_	_
5:19:54	1/16/2011	-	X	_	_	_	_	_	_	_	_
5:13:50	1/16/2011	Х	-								
4:56:04		-	X	_	=	_	_	_	_	_	_
	1/15/2011	-	_	-	-	- V	-	-	-	-	-
4:55:56	1/15/2011	-		-	-	Х	-	-	-	-	-
4:55:52	1/15/2011	-	-	Х	-	-	-	-	-	-	-
4:55:40	1/15/2011	-	-	-	-	-	-	X	-	-	-
4:55:20	1/15/2011	X	-	-	-	-	-	-	-	-	-
18:54:50	1/14/2011	-	Χ	-	-	=	-	-	-	-	-
18:54:30	1/14/2011	X	-	-	-	-	-	-	-	-	-
9:06:48	1/14/2011	-	Χ	-	-	-	-	-	-	-	-
9:06:10	1/14/2011	_	-	-	-	-	-	X	_	-	_
9:02:48	1/14/2011	_	_	_	_	_	_	X	_	_	-
8:59:46	1/14/2011	Χ	_	_	_	_	_	-	_	_	_
6:29:14	1/14/2011	-	X			-					
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6:29:12	1/14/2011	-	-	-	-	Х	-	-	-	-	-
6:29:12	1/14/2011	-	-	-	Χ	-	-	-	-	-	-
6:29:08	1/14/2011	-	-	-	-	Χ	-	-	-	-	-
6:29:08	1/14/2011	-	-	X	-	-	-	-	-	-	-
6:28:56	1/14/2011	-	-	-	-	-	-	X	-	-	-
6:28:30	1/14/2011	X	-	-	-	-	-	-	-	-	-
6:00:22	1/13/2011	_	Χ	_	_	-	_	_	_	_	_
5:59:58	1/13/2011	_	-	_	_	_	-	Χ	_	_	_
5:59:34	1/13/2011	_	_	_	_	_	_	X	_	_	_
5:59:14	1/13/2011	X	-					-			
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20:27:36			X	-	-	-	-	-	-	-	-
20:27:02	1/11/2011	-	-	-	-	=	-	Х	-	-	-
20:23:52	1/11/2011	X	-	-	-	-	-	-	-	-	-
13:26:36	1/11/2011	-	Χ	-	-	-	-	-	-	-	-
13:26:16	1/11/2011	-	-	-	-	-	-	X	-	-	-
13:14:46	1/11/2011	-	-	-	-	-	-	X	-	-	-
13:13:22	1/11/2011	X	-	-	-	-	-	-	-	-	-
4:50:40	1/11/2011	_	Χ	_	_	-	_	_	_	_	_
4:50:36	1/11/2011	_	-	_	_	Χ	_	-	_	_	_
4:50:34	1/11/2011	_	_	Х	_	-	_	_	_	_	_
4:50:22	1/11/2011			-				X			
4:49:56	1/11/2011	-	-	-	-	=	-	X	-	-	-
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4:49:30	1/11/2011	Χ	-	-	-	-	-	-	-	-	-
20:42:44	1/10/2011	-	Χ	-	-	-	-	-	-	-	-
20:36:16	1/10/2011	X	-	-	-	-	-	-	-	-	-
8:06:54	1/10/2011	-	Χ	-	-	-	-	-	-	-	-
8:06:52	1/10/2011	-	-	-	-	Χ	-	-	-	-	-
8:06:52	1/10/2011	-	-	-	Χ	-	-	-	-	-	-
8:06:52	1/10/2011	-	-	-	-	Χ	-	-	-	-	-
8:06:50	1/10/2011	_	-	Χ	-	-	-	-	_	-	_
8:06:38	1/10/2011	_	_	_	_	_	_	Χ	_	_	-
8:06:18	1/10/2011	Χ	_	_	_	_	_	-	_	_	_
17:22:58	1/9/2011	-	Χ	_	_	_	_	_	_	_	_
17:22:28	1/9/2011	_	-					Х			
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17:21:36	1/9/2011	-	-	-	-	=	-	X	-	-	-
17:18:28	1/9/2011	-	-	-	-	-	-	Χ	-	-	-
17:12:30	1/9/2011	Χ	-	-	-	=	-	-	-	-	-
4:38:16	1/9/2011	-	Χ	-	-	-	-	-	-	-	-
4:38:08	1/9/2011	-	-	-	-	-	-	X	-	-	-
4:37:42	1/9/2011	X	-	-	-	-	-	-	-	-	-
21:37:44	1/8/2011	-	Χ	-	-	-	-	-	-	-	-
21:35:30	1/8/2011	_	-	-	-	-	-	Χ	_	-	_
21:25:32	1/8/2011	Χ	-	_	_	-	_	-	_	-	_
6:45:28	1/8/2011	-	Χ	_	_	_	_	_	_	_	_
6:39:38	1/8/2011	X	-	_	_	_	_	_	_	_	_
5:09:54	1/8/2011	-	X	<u>-</u>	-	-	-	-	-	_	-
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5:09:48	1/8/2011	- V	-	-	-	=	-	Х	-	-	-
5:08:52	1/8/2011	X	-	-	-	-	-	-	-	-	-

7:58:58	1/7/2011	_	Х	_	_	_	_	-	_	_	_
7:58:32	1/7/2011	_	-	_	_	_	_	Χ	_	_	_
7:49:24	1/7/2011	Χ	_	_	_	_	_	-	_	_	_
5:18:30	1/7/2011	-	X								
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5:17:54	1/7/2011	-	-	-	-	-	-	X	-	-	-
5:17:34	1/7/2011	-	-	-	-	Χ	-	-	-	-	-
5:17:34	1/7/2011	-	-	Χ	-	-	-	-	-	-	-
5:17:22	1/7/2011	-	-	-	-	-	-	Χ	-	-	-
5:17:02	1/7/2011	X	-	-	-	-	-	-	-	-	-
12:32:38	1/6/2011	-	X	-	-	-	-	-	-	-	-
12:32:10	1/6/2011	-	-	-	-	-	-	X	-	-	-
12:30:40	1/6/2011	-	-	-	-	-	-	Χ	_	-	_
12:27:14	1/6/2011	_	_	_	_	-	-	Χ	_	-	_
12:26:38	1/6/2011	_	_	_	_	Χ	_	_	_	_	_
12:26:08	1/6/2011	_	_	_	Χ	-	_	_	_	_	_
12:25:56	1/6/2011				-			Χ			
12:25:30	1/6/2011	-	-	-	-	-	-	X	-	-	-
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12:25:10	1/6/2011	Χ	-	-	-	-	-	-	-	-	-
19:22:34	1/5/2011	-	Χ	-	-	-	-	-	-	-	-
19:22:20	1/5/2011	-	-	-	-	-	-	Χ	-	-	-
19:21:22	1/5/2011	-	-	-	-	=	-	Χ	-	-	-
19:15:54	1/5/2011	X	-	-	-	-	-	-	-	-	-
5:51:54	1/5/2011	-	X	-	-	-	-	-	-	-	-
5:51:52	1/5/2011	-	-	-	-	-	-	X	-	-	-
5:51:24	1/5/2011	-	-	-	-	-	-	X	-	-	-
5:51:04	1/5/2011	Χ	_	_	_	-	-	_	_	-	_
7:10:18	1/4/2011	-	Χ	_	_	_	_	_	_	_	_
7:10:10	1/4/2011	_	-	_	_	Х	_	_	_	_	_
7:10:10	1/4/2011		_	Х		-		_			
7:10:10	1/4/2011	-	-	-	-	-	-	X	-	-	-
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7:09:16	1/4/2011	-	-	-	-	Х	-	-	-	-	-
7:09:16	1/4/2011	-	-	Χ	-	-	-	-	-	-	-
7:09:04	1/4/2011	-	-	-	-	-	-	Χ	-	-	-
7:08:40	1/4/2011	X	-	-	-	=	-	-	-	-	-
4:54:56	1/3/2011	-	Χ	-	-	-	-	-	-	-	-
4:54:38	1/3/2011	-	-	-	-	Χ	-	-	-	-	-
4:54:36	1/3/2011	-	-	X	-	-	-	-	-	-	-
4:54:24	1/3/2011	-	-	-	-	-	-	X	-	-	-
4:54:04	1/3/2011	-	-	-	-	-	-	Χ	_	-	-
4:53:42	1/3/2011	-	-	-	-	-	-	Χ	_	-	_
4:53:22	1/3/2011	Χ	_	_	_	_	_	_	_	_	-
20:22:32	1/2/2011	-	Χ	_	_	_	_	_	_	_	_
20:22:12	1/2/2011	_	-	_	_	Υ	_	_	_	_	_
20:22:12	1/2/2011	_	_		Х	-		_			
20:22:12	1/2/2011	-	-	-	-	X	-	-	-	-	-
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20:22:08	1/2/2011	-	-	Χ	-	-	-	- V	-	-	-
20:21:56	1/2/2011	-	-	-	-	-	-	X	-	-	-
20:21:36	1/2/2011	Χ	-	-	-	-	-	-	-	-	-
14:34:52	1/2/2011	-	Х	-	-	-	-	-	-	-	-
14:28:18	1/2/2011	Χ	-	-	-	=	-	-	-	-	-
12:18:06	1/2/2011	-	Χ	-	-	-	-	-	-	-	-
12:17:34	1/2/2011	X	-	-	-	-	-	-	-	-	-
6:02:06	1/2/2011	-	Χ	-	-	-	-	-	-	-	-
6:01:58	1/2/2011	-	-	-	-	-	-	Χ	-	-	-
6:01:34	1/2/2011	-	-	-	-	Χ	-	_	_	-	_
6:01:34	1/2/2011	_	_	Χ	_	_	_	_	_	_	_
6:01:22	1/2/2011	_	_	-	_	_	_	Χ	_	_	_
6:00:58	1/2/2011	_	_	_	_	_	_	X	_	_	_
6:00:38	1/2/2011	X	_	_	_	-	_	_	-	_	-
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5:50:30	1/1/2011			-	-	-	-	- V	-	-	-
5:49:52	1/1/2011	- V	-	-	-	-	-	X	-	-	-
5:49:32	1/1/2011	Χ	-	-	-	-	-	-	-	-	-
7:10:02	12/31/2010	-	Χ	-	-	=	-	-	-	-	-

7:10:00	12/31/2010	_	_	_	_	_	_	Χ	_	_	_
7:09:38	12/31/2010							X			
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7:09:18	12/31/2010	-	-	-	-	Χ	-	-	-	-	-
7:09:16	12/31/2010	_	-	-	X	_	_	_	_	-	-
7:09:12	12/31/2010	_	_	_	_	Χ	_	_	_	_	_
7:09:12	12/31/2010	-	-	Χ	-	-	-	-	-	-	-
7:09:00	12/31/2010	-	-	-	-	-	-	Χ	-	-	-
7:08:28	12/31/2010	_	_	_	_	Χ	_	_	_	_	_
7:08:28	12/31/2010	-	-	Χ	-	-	-	-	-	-	-
7:08:16	12/31/2010	-	-	-	-	-	-	Χ	-	-	-
7:07:56	12/31/2010	X	_	_	_	_	_	_	_	_	_
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4:49:26	12/30/2010			-	-	<u>-</u>	-	-	-	-	-
4:49:24	12/30/2010	-	-	-	-	Χ	-	-	-	-	-
4:49:24	12/30/2010	_	-	Χ	-	_	_	_	_	-	-
4:49:12	12/30/2010	_	_	_	_	_	_	Χ	_	_	_
4:48:50	12/30/2010	-	-	-	-	-	-	Χ	-	-	-
4:48:30	12/30/2010	Χ	-	-	-	-	-	-	-	-	-
5:45:18	12/29/2010	_	X	_	_	_	_	_	_	_	_
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5:44:56	12/29/2010	-	-	-	-	-	-	Χ	-	-	-
5:44:36	12/29/2010	X	-	-	-	-	-	-	-	-	-
4:53:22	12/28/2010	_	Χ	-	-	_	_	_	_	-	-
4:53:02	12/28/2010	Χ	-								
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13:51:54	12/27/2010	-	Χ	-	-	-	-	-	-	-	-
13:51:38	12/27/2010	-	-	-	-	Χ	-	-	-	-	-
13:51:38	12/27/2010	_	_	Χ	_	_	_	_	_	_	_
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13:51:26	12/27/2010	-	-	-	-	-	-	Χ	-	-	-
13:51:06	12/27/2010	X	-	-	-	-	-	-	-	-	-
13:40:48	12/27/2010	_	X	_	_	_	_	_	_	_	_
13:40:26	12/27/2010	-	-	-	-	-	-	Χ	-	-	-
13:21:12	12/27/2010	X	-	-	-	-	-	-	-	-	-
5:02:18	12/26/2010	_	Χ	-	-	_	_	_	_	-	-
5:01:58	12/26/2010		-			Χ					
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5:01:58	12/26/2010	-	-	X	-	-	-	-	-	-	-
5:01:46	12/26/2010	_	-	_	_	_	-	Χ	_	-	-
5:01:10	12/26/2010	_						X			
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5:00:50	12/26/2010	Χ	-	-	-	-	-	-	-	-	-
5:48:34	12/25/2010	-	X	-	-	-	-	-	-	-	-
5:48:08	12/25/2010	_	_	_	_	_	_	X	_	_	_
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5:47:48	12/25/2010	Χ	-	-	-	-	-	-	-	-	-
7:04:52	12/24/2010	-	X	-	-	-	-	-	-	-	-
7:04:30	12/24/2010	X	_	_	_	_	_	_	_	_	_
	12/23/2010	-	Χ								
5:07:32				-	-	-	-	-	-	-	-
5:07:28	12/23/2010	-	-	-	-	-	-	X	-	-	-
5:06:24	12/23/2010	Χ	-	-	-	_	_	_	_	-	-
16:13:40	12/22/2010	-	Χ	_	_	_	_	-	_	_	_
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16:09:28	12/22/2010	-	-	-	-	-	-	Χ	-	-	-
16:04:32	12/22/2010	X	-	-	-	-	-	-	-	-	-
11:37:36	12/22/2010	_	Χ	_	_	_	_	_	_	_	_
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11:29:04		Χ	-	-	-	-	-	-	-	-	-
4:45:04	12/22/2010	-	Χ	-	-	-	-	-	-	-	-
4:45:02	12/22/2010	-	-	-	-	X	-	-	-	-	-
4:45:00	12/22/2010			Χ							
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4:44:48	12/22/2010	-	-	-	-	-	-	Χ	-	-	-
4:44:18	12/22/2010	-	-	-	-	-	-	Χ	-	-	-
4:43:58	12/22/2010	Χ	_	_	_	_	_	_	_	_	_
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4:19:26	12/21/2010	-	Χ	-	-	-	-	-	-	-	-
4:19:04	12/21/2010	Χ	-	-	-	-	-	-	-	-	-
11:09:04	12/20/2010	_	Χ	_	_	_	_	_	_	_	_
11:08:42	12/20/2010	Χ	-	-	-	-	-	-	-	-	-
11:01:22	12/20/2010	-	Χ	-	-	-	-	-	-	-	-
10:52:10	12/20/2010	Χ	-	-	-	-	-	-	-	-	-
4:52:58	12/20/2010	-	Χ	_	_	_	_	_	_	_	_
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4:52:50	12/20/2010	-	-	-	-	-	-	Χ	-	-	-

4:52:26	12/20/2010	Χ	_	_	_	_	_	_	_	_	_
6:15:16	12/20/2010	-	X	_	_	_	_	-	_	_	_
6:15:10	12/19/2010	-	-	-	-	-	-	X	-	-	-
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6:14:42	12/19/2010	Χ	- V	-	-	-	-	-	-	-	-
1:33:38	12/19/2010	-	Χ	-	-	-	-	-	-	-	-
1:33:20	12/19/2010	X	-	-	-	-	-	-	-	-	-
1:15:04	12/19/2010	-	Χ	-	-	-	-	-	-	-	-
1:09:46	12/19/2010	-	-	-	-	-	-	X	-	-	-
1:09:16	12/19/2010	-	-	-	-	-	-	Χ	-	-	-
0:49:06	12/19/2010	Χ	-	-	-	-	-	-	-	-	-
0:12:18	12/17/2010	-	Χ	-	-	-	-	-	-	-	-
0:12:10	12/17/2010	-	-	-	-	-	-	X	-	-	-
0:11:50	12/17/2010	Χ	-	-	-	-	-	-	-	-	-
14:03:50	12/16/2010	-	X	-	-	-	-	-	-	-	-
14:03:02	12/16/2010	-	-	-	-	-	-	X	-	-	-
14:01:34	12/16/2010	-	-	-	-	-	-	X	-	-	-
13:55:48	12/16/2010	Χ	-	-	-	-	-	-	-	-	-
6:34:46	12/16/2010	-	Χ	-	-	-	-	-	-	-	-
6:34:46	12/16/2010	-	-	-	-	-	-	X	-	-	-
6:34:26	12/16/2010	Χ	-	-	-	-	-	-	-	-	-
7:13:42	12/15/2010	-	Χ	-	-	-	-	-	-	-	-
7:13:40	12/15/2010	-	-	-	-	Χ	-	-	-	-	-
7:13:40	12/15/2010	-	-	Χ	-	-	_	_	-	-	-
7:13:28	12/15/2010	_	-	_	_	_	_	Χ	-	_	-
7:12:50	12/15/2010	_	_	_	_	Χ	_	-	_	_	_
7:12:50	12/15/2010	_	_	Χ	_	-	_	_	_	_	_
7:12:38	12/15/2010	_	_	-	_	_	_	Χ	_	_	_
7:12:14	12/15/2010	Χ	_	_	_	_	_	-	_	_	_
7:05:16	12/15/2010	-	X	_	_	_	_	_	_	_	_
7:03:16	12/15/2010	X	-	-	-	-	-	-	_	-	-
18:49:28	12/14/2010	_	X	-	-	-	-	-	-	-	-
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18:48:56	12/14/2010	-	-	-	-	-	-		-	-	-
18:48:32	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:48:06	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:43:24	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:41:50	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:39:52	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:38:40	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:37:22	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:36:46	12/14/2010	-	-	-	-	-	-	Χ	-	-	-
18:36:06	12/14/2010	-	-	-	-	-	-	Χ	-	-	-
18:31:04	12/14/2010	-	-	-	-	Χ	-	-	-	-	-
18:30:58	12/14/2010	-	-	Χ	-	-	-	-	-	-	-
18:30:46	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:30:16	12/14/2010	-	-	-	-	-	-	X	-	-	-
18:25:04	12/14/2010	Χ	-	-	-	-	-	-	-	-	-
5:49:10	12/14/2010	-	Χ	-	-	-	-	-	-	-	-
5:49:04	12/14/2010	-	-	-	-	Χ	-	-	-	-	-
5:49:00	12/14/2010	-	-	Χ	-	-	-	-	-	-	-
5:48:48	12/14/2010	-	-	-	-	-	-	X	-	-	-
5:48:20	12/14/2010	-	-	-	-	-	-	X	-	-	-
5:47:34	12/14/2010	Χ	-	-	-	-	-	-	-	-	-
6:35:16	12/12/2010	-	Χ	_	-	-	_	_	-	-	-
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18:44:44	12/11/2010	-	Χ	-	-	-	-	-	_	-	_
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18:43:52	12/11/2010	-	_	_	_	_	_	X	_	_	_
18:43:32	12/11/2010	X	_	_	_	_	_	-	_	_	-
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14:00:16 14:00:08 13:59:58 15:12:44 20:09:24 20:09:08 20:08:56 20:08:40 20:08:24 20:08:16 20:08:16 20:07:30 12:40:04 12:39:54 12:39:50 12:39:44 12:39:42 19:52:28 19:52:22 19:52:14 19:52:10 23:14:46 23:14:40 23:14:38 23:14:32	7/2/2010 7/2/2010 7/2/2010 5/24/2010 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/30/2125 14/27/2125 14/27/2125 14/27/2125 14/27/2125 14/27/2125 14/27/2125 14/27/2125 14/27/2125 14/16/2125 14/16/2125 14/16/2125 14/10/2125 14/10/2125 14/10/2125 14/10/2125		- - - - - X - - X	- - -	X X X	X	X X	X X X X X X X X X X X X X X	- XX		X X X X X X

23:14:12	14/10/2125	-	-	-	-	-	-	-	-	-	X
13:20:54	13/06/2125	-	-	-	-	-	Χ	-	-	-	-
13:20:48	13/06/2125	-	Χ	-	-	-	-	-	-	-	-
13:20:44	13/06/2125	-	-	-	-	-	-	X	-	-	-
13:21:14	13/06/2125	-	-	-	-	Χ	-	-	-	-	-
13:21:12	13/06/2125	-	-	-	Χ	-	-	-	-	-	-
6:21:06	6/26/2125	-	-	-	-	-	-	-	-	-	Χ

# Data Logger Information SCBA Unit #4

Time	Date	Off To Sensing	Sensing To Off	PreAlarm To Alarm	Manual Alarm	Alarm Reset	Low Battery	Sensing To PreAlarm	Clock Reset Pending	Clock Reset	Power On Reset
0:51:26	4/8/2011	0 0	X	- F	2 4	<b>4</b> IZ		0 F E	OEL	O IE	IL IE
0:51:04	4/8/2011	_	-	_	_	X	_	_	_	_	_
0:49:36	4/8/2011	_	_	Χ	_	-	_	_	_	_	_
0:49:24	4/8/2011	_	_	-	_	_	_	Χ	_	_	_
0:48:42	4/8/2011	_	_	_	_	_	_	X	_	_	_
0:48:08	4/8/2011	_	_	_	_	X	_	-	_	_	_
0:44:32	4/8/2011	_	_	Χ	_	-	_	_	_	_	_
0:44:20	4/8/2011	_	_	-	_	_	_	Χ	_	_	_
0:35:42	4/8/2011	Χ	_	_	_	_	_	-	_	_	_
3:50:56	4/7/2011	-	Χ	_	_	_	_	_	_	_	_
3:50:36	4/7/2011	_	-	_	_	_	_	Χ	_	_	_
3:50:16	4/7/2011	Χ	_	_	_	_	_	-	_	_	_
19:44:20	4/6/2011	-	Χ	_	-	_	-	_	_	_	_
19:43:54	4/6/2011	Χ	-	_	-	_	-	_	_	_	_
19:38:12	4/6/2011	-	Χ	_	_	_	_	_	_	_	_
19:37:32	4/6/2011	-	-	_	-	_	-	Χ	_	_	_
19:35:16	4/6/2011	-	-	-	-	-	-	X	-	-	-
19:34:50	4/6/2011	-	-	-	-	-	-	X	-	-	-
19:34:10	4/6/2011	_	-	-	-	-	-	Χ	_	-	-
19:33:28	4/6/2011	_	-	_	_	_	-	Χ	_	_	_
19:32:54	4/6/2011	_	-	_	_	_	-	X	_	_	_
19:30:20	4/6/2011	-	-	-	-	-	-	X	-	-	-
19:25:10	4/6/2011	_	-	_	_	_	-	X	_	_	_
19:20:16	4/6/2011	Χ	-	_	_	_	-	-	_	_	_
4:59:36	4/6/2011	-	Х	_	-	_	-	_	_	_	_
4:59:28	4/6/2011	-	-	_	-	_	-	Χ	_	_	_
4:59:08	4/6/2011	-	-	_	-	Χ	-	-	_	_	_
4:59:06	4/6/2011	_	-	Χ	_	-	-	_	_	_	_
4:58:54	4/6/2011	-	-	-	-	-	-	Χ	-	-	-
4:58:34	4/6/2011	Χ	-	_	-	_	-	-	_	_	_
17:33:12	4/5/2011	-	Χ	-	-	-	-	-	-	-	-
17:29:50	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
17:23:06	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
17:22:20	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
17:21:58	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
17:13:34	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
17:08:42	4/5/2011	Χ	-	-	-	-	-	-	-	-	-
6:15:44	4/5/2011	-	Χ	-	-	-	-	-	-	-	-
6:15:42	4/5/2011	-	-	-	-	Χ	-	-	-	-	-
6:15:42	4/5/2011	-	-	Χ	-	-	-	-	-	-	-
6:15:30	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
6:15:02	4/5/2011	-	-	-	-	-	-	Χ	-	-	-
6:14:26	4/5/2011	Χ	-	-	-	-	-	-	-	-	-
5:26:34	4/4/2011	-	Χ	-	-	-	-	-	-	-	-
5:26:32	4/4/2011	-	-	-	-	Χ	-	-	-	-	-
5:26:30	4/4/2011	-	-	Χ	-	-	-	-	-	-	-
5:26:18	4/4/2011	-	-	-	-	-	-	Χ	-	-	-
5:25:52	4/4/2011	-	-	-	-	-	-	X	-	-	-
5:25:28	4/4/2011	Χ	-	-	-	-	-	-	-	-	-
3:59:26	4/3/2011	-	Χ	-	-	-	-	-	-	-	-
3:59:08	4/3/2011	-	-	-	-	-	-	Χ	-	-	-
3:58:42	4/3/2011	Χ	-	-	-	-	-	-	-	-	-
2:25:56	4/3/2011	-	Χ	-	-	-	-	-	-	-	-
2:20:42	4/3/2011	-	-	-	-	-	-	Χ	-	-	-
2:19:58	4/3/2011	-	-	-	-	-	-	Χ	-	-	-
2:19:16	4/3/2011	-	-	-	-	-	-	X	-	-	-
2:12:06	4/3/2011	-	-	-	-	-	-	X	-	-	-
2:09:08	4/3/2011	Χ	-	-	-	-	-	-	-	-	-
4:44:58	4/2/2011	-	Χ	-	-	-	-	-	-	-	-

4:44:34	4/2/2011	_	_	_	_	_	_	X	_	_	_
4:44:14	4/2/2011	_	_	_	_	Χ	_	-	_	_	_
4:44:12	4/2/2011	_	_	X	_	-	_	-	_	_	_
4:44:00		-	_	_	-		-		-	-	_
	4/2/2011	-	-	-	-	-	-	Х	-	-	-
4:43:40	4/2/2011	Х	-	-	-	-	-	-	-	-	-
4:53:34	4/1/2011	-	Χ	-	-	-	-	-	-	-	-
4:53:32	4/1/2011	-	-	-	-	Χ	-	-	-	-	-
4:53:30	4/1/2011	-	-	-	Χ	-	-	-	-	-	-
4:53:22	4/1/2011	-	-	-	-	-	-	X	-	-	-
4:52:50	4/1/2011	-	-	-	-	-	-	Χ	-	-	-
4:52:30	4/1/2011	X	-	-	-	-	-	-	-	-	-
5:09:36	3/31/2011	_	Χ	-	_	-	-	-	-	_	-
5:09:14	3/31/2011	_	-	_	_	_	_	X	-	_	_
5:08:54	3/31/2011	Χ	-	_	_	_	_	-	_	_	_
17:59:56	3/30/2011	-	Х	_	_	_	_	_	_	_	_
17:59:38	3/30/2011	-	-					X			
17:59:36	3/30/2011	X		-	-	-	-		-	-	-
			- V	-	-	-	-	-	-	-	-
17:53:26	3/30/2011	-	X	-	-	-	-	-	-	-	-
17:52:58	3/30/2011	-	-	-	-	-	-	Χ	-	-	-
17:51:20	3/30/2011	-	-	-	-	-	-	Χ	-	-	-
17:50:36	3/30/2011	-	-	-	-	-	-	X	-	-	-
17:49:46	3/30/2011	-	-	-	-	-	-	X	-	-	-
17:41:40	3/30/2011	X	-	-	-	-	-	-	-	-	-
4:06:52	3/30/2011	-	Χ	-	-	-	-	-	-	-	-
4:06:32	3/30/2011	Χ	-	-	_	-	-	-	-	_	-
5:12:28	3/29/2011	_	Χ	_	_	_	-	_	_	_	_
5:12:06	3/29/2011	_	-	_	_	Χ	_	_	_	_	_
5:12:04	3/29/2011	_	_	X	_	-	_	_	_	_	_
5:11:52	3/29/2011	_	_	-				Χ			
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5:11:32	3/29/2011	Χ		-	-	-	-	-	-	-	-
5:11:16	3/29/2011	-	X	=	-	=	-	-	-	-	-
5:10:52	3/29/2011	X	-	-	-	-	-	-	-	-	-
4:39:30	3/28/2011	-	Χ	-	-	-	-	-	-	-	-
4:39:26	3/28/2011	-	-	-	-	X	-	-	-	-	-
4:39:24	3/28/2011	-	-	-	Χ	-	-	-	-	-	-
4:39:00	3/28/2011	-	-	-	-	-	-	X	-	-	-
4:38:40	3/28/2011	X	-	-	-	-	-	-	-	-	-
3:48:56	3/27/2011	-	Χ	-	-	-	-	-	-	-	-
3:48:36	3/27/2011	X	_	-	-	-	-	-	-	-	-
4:58:40	3/26/2011	_	Χ	_	_	_	-	_	_	_	_
4:57:58	3/26/2011	Χ	-	_	_	_	_	_	_	_	_
7:31:40	3/25/2011	-	Х	_	_	_	_	_	_	_	_
7:31:28	3/25/2011		_					Χ			
7:30:50	3/25/2011	_	-	_	-	~	-	-	_	_	-
		-	-	X	-	X	-		-	-	-
7:30:48	3/25/2011	-	-	-	-	-	-	- V	-	-	-
7:30:36	3/25/2011	-	-	-	-	-	-	X	-	-	-
7:30:14	3/25/2011	-	-	-	-	-	-	X	-	-	-
7:29:52	3/25/2011	-	-	-	-	-	-	Χ	-	-	-
7:29:32	3/25/2011	X	-	-	-	-	-	-	-	-	-
4:56:58	3/25/2011	-	Χ	-	-	-	-	-	-	-	-
4:56:46	3/25/2011	-	-	-	-	-	-	X	-	-	-
4:56:20	3/25/2011	-	-	-	-	-	-	X	-	-	-
4:55:52	3/25/2011	-	-	-	-	X	-	-	-	-	-
4:55:50	3/25/2011	-	-	X	-	-	-	-	-	-	-
4:55:38	3/25/2011	_	-	-	_	-	-	X	-	_	-
4:55:18	3/25/2011	X	-	_	_	_	_	_	-	_	_
4:05:28	3/23/2011	-	Χ	_	_	_	_	_	_	_	_
4:04:54	3/23/2011	Х	-	_	_	_	_	_	_	_	_
16:50:34	3/22/2011	-	X	_	_	_	_	_	_	_	_
16:50:08	3/22/2011	-	-	_	_	_	_	X	_	_	_
16:30:08	3/22/2011	X	-	-	-	-	-	^	-	-	-
				-	-	-	-	-	-	-	-
5:50:00	3/22/2011	-	X	-	-	-	-	-	-	-	-
5:50:00	3/22/2011	-	-	-	-	Χ	-	-	-	-	-

5:49:52	3/22/2011	_	_	X	_	_	_	-	_	_	_
5:49:40	3/22/2011	-	-	-	-	-	-	X	-	-	-
5:49:14	3/22/2011	X						-			
5:49:14	3/22/2011	Λ.	-	-	-	-	-	-	-	-	-
4:19:48	3/21/2011	_	Χ	_	_	_	_	-	_	_	_
4:19:42	3/21/2011	-	-	-	-	-	-	X	-	-	-
		<b>V</b>									
4:18:56	3/21/2011	X	-	-	-	-	-	-	-	-	-
4:00:14	3/20/2011	_	Χ					_			
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4:00:12	3/20/2011	_	-	_	_	-	_	X	_	_	_
3:59:42	3/20/2011	-	-	-	-	Χ	-	-	-	-	-
3:59:42	3/20/2011	-	-	X	-	-	-	-	-	-	-
3:59:30	3/20/2011	_	_	_	_	_	_	Χ	_	_	_
			=	=	=	=	=		=	=	_
3:59:10	3/20/2011	X	-	-	-	-	-	-	-	-	-
19:36:24	3/19/2011	-	X	-	-	-	-	-	-	-	-
19:31:48	3/19/2011	X	-								
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9:55:20	3/19/2011	-	Χ	_	_	_	_	_	_	_	_
9:46:16	3/19/2011	X	-	-	-	-	-	-	-	-	-
		_	V								
5:23:08	3/19/2011	-	Χ	-	-	-	-	-	-	-	-
5:23:06	3/19/2011	_	-	_	_	Χ	_	_	_	_	_
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5:23:02	3/19/2011	-	-	Χ	-	-	-	-	-	-	-
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5:22:50	3/19/2011	-	-	-	-	-	-	X	-	-	-
5:22:22	3/19/2011	_	_	_	_	_	_	Χ	_	_	_
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5:21:40	3/19/2011	-	-	-	-	-	-	X	-	-	-
5:21:12	3/19/2011	Χ	-	-	-	-	-	-	-	-	-
3:51:52	3/18/2011	_	V								
3:51:52	3/18/2011	-	X	-	-	-	-	-	-	-	-
3:51:20	3/18/2011	Χ	-	_	_	_	_	_	_	_	_
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4:44:14	3/17/2011	-	Χ	-	_	-	-	-	-	-	-
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4:44:08	3/17/2011	-	-	-	-	-	-	Χ	-	-	-
4:43:48	3/17/2011	Χ	_					_			
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3:47:28	3/17/2011	_	Χ	_	_	_	_	-	_	_	_
3:46:44	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:46:04	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:45:40	3/17/2011							Χ			
		=	=	=	=	=	=		=	=	_
3:44:54	3/17/2011	_	_	_	_	_	_	X	_	_	_
3:44:32	3/17/2011	-	-	-	-	-	-	X	-	-	-
2.44.40	2/47/2044										
3:44:10	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:43:42	3/17/2011							Χ			
		-	-	-	-	-	-		-	-	-
3:43:22	3/17/2011	-	-	-	_	-	-	X	-	-	-
3:43:00	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:42:18	3/17/2011							V			
3:42:18	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:41:26	3/17/2011	_	_	_	_	_	_	Χ	_	_	_
3:39:34	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:38:22	3/17/2011	-	-	-	-	-	-	X	-	-	-
3:35:28	3/17/2011	_	_	_	_	_	_	Χ	_	_	_
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3:34:44	3/17/2011	Χ	-	-	-	-	-	-	-	-	-
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2:32:04	3/17/2011	-	Χ	-	-	-	-	-	-	-	-
2:31:38	3/17/2011	_	-	_	_	_	_	Χ	_	_	_
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2:30:50	3/17/2011	-	-	-	-	-	-	X	-	-	-
2:30:10	3/17/2011	-	-	-	-	-	-	X	-	-	-
2:27:04	3/17/2011	_	_	_	_	_	_	X	_	_	_
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2:17:14	3/17/2011	X	-	_	_	_	_	_	_	_	_
6:26:58	3/14/2011	-	Χ	-	-	-	-	-	-	-	-
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6:26:38	3/14/2011	X	-	-	-	-	-	-	-	-	-
3:44:20	3/14/2011	_	Χ	_	_	_	_	_	_	_	_
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3:44:14	3/14/2011	-	-	-	-	-	-	X	-	-	-
3:43:54	3/14/2011	X	-	-	-	-	-	-	-	-	-
3:43:48	3/14/2011	_	Χ	_	_	_	_	_	_	_	
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3:43:18	3/14/2011	X	-	_	_	_	_	_	_	_	_
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18:43:34	3/12/2011	-	Χ	-	-	-	-	-	-	-	-
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18:43:34	3/12/2011	-	-	-	-	Χ	-	-	-	-	-
18:43:30	3/12/2011	_	_	_	X	_	_	_	_	_	_
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18:43:28	3/12/2011	-	-	Χ	-	-	-	-	-	-	-
18:43:16	3/12/2011	_	_	_	_	_	-	Χ	_	_	_
10.43.10	J/ 12/2011	-	-	-	-	-	-	^	-	-	-

18:42:54	3/12/2011	-	_	_	_	_	_	X	_	_	_
18:41:58	3/12/2011	X	-	-	-	-	-	-	-	-	-
1:55:18	3/12/2011	_	X	_	_	_	_	_	_	_	_
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1:55:12	3/12/2011	-	-	-	-	X	-	-	-	-	-
1:55:12	3/12/2011				Χ	_					
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1:55:12	3/12/2011	-	-	-	-	X	-	-	-	-	-
1:55:10	3/12/2011			Χ		_		_			
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1:54:58	3/12/2011	-	-	-	-	-	-	Χ	-	-	-
1:54:38	3/12/2011	X	-	-	-	-	-	-	-	-	-
1:29:52	3/12/2011	_	Χ	_	_	_	_	_	_	_	_
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1:28:18	3/12/2011	-	-	-	-	-	-	X	-	-	-
1:17:08	3/12/2011	_	_	_	_	_	_	Χ	_	_	_
1:15:38	3/12/2011	X	-	-	-	-	-	-	-	-	-
15:40:56	3/11/2011	-	Χ	_	_	_	_	_	_	_	_
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15:32:54	3/11/2011	Χ	-	-	-	-	-	-	-	-	-
6:38:32	3/11/2011	_	Χ								
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6:38:30	3/11/2011	-	-	-	-	X	-	-	-	-	-
6:38:30	3/11/2011				Χ	_					
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6:38:30	3/11/2011	-	-	-	-	Χ	-	-	-	-	-
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6:38:28	3/11/2011	-	-	X	-	-	-		-	-	-
6:38:16	3/11/2011	-	-	-	-	_	-	Χ	-	-	-
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6:37:48	3/11/2011	X	-	-	-	-	-	-	-	-	-
4:49:10	3/10/2011	_	Χ	_	_	_	_	-	-	_	_
4:48:48	3/10/2011	X	-	-	-	-	-	-	-	-	-
5:58:16	3/9/2011	_	Χ	_	_	_	_	_	_	_	_
5:58:04	3/9/2011	-	-	-	-	-	-	Χ	-	-	-
5:57:36	3/9/2011			_		Χ		_			
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5:57:34	3/9/2011	-	-	Χ	-	-	-	-	-	-	-
5:57:22	3/9/2011			_				Χ			
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5:57:02	3/9/2011	Χ	-	-	-	-	-	-	-	-	-
6:34:48	3/8/2011	_	Χ								
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6:34:40	3/8/2011	-	-	-	-	_	-	Χ	-	-	-
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6:34:04	3/8/2011	X	-	-	-	-	-	-	-	-	-
10:34:36	3/7/2011	_	X	_	_	_	_	-	-	_	_
10:34:14	3/7/2011	-	-	-	-	X	-	-	-	-	-
10:34:12	3/7/2011	_	_	Χ	_	_	_	_	_	_	_
10:34:00	3/7/2011	-	-	-	-	-	-	X	-	-	-
10:33:36	3/7/2011	_	_	_	_	_	_	X	_	_	_
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10:33:16	3/7/2011	X	-	-	-	-	-	-	-	-	-
5:51:42	3/7/2011	_	Χ					-			
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5:51:14	3/7/2011	-	-	-	-	-	-	Χ	-	-	-
5:50:54	3/7/2011	X						_			
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0:58:32	3/7/2011	-	Χ	-	-	-	-	-	-	-	-
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0:52:22	3/7/2011	-	-	-	-	-	-	X	-	-	-
0:47:18	3/7/2011	X	-	-	-	_	-	-	-	-	-
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5:39:40	3/6/2011	-	Χ	-	-	-	-	-	-	-	-
5:39:32	3/6/2011	-	-	-	-	_	-	Χ	-	-	-
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5:39:10	3/6/2011	-	-	-	-	-	-	Λ.	-	-	-
5:38:50	3/6/2011	X	-	-	_	_	_	-	_	_	_
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11:57:08	3/4/2011	-	Χ	-	-	-	-	-	-	-	-
11:56:44	3/4/2011	X	-	-	-	_	-	-	_	_	-
11:55:50	3/4/2011	-	Χ	-	-	-	-	-	-	-	-
11:48:26	3/4/2011	_	-	-	-	_	_	X	_	_	-
11:46:44	3/4/2011	X	-	-	-	-	-	-	-	-	-
7:11:06	3/4/2011	_	Χ	-	_	_	_	_	_	_	_
7:11:04	3/4/2011	-	-	-	-	Χ	-	-	-	-	-
7:11:00	3/4/2011	_	_	X	_	_	_	_	_	_	_
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7:10:48	3/4/2011	-	-	-	-	-	-	X	-	-	-
7:10:08	3/4/2011	_	_	_	_	_	_	X	_	_	_
7:09:42	3/4/2011	-	-	-	-	-	-	X	-	-	-
7:09:22	3/4/2011	X	_	_	_	_	_	_	_	_	_
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00 47 00		-	X	-	-	-	-	-	-	-	-
20:47:02	3/3/2011		, ,								
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20:47:02 20:46:34	3/3/2011	-	-	-	-	-	-	X	-	-	-

20:43:32	3/3/2011	X	_	-	_	-	_	-	-	-	-
7:51:14	3/3/2011	-	Χ	_	_	_					
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7:51:14	3/3/2011	-	-	-	-	Χ	-	-	-	-	-
7:51:12	3/3/2011	-	-	-	X	-	-	-	-	-	-
7:51:12	3/3/2011	_	_	-	_	Х	_	_	_	_	_
7:51:10	3/3/2011			Χ		, ,					
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7:50:58	3/3/2011	-	-	-	-	-	-	Χ	-	-	-
7:50:36	3/3/2011	X	-	-	-	-	-	=	-	-	-
21:49:26	3/2/2011	_	Χ	_	_	_	_	_	_	_	_
	3/2/2011	Χ	-								
21:49:06				-	-	-	-	-	-	-	-
21:35:44	3/2/2011	-	Χ	-	-	-	-	-	-	-	-
21:23:42	3/2/2011	X	-	-	-	-	-	=	-	-	-
15:35:32	3/2/2011	_	Χ	_	_	_	_	_	_	_	_
15:35:26	3/2/2011	_	-					Χ			
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15:35:04	3/2/2011	X	-	-	-	-	-	-	-	-	-
5:40:02	3/2/2011	-	X	-	-	-	-	=	-	-	-
5:39:46	3/2/2011	_	_	_	_	_	_	X	_	_	_
5:39:26	3/2/2011	X	_					-			
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19:31:44	3/1/2011	-	Χ	-	-	-	-	-	-	-	-
19:30:42	3/1/2011	-	-	-	-	-	-	X	-	-	-
19:27:22	3/1/2011	_	_	-	_	-	_	Χ	-	-	-
19:24:24	3/1/2011	_	_	_	_	_	_	X	_	_	_
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19:23:46	3/1/2011	-	-	-	-	-	-	Χ	-	-	-
19:18:48	3/1/2011	Χ	-	-	-	-	-	-	-	-	-
7:12:00	3/1/2011	_	Χ	-	_	-	_	-	-	-	-
7:11:58	3/1/2011	_	-	_	_	Χ	_	_	_	_	_
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7:11:56	3/1/2011	-	-	-	Χ	-	-	-	-	-	-
7:11:54	3/1/2011	-	Χ	-	-	-	-	-	-	-	-
7:11:52	3/1/2011	-	_	-	_	Χ	-	-	-	-	-
7:11:50	3/1/2011	_	_	Χ	_	_	_	_	_	_	_
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7:11:38	3/1/2011	-	-	-	-	-	-	Χ	-	-	-
7:11:12	3/1/2011	-	-	-	-	-	-	X	-	-	-
7:10:52	3/1/2011	Χ	-	-	-	-	-	-	-	-	-
7:22:16	2/28/2011	_	Χ	-	_	_	_	_	_	_	_
7:22:14	2/28/2011	_	-	_		Χ		_			
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7:22:14	2/28/2011	-	-	Χ	-	-	-	-	-	-	-
7:22:02	2/28/2011	-	-	-	-	-	-	X	-	-	-
7:21:34	2/28/2011	_	_	_	_	_	_	X	_	_	_
7:21:14	2/28/2011	_						X			
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7:20:54	2/28/2011	X	-	-	-	-	-	-	-	-	-
6:12:30	2/27/2011	-	Χ	-	-	-	-	-	-	-	-
6:12:26	2/27/2011	-	_	-	_	Χ	-	-	-	-	-
6:12:24	2/27/2011	_	_	Χ	_	_	_	_	_	_	_
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6:12:12	2/27/2011	-	-	-	-	-	-	Х	-	-	-
6:11:46	2/27/2011	-	-	-	-	-	-	X	-	-	-
6:11:26	2/27/2011	X	_	-	_	_	-	-	-	-	-
18:59:20	2/26/2011	_	Χ	_	_	_	_	_	_	_	_
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18:58:40	2/26/2011	-	-	-	-	-	-	Χ	-	-	-
18:56:04	2/26/2011	X	-	-	-	-	-	-	-	-	-
6:43:20	2/26/2011	-	Χ	-	-	-	-	-	-	-	-
6:43:20	2/26/2011	_	_	_	_	Χ	_	_	_	_	_
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6:43:18	2/26/2011	-	-	Χ	-	-	-	-	-	-	-
6:43:06	2/26/2011	-	-	-	-	-	-	Χ	-	-	-
6:42:44	2/26/2011	-	-	-	-	-	-	Χ	-	-	-
6:42:16	2/26/2011	X	_	_	_	_	_	_	_	_	_
6:36:56	2/24/2011	-	Χ								
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6:36:34	2/24/2011	-	-	-	-	-	-	Χ	-	-	-
6:36:14	2/24/2011	-	-	-	-	X	-	-	-	-	-
6:36:12	2/24/2011	_	_	Χ	_	_	_	_	_	_	_
6:36:00	2/24/2011	_	_	-	_			Х	_	_	
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6:35:22	2/24/2011	Χ	-	-	-	-	-	-	-	-	-
5:03:32	2/24/2011	-	Χ	-	-	-	-	-	-	-	-
5:03:14	2/24/2011	-	-	-	-	X	-	-	-	-	-
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5:03:14	2/24/2011	_	_	X	_	_	_	-	_	_	_
5:03:02	2/24/2011	-	-	-	-	-	-	X	-	-	-
5:02:18	2/24/2011	_						X			
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5:01:58	2/24/2011	Χ	_	_	_	_	_	-	_	_	_
14:59:24	2/23/2011	-	Χ	-	-	-	-	-	-	-	-
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14:59:08	2/23/2011	-	-	-	-	-	-	X	-	-	-
14:58:44	2/23/2011	_						Χ			
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14:50:34	2/23/2011	-	_	_	_	_	_	Χ	-	_	_
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14:38:30	2/23/2011	Χ	-	-	-	-	-	-	-	-	-
4:52:02	2/23/2011	-	X	-	-	-	-	-	-	-	-
4:51:40	2/23/2011	X	_	_	_	_	_	_	_	_	_
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0:46:06	2/23/2011	-	X	-	-	-	-	-	-	-	-
0:40:00	2/23/2011	-	-	-	-	-	-	X	-	-	-
0:36:44	2/23/2011	-	_					Χ			
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0:33:08	2/23/2011	Χ	_	_	_	_	_	_	_	_	_
23:28:08	2/22/2011	-	Χ	-	-	-	-	-	-	-	-
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23:24:54	2/22/2011	Χ	-	-	-	-	-	-	-	-	-
6:34:50	2/22/2011	_	Χ	_	_	_	_	_	_	_	_
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6:34:48	2/22/2011	-	-	-	-	Χ	-	-	-	-	-
6:34:46	2/22/2011	-	-	Χ	-	-	-	-	-	-	-
6:34:34	2/22/2011	_	_	_		_		Χ			
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6:34:08	2/22/2011	Χ	_	_	_	_	_	_	_	_	_
4:42:50	2/22/2011	-	Χ	-	-	-	-	-	-	-	-
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4:42:18	2/22/2011	X	-	-	-	-	-	-	-	-	-
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7:12:56	1/24/2011	_		_	_	Х	_	_	_		
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7:12:56	1/24/2011	_	_	_	Χ	_	_	_	_	_	_
7:12:52	1/24/2011	_	Χ	-	-	_	_	_	_	_	_
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7:12:44	1/24/2011	-	-	-	-	-	-	Χ	-	-	-
7:11:56	1/24/2011	-	-	=	-	Χ	-	-	-	-	-
7:11:56	1/24/2011	-	-	X	-	-	-	-	-	-	-
7:11:44	1/24/2011	_	-	_	-	-	_	X	-	-	-
7:11:20	1/24/2011	Χ	_	_	_	_	_	-	_	_	_
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7:11:12	1/24/2011	-	X	-	-	-	-	-	-	-	-
7:11:08	1/24/2011	-	-	=	-	-	-	X	-	-	-
7:10:26	1/24/2011	-	-	-	-	X	-	-	-	-	-
7:10:24	1/24/2011	_	_	X	_	_	_	_	_	_	_
7:10:12	1/24/2011	_	_	_	_	_	_	Χ	_	_	_
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7:09:44	1/24/2011	-	-	-	-	-	-		-	-	-
7:09:18	1/24/2011	X	-	-	-	-	-	-	-	-	-
20:34:22	1/23/2011	-	X	-	-	-	-	-	-	-	-
20:33:34	1/23/2011	Χ	-	_	-	-	_	-	-	-	-
15:02:32	1/23/2011	-	Χ	_	_	_	_	_	_	_	_
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14:55:54	1/23/2011	-	-	-	-	-	-	Χ	-	-	-
14:55:32	1/23/2011	_	_	_	_	_	_	Χ	_	_	_
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11:12:18	1/23/2011	-	Χ	-	-	-	-	-	-	-	-
11:12:16	1/23/2011	-	-	-	-	X	-	-	-	-	-
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6:01:10	1/22/2011	-	Χ	-	-	-	-	-	-	-	-
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4:54:58	1/21/2011	-	X	-	-	-	-	-	-	-	-
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4:49:50	1/19/2011	-	Χ	_	_	_	_	_	_	_	_
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4:49:04	1/19/2011	_	_	_	-	-	_	Χ	-	-	-
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5:39:46	1/18/2011	-	Χ	-	-	-	-	-	-	-	-
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5:38:56	1/18/2011	X	-	-	-	-	-	-	-	-	-
12:28:26	1/17/2011	-	Χ	-	-	-	-	-	-	-	-
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7:50:36	1/15/2011	-	Χ	-	-	-	-	-	-	-	-
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5:30:18	1/15/2011	-	-	-	-	-	-	X	-	-	-

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13:32:38	1/11/2011	-	-	-	-	-	-	X	-	-	-
13:32:14	1/11/2011	_	_	_	_	_	_	Χ	_	_	_
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13:20:28	1/11/2011	Χ	_	_	_	_	_	_	_	_	_
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6:19:44	1/11/2011	Χ	-	-	-	-	-	-	-	-	-
4:49:42	1/11/2011	_	Χ	_	_	_	_	_	-	_	_
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17:33:28	1/9/2011	-	-	-	-	-	-	X	-	-	-
17:31:30	1/9/2011	_	_	_	_	_	_	Χ	_	_	_
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17:25:30	1/9/2011	-	-	-	-	-	-	X	-	-	-
17:23:48	1/9/2011	_	_	_	_	_	_	Χ	_	_	_
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17:18:12	1/9/2011	Χ	-	-	-	-	-	-	-	-	-
21:45:38	1/8/2011	-	Χ	-	-	-	-	-	-	-	-
21:45:18	1/8/2011	-	-	-	-	-	-	X	-	-	-
21:31:08	1/8/2011	Χ	_	_	_	_	_	_	_	_	_
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6:58:00	1/8/2011	-	Χ	-	-	-	-	-	-	-	-
6:55:34	1/8/2011	-	-	-	-	-	-	X	-	-	-
6:53:22	1/8/2011	-	-	-	-	-	-	X	-	-	-
6:52:36	1/8/2011	_	_	_	_	_	_	X	_	_	_
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8:07:40	1/7/2011	-	X	-	-	-	-	-	-	-	-
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3:55:44	1/7/2011	-	-	-	-	-	-	Х	-	-	-
3:55:20	1/7/2011	-	-	-	-	-	-	Χ	-	-	-
3:55:00	1/7/2011	X	-	-	-	-	-	-	-	-	-
5:20:42	1/6/2011	-	Χ	-	-	-	-	-	-	-	-
5:20:40	1/6/2011	-	-	-	-	Χ	-	-	-	-	-
5:20:40	1/6/2011	-	-	-	Χ	-	-	-	-	-	-
5:20:40	1/6/2011	-	-	-	-	Χ	-	-	-	-	-
5:20:38	1/6/2011	-	-	X	-	-	-	-	-	-	-
5:20:26	1/6/2011	-	-	-	-	-	-	X	-	-	-
5:20:02	1/6/2011	Χ	-	-	-	-	-	-	-	-	-
6:22:46	1/5/2011	-	Χ	-	-	-	-	-	-	-	-
6:22:46	1/5/2011	-	-	-	-	Χ	-	-	-	-	-
6:22:38	1/5/2011	-	-	X	-	-	-	-	-	-	-
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6:22:06	1/5/2011	Χ	_	_	_	_	_	_	_	_	_
19:08:00	1/4/2011	-	Χ	_	_	-	-	_	-	_	_
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5:18:06	1/4/2011	-	X		_	_	_	-	_	_	_
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4:46:26	1/3/2011	Χ	-	-	-	-	-	-	-	-	-
14:42:42	1/2/2011	-	Χ	-	-	-	-	-	-	-	-
14:42:14	1/2/2011	-	-	-	-	-	-	X	-	-	-
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6:02:24	1/2/2011	Χ	-	-	-	-	-	_	-	-	-
7:31:50	1/1/2011	_	Χ	_	_	_	_	_	_	_	_
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23:36:48	12/26/2010	_	Χ								
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23:36:14	12/26/2010	-	-	-	-	-	-	X	-	-	-
23:32:42	12/26/2010	Χ	_	_	_	_	_	_	_	_	_
18:37:18	12/25/2010	-	X	-	-	-	-	-	-	-	-
18:37:12	12/25/2010	-	_	-	-	Χ	-	-	-	-	-
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18:36:38	12/25/2010	Χ	_	_	_	_	_	_	_	_	_
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5:58:10	12/23/2010					Χ					
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16:17:12	12/22/2010	_	_	-	_	_	_	X	_	-	-
16:14:48	12/22/2010	-	-	-	-	-	-	X	-	-	-
16:12:40	12/22/2010	-	-	-	-	-	-	Χ	-	-	-
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11:59:26	12/22/2010	-	-	-	-	-	-	Χ	-	-	-
11:59:04	12/22/2010	-	-	-	-	-	-	X	-	-	-
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11:56:32	12/22/2010	-	-	-	-	-	-	X	-	-	-
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11:15:46	12/20/2010	-	-	-	-	-	-	X	-	-	-
11:15:26	12/20/2010	Χ	-	-	-	-	-	-	-	-	-
11:07:52	12/20/2010	_	Χ	_	_	_	_	_	_	_	_
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6:25:02	12/17/2010	-	-	-	X	-	-	-	-	-	-
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# **Appendix III**

**Images** 



#### National Personal Protective Technology Laboratory / Technology Evaluation Branch

## **IMAGES**

Four Self-Contained Breathing Apparatus from the Washington DC Fire Department Washington DC

#### NIOSH Task No. 17839

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Figure 3 – Unit #1 SCBA in Case as Received.



Figure 4 – Unit #1 SCBA as Received



Figure 5 – Unit #1 Facepiece with Mask Mounted Regulator Attached



Figure 6 – Unit #1 Facepiece Left Side



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Figure 10 – Unit #1 Facepiece Nosecup and Inside View



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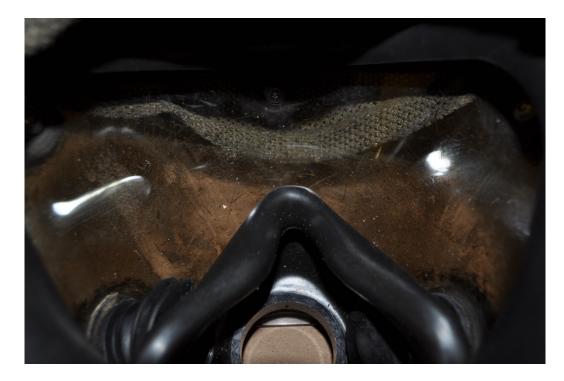


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Figure 16 – Unit #1 Low Pressure Hose Quick Disconnect



Figure 17 – Unit #1 Low Pressure Hose with Quick Disconnect

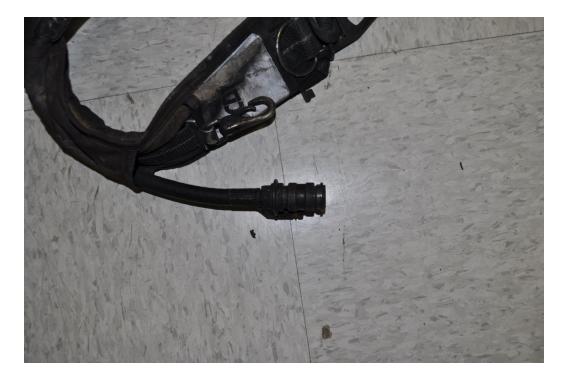


Figure 18 – Unit #1 Pressure Reducer with High and Low Pressure Hose Attachments



Figure 19 – Unit #1 High Pressure Reducer



Figure 20 – Unit #1 High Pressure Reducer Side with Hose Attachments



Figure 21 – Unit #1 Cylinder with Cylinder Attachment, O-ring and High Pressure Hose

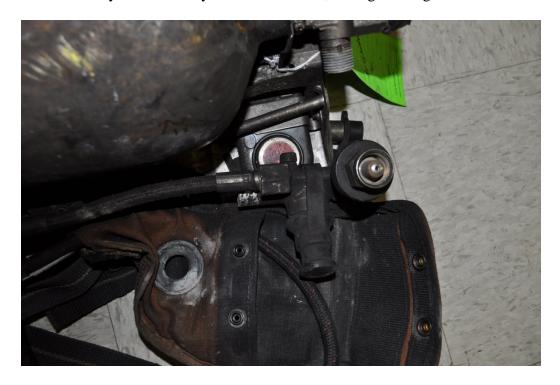


Figure 22 – Unit #1 Remote Gauge and PASS Console



Figure 23 – Unit #1 Remote Gauge and PASS Console Back with SEI Label



Figure 24 – Unit #1 PASS and HUD Control Module



Figure 25 – Unit #1 PASS and HUD Control Module Label



 $Figure\ 26-Unit\ \#1\ Backframe\ with\ SEI/NFPA\ Labels,\ Straps\ and\ Additional\ Markings$ 



Figure 27 – Unit #1 Backframe with Straps



Figure 28 – Unit #1 Backframe with NIOSH Label



Figure 29 – Unit #1 Cylinder and Retaining Strap Assembly



Figure 30 – Unit #1 Backframe with Cylinder Strap Assembly and Straps and Buckles



Figure 31 – Unit #1 Lumbar Pad Assembly



Figure 32 – Unit #1 Cylinder and Valve Assembly



Figure 33 – Unit #1 Cylinder Labeling



Figure 34 – Unit #1 Cylinder and Valve Assembly, Scott Logo



Figure 35 – Unit #1 Cylinder Markings



Figure 36 – Unit #1 Buddy Breather Hose and Fittings



Figure 37 – Unit #1 Buddy Breather Fittings



Figure 38 – Unit #1 RIC Fitting



Figure 39 - Package #2 containing Unit #2, as Received from the Washington DC Fire Department



Figure 40 – Unit #2 Identification Tag on Case



Figure 41 – Unit #2 SCBA in Case as Received



Figure 42 – Unit #2 SCBA as Received



Figure 43 – Unit #2 Facepiece and Mask Mounted Regulator Assembly



Figure 44 – Unit #2 Facepiece Regulator Interface Area



Figure 45 – Unit #2 Facepiece Right Side View



Figure 46 – Unit #2 Facepiece Head Harness



Figure 47 – Unit #2 Inside View of Facepiece with Nosecup



Figure 48 – Unit #2 Vision Through Facepiece Lens



Figure 49 – Unit #2 Mask Mounted Regulator and By Pass Knob



Figure 50 – Unit #2 Mask Mounted Regulator, Donning Switch



 $Figure\ 51-Unit\ \#2\ Mask\ Mounted\ Regulator\ with\ Low\ Pressure\ Hose\ and\ Quick\ Disconnect$ 



Figure 52 – Unit #2 Low Pressure Hose Quick Disconnect



Figure 53 – Unit #2 Low Pressure Hose with Quick Disconnect and Connection to Pressure Reducer



Figure 54 – Unit #2 Hose Connections to Pressure Reducer



Figure 55 – Unit #2 Pressure Reducer



Figure 56 - Unit #2 Pressure Reducer with Hose Connections



Figure 57 – Unit #2 High Pressure Hose and Cylinder Attachment with O-ring

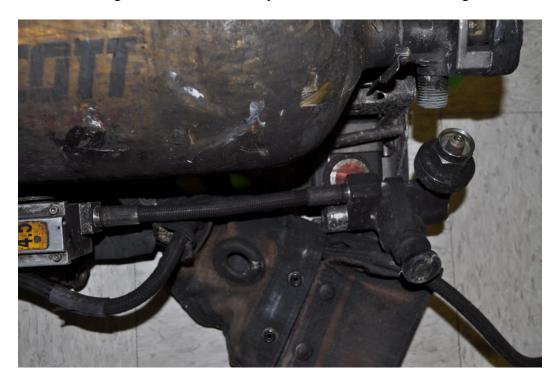


Figure 58 – Unit #2 Remote Gauge and PASS Console



Figure 59 – Unit #2 Remote Gauge and PASS Console with SEI Label



Figure 60 – Unit #2 PASS and HUD Control Module



Figure 61 – Unit #2 PASS and HUD Control Module Label



Figure 62 – Unit #2 Backframe Assembly



Figure 63 – Unit #2 Backframe and Cylinder Strap Assembly



Figure 64 – Unit #2 Backframe Assembly with NIOSH Label



Figure 65 – Unit #2 Backframe Assembly with Straps

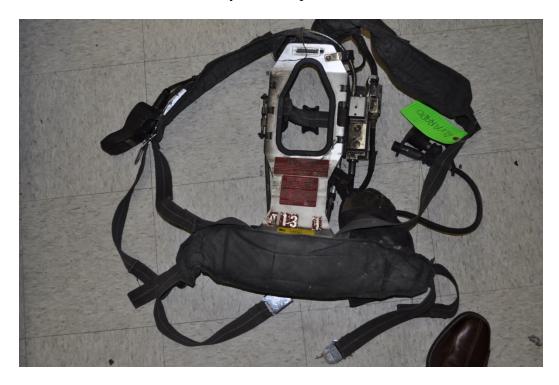


Figure 66 – Unit #2 Backframe with SEI/NFPA Labels



Figure 67 – Unit #2 Backframe with Straps and Buckles



Figure 68 – Unit #2 Left Shoulder Adjustment Strap Wear



Figure 69 – Unit #2 Lumbar Pad and Waist Straps



Figure 70 – Unit #2 Cylinder and Valve Assembly with Backframe



Figure 71 – Unit #2 Cylinder Assembly with Labels



Figure 72 – Unit #2 Cylinder Valve Assembly and Threads



Figure 73 – Unit #2 Cylinder Valve Bumper

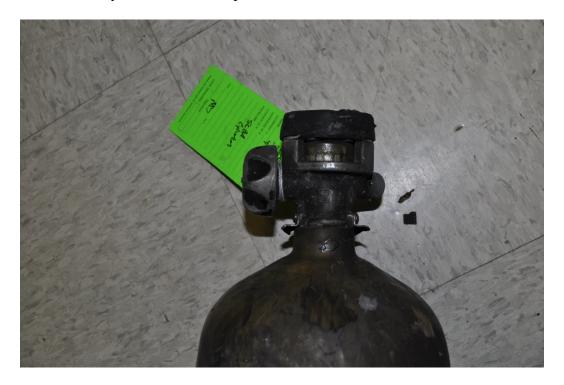


Figure 74 – Unit #2 Cylinder Top



Figure 75 - Unit #2 Buddy Breather Assembly



Figure 76 – Unit #2 Buddy Breather Fittings



Figure 77 – Unit #2 RIC Fitting



Figure 78 – Package #3 Containing Unit #3, as Received from the Washington DC Fire Department



Figure 79 – Unit #3 SCBA Case Identification Tag



Figure 80 – Unit #3 SCBA in Case as Received from the Washington DC Fire Department



Figure 81 – Unit #3 SCBA as Received from the Washington DC Fire Department



Figure 82 – Unit #3 Facepiece and Mask Mounted Regulator Assembly



Figure 83 – Unit #3 Facepiece and Regulator Assembly, Facepiece Damage



Figure 84 - Unit #3 Facepiece Regulator Interface Area



Figure 85 – Unit #3 Facepiece Head Harness



Figure 86 – Unit #3 Facepiece Inside View and Nose Cup



Figure 87 – Unit #3 View Through Facepiece Lens



Figure 88 – Unit #3 Mask Mounted Regulator and Low Pressure Hose



Figure 89 – Unit #3 Mask Mounted Regulator Inside View



Figure 90 – Unit #3 Mask Mounted Regulator Side View



Figure 91 – Unit #3 Low Pressure Hose Quick Disconnect



Figure 92 – Unit #3 Hose Connections to Pressure Reducer



Figure 93 – Unit #3 Low Pressure Hose and HUD Wire



Figure 94 – Unit #3 Pressure Reducer with Hose Connections



Figure 95 – Unit #3 Pressure Reducer



Figure 96 – Unit #3 High Pressure Hose and Cylinder Attachment Assembly



Figure 97 – Unit #3 Cylinder Connection with Relief Valve Top Missing

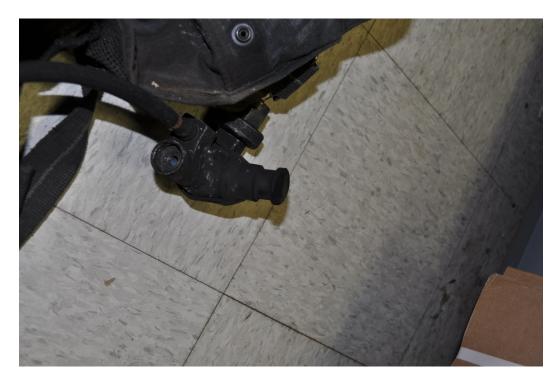


Figure 98 – Unit #3 Remote Gauge and PASS Console

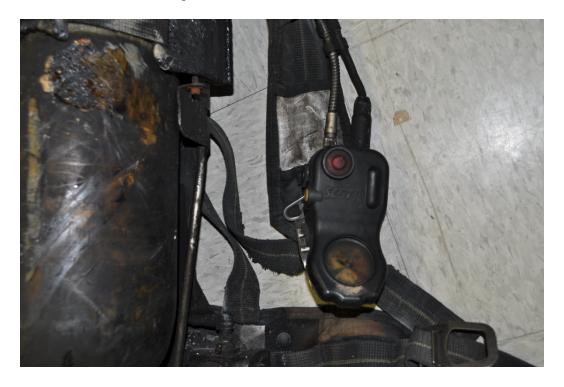


Figure 99 – Unit #3 Remote Gauge and PASS Console with SEI Label

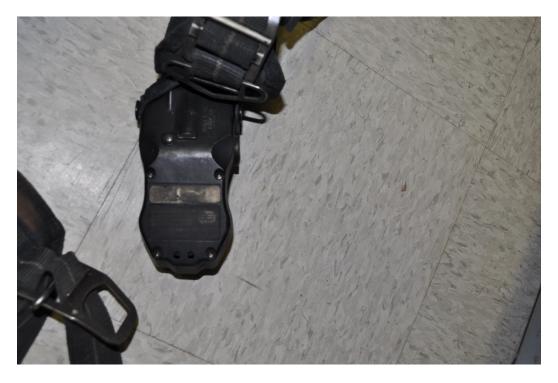


Figure 100 – Unit #3 PASS and HUD Control Module



Figure 101 – Unit #3 PASS and HUD Control Module Label



Figure 102 – Unit #3 Backframe Assembly without Cylinder



Figure 103 – Unit #3 Backframe Assembly

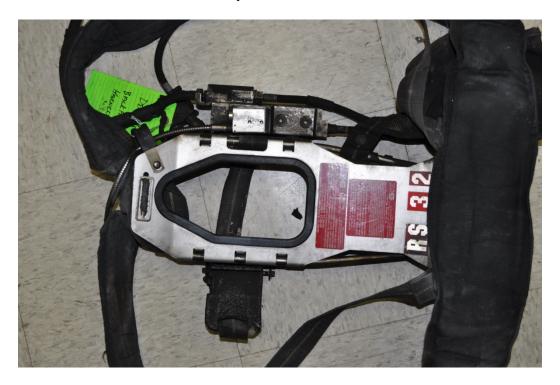


Figure 104 – Unit #3 Cylinder Strap Assembly



Figure 105 – Unit #3 Backframe Assembly with NIOSH Label After Cleaning



Figure 106 – Unit #3 Backframe Assembly with SEI/NFPA Labels



Figure 107 – Unit #3 Backframe Assembly with Additional Markings



Figure 108 – Unit #3 Shoulder Straps



Figure 109 – Unit #3 Lumbar Pad and Waist Strap



Figure 110 – Unit #3 Cylinder Assembled into the Backframe



Figure 111 – Unit #3 Cylinder and Valve Assembly



Figure 112 – Unit #3 Cylinder and Valve Assembly with Scott Logo



Figure 113 – Unit #3 Cylinder Valve Assembly



Figure 114 – Unit #3 Buddy Breather Assembly



Figure 115 – Unit #3 Buddy Breather Fittings



Figure 116 – Unit #3 RIC Fitting



Figure 117 - Package #4 containing Unit #4, as Received from the Washington DC Fire Department



Figure 118 – Unit #4 SCBA Identification Tag

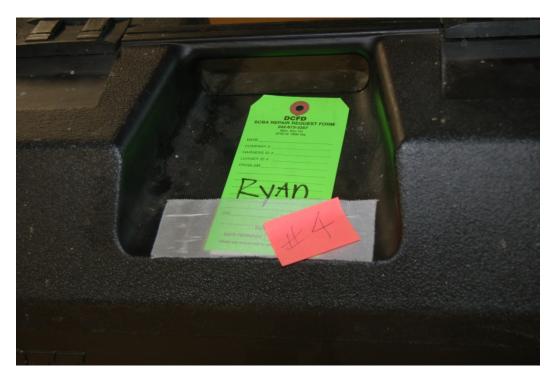


Figure 119 – Unit #4 SCBA in Case as Received from the Washington DC Fire Department



Figure 120 – Unit #4 SCBA as Received from the Washington DC Fire Department



Figure 121 – Unit #4 Facepiece Components with Mask Mounted Regulator



Figure 122 – Unit #4 Facepiece Lens Ring



Figure 123 – Unit #4 Facepeice Rubber Faceseal



Figure 124 – Unit #4 Head Harness



Figure 125 – Unit #4 Facepiece Lens and Mask Mounted Regulator



Figure 126 – Unit #4 Facepiece Regulator Interface Area



Figure 127 – Unit #4 Facepiece Lens Right Side View



Figure 128 – Unit #4 Facepiece Inside View with Nose Cup



Figure 129 – Unit #4 Mask Mounted Regulator and By Pass Knob



Figure 130 – Unit #4 MMR Right Side with Locking Slide



Figure 131 – Unit #4 Regulator Inside View



Figure 132 – Unit #4 Low Pressure Hose Attachment to Regulator



Figure 133 – Unit #4 Donning Switch Cover and HUD



Figure 134 – Unit #4 Low Pressure Hose



Figure 135 – Unit #4 Low Pressure Hose Quick Disconnect



Figure 136 – Unit #4 Low Pressure Hose and Quick Disconnect, Attached to High Pressure Reducer



Figure 137 – Unit #4 High Pressure Reducer and Hose Connections

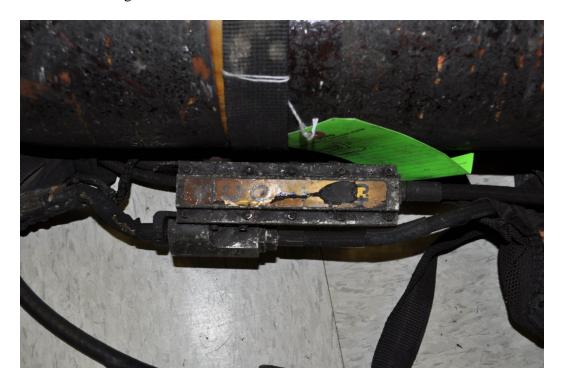


Figure 138 – Unit #4 High Pressure Reducer



Figure 139 – Unit #4 High Pressure Hose and Cylinder Connection



Figure 140 – Unit #4 Cylinder Connector with O-ring

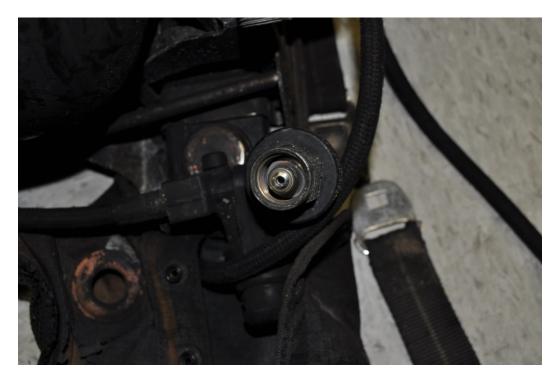


Figure 141 – Unit #4 Remote Gauge and PASS Console



Figure 142 - Unit # 4 Remote Gauge and PASS with Damaged SEI Label



Figure 143 – Unit #4 PASS and HUD Control Module



Figure 144 – Unit #4 PASS and HUD Control Module Right Side



Figure 145 – Unit #4 HUD Wire and Low Pressure Hose Assembly



Figure 146 – Unit #4 Backframe Assembly with SEI/NFPA Labels



Figure 147 – Unit #4 Cylinder Strap Assembly



Figure 148 – Unit #4 Backframe



Figure 149 – Unit #4 Backframe with NIOSH Label Cleaned



Figure 150 – Unit #4 Left Shoulder Strap Damage



Figure – 151 Unit #4 Waist Strap with Buckle



Figure 152 – Unit #4 Left Shoulder Adjustable Strap with Damage



Figure 153 – Unit #4 Lumbar Pad



Figure 154 – Unit #4 Cylinder and Valve Assembly in Backframe



Figure 155 – Unit #4 Cylinder with Logo



Figure 156 – Unit #4 Cylinder Valve with Bumper Damage



Figure 157 – Unit #4 Buddy Breather Assembly



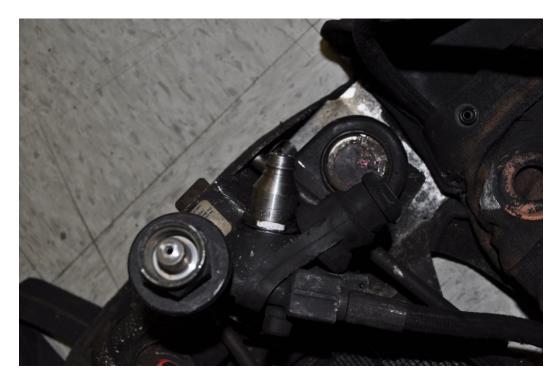
Figure 158 – Unit #4 Buddy Breather Fittings



Figure 159 – Unit #4 Buddy Breather Pouch



Figure 160 – Unit #4 RIC Fitting



# Appendix C

**PPE EVALUATION REPORT** 

## WASHINGTON DCFD

1 8

# GARMENT EVALUATION

P. Freeman Globe Mfg. Co., LLC May 19, 2011



May 19, 2011

Chief Mitch Molenoff Washington D.C. F .D. 4416 Skymist Terrace Olney Maryland, 29832-2834

Dear Chief Molenoff:

Enclosed is my written evaluation of the four sets of gear that you had requested we examine. As you will see, I have included composite data, information on the TPP and THL testing and how they are run, and finally an article on Variability in Test Methods which I think will be of assistance to you.

As I had expressed when I visited last month, the gear belonging to fire fighter Ryan is probably the most damaged I have ever seen in my tenure with Globe. However, I believe the gear performed exactly as intended under the given circumstances and as I commented in my report, I think the department is to be commended for specifying such top of the line protective clothing for their fire fighters.

In closing, thank you for the opportunity to examine the gear and I hope the enclosed will be of assistance. Please do not hesitate to contact me if you should have any further questions or if I can be of and additional assistance. We sincerely appreciate your specifying Globe and we truly value our long term relationship with D.C.F.D.

Best regards,

Patricia A. Freeman

**Technical Services Manager** 

Enc.

GLOBE MANUFACTURING COMPANY, LLC

## COMPOSITE DATA WASHINGTON DC SPECIFICATION May 17, 2011

**Base Composite:** 

7.5 osy Gemini (Matrix) outer shell fabric

5.0 osy Crosstech on PJ, Type 2C moisture barrier

7.6 osy Caldura Silver NP thermal barrier

**Shoulder reinforcements:** Layer of thermal fabric as standard, plus customer specified additional layer of Aralite and, prior to 2008. specification also required an additional layer of self fabric on shoulders and upper backs.

Knee reinforcements: Current specification calls for Dragonhide and Silizone; earlier

specification required Leather and thermal padding.

**Note:** The IH Trouser option features a 7.0 osy Crosstech on PJ, Type 4A, 3 layer moisture barrier for added durability as worn with the internal harness system

TPP:

NFPA 1971, 2007 Edition requirement – 35

- UL certification value on base three-layer garment is 41.9
- UL certification value when using the Crosstech 4A is 45.8

THL:

NFPA 1971, 2007 Edition requirement - 205 W/m<sup>2</sup>

- UL certification value on base three-layer garment is 206.45 W/m<sup>2</sup>
- UL certification value when using the Crosstech 4A is 214.87 W/m<sup>2</sup>

CCHR:

NFPA 1971, 2007 Edition requirement is 25 seconds in the shoulder and knee, in both the wet and dry conditions.

The shoulder is required to be measured along the shoulder crown for a total distance of 4", with 2" over the front and 2" over the back of the shoulder. The Underwriters Laboratories 2007 test results on a standard Globe shoulder composite, which measures 5" over the front shoulder and 7" down the back panel exceeds the minimum requirements in both the wet and dry conditions, ranging from 27-31 seconds. The addition of the extra layer of thermal fabric increases this number; however, since the base composite easily exceeds the minimum, UL does not test additional layering beyond what is required. However, at our request UL has run the test using similar fabrics and the same number of layers, yielding a result in the 44-45 range.

The knee reinforcement is required to measure a distance of 6"x6". The standard GXTREME knee internal reinforcement consists of an additional layer each of the specified thermal quilt and specified moisture barrier fabrics, measuring 9"x11". Since the certification test results on the standard knee with no additional reinforcements or padding exceed the minimum requirements in both the wet and dry conditions, UL does not require further testing when adding additional reinforcements and/or padding. The additional layers of Silizone, Dragonhide and/or leather reinforcements will raise the values significantly, from a minimum of 69.7 to a high of 121.1.

NOTE: All information provided herein was generated by Underwriters Laboratories as part of third party certification and is correct to the best of our knowledge. Results vary depending on nominal weight of materials tested; these results are based on a limited sampling as required by NFPA 1971, Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting, 2007 edition and it may have been necessary to extrapolate CCHR data from like composites.

PF/5/17/11

GLOBE MANUFACTURING COMPANY, LLC

#### LABORATORY EVALUATION

**DEPARTMENT:** Washington D.C.F.D.

REPORT DATE: May 19, 2011

#### **INTRODUCTION:**

On Friday, April 22, I visited with several members of the Washington D.C. Fire Department to examine four sets of clothing involved in an extreme thermal exposure, which resulted in several fire fighters being injured. The garments in question were all GXtreme styles coats, with two Gxtreme style trousers and two IH style trousers. All of the gear had been produced from 7.5 oz. Matrix, trade name Gemini, with a Caldura NP thermal liner and a Crosstech 2C moisture barrier. The dates of manufacture ranged from March of 2005 to September of 2010.

#### PROCEDURE:

The garments were examined visually, applying knowledge of the characteristics of the Gemini outer shell fabric, the Caldura NP thermal fabric, and the Crosstech moisture barrier. It was immediately evident that all of the garments had been subjected to a tremendous amount of heat to varying degrees and what follows is an individual evaluation of each set of the clothing involved.

#### FINDINGS:

ALVARADO: GXTREME COAT Serial #2883879; DOM – April 2005;

Size 42 x 35 with a -1" sleeve length

The coat appears to have been originally produced for Welch III **GXTREME PANTS** Serial #2865948; DOM – March 2005;

Size 34 x 30. The label was marked Hopkins

The coat shows discoloration to the upper shoulders and upper arms on both sleeves and on coat back. There is more significant damage to the right sleeve and right upper back where the Matrix has become scorched. The pattern of the SCBA tank and straps is visible on the coat back, and the upper perimeter of the collar has become discolored as a result of the exposure. Judging from the pattern of discoloration on the collar, it would appear that the back of the collar had been "scrunched" down by the helmet. Several of the lime yellow triple trim bands are scorched, with the most damage again obvious on the right sleeve. It was noted that there was some black foreign substance clinging to the base of the back outer collar and to the upper back just above where the SCBA tank would sit. The Nomex hand and wrist guards are quite soiled and damaged, but appear intact. The garment label, which at the time this coat was manufactured was heat sealed to the back of the shell in what is now the DRD location had been reactivated by the exposure and partially adhered to the moisture barrier. It appears that

a small portion of the label became stuck to the barrier substrate when the shell was pulled away from the moisture barrier. The full extent of the thermal discoloration is most obvious when the coat shell is turned inside out. The suede leather elbows exhibit slight thermal shrinkage from the exposure.

The Crosstech moisture barrier substrate shows the same pattern of thermal discoloration as does the outer shell and you can see evidence of where the GXTREME logo and some type of departmental patch were located on the outer shell. The last letter of the initials DCFD is evident on the barrier substrate. The seam seal tape at the shoulder seam, which is also heat applied, had become reactivated and appeared to be adhered to the Caldura face cloth on the thermal liner. Nevertheless, in spite of the immense discoloration, the Crosstech moisture barrier has not broken open.

Turning to the Caldura NP thermal liner, the Aralite CCHR reinforcements exhibit a reddish color in the center area of the reinforcement. Based upon laboratory testing, we estimate that the amount of heat necessary to effect this color would be in the 400° - 450°F range. There is some slight discoloration to the Caldura NP thermal liner in the upper portion of the liner.

#### TROUSER

The trouser is quite soiled, but does not appear to have any thermal discoloration. This is supported by the condition of the Crosstech moisture barrier, which is also stained but does not evidence any of the discoloration normally associated with a high thermal condition. We also did not see any discoloration to the Caldura NP thermal lining.

**DEAVERS:** GXTREME COAT Serial #3953145; DOM – January 2010;

Size 48 x 35 with a +1" sleeve length

IH PANTS Serial #4095977; DOM - September 2010

Size 38 x 30

This coat shows discoloration to the upper shoulders and upper arms on both sleeves and on coat back. Both the left and right sides of this coat, on the upper front and upper back panels are extremely discolored, with the outline of the SCBA straps visible on the front and back of the coat. The Matrix shell fabric is scorched in the upper portion of the coat, and you can see where the SCBA tank "protected" the letters CF in the DCFD lettering on the coat back. The name DEAVERS is lettered at the very bottom of the coat and those letters appear quite scorched. This coat has a dark blue patch installed just above the lettering, which was an aftermarket addition. It appears the very bottom of this patch has melted as a result of the exposure. You can also see the remnants of a field installed patch on the upper right sleeve. The upper portion of the collar is quite discolored, as is the DRD logo patch on the back of the coat.

Several of the lime yellow triple trim bands are scorched to some degree, with the most damage again obvious on the right sleeve. In spite of the damage to the adjacent trim bands, the Nomex hand and wrist guards, although quite soiled, appear intact.

Looking at the inside of the coat shell, the amount and severity of the discoloration becomes even more apparent. Additionally, portions of the black DRD strap have turned to a reddish brown color, as a result of the amount of heat to which the gear was exposed. It is logical to assume that this would have been where the straps run over the tops of the shoulder. One of the seams along the top of the left shoulder has opened up, but the material beneath appears intact which would indicate it was unaffected by the damage to the seam. Since the seams are sewn with Nomex thread - there is no Pbi thread used in the fire service - it is not atypical that they were unable to sustain as much heat as the more heat resistant outer shell fabric. What appears to have occurred is that the Nomex thread had become embrittled and broken under the pressure as the two material components that form the seam were stressed apart.

The Crosstech moisture barrier substrate shows the same pattern of thermal discoloration as does the outer shell and you can see evidence of where the right sleeve patch was located on the outer shell. There is quite a bit of discoloration at the very bottom of the coat and the outlines of the letters which are sewn to the bottom outer shell, DEAVERS, are easily readable in the barrier substrate. However, the barrier material has not broken open in this area.

There is some minor discoloration to the inside of the CCHR reinforcement, but this pales in comparison to the thermal discoloration which has occurred to the quilt below the reinforcement. The quilt fabric beneath the extra layer of fabric that forms the CCHR reinforcement is extremely darkened on both sides and the film of the Crosstech moisture barrier has broken open at the upper shoulder/sleeve.

#### TROUSER

The trouser also exhibits a significant amount of thermal discoloration to both the front and back. As would be expected, the garment is quite soiled, but the pattern of darkening becomes much more easily discernible when the pant shell is turned inside out. There is considerable scorching to above and below the knee reinforcement, and most notably to the right side of the garment. You can also further denote the amount of scorching by looking at the back of the trouser where the harness belt covered the Matrix shell fabric, in effect protecting it from the exposure.

The Crosstech moisture barrier, which is also stained, does more clearly delineate the areas where the heat was most intense. In looking at the moisture barrier it appears that the back of the pant saw much more heat than the front, and especially to the right side. However, we did not see any obvious signs of the moisture barrier breaking open.

**HOUNSHELL:** GXTREME COAT Serial #2864099; DOM – March, 2005;

Size 48 x 35

IH PANTS Serial #4095985; DOM – September 2010;

Size 40 x 30

This coat shows discoloration to the upper shoulders and upper arms on both sleeves and on coat back. The Matrix shell fabric has become significantly scorched in these areas and along

the backside of the collar. The discoloration to the back of the collar suggests that the collar was not in the raised position at the time of the exposure; there appears to be scorching to the inner layers of the collar at the very top of the collar and on one side. It was noted that there is a black foreign substance clinging to the base of the collar on the coat upper back just above where the SCBA tank would sit. The pattern of the SCBA tank and straps is very visible on the coat back. Additionally, there is scorching to the Matrix fabric on the front cargo pockets and several of the lime yellow triple trim bands have been scorched. The Nomex hand and wrist guards are quite soiled and appear to have been damaged by the exposure. Finally, it was noted that the suede leather elbows exhibit slight thermal shrinkage from the exposure.

At the time this garment was produced the shell label was heat sealed to the back of the shell in what is now the DRD location. This label had become reactivated by the amount of heat and has partially adhered to the moisture barrier, peeling away when the moisture barrier was removed from the outershell. The full extent of the thermal discoloration is most obvious when the coat shell is turned inside out.

The same pattern of thermal discoloration is evident on the Crosstech moisture barrier substrate on the front, back, and upper shoulder and sleeves. In some areas the substrate has separated from the film on the barrier material and is scorched to the point of being blackened, but we did not observe any break open on the moisture barrier on this garment. The inner Caldura facecloth has turned color as a result of the severity of the exposure on both the front and back reinforcements. DCFD specifies additional thermal enhancements in the upper sleeves, well above the minimum reinforcement requirements of NFPA 1971, and these additional Aralite thermal reinforcements have also become harshly discolored, darkening from the reddish color to a brown tone. Generally speaking, the initial color change is to a reddish shade and the darkening occurs as the heat and/or duration of the exposure increases. It is interesting to note that in some cases the seam seal tape does not appear to have darkened, even though the fabric on either side of it has. The seam seal tape is a Teflon product, while the moisture barrier substrate is produced from Nomex.

#### TROUSER

The trouser is an IH style, which means it features an integrated Class II harness, which also serves as the pant closure. Once again, the pant is quite soiled and so it is difficult to discern thermal discoloration as opposed to extreme soiling. The Crosstech moister barrier does not appear to have any significant discoloration and the Caldura NP thermal liner, although stained in several areas, has no obvious signs of thermal color change.

RYAN: GXTREME COAT Serial #3655695; DOM – July 2008;

Size 50 x 35

**IH PANTS** Serial #4045690; DOM – July 2010;

Size 40 x 30

The coat belonging to fire fighter Ryan was quite obviously the most severely damaged by the exposure. It is important to remember that thermal damage is always a function of both time

and temperature. Burns can occur under low heat loads if exposed for a long enough duration or in a very short time if the heat is intense enough. This garment shows the effects of both time and temperature and would appear to have had direct flame impingement. There is significant charring to the uppers shoulders, to the coat fronts, to both sleeves and to the coat back. The Gemini shell fabric has actually broken open on both upper shoulders, although it appears much more extensively on the left side.

The Crosstech moisture barrier beneath the left side has also broken open, exposing the thermal fabric beneath. In this same area, the facecloth on the thermal reinforcements has become scorched to the point where the thermal quilt that the facecloth is sewn to has become discolored. Although the Gemini shell fabric offers incredible strength, during our examination the material tore with very little manual pressure on each of the shoulders, which is another indication as to the extent of the thermal exposure. The majority of the lime yellow triple trim on this coat has been scorched. Much of the Trim Trax used to protect the thread that secures the trim is still intact, but hanging from where the trim was sewn. The outline of the SCBA straps is noticeable on the coat front; however the fabric and trim beneath the stormflap appears unaffected, which suggests that the stormflap remained engaged during the exposure.

The Nomex hand and wrist guards are quite soiled and it appears they too may have discolored as a result of the exposure. The suede leather elbows exhibit thermal shrinkage, but the trim beneath them is still quite serviceable, signifying that the leather was still protecting the material under it. The garment labels on both the shell and the liner system are still intact and legible. It was noted that there is a blue department patch sewn to the coat back and that the bottom of the patch, which was not covered by the SCBA system, appears to have melted away. The inside of the DRD flap, which is located on the upper coat back, has been charred.

Returning again to the inside thermal, there is also considerable charring to the Caldura thermal liner, again on both the right and left sides, with the left side evidencing more of the thermal discoloration. There is also significant charring to the bottom of the liner system, and also to the bottom of the coat shell, which was not evident on any of the other garments. As mentioned earlier with regard to the coat shell, the outline of the SCBA straps, tank and frame are all clearly delineated on the Crosstech moisture barrier. Other than those areas that were covered by the SCBA, exterior pockets, the elbow patches and the coat sleevewells, the barrier is almost completely discolored with significant break open on each shoulder.

#### **TROUSER**

The trouser is an IH style, which features an integrated Class II harness that also serves as the pant closure. This pant is also extremely discolored, primarily to the buttocks and lower back leg panels. The back trim is scorched, destroying the glass beads that provide the reflectivity. The cargo pockets are both badly scorched, and the hook and loop on the pockets and flap, which is specifically exempted from the NFPA 1971 flame and heat resistance tests, has melted. On the left cargo pocket, the exposure was severe enough to cause the Gemini Matrix fabric to break open. It also appears that at least one leg seam and the exterior seam have broken open, although this could have occurred while the garments were being removed. Looking at the waistline of the pants you can clearly see where the Harness provided a protective layer for the Gemini fabric in that area. Although the Dragonhide knees appear to have some thread

damage, the knee reinforcement fabric appears to have held up quite well, as did the Silizone padding.

In examining the liner system, the Crosstech moisture barrier has broken open on the back left buttocks area where the discoloration is most severe. There is also extreme discoloration to the moisture barrier substrate on the right buttocks and at each of the back leg panels. The Caldura thermal lining is discolored in the area of the left buttocks as well.

#### **CONCLUSION:**

These four fire fighters were exposed to an excessive thermal incident, far more than is demonstrated by even the NFPA 1971 Thermal Protective Performance test. I have included an explanation of the TPP test, which is used to measure the ability of the garment composite to inhibit the passage of heat from the external environment, through the three layer composite to cause a second degree burn to the wearer's skin. NFPA 1971 has established a minimum requirement of 35, which equates to roughly 17.5 seconds under the test conditions before the human skin will reach the point at which a 2<sup>nd</sup> degree burn will occur. The TPP rating on a system comprised of the three base layers specified by Washington DC has been reported by Underwriters Laboratories at 41.9, well exceeding the minimum requirement. In the case of the IH trousers, the moisture barrier is a Crosstech 4A three layer product for increased durability with the internal harness. This three layer product normally decreases THL values¹ but serves to raise the TPP rating to 45.8. Further, the DC fire department specified additional thermal enhancements on the upper arms and shoulders, which serve to raise this value considerably, offering even more protection to the fire fighters. As demonstrated by this gear, it is truly fortunate that DC has opted for this additional upper arm and shoulder thermal protection for its fire fighters.

The Gemini with Matrix technology outer shell material is comprised of 40% Polybenzimidazole fibers and 60% Kevlar fibers, and offers superior resistance to both heat and flame exposure. Because of its unique properties, Gemini is inherently flame and heat resistant and does not require chemical treatments or artificial enhancements. The best example of the extraordinary heat resistance of Gemini is shown during the thermal protective performance test, which routinely reaches a temperature range of 1800 to 2200 degrees. By way of comparison, the amount of heat in a standard TPP test will cause a less flame resistant fabric, such as a Nomex outer shell fabric, to char and break open similar to a potato chip; however, the Gemini can come through this exposure with severe discoloration but will only tear under direct applied manual pressure. The fact that the Ryan jacket actually broke open is an indication of how much heat and for a considerable duration that the garment was exposed to. The fact that the other coats did not break open, in spite of incredible charring, is a further testimony to the Gemini outer shell fabric.

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<sup>&</sup>lt;sup>1</sup>. The UL values on THL for Gemini, Caldura NP and Crosstech 2C are reported as 206.45, while the THL values for Gemini, Caldura NP and Crosstech 4A are reported as 214.87. Given the weights and thicknesses of the two barriers, this value is illogical and is really a snapshot of the samples that were tested at the time. In general W.L. Gore, the manufacturer of both barriers, reports a range of 206.45 – 251.88 for the Crosstech 2C composite and a range of 214.87 – 232.83 for the Crosstech 4A composites.

As mentioned in the report, the Caldura NP and the Aralite NP facecloths will begin to discolor at a temperature of about 400 – 450°F. The initial color change is to a pinkish shade but as the time and temperature of the exposure increase, the pink becomes red and the red will darken further into brown as the fibers themselves begin to char. In the case of much of this gear, not only was the Caldura facecloth discolored, but there was also severe darkening of the facecloth on the CCHR reinforcements, as well as to the inner thermal quilt batt of those reinforcements! Although we have performed literally hundreds of garment evaluations, this is some of the most damaged gear we have ever examined and we are very proud to have manufactured this protective clothing.

#### **RECOMMENDATIONS:**

Given the severity of the exposure, and after thoroughly examining the gear, it really is difficult to make any recommendations on how to improve the gear. However, there are two considerations we can offer: the first would be to return to having another layer of shell fabric on the upper backs and fronts. With the additional of CCHR requirements in the 2000 edition of NFPA 1971, which led to an additional layer of thermal padding as standard in all coats and trousers, the vast majority of manufacturers and fire departments eliminated outer shell reinforcements although they are still available as options. Generally speaking, outer shell fabric is more expensive and the internal thermal reinforcements were proven to add more insulation than a single layer of shell fabric ever could. However, every additional layer does serve to offer some increase in thermal protection; the downside is that additional layering will always lower the total heat loss abilities of the system.

The second option we can suggest might be to go to the Crosstech 4A moisture barrier as standard on all clothing and not just on the IH Trousers. Again, this would add cost to the gear and although it does serve to raise the TPP rating, it is always at the expense of the THL values. With heat stress continuing to be cited as the major contributing factor in firefighter injury, we suspect the lower THL values may be a significant reason as to why many departments are opting to not choose this alternative moisture barrier.

In closing, please note that the above options are suggestions and not necessarily recommendations. We believe that the gear performed admirably under such a severe thermal load and the department is to be commended for providing their fire fighters with such top of the line protection.

Technical Services Manager

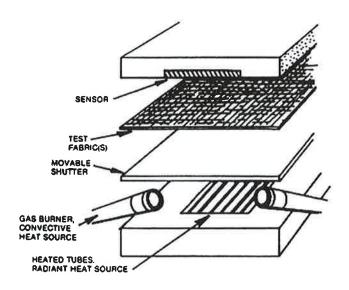
Patricia a freeman

GLOBE MANUFACTURING COMPANY, LLC

## THERMAL PROTECTIVE PERFORMANCE Commonly known as the TPP Test

In the 1986 revision of NFPA 1971, Protective Clothing for Structural Fire Fighting, a new test method for measuring thermal protection was introduced and a minimum thermal protective performance (TPP) rating was established. This sophisticated test method replaced the requirement for a minimum composite thickness and its purpose is to measure the rate at which convective and radiant heat penetrate through the composite system - outer shell, thermal liner, and moisture barrier - to cause a second degree burn to the human skin.

So how does this TPP test work? The illustration below is of a standard TPP tester. The three layers that make up the turnout system are placed beneath the sensor, which records skin temperature. These composite layers are placed onto the machine in the same order in which they are found in the protective system, with the thermal layer next to the sensor and the outer shell next to the energy source, with the barrier layer between the two. The movable shutter enables the technician to control the exposure, during which gas burners provide actual flame. At the same time, the heated tubes provide radiant heat and a flashover situation can be simulated. The point at which the heat transferring through all three layers is enough to cause a second degree burn is determined graphically, by using a recorder chart of the sensor readings. During testing, the recording continuously traces the average temperature rise on paper, which is depicted as a curved line representing higher and higher temperatures as more heat penetrates through the sample materials to the sensor.



As the test is being run, the tracing is compared with a second curve, called the Stoll's curve, which shows the blister point of human skin as a function of heat and time. The point of intersection between these two curves is the actual TPP rating. For the purpose of measuring actual time to burn, the TPP rating is divided in half to determine the approximate number of seconds until the human tissue reaches the second degree burn point. Thus, the NFPA minimum requirement of a TPP rating of 35 equates to approximately  $17\frac{1}{2}$  seconds until  $2^{nd}$  degree burn in a flashover situation.

It is important to remember that the TPP rating is dependant upon the component materials specified and is not an independent function. To illustrate this point, imagine that fabrics are actually numbers and that you order a #5 outer shell with a #3 thermal liner and a #2 moisture barrier, and specify that the combination must total 12. By totaling the numbers (i.e. materials) you ordered, we can only come up with a 10, not a 12, regardless of how hard we try! To reach the 12, it would be necessary to make a change to the materials specified. Since materials are not numbers, there will always be some variation in the measurements. For example, in any textile industry there are tolerances for the weights of fabrics; specific to the NFPA 1971 standard, there is no weight requirement for any of the three layers. Instead, the standard sets minimum performance requirements, and as long as the individual layers meet all of the performance requisites, weight is not a consideration. We do want to point out, however, that because material weights do vary, it is possible for the same combination to yield different TPP ratings from test to test. For example, if the 7.5 oz. Pbi shell fabric is running slightly higher (say 7.8) and the 7.2 oz. Aralite and the 4.0 oz. RT7100 are also on the heavier side (say 7.4 and 4.3 respectively) than your total TPP test rating will be higher on that particular composite test. For this reason, we caution our customers to take all of the NFPA requirements into consideration when making choices, and to not hone in on this one value. In general, we actually prefer to provide a range; however, the standard only dictates a minimum rating of 35 and so the third party test result is reported as an average, yielding only one number.

A popular misconception seems to be that if 35 is good, a rating of 40, 50, or even 60 must be better. It is important to remember, however, that the only way to increase your TPP rating is to add more insulation, usually by specifying heavier material components. Generally speaking, added insulation will mean increased weight of the total system, resulting in greater heat stress for the firefighter and lower total heat loss of the composite. The question you must ask yourself is whether the added seconds of protection in the event of a flashover environment is really a good trade-off against today's lighter weight systems and higher THL values. It is also important to note that by selecting the three layers to be used in your system, you have automatically specified the TPP and THL values, since these are a function of the materials chosen and not a design or construction feature.

PF-12/10

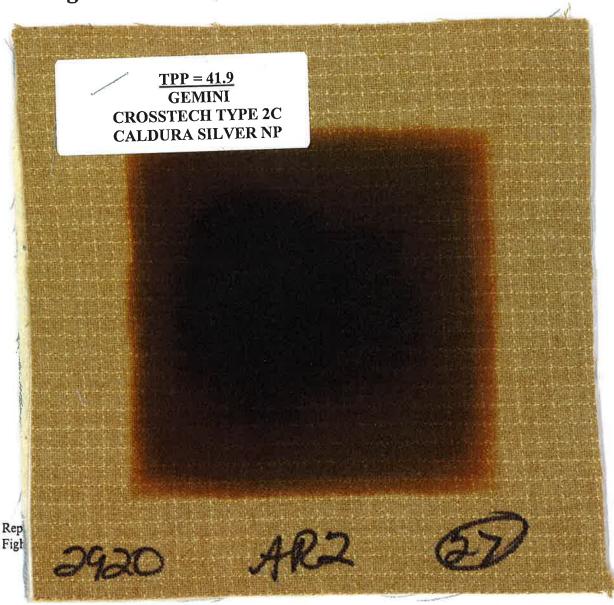
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#### THERMAL PROTECTIVE PERFORMANCE (TPP)

NFPA 1971, Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting, 2007 Edition

#### PERFORMANCE REQUIREMENT

Protective garment elements composite consisting of outer shell, moisture barrier, and thermal barrier shall be tested for thermal insulation as specified in Section 8.10, Thermal Protective Performance (TPP) Test, and shall have an average TPP of not less than 35.0.

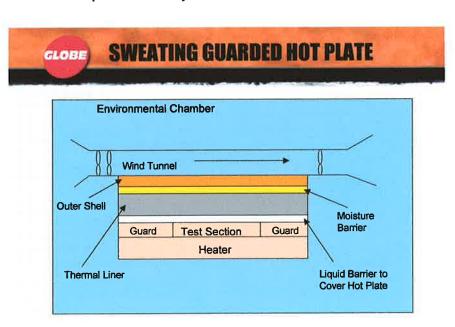


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#### **TOTAL HEAT LOSS**

The 2000 edition of NFPA 1971, Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting, introduced a new requirement for evaporative heat transfer through garments through a total heat loss test. This test, which is referred to as the THL (total heat loss) test established a minimum requirement for heat loss of 130 W/m $^2$  (watts per meter squared). With the 2007 revision to 1971, the minimum requirement was raised to its current value of 205 W/m $^2$ .

The total heat loss test is run on a sweating guarded hot plate, which is also known as the "skin model" because it simulates heat transfer through the skin. The test evaluates two forms of heat transfer, wet and dry. Dry is the thermal heat loss, representing the conductive heat loss resulting from the external environment due to temperature gradient, while wet is the evaporative heat loss to the external environment due to vapor pressure gradient. Clear as mud? Basically, the total heat loss is a combination of the dry heat loss and the wet heat loss that occurs through the three layer ensemble. Note that the NFPA standard only requires that the testing be conducted on the base three layers, and only in an "as received" condition (i.e. the testing is not done after laundering, which is the case in the majority of the NFPA required tests).



Generally speaking, the total heat loss test has an inverse relationship with the thermal protective performance (TPP) rating of a three layer system. This actually makes sense when you consider that the way to obtain higher thermal performance is to increase the thermal insulation, while the way to allow more heat to escape from a garment would be to decrease the thermal insulation. As with TPP test results, the total heat loss values are a function of the materials chosen for the three layer system and have nothing to do with garment style, construction or design. Since the material weights can and do vary, even within a roll of fabric, the values should never be considered absolutes and if you are comparing values, you should insist upon Underwriters Laboratories generated data sharing numbers in order to insure that you are not making a decision based upon a single test run on optimum weights.

#### GLOBE MANUFACTURING COMPANY, LLC

#### **MEMORANDUM**

**DATE: July 20, 2010** 

FROM: Pat Freeman, Technical Services Manager

**SUBJECT: Variability in TPP and THL Results** 

This memo is in response to ongoing questions about why different manufacturers report different values on the exact same three layer composites. The 2007 edition of NFPA 1971, Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting, has established a minimum TPP (thermal protective performance) rating of 35, and a minimum THL (total heat loss) value of 205 w/m².

It is important to note that while the certification values reported by Underwriters Laboratories are accurate, they are not absolutes. For example, TenCate, the world's only producer of Advance outer shell fabric, reports a TPP value of 42.1 when Advance is tested with Caldura SL3 and Crosstech 2C. However, the UL value on the exact same composite is 46.2 – for the same precise materials from the same specific suppliers! The reason for this variability is that the test is run on several layers, and material weights are generally considered acceptable with a plus or minus tolerance of 5%. Any of the individual layers could be slightly higher or slightly lower in weight, which definitely affect the overall composite weight and the final TPP or THL value. To illustrate this point, consider that it is quite acceptable for the 7.0 osy Advance to actually weigh in at 7.3, and the 5.0 osy Crosstech to weigh 5.4 and the 8.3 osy 3 layer E89 to have a weight of 8.7. With this combination, your total ensemble weight would increase by almost a full ounce per square yard, greatly increasing the final TPP test result – but significantly decreasing the THL rating. And since fabrics are produced from fibers, this change in weight actually occurs within the individual rolls of fabric!

For the purposes of third party testing, the industry has joined together in "data sharing" with Underwriters performing the required composite certification testing and the results being able to be shared among the various manufacturers who purchase the component fabrics. Given this, the THL values reported by Underwriters Laboratories would be the same for each garment manufacturer who elects to use data sharing. Unfortunately, we have seen cases where some manufacturers will report either the UL number or their own inhouse testing, whichever yields better results. The reason we say unfortunately is that this practice can be misleading if you don't understand the variables, and is certainly confusing to end users. This is especially true when the THL test itself allows for a 10% variable deviation in acceptable ratings. With this allowable variance, a composite that UL has reported a THL rating of 278.04 could encompass a testing range of from 250.28 to 305.84, a 55.56 point difference, and any of the numbers within that range would be accurate.

The bottom line when specifying material layers for your protective clothing is to review all of the TPP and THL numbers presented from all different sources. If every manufacturer is providing numbers from the exact same three material layers, you should take the highest and lowest of each reported test result and figure that **on average**, your value will be somewhere in the middle. The TPP and THL values have nothing to do with garment design or construction but are strictly material based and any garment producer using the specified materials will at some point in time be at the high end, at the low end, and somewhere in the middle.

# Appendix D CAUSE AND ORIGIN REPORT

INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is **Prohibited** 

**Incident Type:** Fire / Incendiary **Agency Incident ID:** F110044988

Result Type: Attempted

**BATS ID: 224601** 

#### Incident Date/Time/Location

**Status** 

Jurisdiction

Closed with Arrest

**Primary** 

Start Date/Time

4/8/2011 12:38 AM Friday

**Address - Street Address** 

811 NE 48th Place NE

City/State/Zip

Washington DC, DC 20019

#### **Investigator Information**

Name

Phone

Email

TOMI RUCKER

202-673-3370

tomi.rucker@dc.gov

Title

**Badge Number** 

Fire Investigator

FD-118

#### **Property Use or Target Information**

**Type** 

Subtype

**Status** 

Residential

1 (Single Family) or 2 Family

Dwelling

Vacant And Unsecured

**Secondary Type** 

**Secondary Subtype** 

Residential

1 (Single Family) or 2 Family

**Dwelling** 

#### INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Incendiary
Agency Incident ID: F110044988

Result Type: Attempted

**BATS ID:** 224601

**Scene Details** 

**Motivational Factors** 

Primary Motivation Primary Bias Group Involvements

Protest Unknown Unknown

Area of Origin/Device Placement

Area of Origin Area of Origin Subtype

Structural Areas Structural area, other

Fire Descriptors

Open Flame

**Ordinary Combustibles** 

**Damage and Casualties** 

Est. Damage Number Killed Number Injured

\$90000.00

Primary Gov't Association
No Government Association

**Miscellaneous Information** 

ATF Involved

Yes

Canine Type Canine Alert
Other Negative

Method of Entry Activity Codes

Door Open Or Unlocked Property foreclosed or pending

foreclosure at time of fire

#### INCIDENT REPORT

#### Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Race

Black

26

Incident Type: Fire / Incendiary
Agency Incident ID: F110044988

Result Type: Attempted

**Ethnicity** 

Non-Hispanic

**BATS ID: 224601** 

Age at time of Incident

#### **Subjects/Business Information**

Name

XXXXXXXXXXXXXX

DOB

7/10/1984

Sex

M

Juvenile

No

Relationship(s)

Discovering Party, Interviewed Party, Suspect

**Eye Color** 

**Hair Color** 

Brown

Brown

**Address Information** 

**Street Address** 

xxxxxxxxxxxxx

City/State/Zip

washington DC, 20019

INCIDENT REPORT

Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Incendiary
Agency Incident ID: F110044988

Result Type: Attempted

**BATS ID: 224601** 

#### Narrative(s)

**Title** 

811 48th Place NE

Author

TOMI RUCKER 2026733370

tomi.rucker@dc.gov

#### **Description**

#### SYNOPSIS:

On Friday April 8, at 1238 hours, The District of Columbia's Office of Unified Communications dispatcher received a phone call from the listed number XXXXXXXXXX The caller stated that a home located at 811 48th Place NE had flames shooting out of the windows.

The Office of Unified Communications dispatched the following units from The District of Columbia Fire & EMS Department; Engine Companies 27, 30, 10, 15, 6, Truck companies 13, 4, Battalion Fire Chief, Rescue Squad 3 and Ambulance 30. The first arriving unit on the scene (E-27), reported fire showing from side B of the structure.

After the fire was extinguished units secured the scene in anticipation of a fire origin and cause scene examination from the on duty Fire Investigator.

#### FIRE SCENE EXAMINATION:

Fire Investigators arrived on the scene and reported to the Incident Commander and obtained permission to conduct a scene examination. However, immediate access was not granted due to unsafe conditions at the scene. Entry was eventually granted and a complete systematic fire scene examination was conducted under exigent circumstances. This investigation began with an exterior examination of the home. The exterior of the one story structure made of ordinary construction revealed smoke and soot deposits above and around the entire window located on sides A, B and D of the home. Side C (Rear) of the structure displayed a significant amount of fire damage leaving only charred wooden beams and other fire damaged structural members. Although the rear of the home was significantly damaged by fire, the steps and the doorway leading into the home was intact although charred by escaping flames.

An interior examination revealed that the home consisted of 1 kitchen, 1 bedroom and 1 living room all of which were completely covered in smoke and soot deposits. However, the entire area around the doorway on the west wall leading out of the living room area and into the kitchen sustained a significant amount of direct fire damages resulting in extensive charring to that particular area. The kitchen area was partially consumed by flames leaving only the charred framing of the exposed wooden beams. The kitchen area also revealed a significant amount of calcinations, smoke and soot deposits on the remaining walls. The on duty Fire Investigators also found an addition in the rear of the home that was so significantly more damaged than the rest of the structure, that it has been designated as the area of origin. This particular area consisted of a bed room, storage space and a screened in back porch. The bed room contained a mattress that was so completely burned that the only thing left was the annealing springs. Aproximatly 2 inches from the fire damaged bed Fire Investigators discovered a 2x2 ft hole which has been identified as the Point of origin. The Point of Origin was determined based on the deep charring contained inside of the hole. The ceiling just above the bed

## District of Columbia Fire Department - Fire Investigations INCIDENT REPORT

#### Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Incendiary

Result Type: Attempted

Agency Incident ID: F110044988 BATS ID: 224601

had a large hole due to direct flame contact which caused a portion of the ceiling area to fall on top of the above mentioned bed. The area surrounding the bed located on the north wall also sustained significant fire damage. Investigators discovered deep char wood patterns on all of the walls in this area to include the walls surrounding the storage space and screened in back porch.

#### **CONCLUSION:**

The completed exterior and interior examination of the structure revealed that the front door of the home was secured with a pad lock. Fire Fighters were only able to gain access into the home on side A (Address side) by breaking the glass pain out of the center of the front door. However, Fire Fighters in the rear of the structure were able to gain access in the home because of a reported open back door. As the on duty Fire Investigators entered the home they did not observe any observations that would support a natural or chemical heat source. As Investigators continued with the investigation they found that all of the utilities to the home had been turned off. This information helped Fire Investigators to eliminate the possibility that this could have been a fire caused by utilities inside of the home. Therefore, the probable heat source was some type of open flame used by an unknown person to ignite available combustibles found at the scene.

This fire has been classified as incendiary based on the information available to Fire Investigators at the time of the investigation.

## District of Columbia Fire Department - Fire Investigations INCIDENT REPORT

#### Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Incendiary
Agency Incident ID: F110044988

Result Type: Attempted

**BATS ID: 224601** 

**Title** 

811 48th Street NE DC

**Author** 

TOMI RUCKER

2026733370

tomi.rucker@dc.gov

#### **Description**

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An interior examination revealed that the home consisted of 1 kitchen, 1 bedroom and 1 living room all of which were completely covered in smoke and soot deposits. However, the entire area around the doorway on the west wall leading out of the living room area and into the kitchen, sustained a significant amount of direct fire damages resulting in extensive charring to that particular area. Fire Investigators also observed trash and other combustibles scattered on the floors of each room. The kitchen area was partially consumed by flames leaving only the charred framing of the exposed wooden beams. The kitchen area also revealed a significant amount of calcinations, smoke and soot deposits on the remaining walls. The on duty Fire Investigators also found an addition in the rear of the home that was so significantly more damaged than the rest of the structure, that it has been designated as the area of origin. This particular area consisted of a bed room, storage space and a screened in back porch. The bed room contained a mattress that was so completely burned that the only thing left was the annealing springs. Approximately 2 inches from the fire damaged bed Fire Investigators discovered a 2x2 ft hole which has been identified as the Point of origin. The Point of Origin was determined based on the deep charring contained inside of the hole. The ceiling just above the bed had a large hole due to direct flame contact which caused a portion of the ceiling area to fall on top of the above mentioned bed. The area surrounding the bed located on the north wall also sustained significant fire damage. Investigators

## District of Columbia Fire Department - Fire Investigations INCIDENT REPORT

#### Official Law Enforcement Report - Unauthorized Dissemination is Prohibited

Incident Type: Fire / Incendiary
Agency Incident ID: F110044988

Result Type: Attempted

**BATS ID:** 224601

discovered deep char wood patterns on all of the walls in this area to include the walls surrounding the storage space and screened in back porch.

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This fire has been classified as incendiary based on the information available to Fire Investigators at the time of the investigation.

#### District of Columbia Fire Department - Fire Investigations

#### INCIDENT REPORT

#### Official Law Enforcement Report - Unauthorized Dissemination is **Prohibited**

Incident Type: Fire / Incendiary Agency incident ID: F110044988 Result Type: Attempted

**BATS ID: 224601** 

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Sui Zh	3-9-12
Fire Investigator - RUCKER, TOMI	Date
Approving Official	Date

# Appendix E INCIDENT REPORT

	Basic	
Alarm Date and Time	00:38:06 Friday, April 8, 2011	
Arrival Time	00:40:33	
Controlled Date and Time		
Last Unit Cleared Date and Time	14:35:08 Friday, April 8, 2011	
Response Time	0:02:27	
Priority Response	Yes	
Completed	Yes	
Fire Department Station	27	
Shift	В	
Incident Type	111 - Building fire	
Initial Dispatch Code	69D04	
Aid Given or Received	N - None	
Alarms	1	
Action Taken 1	11 - Extinguish	
Action Taken 2	22 - Rescue (Fire, Water, etc. but not vehicle extrication)	
Action Taken 3	51 - Ventilate	
Casualties	No	
EMS Provided	Yes	
Apparatus - Suppression	58	
Apparatus - EMS	10	
Personnel - Suppression Personnel	28	
Personnel - EMS Personnel	7	
Property Loss	\$2,000.00	
Contents Loss	\$2,000.00	
Property Value	\$117,020.00	
Contents Value	\$2,000.00	G G
Detector Alerted occupants	2N	
Hazardous Material Released	N - None	
Mixed Use	NN - Not mixed use	
Property Use	429 - Multifamily dwellings	
Location Type	Address	
Address	813 48TH PL NE	
City, State Zip	WASHINGTON, DC 20019	
	Fire	
Structure Type	1 - Enclosed building	

Fire		
Structure Type	1 - Enclosed building	
Number of Residential	1	
Area of Origin	14 - Common room, den, family room, living room, lounge	
Heat Source	UU - Undetermined	
Item First Ignited	UU - Undetermined	
Cause of Ignition	5 - Cause under investigation	
Contribution To Ignition 1	UU - Undetermined	

Structure		
Status	6 - Vacant and unsecured	
Floor of Origin	Í	
Stories Above Grade	1	
Total Square Feet	T .	

	Apparatus - T15
Apparatus Use	1
Apparatus Action Taken 1	92 - Standby
Apparatus Type	12 - Truck or aerial
Personnel I	00000022 - Miller, Clifford
	Position: FFT
Personnel 2	00033698 - Shepard, William
	Position: FF
Personnel 3	00003905 - Dennis, David
	Position: FFT
Personnel 4	00033706 - Firkin, Ernie
1 VISOIMET 1	Position: FF
Personnel 5	00018160 - Davis, Kellene
I discinici s	Position: LT
Personnel 6	00036112 - Lee, Cyprian
1 CISCINICI O	Position: FF
	Apparatus - E12
Apparatus ID	E12
Apparatus Dispatch Date and Time	00:56:05 Friday, April 8, 2011
En route to scene date and time	00:57:29 Friday, April 8, 2011
Apparatus Clear Date and Time	01:43:00 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Type	11 - Engine
Personnel 1	00003125 - Martin, Robert
	Position: FF
Personnel 2	00005389 - Knaggs, Michael
	Position: FFT
Personnel 3	00012494 - Thomas, Willis
	Position: CAPT
	Apparatus - B30
Apparatus ID	B30
Apparatus Clear Date and Time	03:06:43 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	75 - BLS unit
vibbututio (11bo	
	Apparatus - M24
Apparatus ID	M24
Apparatus Clear Date and Time	03:09:58 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	76 - ALS unit
	Apparatus - T09
	T09

	Apparatus - E17
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - E15P
Apparatus ID	E15P
Apparatus Clear Date and Time	03:25:01 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - A27
Apparatus ID	A27
En route to facility date and time	01:06:03 Friday, April 8, 2011
Arrive facility date and time	01:21:59 Friday, April 8, 2011
Apparatus Clear Date and Time	03:02:09 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	75 - BLS unit
	Apparatus - M24
Apparatus ID	M24
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	76 - ALS unit
	Apparatus - E17
Apparatus ID	E17
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - BC6
Apparatus ID	BC6
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
Apparatus - M05	
Apparatus ID	M05
Apparatus Clear Date and Time	03:40:47 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	76 - ALS unit
Apparatus - E30P	
Apparatus ID	E30P

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	Apparatus - BCSO	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Action Taken 1	50 - Fires, rescues & hazardous conditions, other	
Apparatus Type	92 - Chief officer car	
	Apparatus - E27P	
Apparatus ID	E27P	
Apparatus Clear Date and Time	04:32:39 Friday, April 8, 2011	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	11 - Engine	
	Apparatus - A27	
Apparatus ID	A27	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	75 - BLS unit	
	Apparatus - BC1	
Apparatus ID	BC1	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	92 - Chief officer car	
	Apparatus - EMS8	
Apparatus ID	EMS8	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	92 - Chief officer car	
	Apparatus - T05	
Apparatus ID	T05	
Apparatus priority response	Yes	
Apparatus Use		
Apparatus Type	12 - Truck or aerial	
	Apparatus - EMS7	
Apparatus ID	EMS7	
Apparatus priority response	Yes	
Apparatus Use		
Apparatus Type	76 - ALS unit	
	Apparatus - T13	
Apparatus ID	T13	
Apparatus Clear Date and Time	05:10:51 Friday, April 8, 2011	
Apparatus priority response	Yes	
Apparatus Use	2	

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	Apparatus - T12
Apparatus ID	T12
Apparatus Clear Date and Time	07:10:53 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - E15P
Apparatus ID	E15P
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - FM9
Apparatus ID	FM9
Apparatus Clear Date and Time	09:24:48 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	60 - Support apparatus, other
	Apparatus - E10
Apparatus ID	E10
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - FM203
Apparatus ID	FM203
Apparatus Clear Date and Time	14:35:08 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - DFCOP
Apparatus ID	DFCOP
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
	Apparatus - FM219
Apparatus ID	FM219
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - FM9
Apparatus ID	FM9
Apparatus priority response	Yes

	Apparatus - M07
	Position: EMTB
	Apparatus - E26P
Apparatus ID	E26P
Response Time	0:06:05
Apparatus Dispatch Date and Time	00:56:03 Friday, April 8, 2011
En route to scene date and time	00:56:53 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:02:58 Friday, April 8, 2011
Apparatus Clear Date and Time	01:27:03 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Action Taken 1	92 - Standby
Apparatus Type	11 - Engine
Personnel 1	00003070 - Martin-Greskoff, Nicholes
	Position: FF
Personnel 2	00004534 - Caddington, Ward
	Position: FF
Personnel 3	00027159 - Young, Wayne
	Position: FFT
	Apparatus - EMS2
Apparatus ID	EMS2
Response Time	0:21:39
Apparatus Dispatch Date and Time	00:44:15 Friday, April 8, 2011
En route to scene date and time	00:45:47 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:07:26 Friday, April 8, 2011
Apparatus Clear Date and Time	01:59:53 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	1
Apparatus Use	1
Apparatus Type	76 - ALS unit
Personnel 1	00006187 - Callaway, Craig
	Position: EMSCAPT
	Apparatus - BC4
Apparatus ID	BC4
Response Time	0:13:21
Apparatus Dispatch Date and Time	00:56:08 Friday, April 8, 2011
En route to scene date and time	00:57:00 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:10:21 Friday, April 8, 2011
Apparatus Clear Date and Time	01:34:23 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	2
Apparatus Use	1
Apparatus Type	92 - Chief officer car
Personnel 1	00004855 - Mullikin, Robert
	Position: BFC

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	Apparatus - E02
	Position: FF
-	Apparatus - BC1
Apparatus ID	BC1
Apparatus Arrival Date and Time	01:43:32 Friday, April 8, 2011
Apparatus Clear Date and Time	03:38:32 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	81 - Incident command
Apparatus Type	92 - Chief officer car
•	Apparatus - AIR1
Apparatus ID	AIR1
Apparatus Arrival Date and Time	02:04:50 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	61 - Breathing apparatus support
	Apparatus - FM1
Apparatus ID	FM1
Response Time	0:12:44
Apparatus Dispatch Date and Time	00:44:16 Friday, April 8, 2011
En route to scene date and time	02:20:38 Friday, April 8, 2011
Apparatus Arrival Date and Time	02:33:22 Friday, April 8, 2011
Apparatus Clear Date and Time	03:37:36 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	92 - Chief officer car
	Apparatus - FM209
Apparatus ID	FM209
Response Time	0:19:46
Apparatus Dispatch Date and Time	02:28:09 Friday, April 8, 2011
En route to scene date and time	02:28:18 Friday, April 8, 2011
Apparatus Arrival Date and Time	02:48:04 Friday, April 8, 2011
Apparatus Clear Date and Time	04:12:07 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - R2
Apparatus ID	R2
Apparatus Arrival Date and Time	03:16:28 Friday, April 8, 2011
Apparatus Clear Date and Time	04:27:43 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	71 - Rescue unit

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	Basic
Alarm Date and Time	00:38:06 Friday, April 8, 2011
Arrival Time	00:40:33
Controlled Date and Time	
Last Unit Cleared Date and Time	14:35:08 Friday, April 8, 2011
Response Time	0:02:27
Priority Response	Yes
Completed	Yes
Fire Department Station	27
Shift	В
Incident Type	111 - Building fire
Initial Dispatch Code	69D04
Aid Given or Received	N - None
Alarms	1
Action Taken 1	11 - Extinguish
Action Taken 2	22 - Rescue (Fire, Water, etc. but not vehicle extrication)
Action Taken 3	51 - Ventilate
Casualties	No
EMS Provided	Yes
Apparatus - Suppression	58
Apparatus - EMS	10
Personnel - Suppression Personnel	28
Personnel - EMS Personnel	7
Property Loss	\$2,000.00
Contents Loss	\$2,000.00
Property Value	\$117,020.00
Contents Value	\$2,000.00
Detector Alerted occupants	2N
Hazardous Material Released	N - None
Mixed Use	NN - Not mixed use
Property Use	429 - Multifamily dwellings
Location Type	Address
Address	813 48TH PL NE
City, State Zip	WASHINGTON, DC 20019
	Fire
Structure Type	1 - Enclosed building
Number of Residential	1
Area of Origin	14 - Common room, den, family room, living room, lounge
Heat Source	UU - Undetermined
Item First Ignited	UU - Undetermined
Cause of Ignition	5 - Cause under investigation
Contribution To Ignition 1	UU - Undetermined
	Structure
Status	6 - Vacant and unsecured
Floor of Origin	1
Stories Above Grade	1
Total Square Feet	<u>.                                    </u>

Apparatus Use

Apparatus Type

	Structure
Fire Spread	5 - Beyond building of origin
Item Contributing To Spread	20 - Furniture, utensils, other
Type of Material Contributing To	71 - Fabric, fiber, cotton, blends, rayon, wool
Detector Presence	2
AES Presence	3
	Arson
Case Status	1 - Investigation open
Availability of Material First Ignited	2 - Available at scene
Suspected Motivation Factors	UU - Unknown
Apparent Group Involvement	U - Unknown
Entry Method	11 - Door - open or unlocked
Extent of Fire Involvement on Arrival	3 - Flame and smoke showing
Incendiary Devices: Container	UU - Unknown
Incendiary Devices: Ignition/Delay	UU - Unknown
Incendiary Devices: Fuel	11 - Ordinary combustibles
Other Investigative Information -	Yes
Other Investigative Information -	Yes
Other Investigative Information -	Yes
Property Ownership	1 - Private
Initial Observations - Doors ajar	Yes
	Apparatus - E54WS
Apparatus ID	E54WS
Apparatus Dispatch Date and Time	00:39:56 Friday, April 8, 2011
Apparatus Clear Date and Time	00:40:10 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus cancelled after dispatch	Yes
Apparatus Use	1
Apparatus Action Taken 1	93 - Cancelled en route
Apparatus Type	11 - Engine
	Apparatus - E74
Apparatus ID	E74
Apparatus Dispatch Date and Time	00:56:02 Friday, April 8, 2011
En route to scene date and time	00:56:48 Friday, April 8, 2011
Apparatus Clear Date and Time	01:27:24 Friday, April 8, 2011
Apparatus priority response	Yes
Annaratia I Iaa	1

Apparatus - T15			
Apparatus ID	T15		:
Apparatus Dispatch Date and Time	00:56:07	Friday, April 8, 2011	
En route to scene date and time	00:59:00	Friday, April 8, 2011	
Apparatus Clear Date and Time	01:29:04	Friday, April 8, 2011	
Apparatus priority response	Yes		
Number of People	6		

1

11 - Engine

	Apparatus - T15
Apparatus Use	1
Apparatus Action Taken 1	92 - Standby
Apparatus Type	12 - Truck or aerial
Personnel 1	00000022 - Miller, Clifford
	Position: FFT
Personnel 2	00033698 - Shepard, William
	Position: FF
Personnel 3	00003905 - Dennis, David
	Position: FFT
Personnel 4	00033706 - Firkin, Ernie
1 discinity	Position: FF
Personnel 5	00018160 - Davis, Kellene
r viscimer 5	Position: LT
Personnel 6	00036112 - Lee, Cyprian
1 orsormer o	Position: FF
	Apparatus - E12
Apparatus ID	E12
Apparatus Dispatch Date and Time	00:56:05 Friday, April 8, 2011
En route to scene date and time	00:57:29 Friday, April 8, 2011
Apparatus Clear Date and Time	01:43:00 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Type	11 - Engine
Personnel 1	00003125 - Martin, Robert
	Position: FF
Personnel 2	00005389 - Knaggs, Michael
	Position: FFT
Personnel 3	00012494 - Thomas, Willis
	Position: CAPT
	Apparatus - B30
Apparatus ID	B30
Apparatus Clear Date and Time	03:06:43 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	75 - BLS unit
	Apparatus - M24
Apparatus ID	M24
Apparatus Clear Date and Time	03:09:58 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	76 - ALS unit
	Apparatus - T09
	T09

	Apparatus - T09
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - T04
Apparatus ID	T04
Apparatus Clear Date and Time	03:19:04 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - T05
Apparatus ID	T05
Apparatus Clear Date and Time	03:18:02 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	92R - RIT Standby
Apparatus Type	12 - Truck or aerial
	Apparatus - EMS7
Apparatus ID	EMS7
Apparatus Clear Date and Time	03:19:31 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	30 - Emergency medical services, other
Apparatus Type	76 - ALS unit
	Apparatus - BC6
Apparatus ID	BC6
Apparatus Clear Date and Time	03:20:26 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	73 - Provide manpower
Apparatus Action Taken 2	92R - RIT Standby
Apparatus Action Taken 3	20 - Search & rescue, other
Apparatus Type	92 - Chief officer car
	Apparatus - DFCOP
Apparatus ID	DFCOP
Apparatus Clear Date and Time	03:21:16 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
	Apparatus - E17
Apparatus ID	E17
Apparatus Clear Date and Time	03:24:18 Friday, April 8, 2011

	Apparatus - E17	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	11 - Engine	
	Apparatus - E15P	
Apparatus ID	E15P	
Apparatus Clear Date and Time	03:25:01 Friday, April 8, 2011	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	11 - Engine	
	Apparatus - A27	
Apparatus ID	A27	
En route to facility date and time	01:06:03 Friday, April 8, 2011	
Arrive facility date and time	01:21:59 Friday, April 8, 2011	
Apparatus Clear Date and Time	03:02:09 Friday, April 8, 2011	
Apparatus priority response	Yes	
Apparatus Use	2	
Apparatus Type	75 - BLS unit	
	Apparatus - M24	
Apparatus ID	M24	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	76 - ALS unit	
	Apparatus - E17	
Apparatus ID	E17	
Apparatus priority response	Yes	
Apparatus Use	1	
Apparatus Type	11 - Engine	
	Apparatus - BC6	
Apparatus ID	BC6	
Apparatus priority response	Yes	
Apparatus Use		
Apparatus Type	92 - Chief officer car	
	Apparatus - M05	
Apparatus ID	M05	
Apparatus Clear Date and Time	03:40:47 Friday, April 8, 2011	
Apparatus priority response	Yes	
Apparatus Use	2	
Apparatus Type	76 - ALS unit	
	Apparatus - E30P	
Apparatus ID	E30P	

	Apparatus - E30P
Apparatus Clear Date and Time	03:40:55 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - EMS8
Apparatus ID	EMS8
Apparatus Clear Date and Time	03:52:01 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
	Apparatus - R3
Apparatus ID	R3
Apparatus Clear Date and Time	03:55:01 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	72 - Urban search & rescue unit
	Apparatus - E51WS
Apparatus ID	E51WS
Apparatus Clear Date and Time	03:55:47 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - B30
Apparatus ID	B30
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	75 - BLS unit
	Apparatus - BCSO
Apparatus ID	BCSO
Apparatus Clear Date and Time	04:24:05 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
	Apparatus - M05
Apparatus ID	M05
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	76 - ALS unit
	Apparatus - BCSO
	BCSO

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	Apparatus - BCSO
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	50 - Fires, rescues & hazardous conditions, other
Apparatus Type	92 - Chief officer car
**	Apparatus - E27P
A. vanatus ID	E27P
Apparatus ID	04:32:39 Friday, April 8, 2011
Apparatus Clear Date and Time	Yes
Apparatus priority response	1
Apparatus Use	11 - Engine
Apparatus Type	11 - Englic
	Apparatus - A27
Apparatus ID	A27
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	75 - BLS unit
	Apparatus - BC1
Apparatus ID	BC1
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
	Apparatus - EMS8
Apparatus ID	EMS8
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	92 - Chief officer car
	Apparatus - T05
Apparatus ID	T05
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - EMS7
Apparatus ID	EMS7
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	76 - ALS unit
	Apparatus - T13
Apparatus ID	T13
Apparatus Clear Date and Time	05:10:51 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2

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	Apparatus - T13
Apparatus Type	12 - Truck or aerial
	Apparatus - R2
Apparatus ID	R2
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	21 - Search (No rescue made)
Apparatus Type	71 - Rescue unit
	Apparatus - T13
Apparatus ID	T13
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - A15
Apparatus ID	A15
Apparatus Clear Date and Time	06:16:55 Friday, April <b>8,</b> 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	75 - BLS unit
	Apparatus - SAFO
Apparatus ID	SAFO
Apparatus Clear Date and Time	06:17:36 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - A15
Apparatus ID	A15
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	75 - BLS unit
	Apparatus - FM219
Apparatus ID	FM219
Apparatus Clear Date and Time	06:46:56 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - SAFO
Apparatus ID	SAFO
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other

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	Apparatus - T12
Apparatus ID	T12
Apparatus Clear Date and Time	07:10:53 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - E15P
Apparatus ID	E15P
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - FM9
Apparatus ID	FM9
Apparatus Clear Date and Time	09:24:48 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	60 - Support apparatus, other
	Apparatus - E10
Apparatus ID	E10
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
	Apparatus - FM203
A manager of ID	
Apparatus ID	FM203
Apparatus Clear Date and Time	14:35:08 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - DFCOP
Apparatus ID	DFCOP
Apparatus priority response	Yes
Apparatus Use	
Apparatus Type	92 - Chief officer car
	Apparatus - FM219
Apparatus ID	FM219
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - FM9
Apparatus ID	FM9

	Apparatus - FM9
Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
	Apparatus - FC
Apparatus ID	FC
Apparatus priority response	Yes
Apparatus Use	2
Apparatus Type	92 - Chief officer car
	Apparatus - E06
Apparatus ID	E06
Apparatus Clear Date and Time	04:04:30 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	11 - Engine
Apparatus ID	E06
Hydrant Location	48th & Hayes Sts. NE
Apparatus priority response	Yes
Apparatus Personnel Amount 1	\$800.00
Apparatus Personnel Amount 2	\$350.00
Apparatus Use	1
Apparatus Action Taken 1	92R - RIT Standby
Apparatus Action Taken 2	21 - Search (No rescue made)
Apparatus Action Taken 3	11 - Extinguish
Apparatus Type	11 - Engine
	Apparatus - T12
Apparatus ID	T12
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - M07
4 4 ID	1.607
	M07
Response Time	0:06:54
Apparatus ID Response Time Apparatus Dispatch Date and Time	0:06:54 00:53:37 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time	0:06:54 00:53:37 Friday, April 8, 2011 00:53:41 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time	0:06:54 00:53:37 Friday, April 8, 2011 00:53:41 Friday, April 8, 2011 01:00:35 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time	0:06:54 00:53:37 Friday, April 8, 2011 00:53:41 Friday, April 8, 2011 01:00:35 Friday, April 8, 2011 01:06:20 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time Apparatus priority response	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011  Yes
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time Apparatus priority response Number of People	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time Apparatus priority response	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011  Yes
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time Apparatus priority response Number of People	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011  Yes  2
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time Apparatus priority response Number of People Apparatus Use	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011  Yes  2
Response Time Apparatus Dispatch Date and Time En route to scene date and time Apparatus Arrival Date and Time En route to facility date and time Arrive facility date and time Apparatus Clear Date and Time Apparatus priority response Number of People Apparatus Use Apparatus Type	0:06:54  00:53:37 Friday, April 8, 2011  00:53:41 Friday, April 8, 2011  01:00:35 Friday, April 8, 2011  01:06:20 Friday, April 8, 2011  01:18:42 Friday, April 8, 2011  02:38:37 Friday, April 8, 2011  Yes  2  76 - ALS unit

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	Apparatus - M07
	Position: EMTB
	Apparatus - E26P
Apparatus ID	E26P
Response Time	0:06:05
Apparatus Dispatch Date and Time	00:56:03 Friday, April 8, 2011
En route to scene date and time	00:56:53 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:02:58 Friday, April 8, 2011
Apparatus Clear Date and Time	01:27:03 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	3
Apparatus Use	1
Apparatus Action Taken 1	92 - Standby
Apparatus Type	11 - Engine
Personnel 1	00003070 - Martin-Greskoff, Nicholes
	Position: FF
Personnel 2	00004534 - Caddington, Ward
	Position: FF
Personnel 3	00027159 - Young, Wayne
	Position: FFT
	Apparatus - EMS2
Apparatus ID	EMS2
Response Time	0:21:39
Apparatus Dispatch Date and Time	00:44;15 Friday, April 8, 2011
En route to scene date and time	00:45:47 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:07:26 Friday, April 8, 2011
Apparatus Clear Date and Time	01:59:53 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	1
Apparatus Use	1
Apparatus Type	76 - ALS unit
Personnel 1	00006187 - Callaway, Craig
	Position: EMSCAPT
	Apparatus - BC4
Apparatus ID	BC4
Response Time	0:13:21
Apparatus Dispatch Date and Time	00:56:08 Friday, April 8, 2011
En route to scene date and time	00:57:00 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:10:21 Friday, April 8, 2011
Apparatus Clear Date and Time	01:34:23 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	2
Apparatus Use	1
Apparatus Type	92 - Chief officer car
Personnel 1	00004855 - Mullikin, Robert
	Position: BFC

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	Apparatus - BC4
Personnel 2	00023265 - Hairston, Wayne
	Position: SGT
	Apparatus - T09
Apparatus ID	T09
Apparatus Arrival Date and Time	01:11:08 Friday, April 8, 2011
Apparatus Clear Date and Time	03:03:46 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	12 - Truck or aerial
	Apparatus - HM1
Apparatus ID	HM1
Response Time	0:13:04
Apparatus Dispatch Date and Time	00:56:10 Friday, April 8, 2011
En route to scene date and time	00:58:05 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:11:09 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	5
Apparatus Use	2
Apparatus Type	93 - HazMat unit
Personnel 1	00004320 - Giannini, Peter
	Position: LT
Personnel 2	00004798 - Adams, Christopher
	Position: FF
Personnel 3	00018779 - Williams, Charlie
	Position: FF
Personnel 4	00021645 - West, James
	Position: FFT
Personnel 5	00026025 - Jackson, Keon
	Position: FFT
	Apparatus - E02
Apparatus ID	E02
Response Time	0:16:02
Apparatus Dispatch Date and Time	00:56:04 Friday, April 8, 2011
En route to scene date and time	00:59:40 Friday, April 8, 2011
Apparatus Arrival Date and Time	01:15:42 Friday, April 8, 2011
Apparatus Clear Date and Time	01:34:53 Friday, April 8, 2011
Apparatus priority response	Yes
Number of People	3 .
Apparatus Use	1
Apparatus Type	11 - Engine
Personnel 1	00014349 - Turner, Christopher
	Position: LT
Personnel 2	00035236 - Nicks, Gerald
	Position: FF
Personnel 3	00021510 - Lowe, Anthony

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	Apparatus - E02
	Position: FF
	Apparatus - BC1
Apparatus ID	BCI
Apparatus Arrival Date and Time	01:43:32 Friday, April 8, 2011
Apparatus Clear Date and Time	03:38:32 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Action Taken 1	81 - Incident command
Apparatus Type	92 - Chief officer car
	Apparatus - AIR1
Apparatus ID	AIR1
Apparatus Arrival Date and Time	02:04:50 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	61 - Breathing apparatus support
	Apparatus - FM1
Apparatus ID	FM1
Response Time	0:12:44
Apparatus Dispatch Date and Time	00:44:16 Friday, April 8, 2011
En route to scene date and time	02:20:38 Friday, April 8, 2011
Apparatus Arrival Date and Time	02:33:22 Friday, April 8, 2011
Apparatus Clear Date and Time	03:37:36 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	2 92 - Chief officer car
Apparatus Type	92 - Chief Officer car
	Apparatus - FM209
Apparatus ID	FM209
Response Time	0:19:46
Apparatus Dispatch Date and Time	02:28:09 Friday, April 8, 2011
En route to scene date and time	02:28:18 Friday, April 8, 2011 02:48:04 Friday, April 8, 2011
Apparatus Arrival Date and Time	
Apparatus Clear Date and Time	04:12:07 Friday, April 8, 2011 Yes
Apparatus priority response Apparatus Use	1
Apparatus Type	60 - Support apparatus, other
Apparatus Type	
	Apparatus - R2
Apparatus ID	R2
Apparatus Arrival Date and Time	03:16:28 Friday, April 8, 2011
Apparatus Clear Date and Time	04:27:43 Friday, April 8, 2011
Apparatus priority response	Yes
Apparatus Use	1
Apparatus Type	71 - Rescue unit

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	Apparatus - E10		
Apparatus ID	E10		
Apparatus Arrival Date and Time	03:33:02 Friday, April 8, 2011		
Apparatus Clear Date and Time	03:33:06 Friday, April 8, 2011		
Apparatus priority response	Yes		
Apparatus Use	1		
Apparatus Type	11 - Engine		
	Apparatus - T14		
Apparatus ID	T14		
Response Time	0:38:28		
Apparatus Dispatch Date and Time	06:23:30 Friday, April 8, 2011		
En route to scene date and time	06:23:38 Friday, April 8, 2011		
Apparatus Arrival Date and Time	07:02:06 Friday, April 8, 2011		
Apparatus Clear Date and Time	08:19:16 Friday, April 8, 2011		
Apparatus priority response	Yes		
Number of People	6		
Apparatus Use	1		
Apparatus Type	12 - Truck or aerial		
Personnel 1	00002411 - Skursky, Alan		
	Position: LT		
Personnel 2	00004810 - Leizear, Richard		
	Position: FF		
Personnel 3	00006974 - Perez, Humberto		
	Position: FF		
Personnel 4	00007177 - Palmerton, Matthew		
	Position: SGT		
Personnel 5	00017995 - Freeland, Jeffrey		
	Position: FFT		
Personnel 6	00023522 - Garner, Victor		
	Position: FF		
	Apparatus - E27P		
Apparatus ID	E27P		
Response Time	0:05:22		
Apparatus Dispatch Date and Time	07:12:27 Friday, April 8, 2011		
En route to scene date and time	07:13:03 Friday, April 8, 2011		
Apparatus Arrival Date and Time	07:18:25 Friday, April 8, 2011		
Apparatus Clear Date and Time	07:57:41 Friday, April 8, 2011		
Apparatus priority response	Yes		
Number of People	4		
Apparatus Use	1		
Apparatus Type	11 - Engine		
Personnel 1	00036353 - Gladden, Harold		
	Position: FF		
Personnel 2	00008593 - Kelley, James		
	Position; FF		
Personnel 3	00031914 - Moore, Scott		
-	Position: EE		

Position: FF

	Apparatus - E27P	
Personnel 4	00024793 - Sefton, Scott	
	Position: CAPT	
	Authority	
Reported By	00023302 - Rucker, Tomi	
•	20:25:48 Friday, April 8, 2011	
Officer In Charge	~a.	
Reviewer	<u>.</u>	
Keviewei	- 3	

	Narratives
Narrative Name	HM1
Narrative Type	Incident
Narrative Date	04:31:25 Friday, April 8, 2011
Author	00004320 - Giannini, Peter
Author Rank	LT
Author Assignment	1
Narrative Text	HM1 responded on the 2nd alarm, staged at 48th Street & Nanny Helen boroughs Ave N
Narrative Name	E6
Narrative Type	Company
Narrative Date	04:54:59 Friday, April 8, 2011
Author	00004378 - Hyde, James
Author Rank	FFT *
Author Assignment	1
Narrative Text	E6: 5th due; R.I.G. Laid dual lines from 48th & Hayes Sts. NE. Advanced 350' 1.5" to Al
	Upon receiving "Mayday" alert, confered w/T-13 OIC to determine last known location unaccounted for member. Then made entry through front door and began a right hand search. Progressed through quadrants D & C before face to face w/ BFC6 confirmed that the member had been accounted for and "Mayday" had been cleared.  E6 then exited the building w/our line and reestablished our position on w/the R.I.G. true on side A of the building.  Info entered by O.I.C.;E-6-2
Narrative Name	BCSO
Narrative Type	Incident
Narrative Date	04:46:12 Friday, April 8, 2011
Author	00002214 - Kannry, Mitchell
Author Rank	INVEST
Author Assignment	8
Narrative Text	BCSO assigned as division A after units evacuated bldg. Supervised opening-up of exterior, overhaul of front rooms, primary/secondary searches, and extinguishement of fi
Narrative Name	EMS 7
Narrative Type	Incident
Narrative Date	05:18:30 Friday, April 8, 2011
Author	00009333 - Arnold, Andrew
Author Rank	EMSCAPT
Author Assignment	1

#### **Narratives**

Narrative Text Assigned Rehab Group Supervisor by EMS 8 and moved units through rehab with A24

and M5.

1

Narrative Name Truck 4
Narrative Type Incident

Narrative Date 05:54:18 Friday, April 8, 2011
Author 00004369 - Kavlick, Craig
Author Rank LT

Author Rank
Author Assignment
Narrative Text

Truck 4 was dispatched at 00:39hrs on April 8, 2011 for a box. Truck 4 responded as second due truck on the box alarm incident #F110044988, address of 813 48th Pl. N.E. Truck 4 arrived on the scene and took position in the alley on side C-Charlie. The house was a one story detached, wood frame with fire showing from the rear porch and in quadrants B-Bravo and C-Charlie. I ordered my crew to place a 24' extension ladder to the second floor of the exposure on side B-Bravo. I also ordered FF James A. Turner Jr. to check exposure B-Bravo for occupants. FF Turner Jr. alerted the occupants to the fire and they evacuated the house.

There was a considerable amount of fire coming from all windows in fire building in the rear porch and in quadrants B-Bravo and C-Charlie. I could see through a window on the B-Bravo that the roof was starting to be compromised. About the same time the roof collapsed in quadrants B-Bravo and C-Charlie. I transmitted a priority to OPS 1 to notify operations of the collapse. I then repeated the transmission to operations.

A mayday was then given over the fireground channel for a missing barman from T-13. I repositioned my crew to side D-Delta and ordered them to bring metal and wood saws. I then ordered them to cut down a chain link fence in order to gain access to two windows on that side. We removed bars from these two windows and ordered my crew to cut out the bottom of the windows down to the floor. I ordered this so that these windows could possibly be utilized by R.I.T as two additional means of egress.

All Firefighters were eventually accounted for and Truck 4 was assigned to Division C-Charlie under the supervision of B.F.C. 6 Conway. Truck 4 was assigned and performed various salvage and overhaul duties.

Truck 4 was then sent to rehab and made the truck ready for service at approximately 03:20hrs.

CAD Narrative CAD Narrative

.

Narrative Type Author Narrative Text

Narrative Name

F110044988 E Type:69D04 HSE- RESI (MULTIPLE) Sub Type:Disp: CMND 1 REPORTS FIRE IS OUT...NO FURTHER EXTENSION...PRIMARY AND SECONDARYCOMPLETE...ACCOUNTIBLITY IS EVEN...INCIDENT IS NOW UNDER CONTROL...RET. UNITSMOMENTARILY AT 0200 HRS.LATE ENTRY AT 0055 HRS BC1 REQUESTED EVACUATION OF THE BLDG...MAYDAY AND 2NDALARM FOR PARTIAL ROOF COLLASPE W/HEAVY FIRE CONDITIONS...ESTABLISHED CMND.LATE ENTRY AT 0057 CNMND 1 REQUESTED ALARM SOUNDED FOR ALL FIRE FIGHTERS TOABANDON THE BLDG.CMND1 REPORTS START TO RETURN UNITS...HOLDING E27,T13, AND R2.CMD1 REPORTS THE CORRECT ADDRESS IS 811 48TH PL NE...REPORTS INVESTIGATION ONGOING WILL BE RETURINING E27 HOLDING T13 AND RS2CAUTION VACANT BUILDING - FOLLOW VACANT BUILDING SOG - PROPERTY LIST 7/12/1004/08/11 03:40:26RS2 IN THE PROCESS OF GOING TO

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#### **Narratives**

PICK UP SOME LUMBER TORESURE THE BLDG AT THATPOINT THEY WILL PICK UP RS3 APPARATUS AND RETURN IT TO THERE QUARTERS AND THENR2 WILL GO BACK IN SERVICE...DISCONTINUING CMD AT THIS TIME BC1 READY...WILL BETALKING TO THE FLO ABOUT A RELEIF TRUCK COFM219 ADVISED THE ONLY UNITS STILL ON THE FIRE GRD ARE FIRE INVESTAGATION ANDT12.(((NOTE:: @0709 8APR11...T12 STILL ON THE FIREGROUND--PICKING UP +)))))(((0711 8 APR--T12 == leaving the firegroud)))))COMMENTS:

240-938-4579 69D04 HSE- RESI (MULTIPLE)

:ECHO was not selected from Case Entry.:The caller is on scene (1st IC. party).:It is not known if the caller is safe and out of danger.:It is not known if everyone else is safe and out of danger.:Both smoke and flames are visible.:The incident involves a multiple-family residential structure. Response text: Delta:36223788 Duplicate Event:Location = 813 48TH PL NE DC, Cross Street 1 = HAYES ST NE, Cross Street 2 = JAY ST NE. Caller Ph Number = 3015114536 N, Call Source = ANI/ALI, Alarm Level = 0End of Duplicate Event dataCOMPLT STATES FLAMES ARE SHOOTING OUT OF THE WINDOWSE30 O/S SMKE SHOWING FIRE COMING THRU THE ROOF.2ND CALLER SMELLS SMOKE SHE'S CALLING FROM HAYES ST SHE CAN SEE SMOKE ALSOGROUP 1 PAGED....EMA NOTIFIED...TALKED TO MARK10 MIN DURATION GIVEN AT 0050.PRIORITY 1 TRANSPORTTRANSPORTING TO: MEDSTARPRIORITY 2 TRANSPORTTRANSPORTING TO: MEDSTARPRIORITY 2 TRANSPORTTRANSPORTING TO; MEDSTARPG CO E809 TO TRANSFER TO E30CNMD 1 REPORTS AT 1:06AM THAT ALL MEEMBERS WERE OUT OF THE BLDG AND ACCOUNTEDFOR. 3 FIRE FIGHTERS TRANSPORTED.30 MIN. DURATION GIVEN AT 0116. CNMD 1 REPORTS ABANDON BLDG 1 STRY SINGLEFAMILY...ATTACKING FIRE FRM OUTSIDE...HAU'S.PEPCO MEGAN NOTIFIED.40 MIN .DURATION GIVEN AT 0126...CMND 1 REPORTED BULK OF THE FIRE KNOCKEDDN...CHECKING FOR HOT SPOTS...RETURNING PART OF THE 2ND ALARM...HOLDING T09 ANDR2.

Narrative Name Narrative Type Narrative Date

Author
Author Rank
Author Assignment
Narrative Text

E10 Incident

07:45:21 Monday, April 11, 2011 00043379 - Rosebrough, William

FF 1

Dispatched for the reported house fire 3rd due on the box assignment. Arrived on the scene and secured E27 water source. Advanced the 400 and extended the line to back up E27. Shortly after entering the structure command 1 advised to evacuate the structure. Evacuated the structure and conducted a PAR E10 even on the alpha side. Assisted with racking up lines. Went in service.

Laid 500 feet of 1 1/2 inch

20 feet of 4 inch 3 masks 3 hours.

Narrative Name Narrative Type Narrative Date R2 Incident

08:19:17 Monday, April 11, 2011

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	Narratives
Author	00000036 - Shea, Michael
Author Rank	FFT
Author Assignment	1
Narrative Text	Dispatched on the 2nd. Did primary and secondary searches. Shored up ceiling in rear.
Narrative Name	RS-3
Narrative Type	Incident
Narrative Date	17:57:33 Monday, April 11, 2011
Author	00016954 - Holt, Bernard
Author Rank	CAPT
Author Assignment	1
Narrative Text	Dispatched on the Box for the house, arrived on the scene heavy smoke and fire showing
	Side C. During the primary search members of Rescue Squad 3 were involved in a
	flashover injuring 3 members with burns. Unable to finish primary or secondary.
Narrative Name	T15
Narrative Type	Incident
Narrative Date	19:44:11 Monday, April 11, 2011
Author	00000022 - Miller, Clifford
Author Rank	FFT
Author Assignment	1
Narrative Text	Dispatched on second alarm, T-15 staged at Nannie Helen and 48th ST. Placed in service.
Narrative Name	BFC1

Narrative Date 21:46:39 Monday, April 11, 2011 Author 00000357 - Sterne, Richard

Incident

Author Rank BFC

Author Assignment 1

Narrative Type

Narrative Text fire in rear of one story detached sfd. est. command assigned divs/gps. rcq. wfd.

multiple FF injuries and mayday for missing FF, req, 2nd alarm. deployed RIT (E6 only ) as mayday gp. Added E10, then T5 upon arrival. Assigned BFC6 as Mayday Branch. All accounted for. Ordered building evacuated and defensive attack w/Divs A & C. After knockdown units entered to overhaul and conduct searches (negative) est. rehab and released units except T13. Ordered a Truck Co. (T12) for relief and est. a detail of 1

Truck to assist FIU until they cancelled. Proceeded to WHC.

Narrative Name E12
Narrative Type Incident

Narrative Date 21:51:08 Monday, April 11, 2011 Author 00012494 - Thomas, Willis

Author Rank CAPT
Author Assignment 1

Narrative Text E-12 responded on 2nd alarm and staged.

Narrative Name B6
Narrative Type Incident

Narrative Date 19:53:34 Friday, April 15, 2011 Author 00001621 - Conway, Michael

Author Rank BFC Author Assignment 1

Narrative Text Assigned Mayday Branched for missing F/F (Capps) T13 barman Obtained info from B1

IC (Operations) regarding units assigned to Mayday Branch E6, E10, T5 Last known

	Narratives
100	location of Missing F/F assignment, company operating with. Arrived on side obtained
	Info from T13 OIC regarding missing F/F and assessed situation. Gained control of
	Mayday Branch and obtain PAR and location of Units determined location of E27 and
	Missing F/F confirmed all accounted for discontinued Mayday Branch
	Reassigned as Charlie Division Supervisor assigned E15, 17 and 30 with T4 Coordinated
	Extinguishment of fire on Charlie side with Division A continued overhaul and
	extinguishment of Hot spot assisted RS2 with secondary search and adised of structural
	instability of rear porch and need for shoring to complete Secondary by RS2
Narrative Name	E17
Narrative Type	Incident
Narrative Date	21:31:06 Saturday, April 23, 2011
Author	00003514 - Rine, Thomas
Author Rank	FFT
Author Assignment	1
Narrative Text	Arrived on scene as WFD Company, Laid dual lines 250' - 3", pulled 400' - 11/2" to Side
	C, assigned to assist with extinquishment and salvage and overhaul.

End of Report

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#### **Appendix F**

# STANDARD OPERATING GUIDELINES

## Standard Operational Guidelines



## DISTRICT OF COLUMBIA FIRE AND EMERGENCY MEDICAL SERVICES

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#### STANDARD OPERATIONAL GUIDELINES

The National Fire Protection Association (NFPA) defines a standard operational procedure as "an organizational directive that establishes a standard course of action."

Standard Operational Guidelines are created based upon experience, knowledge of fire behavior, building construction techniques, human behavior, the effects of smoke and heat on the human body, and the resources of the DC Fire & EMS Department.

Management styles for emergency operation in the fire service are divided into two categories: those that are Standard Operational Guideline (SOG) driven and those that are Incident Management System (IMS) driven. A primary factor that determines the fire ground management style is the time it takes for units to arrive on the scene. Departments that have long arrival times usually choose an Incident Management System management style and those with short arrival times choose a Standard Operational Guideline management style. Departments that adopt a SOG driven management style allow for the rapid deployment of resources without direct instructions. The initial Incident Commander on Box Alarms will not have to assign units to specific tasks, because the SOG already assigns them a position and objective.

The District of Columbia Fire & EMS Department has units strategically located throughout the city. Because of this, the difference in the arrival times of the first unit and that of the last unit to arrive on the scene of a Box Alarm might only be seconds. Our Standard Operational Guidelines are written to rapidly deploy our resources for the most efficient protection of the citizens, property and fire fighting personnel. Units are assigned specific tasks according to the type of incident. Units are guided by the Standard Operational Guidelines, but have the flexibility to react to situations that present themselves at the scene of an emergency. Any unit that will not be able to complete the assigned tasks as directed in the Standard Operational Guidelines must notify the Incident Commander as soon as it becomes clear that the assigned task will not be completed. The Incident Commander must decide if the unit not performing their assigned tasks would adversely affect the overall outcome of the incident and give permission for any deviation. The Incident Commander must give orders to assure that all the tactics being performed by units support the strategic goals of the operation. The assignments in the Standard Operational Guidelines shall be strictly adhered to and the Company Officer shall be held accountable for their compliance. Company Officers shall report to Operations their progress or lack thereof. The Company Officer will immediately report his/hers lack of ability to complete the assigned tasks and be guided by the orders from Operations.

#### All units shall be:

Assigned a position for their apparatus. Responsible for water supply or ladder placement. Responsible for reporting a proper size-up. Assigned specific tasks to be performed. Operations will organize the fireground into Groups/Divisions/Branches with designated leaders. The on-scene Incident Commander may request additional resources any time there is indication that they are needed.

The Incident Command System shall be used on <u>ALL</u> responses. The ICS is designed to function on the smallest to the largest incidents. The use of the ICS will allow for efficient Command and Control of units and personnel on the scene of an emergency, which leads to greater safety.

#### WATCH DETAIL

The member assigned the Watch Detail shall pay full time and attention to his/her duties. The Watch Detail shall listen to Channel Zero-1, monitor the station printer and promptly answer the house telephone. The Watch Detail is responsible for all alarms received during his/her assigned watch. Upon the receipt of an alarm via Channel Zero-1, printer or telephone, the Watch Detail shall immediately:

Turn on the Master switch to the house speaker system.

Activate the house Bells and Trip Lights by depressing the red button at the watch desk.

Announce over the Public Address System the unit or units in quarters that have been dispatched.

Notify the Company Officer or Officers that are assigned to the Units that have been dispatched of all the information received.

o This includes:

Type of Alarm Position Due Correct address Assigned tactical channel All other pertinent information

Give the Officer the computer printout.

If the Watch Detail will respond with the apparatus and another unit is in quarters, the Watch Detail shall announce over the Public Address System the need for a fill-in Watchman.

The Master Switch shall be left on until the fill-in Watchman assumes duty at the Watch Desk.

Alarms received from Communications via telephone must include the phrase "This is Communications." Notification of an emergency from a walk-in to the Firehouse shall cause the Watch Detail to activate the house bells and trip lights to alert the House Officer. The Watch Detail shall provide all information to the House Officer, who shall make the determination of the proper response and contact Communications.

When the assigned time period for the Watch Detail has expired, the Watch Detail shall notify his/her relief that it is time for him/her to assume the Watch Detail. The member going to get his/her relief shall ensure that house speakers are on so that no alarms are missed. After notification to the on-coming Watch Detail, the assigned Watch Detail shall return to the Watch Desk and await relief. Relief of the Watch detail shall take place at the Watch Desk, where the

off-going Watch Detail will relay all pertinent information to the on-coming Watch detail, face-to-face.

## **DISPATCHING**

The Communications Division will dispatch units to the scene of an emergency upon the receipt of information that indicates the response of DC Fire & EMS Department. The Communications Division shall adhere to their guidelines as to the type of units and the number of units that are to be dispatched to an alarm.

Companies that become aware of an emergency shall immediately notify Communications Division of the nature of the emergency. NO unit shall respond without notification and acknowledgment from the Communication Division.

Any unit that is not dispatched on an alarm, but may be closer than units assigned to the response, shall contact the responding Battalion Fire Chief via radio on the assigned tactical channel, giving their exact location. The unit shall <u>NOT</u> respond until instructed to do so by the responding Battalion Fire Chief. If the responding Battalion Fire Chief orders the unit to respond, it shall be the responsibility of the Battalion Fire Chief to notify the Communications Division and the other responding units of the change in the assignment.

# **RESPONDING**

Companies shall respond to alarms when they receive the alarm over the radio, telephone or printer. Companies will be dispatched in the order of their proximity to the location of the emergency. It shall be the responsibility of the OIC of any unit that will be delayed to notify the responding BFC.

Before responding, officers should check with drivers to confirm the address and the position due. If there is a doubt, verify with Communications prior to responding.

Company officers shall insure that all members are seated with seat belts engaged before responding. Officers shall status their DEK Responding (Position 1), and place their apparatus radio on the assigned tactical channel.

All drivers shall pay attention while entering the area of the scene of the emergency as to the placement of hose. Care shall be taken to avoid driving over hose.

All vehicles shall be driven in a safe manner and conform to District of Columbia traffic regulations. Fire apparatus when responding may travel at 10 mph above the posted speed limit to a maximum of 50 mph. In locations where speed limits are not posted; these vehicles may travel up to 35 mph. Ambulances and Medic Units may not exceed the speed limit at any time. Vehicles with snow chains shall not exceed 30 mph.

All Department vehicles responding to alarms shall stop at each stop sign and red traffic light, and shall not proceed ahead into the intersection until it is safe.

Units should plan running routes to avoid responding opposite the normal flow of traffic. Travel down one-way streets should be limited to only when it is absolutely necessary. Units responding against the flow of traffic, in opposite lanes or on one-way streets **must stop** at each intersection, and proceed only when it is safe to do so.

Responding units shall make every effort to position apparatus to allow access for placement of aerial ladders.

Vehicles responding to multiple alarms, responding from locations other than their quarters, or filling in on alarms must be aware that other responding vehicles may be traveling from any direction.

Vehicles in route to or returning from a transfer shall be considered on routine travel, and all traffic regulations shall be obeyed.

### WATER SUPPLY

Engine Companies shall slow their response as they approach the scene in order to locate a water supply. The unit shall announce over the assigned tactical channel the location from which they have laid a supply line, or if they have their own hydrant. An Engine Company must be able to connect to the hydrant with their soft sleeve in order to declare that they have their own hydrant. Engine Companies special called on alarms for water supply will be given specific directions by Operations or his/her designee.

Engine Companies operating on the fireground will immediately notify Operations of any water supply problems.

## 1st due Engine

The 1<sub>st</sub> due engine shall be responsible for securing a water supply by laying out hydrant-to-fire, reverse layout or split layout. They shall assume a position to attack the fire from the front of the building, the address side, Side A-Alpha.

### 2nd due Engine Company

The 2nd due Engine Company shall be responsible for securing a water supply by laying out hydrant to fire or reverse layout. They shall assume a position to attack the fire from the rear of the building, Side C-Charlie. If the 2nd due Engine Company must split the layout on a Local Alarm, Operations has the option of redirecting the 3rd due Engine Company to the rear to complete the 2nd due's split layout. However, the 3rd due Engine Company's primary responsibility is to complete the 1st due Engine Company's layout. It is important that the 2nd due Engine Company, whenever possible, rely on hydrant to fire or reverse layout for their water supply.

# 3rd due Engine Company

The 3rd due Engine Company shall acknowledge the 1st due Engine Company's hydrant position on the tactical channel. The 3rd due Engine Company shall take a position at the location of the 1st due Engine Company's water supply. They shall immediately complete the process of ensuring a continuous water supply by attaching to a hydrant, Humat valve, or by completing a split layout. If the 1st due Engine Company has their own hydrant, the 3rd due Engine Company will lay out from an independent hydrant, and report to Side A-Alpha of the fire building. When laying out from an independent hydrant, the 3rd due Engine Company must advise Operations of the location of the hydrant they have laid out from. Operations must designate an Engine Company to pick up the hydrant of the 3rd due Engine Company, if necessary.

## 4th due Engine Company

The 4th due Engine Company shall acknowledge the 2nd due Engine Company's hydrant position on the tactical channel. The 4th due Engine Company shall take a position at the location of the 2nd due Engine Company's water supply. They shall immediately complete the process of ensuring a continuous water supply by attaching to a hydrant, Humat valve, or by completing a split layout. If the 2nd due Engine Company has their own hydrant, the 4th due Engine Company will lay out from an independent hydrant, and report to Side C-Charlie of the fire building. When laying out from an independent hydrant, the 4th due Engine Company must advise Operations of the location of the hydrant they have laid out from. Operations must designate an Engine Company to pick up the hydrant of the 4th due Engine Company, if necessary.

## 5th due Engine Company

Operations shall assign the tasks of the 5th due Engine Company assigned to Box Alarms as the needs of the emergency dictates.

The 5th due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for assignment. The 5th due Engine Company shall wait at the source of supply until Operations assigns the task that they are to perform. Staging at the source of supply will give the 5th due Engine Company the flexibility to respond to any location ordered and the ability to lay a supply line if the order requires.

Operations may give the 5th due Engine Company any task or assignment including but not limited to:

Safety Group Communications Group Rapid Intervention Group

### POSITIONING APPARATUS

All units shall attempt to approach the scene from a direction that would allow the unit to perform their assigned tasks. All apparatus on the scene of an emergency shall be placed in a position to assist the overall mitigation of the incident. All apparatus must leave room to the rear of Truck Companies so they will be able to remove portable ground ladders from the rear of the apparatus.

Upon arrival, Company Officers shall status their DEK on-the-scene (Position 2).

Company Officers shall verify that the apparatus mobile radio is on the proper tactical channel and shall activate the unit's Vehicle Repeater System (VRS), selecting the proper directional antenna.

### 1st due Engine

1st due Engine Companies shall assume a position to attack the fire from the front of the building or the address side, Side A-Alpha. Apparatus shall be positioned so there will be room for the 1st due Truck Company to ladder the building, pulling past the address. If it is known that the Truck Company will enter the block from the opposite direction, the Engine shall stop short to allow access to ladder the building.

## 2nd due Engine Company

 $2_{nd}$  due Engine Companies shall assume a position to prepare to attack the fire from the rear of the building, Side C-Charlie if ordered. Apparatus shall be positioned so there will be room for the  $2_{nd}$  due Truck Company to ladder the building, pulling passed the address. If it is known that the Truck Company will enter the block from the opposite direction, the Engine shall stop short to allow access to ladder the building.

### 3rd due Engine Company

The 3<sub>rd</sub> due Engine Company's apparatus shall take a position at the location of the 1<sub>st</sub> due Engine Company's water supply.

### 4th due Engine Company

The 4th due Engine Company's apparatus shall take a position at the location of the 2nd due Engine Company's supply.

### 5th due Engine Company

The 5th due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for their assignment. The 5th due Engine Company shall wait at the source of supply until given an assignment by Operations. Staging at

the source of supply will give the 5th due Engine Company the flexibility to respond to the rear of the incident or to any other location on the incident and the ability to lay a supply line if the order requires.

# **STAGING**

There are three different locations for units to stage.

Stage in-line of approach

Units will stop one block away from the incident, without committing to the block. Units will remain flexible, so they may respond to any area of the incident as ordered by Operations.

# **Base Staging**

Units will stage at a specific exterior location or intersection, as directed by Operations. When in Base Staging on a high rise incident where only personnel will be needed close to the fire building, apparatus should be staged to allow free access for other vehicles. Base Staging should be remote from the incident to prevent congestion in the area, and to prevent conflict with apparatus operating on the scene.

# **Interior Staging**

Units will be ordered to a specific location in a building.

Interior Staging on a high-rise incident will be at least three floors below the fire floor.

Interior Staging on a major building may be in a separate wing, or in any location protected from the incident operations.

# **Level I Staging**

The 1<sub>st</sub> and 2<sub>nd</sub> due Engine Companies shall layout and report to their assigned positions, unless directed otherwise by Operations. The 1<sub>st</sub> due Truck Company will take a position in front of the building. These companies will follow Standard Operating Guidelines.

All other responding units will do the following:

Slow their response.

Take a position in line of approach to cover their assignment.

Engine Companies will prepare to complete the 1st or 2nd due Engine Company's layout.

The 2<sub>nd</sub> due Truck, the Rescue Squad, and all other Units will stage in line of approach.

Monitor the tactical channel.

Units will by directed by Operations.

Personnel will remain with their apparatus at their assigned position and be prepared to deploy when ordered.

In order for Level I staging to be effective, Company Officers must give complete and accurate size-up reports and progress reports as they acquire information.

Size-up reports of an odor of food, trash outside of a building, or fire out on arrival are examples of situations where Operations may utilize Level I Staging.

Until Operations advises companies of Level I Staging, it is imperative that companies perform their duties as described in the Standard Operating Guidelines.

If Level I staging is in effect, Operations will advise companies via the tactical channel when they should resume Standard Operating Guidelines.

### **Level II Staging**

Communications Division will direct companies to respond on channel Zero-14 and Operations will designate a staging area where companies are to report. Companies arriving at the staging area will notify Operations by radio of their arrival at the staging area on channel Zero-14, and will await instructions from Operations.

# **Level III Staging**

Level III Staging is the designation of a formal staging area, under the direction of a Staging Officer.

Operations will notify Communications that Level III Staging is in effect.

Operations will designate a staging area on channel Zero-2.

Operations will assign a Staging Officer.

Communications Division will notify additional units dispatched that Level III Staging is in effect and the location of the Staging Area.

Companies responding to the Staging Area will respond on Channel Zero-14.

Companies in Staging shall monitor the Tactical Channel and Channel Zero-14.

Officers of Companies dispatched to the Staging Area will report in person to the Staging Officer.

Companies arriving at the Staging Area will make no radio transmissions.

The Staging Officer will request additional Companies from Communications on Channel Zero-2.

The Staging Area will be organized to allow easy entry and exit by Companies passing through.

Similar units will be organized together to allow free passage of each type of unit.

E1 T1 A1 M1

A2 M2
E2

The Staging Officer will perform the following duties:

Notify the Incident Commander/Operations on Channel Zero-14 staging area, and verify the companies available at the Staging locati Determine from Operations the minimum complement of units to be Staging Area.

Contact Communications Division on Channel Zero-2 for additional number of companies in the staging area falls below the established Maintain a current list of Companies in the Staging Area.

Maintain a list of Companies and their initial assignments on the been deployed from the Staging Area

Relay the assignment of units from Operations Face to Face.

Relay to Companies the following information:

- o The location and area of operation.
- o The Division/Group or Branch Leader to whom they are to re
- o The Tactical Channel on which they are to operate.

upon arrival at the on.

maintained in the

Companies when the

fireground that have

port.

### **Interior Staging**

Interior Staging shall be located three (3) floors below a fire in a high-rise, or at a location ordered by Operations. Interior Staging will be used by Operations to gather Companies on an extended incident. Needed equipment and material, such as air cylinders, will be carried to the Interior Staging Area, reducing reaction time.

### **SIZE-UP**

Size-up is the exchange of information that helps to depict an image of the unfolding event. Included in the size-up report is the pertinent information that conveys the physical size of the incident, the magnitude of the incident, and the nature of the emergency.

All size-ups must be acknowledged by Operations.

Size-up can be divided into following categories: exterior, interior, and update.

### **Exterior Size-up**

The report of conditions on arrival is the on-scene size-up. It is designed to give descriptive information to all responding units. It is important that this information be correct and concise. The responding Chief and other units will formulate their action plans based on the information received from the size-up report. The first arriving Unit in both the front and rear of the address shall give an exterior size-up that includes the following:

Unit Name
Side of Building
Building Height
Building Occupancy
Configuration
Type of Construction
Dimensions (if unusual)
Condition on Arrival
Other Pertinent Information

- o Structural Emergencies
- o Special Hazards
- o Lightweight Construction

Request for Additional Resources

Orders/Recommendations

**Side of Building** Most likely be the side of the building (Alpha, Bravo, Charlie, Delta) that the company has positioned their apparatus. If the location of the Unit is different than the normal four sides of a structure, give a description of your location.

**Building Height** on the reporting side of the building shall be given in stories.

Building Occupancy describes what the building is being used for as the main occupancy

Single Family Apartment Building Storage Warehouse Hospital Office Building

Government Office Building

Museum

Paint Store

Auto Body Shop

## **Configuration** is the structural design of the building.

Row House

**Detached House** 

Duplex

Apartment

Garden Apartment

Warehouse

High-rise

Commercial

# **Type of Construction** is the general classification of construction type.

**Ordinary** 

Frame

Non-Combustible

Fire Resistive

**Dimensions** (if unusual) shall be given for buildings that are very large such as a warehouse. The dimensions are an estimate of the outside perimeter and shall be given in feet (example: 500 feet by 200 feet).

**Condition on Arrival** shall be a description of what is seen. The more specific the report the easier it will be for the responding units to get a "mind's eye view" of the situation that is unfolding. The following are examples:

Nothing evident

White smoke showing from one window, 1st floor quadrant A

Fire showing from three windows, 3rd floor quadrant A

**Other Pertinent Information** shall be any information that might be relevant to the mitigation of the emergency. The following are examples:

The building is being evacuated.

Two people hanging out the windows on the 5th floor, quadrant D.

A construction fence restricts vehicle access to the building.

**Request Additional Resources** if the emergency might exceed the capabilities of the dispatched units. The first arriving Officer is the on-scene Incident Commander, and must make an evaluation of the incident and request the appropriate resources anticipated to be needed.

The following are examples of requests for assistance:

Special needed units
Fill the Local Alarm assignment
Fill the Box Alarm assignment
Box Alarm
Working Fire Dispatch
2nd Alarm
Additional Alarm
Hazardous Materials Task Force
Collapse Task Force
Foam Unit Task Force
Metro Station Box Alarm
Metro Tunnel Box Alarm

The first arriving Officer shall give Orders or make Recommendations depending on the nature of the emergency. Orders will be given if immediate actions are required. Recommendations will be suggested if the incident appears to relatively minor.

If the emergency is of the magnitude that units are required to take immediate actions, the first arriving Officer shall give orders to other units responding. The Officer may give orders to other responding units for a building that is fully involved with fire, and the decision has been made to take a defensive mode of attack. The first arriving Officer might give the orders to the first due Truck Company to take a position on Side B-Bravo of the fire building and set up for ladder pipe operations to protect an exposure.

If the incident is minor, then the first arriving officer shall make recommendations to the responding Battalion Fire Chief, such as Level I staging. The officer of the first arriving unit will be the initial Incident Commander and will determine the mode of attack to be used (offensive or defensive).

If the strategic decision of the first arriving officer is to operate in a defensive mode, they shall make the following radio transmission, "All units responding to (address) this will be a Defensive Operation." The responding BFC shall acknowledge the transmission.

The default operational mode of attack is offensive. All responding units will expect that the first due Engine Company will initiate a fire attack if the fire is above the basement. Proper size-ups and adherence to the SOGs will allow incoming units to predict what the actions of prior arriving units are and will be. Prompt notification to Operations of deviations from the SOGs is important to "fill in the blanks" for the other units on the response. The Battalion Fire Chief responding on the alarm must acknowledge each and every size-up, relying on the units on the scene to give complete information about the incident, prior to his/her arrival.

Initial size-up reporting smoke or fire showing must be as complete as possible, but updated as soon as Companies discover the fire area. Detailed progress reports to Operations must include the area in which the Company is operating. Companies that are performing a task or an assignment that differs from the SOGs must notify Operations, so that overall accountability for the incident can be maintained.

During the Offensive Mode of operations, the Battalion Fire Chief will assume Command of the incident even though he/she is not on the scene, or he/she will assign another officer who is on the scene to be the Incident Commander until his/her arrival. The responding Battalion Fire Chief should consider using a senior officer from a Truck Company as the interim Incident Commander, as Truck crews generally work independently in teams of two Firefighters. The interim Incident Commander must either appoint an Acting Sergeant to command their Company, or assign their crew to work under the direction of another Company officer.

# **Interior Size-up**

The conditions inside the structure could be very different from those that may be seen from the exterior. The first units entering the structure shall give the conditions as they move about the building. Units shall give reports at the following locations:

Inside the front or rear door.

On the fire floor.

Arrival at reported location.

Any other location that adds to the description of the incident.

The larger the building, the more interior size-ups would be given as the Company travels to the reported location. An example of the Officer's interior size-up checklist for a reported fire in apartment 801 of an apartment building would be the following:

Lobby condition "Lobby clear."

Stairwell condition "People are evacuating."

Identify the stairwell that will be used for the Fire Attack by and location in the building. 8th floor hallway condition "8<sup>th</sup> Floor hallway filled with black smoke."

Condition found at the door of apartment 801 "Believe to have a fire in apartment 801." Condition found inside apartment 801 "The apartment is fully involved."

All other pertinent information that will assist the Incident Commander and other responding Units.

### **Progress Reports**

The fireground and the scenes of other emergencies are very fluid and constantly changing. The changing conditions will dictate the strategic plan and the tactical operations of our units. The accurate and frequent updating or status reports keeps all personnel informed for safer operations. Companies must advise Operations of their location in the building, as well as their activities.

## **COMMAND**

The Incident Command System shall be implemented on ALL events to which the DC Fire & EMS Department responds. On any scene on which DC Fire & EMS Department personnel are operating, there will always be a senior ranking member of the Department in charge or in Command (informally or formally).

### **Formal Command**

On working incidents, the Battalion Fire Chief will formally establish Command. If the Battalion Fire Chief will be delayed in his/her response, his/her designee will formally establish Command. Communications Division will be notified on channel Zero-2 that Command has been established.

The passing of Formal Command shall be "face-to-face" with the exchange of information regarding the tactics and strategic goals of the incident.

The responsibility of Command shall be to manage the resources needed to mitigate the emergency as safely as possible, and to direct the proper tactics to match the overall strategy.

#### Command

Attempt to locate the Command Post with a view of two sides of the incident. Announce on the Tactical Channel and channel Zero-2 the location of the Command post. Radio identification of the Incident Commander shall be "Operations" to the units assigned to the incident, and "Command" when transmitting to Communications Division.

An Incident Command System worksheet shall be kept current (minute by minute) recording all activities that are occurring at the incident including the following:

- o Address of incident
- o Companies or Units dispatched
- o Location of all Companies or Units and their assignment
- o Division/Group/Branch Leaders
- o Status of accountability with Company and Unit location informally not more than 10 minutes into the incident and formally at 20 minute intervals during the incident
- o Location of Staging with the number and type of units requested to be staged
- o Status of search and rescue (primary and secondary)
- o Status of utilities (gas, electric and water)
- o Establishment of Rapid Intervention Group
- o Establishment of on-scene Safety Officer
- o Establishment of on-scene EMS Group
- o List of all Department injuries and transports to area hospitals
- o List of all Civilian injuries and transports to area hospitals

Command will update Communications Division at 15 minute intervals

### **VEHICLE REPEATER SYSTEM (VRS)**

All Units that have VRS capabilities shall activate the VRS upon arrival at the scene of an emergency when assigned a tactical channel for radio operations.

The Officer shall activate the VRS upon arrival.

The Officer shall verify that the apparatus mobile radio is on the correct tactical channel.

The Officer will select the antenna to the right or left, depending on which side the incident is located.

The driver will attempt to position apparatus so that the VRS directional antenna is pointing toward the incident.

When activating the VRS, the mobile radio will go into a "self check" mode as it activates the VRS. The rebooting will take 10-12 seconds and NO radio transmissions will be able to be received during this time.

Prior to activating the VRS, all Companies must have a portable radio on the tactical channel so as not to lose contact with other units.

Members operating on the Fire Ground Channels Zero-3, Zero-7, A-3, & A-7 will NOT be able to transmit when within 15 feet of the VRS antenna due to interference. Technicians operating around the antennas should use their Mobile radio on the tactical channel or switch their portable radio to the assigned VRS channel.

There are two VRS Channel (VR-1 and VR-2)

Assigned Tactical Channel	VRS Channel	Direct Talk Analog Channel
03	04 VR-1	016
05	08 VR-2	015
07	08 VR-2	015
09	04 VR-1	016
A3	A4 VR-1	A16
A5	A8 VR-2	A15
A7	A8 VR-2	A15
A9	A4 VR-1	A16

### **VRS Fireground Operation**

Units will operate on the tactical channel until they are Out-Of-Range. The indication that a radio is Out-Of-Range will be a HONKING sound from the radio without activating the push-totalk button.

Once the member becomes aware they are Out-Of-Range, they will switch their portable radio to the proper VRS channel for the assigned tactical channel.

At certain incidents the Incident Commander may make the decision to move all individuals to the VRS channel prior to going into the building.

Members who go Out-Of-Range must notify Operations that they have switched to the appropriate VRS channel. This will inform other units on the incident that radio reception is poor and that they may be required to switch to the VRS channel.

While operating on the VRS channels, the portable radio will beep when the push-to-talk button is released, indicating that the radio is communicating with a VRS repeater. As a member is moving deeper into a building they should push the talk button, then release and listen for the beep. Hearing the beep will verify that they are still in range of the VRS.

If the incident is in a very large building, the Incident Commander shall make every effort to assign units with VRS antennas to all sides of the building for the most complete coverage possible.

At the completion of activities at an incident, the mobile radio shall be placed back into normal operations by using the toggle switch located on the mobile console.

Incident Commanders should use the following procedure if a large incident were to require more than one tactical channel using the VRS:

Switch units to the other VRS channel, and place the mobile radio of a second VRS equipped vehicle on the second tactical channel in the talk group.

If multiple incidents occur in the city, VR-1 & VR-2 could be used in the same manner or on two separate incidents in the 'A' zone because the VRS channels are very local (one or two block maximum range).

### **Switching to Direct Talk**

Members operating on a VRS channel might exceed the range of the directional antenna of the VRS. In the event a member goes Out-Of-Range when they are operating on the VRS channel, the member will not be able to receive or transmit with other units on the fireground. Members attempting to transmit when they are Out-Of-Range of the VRS will not receive a beep when they release the push-to-talk button after the transmission. In this situation, the member would have to have their message relayed via Direct Talk communications on the assigned analog channel. The lack of a beep or NO Reply is the only way a member will know that the radio is Out-Of-Range. It will not HONK on the VRS channel when the portable goes Out-Of-Range of the repeater in a vehicle.

Units switching to Direct Talk communications shall announce that they are operating on an analog channel will state the channel they are operating on, and will advise that they will need their messages relayed to Operations. Operations will designate a unit to remain as the relay company, and will assign additional Companies to assist (Communications Group).

### **Emergency Button Activation**

The VRS system affects the use of the portable radio Emergency Button. When a portable radio operating on a VRS channel has an activated Emergency Button, that portable radio will have priority over all other radios except the Incident Commander and Communications Division when transmitting.

The member that pushes the Emergency Button (orange) on the portable radio will activate an identification number of the radio at Communication Division. The current system will operate the same (notification to Communication Division) until a member switches to the VRS channel.

When a member is operating on the VRS channel, the radio's identification number will appear on the mobile consoles that have their VRS activated on the same tactical/VRS channel.

The identification of the Mobile radio that is connected to the VRS will be sent to the dispatch console at Communications Division. The portable ID number will remain on the Mobile console until cleared by the Incident Commander.

If a member is Out-Of-Range of the VRS antenna the Emergency Button is INOPERABLE.

NO Emergency Button notification will be received by the radios on channels Zero-15, Zero-16, A-15 and A-16.

Communications will be aware of the activation of an emergency button, but will only show the mobile ID number of the company that the portable radio is transmitting through. Communications will then notify the Incident Commander that there has been an Emergency Button activation.

Each portable radio has a unique 4-digit identification number.

 $1_{st}$  digit = Type of unit  $2_{nd}$  digit = Company designation  $4_{th}$  digit = Position on apparatus

# 1st Digit

1	Engine Company	6 EMS Supervisor	
2	Truck Company	7 Medic Unit	
3	BFC	8 Ambulance	
4	Haz-Mat Unit	9 Fire Boat	
5	Rescue Squad		

2nd & 3rd digit = Unit designation or Company Number. 4th

### Digit

	Engine	Truck	BFC	Haz-Mat	Squad	EMS
1	OIC	OIC	BFC	OIC	OIC	OIC/ACIC
2	Line	Bar	Aide	Entry 1	Team A	ACA
3	Layout	Hook		Entry 2	Team B	
4	Driver	Driver		Research	Team B	
5		Tillerman		Driver	Driver	

### **Operating the VRS During Failsoft**

When the 800 MHz radio system switches its mode of operations from normal to Failsoft it changes from digital to a conventional (analog) channel mode. The VRS is programmed to interface with digital trunk groups and will not work during Failsoft. If the network switches to Failsoft while personnel are communicating over the VRS the following will take place:

When a portable user operating on a VRS channel presses the PTT button, the radio will honk. This is because in Failsoft mode the portable sees the channel as busy.

In order for the Incident Commander to maintain communications with fire personnel over the VRS while the system is in Failsoft, it is necessary to disconnect the VRS from the network. This is accomplished by manually changing the VRS mode of operation from SYSTEM to LOCAL by pressing the REPEATER button until LOCAL is shown on the mobile radio display (this button is still labeled SCAN in most vehicles but new tabs have been requested). Once LOCAL mode is selected an L will be displayed until the mobile radio is power cycled or manually changed to SYSTEM or MOBILE mode of operations.

The portable user will then be able to communicate with VRS enabled mobile units because the Failsoft function rolls all channels in the talk-group to the announcement channel. The portable user would <u>NOT</u> be able to contact Communications Division or other portable radios on the tactical channel because the VRS is in the LOCAL mode.

If a member operating on a VRS channel activates the emergency button on the portable radio while the VRS is in LOCAL mode, the radio ID (4 digit number) will still be displayed on the mobile radio console of the Incident Commander (or other VRS unit) as with any other emergency activation during VRS operation.

<u>NOTE:</u> Any VRS mobile radio operating in LOCAL mode will not be able to communicate directly with Communications. Another radio MUST be used.

### **OPERATIONS FOR STRUCTURAL INCIDENTS**

Operations at the scene of emergencies differ depending on the type of structure involved, the type of problem, and the location of the incident in the structure. RECEO, an acronym for Rescue, Exposure Protection, Confinement, Extinguishment, and Overhaul, is a general blueprint for emergency operations. These functions, in the order listed, along with salvage and ventilation, are the priorities that should be considered to successfully mitigate fire situations. RECEO assists in focusing on the order priority of actions that should be taken, often in exact order, but most times the activities of units will be addressing the tasks simultaneously.

All personnel shall assist in the mitigation of the emergency by completing their assigned duties in the best manner possible. Assigned duties are designed for the efficient and effective operation of a Company performing a tactical operation within the overall strategic plan to complete the mission.

All Companies shall work through the priorities that present themselves at the scene of the incident, guided by RECEO.

**R**-If the situation requires that Companies assist entrapped people, and then they shall facilitate the rescue of those people. The Companies shall direct their attention to the task and their tactics should represent that mission. Engine Companies generally perform rescues by placing a hose line in-service between the fire and the occupants, or by extinguishing the fire.

**E**-The protection of exposures can be in the form of exterior exposures or interior exposures. A major strategy in fighting a fire is that the fire should be fought from "the unburned portion to the burned portion." If the structure is fully involved with fire, then the possibility of any rescue attempt is unlikely. Therefore, our mission requires the protection of the most property as possible. Tactics should be directed to protecting property outside the building and inside. The protection of exposures goes hand-in-hand with confinement.

C-The placement of the first hose line shall be decided with confinement as the determining factor. The proper location of a hose line can protect lives and property from the impingement of fire. Also, the confinement of the fire protects the rest of the structure allowing fire personnel to operate safely during search and rescue operations.

**E**-The quick extinguishment of the fire directly addresses the mission. The extinguishment of the fire allows units to operate safely and search the structure while protecting the unburned property.

**O**-The overhaul operations will find any hidden fire that threatens the structure from unseen locations therefore protecting the property from fire extension.

## **General Structural Fire Operations**

Do not pass fire without the protection of an operating hoseline.

Be aware of fire conditions to ensure that the fire is not between you and your exit.

Do not operate within the collapse zone of a building during exterior operations.

Constantly monitor the stability of the structure, especially when operating in building of lightweight construction.

When operating in a structure of unknown construction, and it is revealed that the structure is of lightweight construction: Notify Operations immediately

Do not operate hoselines from the exterior without permission.

Do not advance hoselines into windows for fire fighting purposes when other Companies and Operations are unaware of this action.

Members shall not separate from their Companies for independent action or attach to another Company without permission from their Company Officer.

Do not attack basement fires by going down the interior basement stairs,

Fire attack down the interior basement stairs will only be made if the fire is small, and there is minimal heat coming up the basement stairs, unless granted permission by Operations.

Do not operate handlines from a roof position down into an attic or cockloft without orders from the Company Officer and as well as permission from Operations.

No unit will operate in unventilated attics or cocklofts. (Consider revolving distributor nozzles).

Do <u>NOT</u> use the elevator during the initial attack in buildings having a known working fire, or where there are indications of a working fire based upon the occupant information, or size-up.

All tactics shall be guided by RECEO.

## **Exposure Coverage**

Companies assigned to cover an exposure will work as one team, staying together and checking each assigned exposure in turn.

Companies assigned to cover exposures shall:

Check the exposure adjacent to or closest to the fire first. The check shall be for both horizontal and vertical extension of fire.

### Consider:

- o Hose Line
- o Ceiling Hooks
- o Halligan Bar
- o Lights
- o Stepladder

Report conditions to Operations or, if assigned to a Group/Division/Branch, report to the leader.

Reports on the conditions in the exposure shall be given every 10 minutes or less if needed.

Company shall remain in assigned exposure unless Operations assigns the company to a different task.

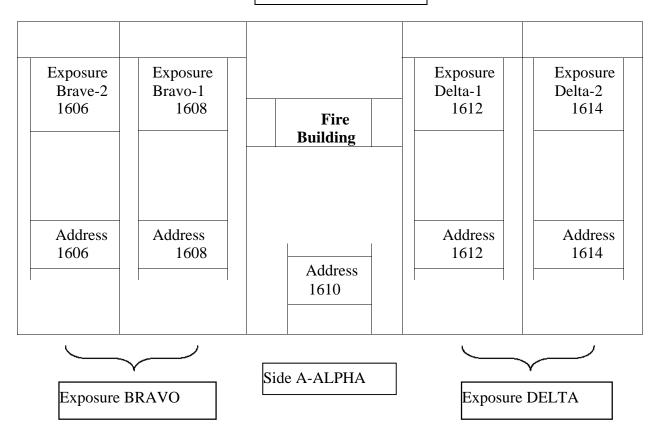
Notify Operations if the assigned tasks cannot be completed, with an explanation.

Notify Operations when tasks are complete, and advise availability.

Operations may assign an Exposure Group Leader, or may divide the exposures into Exposure Groups as needed. Interior exposures on large buildings or high-rise buildings may be divided into areas.

# **Exposure Designation**

# Side C-CHARLIE



Exposure designation will include a reference to the original fire building, as well as the numbers of the exposure address. This orients Companies on the address side, Side A-Alpha, as well as Companies in the rear, Side C-Charlie, as there are seldom clearly marked street numbers in alleys. The building immediately to the left of the fire building is Exposure Bravo-1-1608. The building two buildings from the right side of the fire building is Exposure Delta-2-1614.

## **Building Evacuation**

If the decision is made to evacuate the building:

Begin to back out of the building, using the hoseline for protection. The removal of hoselines from the building will not take place until all members involved in the search and interior operations on the floors above the basement have exited the building. All personnel shall notify their Officer when exiting the building. All members must immediately report to their apparatus for an accountability check. Operations will conduct a quick informal Roll Call to verify that units that were operating inside the structure have exited, and will then begin a formal Roll Call.

The decision to evacuate the building shall be made by the Incident Commander whenever conditions are deteriorating, and it is anticipated that it will be unsafe to continue to operate in the building:

### **Building Abandonment**

Operations shall announce over the tactical channel that the decision has been made to abandon the building. Immediately <u>ALL</u> personnel shall exit the building.

The Incident Commander shall notify Communications Division that the order to abandon the building has been issued and request an extended tone with the announcement on the tactical channel that "All units are to abandon the building."

After all radio announcements have been acknowledged, Operations will order <u>all apparatus to</u> sound their air horns continuously for **15** seconds.

The decision to abandon the building by the Incident Commander shall be made whenever there are conditions that make it unsafe to operate in the building:

Anticipated collapse.

Explosion.

Uncontrollable fire.

Change from an interior offensive attack to exterior defensive attack.

Operations shall announce any dangerous condition that exist and possible safe means of egress.

All Division/Group/Branch leaders shall notify all units assigned, using face-to-face communications if possible.

Companies ordered out of the building will promptly leave the building. All personnel shall stay together maintaining unit integrity, and shall report to their apparatus for an accountability check. Company officers shall verify the location of <u>ALL</u> members assigned to the unit.

Operations will conduct a quick informal Roll Call to verify that units that were operating inside the structure have exited, and will then begin a formal Roll Call.

# DO NOT TAKE THE WHEREABOUTS OF ANY MEMBER FOR GRANTED. VERIFY EVERYONE'S LOCATION AND CONDITION!

Units may prepare for exterior operations, but exterior operations shall not begin until Roll Call has been completed.

### **Heavy-Duty Operations**

Engine companies should lay dual supply lines if they suspect an incident will require heavy-duty devices. Laying dual supply lines initially allows for more rapid implementation and greater flexibility for supplying heavy-duty devices (wagon pipes, monitor nozzles, ladder pipes, or 2 ½" hand-lines).

In unoccupied structures that are well involved with fire and have <u>NO EXPOSURE PROBLEMS</u> consider using the wagon pipe supplied from the apparatus tank for a quick knockdown.

The monitor nozzle is usually used where a heavy-duty device is needed in a location where apparatus cannot be positioned.

When it is likely that the incident will require heavy-duty operations, apparatus should be placed to allow room for proper placement of the Tower. Incident Commanders should consider the use of the Tower, and request it early in the incident.

Heavy-duty streams are most effective when applied through windows and played off of the ceiling.

When setting up for Heavy-Duty Operations, anticipate the possibility of a structural collapse, and do not work in a potential collapse zone.

The Collapse Zone is the distance from the building at least 1 ½ times the building height.

Collapse zones should be marked with yellow barrier tape.

Once a defensive mode of operations has been ordered, ALL apparatus and personnel shall be removed from the Collapse Zone.

Large spans of roof area with lightweight truss construction will collapse quickly.

Heavy-duty devices and exterior hand lines should <u>NOT</u> be operating at the same time unless the hand line is operating in an area that the heavy-duty devices cannot reach, and the crew on the hand line is not endangered by the larger stream. The need to use 1 ½" hand lines during heavy-duty operations is limited.

Group and Division Leaders are responsible for conducting a roll call, and for confirming that all Companies are out of the building before Operations may allow the use of heavy-duty devices. The only exception is when using the Fallback Position to shelter Companies operating in a fire-resistive or non-combustible building. Operations must coordinate the evacuation or sheltering of personnel with the Companies providing the master streams.

### **General High-Rise Considerations (Five Or More Floors In Height)**

Operation should give consideration to the following:

2 ½" attack lines if the building's configuration is such that it has large open floor spaces.

Interior Rapid Intervention Group (one floor below the fire)

Interior Staging (three floors below the fire)

**Lobby Control** 

Establishing an attack line <u>independent</u> from the standpipe system to backup the 1st due Engine Company.

- o Pre-connected line
- o Standpipe racks dropped down the outside of the building
- o Pre-connected line up aerial ladder

### **Rapid Intervention Group Inside a High-Rise**

The Rapid Intervention Group will be located one (1) floor below the fire floor near a stairwell, ready for immediate deployment.

### **Fall Back Position**

Fallback Position shall be two (2) floors below the fire. The purpose of the Fallback Position is to shelter Companies in the building, so an exterior knockdown of the fire can be attempted. Operations will direct all interior Companies to the fallback position, and will conduct a roll call. Exterior knockdown will only begin after all Companies are accounted for.

The Fallback position will only be used in buildings of fire-resistive or non-combustible construction.

The Fallback Position shall not be used when the order is given to abandon the building.

### **Interior Staging Inside A High-Rise**

Interior Staging inside a High-Rise shall be a minimum of three (3) floors below the fire floor. Interior Staging will be used by Operations to gather relief Companies on an extended incident. Needed equipment, such as air cylinders, will be carried to the Interior Staging Area, reducing reaction time. Interior Staging shall be under the command of the Staging Officer, and units shall

remain on Zero-14 until given an assignment. If radios must operate in the VRS mode Operations will assign the channel Interior Staging will operate. The designation of a Staging Area inside a building shall be known as Interior Staging, whereas exterior staging will be designated as Base Staging.

# **Lobby Control**

Operations will establish Lobby Control if the incident warrants. The responsibilities of Lobby Control are as follows:

Control of elevators.

Direct flow of personnel to attack stairwell or evacuation stairwell.

Assist in civilian evacuation in lobby area.

Verify unit deployment.

Place Level III accountability in service when ordered by Operations.

o Act as Entry Control Officer.

Elevator Operations First arriving units shall control elevators that are equipped with the

fireman's control feature.

The fireman's control key for the elevator is usually located on the wall next to the elevator on the lobby level. The Fire Alarm Box Key is used to gain access into the box containing the fireman's control key.

Elevators shall **not** be used during the initial attack in buildings having known working fires or where there are indications of a working fire based upon occupant information, or size-up, unless a unit has reported that the elevator bank is safe for use on the fire floor.

Use of an elevator when there is **not** an indication of a working fire:

Notify Operations that you are planning to use the elevator.

Use the Fire Alarm Box Key to access the elevator key to operate and take control of the elevator.

Check for the location of the stairway(s) and apartment number in relation to the elevator.

Everyone on the elevator must be wearing self-contained breathing apparatus (SCBA) with the cylinder valve open.

Do not overcrowd the elevator in case you have to force open door or seek refuge on the floor.

At least one member must have a portable radio and a flashlight.

Carry forcible entry tools. They can be used to pry open elevator doors if the elevator fails to stop or controls don't work.

Prior to operating the floor button, shine a strong light up the shaft between the outer and inner doors to determine if smoke is in the shaft.

While going up in an elevator stop the car at the halfway point in order to:

Test the elevator controls.

Determine where the exits are in relation to the car doors.

Shine light back up into the shaft to check for smoke.

Stop the elevator two (2) floors below the reported fire floor. If the elevator will not stop, use the emergency stop button or force open the door to stop it.

Upon getting off the elevator, don't release the elevator until you are sure it will no longer be needed.

Ascend the stairs to the reported fire floor and promptly report the conditions at the elevator bank to Operations, so permission may be granted for other units to use the elevators to the fire floor.

### **ENGINE COMPANY OPERATIONS**

The following Standard Operational Guidelines are to assist in conducting efficient fire ground operations. The Incident Commander has the authority to order any Company to deviate from these Guidelines. Any unit that will not be able to complete the assigned tasks as directed in the Standard Operational Guidelines <u>must</u> notify the Operations as soon as it becomes clear that the assigned task will not be completed. A Company that discovers conditions that require immediate action must notify Operations that they are performing tasks other than those assigned. A Company may request permission to deviate from their assigned task if they are in better position to accomplish another task. The Company must receive approval from Operations before deviating from the SOGs.

### **General Engine Company Operations**

Engine companies will operate as one team towards their assigned goals. Generally, engine companies perform rescues by placing their hose-lines in a position to protect rescue operations, and/or by extinguishing the fire.

## **Assigned duties for an Engine Company**

### Officer

The performance of a Company is the responsibility of the Company Officer, who shall ensure that the company operates in a safe and efficient manner.

### Wagon Driver

Locate a water supply.

Locate the apparatus on side A or C as determined by the position due or by pre-plan.

Follow proper steps of operations as stated in Pump Manual.

Assist with the advancement of attack lines.

Charge appropriate lines, including standpipe and sprinkler systems as ordered.

Monitor pump and apparatus operation.

Monitor apparatus radio for orders.

Remain with apparatus.

### Line Position

Advance attack line.

Operate attack line.

Perform all tasks assigned by Company officer.

### **Layout Position**

Lay supply line when ordered.

Connect hydrant valve to hydrant.

Charge supply line when ordered.

Report to Wagon Driver, and assist if needed.

Assist in advancing hose line, by flaking out hose, removing kinks, and backing up the line position.

Report to the Company Officer with additional equipment (standpipe rack, hook, etc.).

Engine companies will operate as one team in one location while inside a structure.

Operations will be notified of problems that may prevent or delay the initial attack line from getting in service.

Engine companies may back up their 1 ½" attack line with a second 1 ½" attack line, provided that both lines are operating together in the same attack area and are under the direct control of the Company Officer.

The Company Officer may take advantage of other Wagons that might be in better locations than their own, but only with the notification of the Wagon Driver of the other Company. The 3<sub>rd</sub> due Engine Company may stretch an attack line from the 1<sub>st</sub> due Engine Company and the 4<sub>th</sub> due Engine Company from the 1<sub>st</sub> or 2<sub>nd</sub> due Engine Company.

Engine Companies advancing a second attack line off apparatus that is already operating an attack line must ensure that a constant water supply for the original Company is established.

It is the responsibility of the  $1_{st}$  and  $2_{nd}$  due Engine Companies to supply buildings containing standpipe or sprinkler systems with a positive water supply. The Companies will hook up to the system and charge the systems if there are indications of fire, or when ordered. If Companies are unable to supply their assigned sprinkler or standpipe connections, Operations must be notified as soon as possible.

Metro incidents will require engine companies to make connections to standpipe systems and pump at the proper pressure (see Metro Procedures for information).

Many fires can be extinguished with one hose line. However, it is a good practice to back up the first attack line with an additional line. The backup line provides protection for the initial attack crew, increases knockdown power, and is an assurance of a constant water supply should the first line burst or should other problems arise.

The Engine Company providing a backup line will assist the initial attack crew by performing whatever tasks are needed to ensure the initial attack line is in position and operating effectively.

When hose lines are not advancing and conditions are deteriorating, back out.

Never operate above a fire without having assurance that the fire below is being attacked.

Never operate above a fire without a hose line for protection.

Keep the interior stairs clear to allow egress for Companies operating above.

### 5th Due Engine Company Assignments

Operations shall assign the tasks of the 5th due Engine Company assigned to Box Alarms as the needs of the emergency dictates.

The 5th due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for their assigned tasks. The 5th due Engine Company shall wait at the source of supply until Operations assigns the task that they are to perform. Staging at the source of supply will give the 5th due Engine Company the flexibility to respond to any location ordered and the ability to lay a supply line if the situation requires.

Operations may give the 5th due Engine Company any task or assignment including but not limited to:

# **Safety Group**

- o Report to the Command Post with all personnel, Unit Designator Card and operate under the direction of the Safety Officer.
- o Initial responsibilities will include a walk around of the entire incident.

Correct any immediate safety hazards.

Correct improper placement of ladders.

Correct hose lines with kinks or causing a tripping hazard.

Notify Safety Officer of any hazards that could not be corrected.

Notify the Safety Officer of any dangerous actions being performed on the fireground.

If a Rapid Intervention Group is established be prepared to assist as assigned.

## **Rapid Intervention Group**

~Join up with the other units assigned to the Rapid Intervention Group (Engine Company and Truck Company assigned on the Working Fire Dispatch as they arrive on the scene) and report to the Rapid Intervention Group Leader with all personnel and Unit Designator Card. The Rapid Intervention Group Leader will deliver all UDCs to the Command Post.

## **Communications Group**

- o Engage the Vehicle Repeater System (VRS) on their apparatus, and select the proper antenna for best coverage of the incident.
- o Report to the Command Post with all personnel and the Unit Designator Card (UDC).

- o Establish a communications link between the units operating on the incident and the Command Post by relaying all radio transmissions to and from the Command Post by strategically locating personnel.
- o Personnel shall operate in two teams of two.
- o One portable radio shall be on the tactical channel and the other portable radio shall be on the "Direct Talk" channel for the assigned tactical channel.

Direct Talk Channels

TAC Channel	VRS Channel	Direct Channel
O3	O4	O16
O5	O8	O15
O7	O8	O15
O9	O4	O16
A3	A4	A16
A5	A8	A15
A7	A8	A15
A9	A4	A16

If radio communications cannot be established between the Companies operating at the scene of the incident and the Command Post, the Communications Group will set up a system of runners.

### TRUCK COMPANY OPERATIONS

Truck Company operations are difficult and demanding. All members must understand their assignments and be capable of utilizing their experience, training, and judgment to handle the emergency incident. Preparation is the key to successful truck operations

### **General Procedures**

The primary responsibilities of the Truck Company are as follows:

```
Size-up by ALL members of the Truck Company
Rescue
Forcible entry
Ladder Placement
O Priority of ladder placement:
Fire Floor
Floor Above
Top Floor
Roof

Ventilation
Exposures
Utilities
Overhaul
Salvage
```

This list does not establish priorities, since the importance of each function changes depending on the particular set of circumstances that are presented.

The Officer-In-Charge of the Truck Company and Truck Driver are both responsible for the proper placement of the apparatus to insure accessibility in the placement of the aerial ladder. If the Officer is not with the Truck, it is the responsibility of the Truck Driver to position the Truck properly.

Truck Company Officers should not have to give detailed orders because Truck personnel should know in advance what their assigned Truck tasks are, and perform those tasks when needed. Members of a Truck Company are expected to think as individuals, work as a team, and be prepared to initiate any task that is necessary. The Truck Officer will not be able to directly supervise all members on the fireground at the same time because the Truck personnel will be operating at different locations throughout the building. As the Officer-In-Charge, he/she must be aware of the location of ALL members, what they are doing, and when he/she should expect to see or hear from them. Firefighters and Technicians on Truck Companies must be capable of working in teams without direct supervision.

The type of construction and size of the building involved in fire may have many different solutions to the primary responsibilities of Truck Company operations.

Truck Company operations on fires are divided into two (2) main categories; low rise (four floors or less) and high-rise (five or more floors).

The occupancy and use of the structure will also require some special considerations.

### **Positive Pressure Ventilation**

Positive Pressure Ventilation (PPV) is a tactical operation that must be used only when favorable conditions exist. Improper use of PPV can lead to accelerated fire spread, the extension of hidden fire, and the endangerment of occupants and firefighters. All requests for the use of PPV shall be directed to the Ventilation Group Leader.

The Ventilation Group Leader must assess all of the conditions affecting the use of PPV, and will make a recommendation to Operations regarding the implementation of PPV. Operations will consider fire conditions, building construction, and life hazard before granting permission to begin PPV.

The Ventilation Group Leader shall coordinate the location of PPV Fans and the exhaust outlet locations during the PPV operation.

The Ventilation Group Leader shall monitor the effects of PPV by requesting reports from different location throughout the building (Divisions, Groups or Roof Group) The Ventilation Group Leader shall update Operations at 10-minute intervals during the operation of PP V.

### **Assigned Duties for a Truck Company**

The performance of a Company is the responsibility of the Company Officer, who shall ensure that the company operates in a safe and efficient manner. The Company Officer will direct their Company to fulfill the objectives described in the SOGs. Deviation from the SOGs must be communicated to Operations.

### Officer

Prioritizes and coordinates Company operations.

Work with Bar and Hook positions as Inside Team.

Inside Team

o Throws ground ladders as determined by situation.

~Ladder placement priority:

Fire Floor Floor Above Top Floor Roof

- o Forces entry to exterior and interior doors.
- o Removes gates and window bars in area of operation.

- o Performs outside horizontal ventilation
- o Searches for victims in the fire area.
- o Uses Thermal Imager to search for victims and assist with overhaul.
- o Performs mechanical ventilation, overhaul and salvage in area of operation.

### Bar

Works with Officer and Hook as a member of the Inside Team.

### Hook

Works with Officer and Bar as a member of the Inside Team.

### Truck Driver

Locates the apparatus as determined by the position due.

Places aerial ladder or ground ladders in position to make rescues or to gain access to the roof.

Works with Tillerman as part of Roof Team.

#### Roof Team:

o Proceeds to the roof:

Opens hatches, skylights and bulkheads,

Checks rear and sides of the building,

Vents top floor windows if possible.

Top floor, attic and cockloft fires:

Cut roof opening directly over the fire location (4'X4')

Enlarge opening to 4'X 8' if heavy fire persists.

Make trench cuts as necessary to limit fire spread.

Gives a report to the Vent Group Leader/Truck Company Officer.

Reports directly to Operations if unusual conditions are found.

o Places lights and fans in service.

Use of PPV fans must be coordinated with the Vent Group Leader and Operations.

### Tillerman

Assists with positioning the apparatus.

Works with the Truck Driver as part of the Roof Team.

### **RESCUE SQUAD OPERATIONS**

The primary mission of the Rescue Squad shall be to search for and rescue entrapped victims on all structural fires.

Normal Rescue Squad operations are as follows:

Park unit at a location that does not impede the access of Truck Companies or Engine Companies to the structure, but at a location where specialized tools are as accessible as possible.

Will usually be assigned to the Rescue Group with the Officer of the Rescue Squad as the Rescue Group Leader.

The Rescue Squad Officer and members are to confer on a Rescue Size-up:

Location of fire, extent of fire and projected time of containment.

Number and location of entrances and egresses.

Hypothesize as to the location of the most endangered entrapped victims.

Assessment shall be made if specialized tools or skills may be needed.

The Rescue Squad Officer shall request additional resources if the Rescue Size-up indicates that available resources may be inadequate for the completion of assigned tasks.

The Rescue Squad Officer directs members to their operational locations; usually the members are divided into two teams of two.

One team assigned to the floor above.

One team assigned to the fire floor.

The Rescue Squad driver remains flexible to assist with logistical needs of specialized tools.

Either the Rescue Squad Officer or Operations may direct members to a specific location as the situation warrants.

The Rescue Group Leader shall give frequent updates regarding progress of accomplishing assigned task.

Lack of progress, or areas that are not accessible.

Victims found.

Primary search results.

Secondary search results.

Operations shall be notified immediately if victims are found that need medical treatment.

Give the location to where the victim is being removed to receive medical treatment.

Rescue Squad teams involved in rescues will not be able to complete their assigned search. Additional Companies or teams must be assigned to continue the search until both Primary and Secondary Searches are complete.

The Rescue Size-up is an on-going process, as the fireground is a fluid, constantly changing situation.

## **BOX ALARM OPERATIONAL GUIDELINES**

# Fire On The First Floor Or Above In Row Houses Or Detached Dwellings 1st

## **Due Engine Company**

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up.

Stretches an attack line to the seat of the fire for extinguishment.

Will be assigned by Operations to either the Division (geographic location in which the fire is located) or the Attack Group.

### 2nd Due Engine Company

Covers the rear of the building, Side C-Charlie.

Gives a complete size-up.

Verifies the conditions in the basement and notifies Operations.

If unable to access the basement from the rear, notify Operations that they intend to make access from the front or enter the first floor.

Secures the utilities if possible and advises Operations of their status.

After checking the basement, they will work their way up the interior of the building, checking conditions on each floor as they go.

Backs 1st due Engine Company if they are not already being backed up.

In general, advance no more than two handlines up the interior stairs at one time.

If additional lines are required, alternate routes should be considered.

Operations shall verify that they are backing-up the 1<sub>st</sub> due Engine Company and assign them to the Division on the fire floor or to the Attack Group.

Operations may assign them to the floor above the fire or Exposure Group if the 1st due Engine Company has been backed up.

### 3rd Due Engine Company

Covers the address side of the structure, Side A-Alpha, after they have completed the water supply for the 1st due Engine Company.

Backs up the 1st due Engine Company with a second attack line.

- o In general, advance no more than two handlines up the interior stairs at one time.
- o If additional lines are required, alternate routes should be considered.

Operations shall verify that they are backing-up the 1<sub>st</sub> due Engine Company and assign them to the Division on the fire floor or to the Attack Group.

Operations may assign them to the floor above the fire or Exposure Group if the 1<sub>st</sub> due Engine Company has been backed up.

## 4th Due Engine Company

Prepares to cover the rear of the building, Side C-Charlie, after they have completed the water supply for the 2<sub>nd</sub> due Engine Company.

If the 2<sub>nd</sub> due Engine Company has verified that the fire is not in the basement, the 4<sub>th</sub> due Engine Company shall contact Operations for an assignment.

Operations may assign the 4th due Engine Company to the Exposures Group with orders to cover any side of the structure that needs attention. (Exposures Alpha, Bravo, Charlie or Delta).

# 5th Due Engine Company

- ~Operations shall assign the tasks of the 5th due Engine Company assigned to Box Alarms as the needs of the emergency dictates.
  - ~The 5th due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for their assigned tasks. The 5th due Engine Company shall wait at the source of supply until Operations assigns the task that they are to perform. Staging at the source of supply will give the 5th due Engine Company the flexibility to respond to any location ordered and the ability to lay a supply line if the ordered requires.

# 1st Due Truck Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side A-Alpha as needed.

 $Places\ portable\ ground\ ladder(s)\ to\ Sides\ B-Bravo\ and\ D-Delta,\ as\ the\ situation\ requires.$ 

Places their aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors.

On attic and top floor fires:

- o Ventilates the roof so the Engine Company can gain access to the attic or cockloft.
- o Roof operations on buildings of lightweight truss construction experiencing heavy fire conditions should only be conducted if members are supported by and can operate off of aerial ladders or tower ladder platforms.
- o Ceiling hooks must be brought to the top floor immediately, so access to the attic or cockloft can be gained from below.

Coordinates ventilation, both vertical and horizontal, with attacking Engine Companies.

Searches for victims in their assigned area.

On rear porch fires:

o The 1<sub>st</sub> due Truck Company is responsible for the entire building, as the 2<sub>nd</sub> due Truck Company may not be able to gain access until the rear porch fire is controlled.

On fires in buildings of balloon-frame construction:

o Opening the roof is a priority if the fire is in the external wall cavity. Is responsible for the control of utilities.

Will be assigned by Operations either to a Division, Group, or Branch.

Is responsible for overhaul and salvage on the fire floor.

# 2nd Due Truck Company

Covers the opposite the address side of the structure, Side C-Charlie.

Gives a complete size-up if arriving first on the scene on Side C-Charlie, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side C-Charlie as needed.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, as the situation requires. Places their aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors from the rear.

Assists the 1st due Truck Company with roof operations if necessary.

Coordinates ventilation, both vertical and horizontal, with the 1st due Truck Company and attacking Engine Companies.

Searches for victims in their assigned area.

Shall be responsible for coordinating the cutting-off of utilities with the first due Truck Company.

Shall be assigned by Operations to a Division, Group, or Branch.

On rear porch fires:

- o The 2<sub>nd</sub> due Truck Company may not have access to the fire building, and should be prepared to force entry into the exposures from the rear.
- o Once the fire is extinguished and access to the fire building is possible, the 2nd due Truck Company will be responsible for operating in the basement.

Is responsible for overhaul and salvage in their assigned location, usually all floors except the fire floor.

## **Basement Fires In Row Houses And Detached Dwellings**

On known basement fires, the primary purpose of the 1st due Engine Company's hoseline is to protect the search and rescue operation. The Officer shall do several risk assessments with the advancement of the hose line, based on an evaluation of the smoke and heat conditions encountered. The best location to confine the basement fire is at the top of the interior basement stairs, and advancement to the top of the basement stairs shall be incremental. The first priority will be to protect the stairs between the 1st and 2nd floors, and if conditions allow further advancement, the next priority will be to locate the basement stairs and provide protection for the rescue operation from this position by closing the basement door. If there is no door at the top of the stairs, or it will not close, a hoseline directed at the 1st floor ceiling above the basement doorway would provide some protection.

## At NO time shall the hose line be directed down into the basement unless ordered by Operations.

Conditions must be constantly evaluated.

If conditions deteriorate, notify Operations of the changing conditions.

Monitor the radio for the location of rescue teams inside the building.

All companies operating on the 1st floor above a basement fire shall perform risk assessments of the conditions inside the building at the following locations:

- o The outside front steps.
- o At the threshold of the front door.
- o Inside the front foyer.
- o At the door to the basement from the 1st floor.

## If the decision is made to evacuate the building:

Incrementally begin to back-out of the building using the hoseline for protection. The removal of this hoseline from the building will not take place until all members involved in the search and interior operations on the floors above the basement have exited the building.

All personnel that were operating on the 1st floor and above shall notify their Officer when exiting the building.

Operations will be notified when all Companies other than the Engine Company providing the protective hoseline at the top of the basement stairs have exited the building. Operations will conduct a roll call.

### 1st Due Engine Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up.

Notifies Operations of the mode of attack.

Will be assigned by Operations to either a Division, or to the Exposure Group.

Stretches a protection or exposure line to the first floor:

o Assess the conditions at the threshold of the front door.

- o Enter the foyer inside the front door and assess the conditions.
- o Protect the stairs between the 1st and 2nd floors.

If conditions allow further advancement, the next priority will be to locate the basement stairs and provide protection for the rescue operation from this position by closing the basement door, if possible. If there is no door at the top of the stairs or it will not close, a hoseline directed at the 1st floor ceiling above the basement doorway would provide some protection.

# When providing protection for the rescue operation, the hose line should never be directed down into the basement

# 2nd Due Engine Company

Covers the rear or opposite the address side, Side C-Charlie.

Gives a complete size-up.

Verifies the conditions in the basement, and notifies Operations.

Prepares to attack the fire in the basement.

- o Contacts Operations for the status of the 1st due Engine Company.
- o Be aware of over-ventilating the basement level (taking out sliding glass doors, or large windows) before permission for attack is obtained from Operations.

# Operations must grant permission to the $2_{nd}$ due Engine Company to attack the fire in the basement.

Once permission has been granted, they shall attack the fire, and Operations will assign them to either the Basement Division or the Attack Group.

They shall advise Operations of the status of utilities, if possible.

If no basement entrance exists, the 2nd due Engine will advise Operations, confirm that the 1st due Engine is protecting the rescue effort, and will knock down the fire through a basement window after receiving permission from Operations. After the fire is knocked down, Operations will direct a Company to descend the basement stairs, if conditions allow.

o Consider cutting holes in the 1st floor and using revolving distributor nozzles.

## 3rd Due Engine Company

Covers the address side of the structure, Side A-Alpha, after they have completed the water supply for the 1st due Engine Company.

Backs up the 1st due Engine Company with a second protection line on the first floor. Operations shall verify that they are backing-up the 1st due Engine Company and assign them to the Exposure Group, or to the Division on the floor above the fire.

Operation may assign them to cover exposures.

Performs the same risk assessment as the 1st due Engine Company.

The 3<sub>rd</sub> due Engine Company may be ordered by Operations to attack the fire from the front basement entrance (English basement). Coordination of this attack must take place between the 1<sub>st</sub> due Engine Company, 2<sub>nd</sub> due Engine Company and the 3<sub>rd</sub> due Engine Company. If permission is granted by Operations, they will be assigned to the Basement Division or Attack Group. The 5<sub>th</sub> due Engine Company may be assigned to back-up the attack line.

# 4th Due Engine Company

Completes the water supply for the 2nd due Engine Company.

Determines if the fire attack will be from the rear, or from the front.

If the attack is from the rear, prepares to back up the 2nd due Engine Company.

# 5th Due Engine Company

Operations shall assign the tasks of the  $5_{th}$  due Engine Company assigned to Box Alarms as the needs of the emergency dictates.

The  $5_{th}$  due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for their assigned tasks. The  $5_{th}$  due Engine Company shall wait at the source of supply until Operations assigns the task that they are to perform. Staging at the source of supply will give the  $5_{th}$  due Engine Company the flexibility to respond to any location ordered and the ability to lay a supply line if the ordered requires.

o May be used to back up the 1st or 3rd due Engine Companies if attack is from the front.

# 1st Due Truck Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side A-Alpha as needed.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, as the situation requires. Places their aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof for vertical ventilation.

Forces entry through exterior doors, both front door and English basement door, and interior doors.

Coordinates ventilation, both vertical and horizontal, with attacking Engine Companies and second due Truck Company.

- o Horizontal ventilation of the first floor rear is a priority.
- o Be aware of over-ventilating the basement level (taking out sliding glass doors, or large windows) before permission for attack is obtained from Operations.
- o Opens natural roof openings (Skylights, hatches and bulkheads.)

Searches for victims throughout the first floor and above, coordinating their movements in the building with the placement of protecting hose lines.

Is responsible for the control of utilities.

Will be assigned by Operations to a Division, Group, or Branch.

o The Vent Group Leader is responsible for the ventilation of the entire building, Is responsible for overhaul and salvage in their assigned location, usually all floors except the fire floor.

# 2nd Due Truck Company

Covers opposite the address side of the structure, Side C-Charlie.

Gives a complete size-up if arriving first on the scene on Side C-Charlie, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side C-Charlie as needed.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, as the situation requires. Places their aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors from the rear.

Coordinates ventilation, both vertical and horizontal, with the 1st due Truck Company and attacking Engine Companies.

- o Horizontal ventilation of the first floor rear is a priority.
- o Opens natural roof openings (Skylights, hatches and bulkheads.)

Searches for victims in their assigned area.

Shall be responsible for coordinating the cutting-off of utilities with the first due Truck Company.

Will be assigned by Operations to a Division, Group, or Branch.

Is responsible for overhaul and salvage in their assigned location, usually the basement.

#### **Rear Porch Fires In Row Houses**

# 1st Due Engine Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up.

Stretches an attack line to the seat of the fire for extinguishment.

Will be assigned by Operations to either a Division or the Attack Group.

# 2nd Due Engine Company

Covers the rear of the building, Side C-Charlie.

Gives a complete size-up.

Verifies the conditions in the basement, if possible, and notifies Operations.

Advises Operations of the status of utilities.

After checking the basement, they will verify their assignment from Operations.

Operations will assign them to cover the exposure that is in most danger (Exposure Group).

Consider flanking the fire with handlines to limit fire spread.

# 3rd Due Engine Company

Covers the address side of the structure, Side A-Alpha, after they have completed the water supply for the 1st due Engine Company.

Backs up the 1st due Engine Company with a second attack line.

Operations shall verify that they are backing-up the 1st due Engine Company and assign them to the Attack Group, or Division on the fire floor.

Operation may assign them to the Division above the fire or Exposure Group if the 1st due Engine Company has been backed up.

# 4th Due Engine Company

Prepares to cover the rear of the building, Side C-Charlie, after they have completed the water supply for the 2<sub>nd</sub> due Engine Company.

Backs up the 2<sub>nd</sub> due Engine, and prepares to flank the fire.

Operations may assign the 4th due Engine Company to the Exposures Group with orders to cover any side of the structure that needs attention. (Exposures Alpha, Bravo, Charlie or Delta), most likely they will be assigned to the exposure opposite the exposure covered by the 2nd due Engine Company

# 5th Due Engine Company

- ~Operations shall assign the tasks of the 5th due Engine Company assigned to Box Alarms as the needs of the emergency dictates.
  - ~The 5th due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for their assigned tasks. The 5th due Engine Company shall wait at the source of supply until Operations assigns the task that they are to perform. Staging at the source of supply will give the 5th due Engine Company the flexibility to respond to any location ordered and the ability to lay a supply line if the ordered requires.

# 1st Due Truck Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side A-Alpha as needed.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, as the situation requires. Places their aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors.

On attic and top floor fires:

- Ventilates the roof so the Engine Company can gain access to the attic or cockloft.
- o Roof operations on buildings of lightweight truss construction experiencing heavy fire conditions should only be conducted if members are supported by and can operate off of aerial ladders or tower ladder platforms.
- o Ceiling hooks must be brought to the top floor immediately, so access to the attic or cockloft can be gained from below.

Coordinates ventilation, both vertical and horizontal, with attacking Engine Companies. Searches for victims in their assigned area.

On rear porch fires:

o The 1<sub>st</sub> due Truck Company is responsible for the entire building, as the 2<sub>nd</sub> due Truck Company may not be able to gain access until the rear porch fire is controlled.

On fires in buildings of balloon-frame construction:

o Opening the roof is a priority if the fire is in the external wall cavity.

Is responsible for the control of utilities.

Will be assigned by Operations either to a Division, Group, or Branch.

Is responsible for overhaul and salvage on the fire floor.

# 2nd Due Truck Company

Covers the opposite the address side of the structure, Side C-Charlie.

Gives a complete size-up if arriving first on the scene on Side C-Charlie, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side C-Charlie as needed.

 $Places\ portable\ ground\ ladder(s)\ to\ Sides\ B-Bravo\ and\ D-Delta,\ as\ the\ situation\ requires.$ 

Places their aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors from the rear.

Assists the 1st due Truck Company with roof operations if necessary.

Coordinates ventilation, both vertical and horizontal, with the 1st due Truck Company and attacking Engine Companies.

Searches for victims in their assigned area.

Shall be responsible for coordinating the cutting-off of utilities with the first due Truck Company.

Shall be assigned by Operations to a Division, Group, or Branch.

On rear porch fires:

- o The 2<sub>nd</sub> due Truck Company may not have access to the fire building, and should be prepared to force entry into the exposures from the rear.
- o Once the fire is extinguished and access to the fire building is possible, the 2nd due Truck Company will be responsible for operating in the basement.

Is responsible for overhaul and salvage in their assigned location, usually all floors except the fire floor.

# **High-Rise Buildings (Five Or More Floors In Height)**

Operation should give consideration to the following:

2 ½" attack lines if the building's configuration is such that it has large open floor spaces.

Interior Rapid Intervention Group (one floor below the fire)

Interior Staging (three floors below the fire)

Lobby Control

Establishing an attack line <u>independent</u> from the standpipe system to backup the 1<sub>st</sub> due Engine Company.

Pre-connected line

Standpipe racks dropped down the outside of the building

Pre-connected line up aerial ladder

# 1st Due Engine Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up.

Notifies Operations of mode of attack.

Initiates an offensive attack if appropriate by one of the following methods:

- o Stretching a pre-connected attack line;
- o Entering the building with standpipe racks;
- o Entering the building with a combination of a pre-connected attack line and standpipe racks.

Is responsible for charging or having another unit charge both the standpipe system and the sprinkler system on Side A-Alpha.

Shall give appropriate interior size-ups

- o Conditions in the lobby area.
- o Conditions in the stairwells.
- o Conditions on the reported fire floor.
- o Conditions at the door, and inside the fire apartment.

Is responsible for the designation of the attack stairwell.

Shall quickly check the hallway of a lower floor for information on building layout.

Will be assigned by Operations to either a Division or to the Attack Group.

Units shall not use the elevator during the initial attack in buildings having a known working fire or where there are indications of a working fire based upon information from the occupants, or size-up.

# 2nd Due Engine Company

Covers the rear or opposite the address side, Side C-Charlie.

Gives a complete size-up.

Verifies the conditions in the basement and notifies Operations.

Prepares for operations by:

- o Stretching a pre-connected attack line;
- o Entering the building with standpipe racks;
- o Entering the building with a combination of a pre-connected attack line and standpipe racks.

After checking the basement, they will request their next assignment from Operations.

- o Back-up 1st due Engine Company (Attack Group or Division).
- o Cover the floor(s) above the fire (Exposure Group or Division).
- o Cover exposures on either side of fire (Exposure Group).

Shall be responsible for charging or having another unit charge both the standpipe system and the sprinkler system on Side C-Charlie.

# 3rd Due Engine Company

Covers the address side of the structure, Side A-Alpha, after they have completed the water supply for the 1st due Engine Company.

Operations shall verify that they are backing-up the 1<sub>st</sub> due Engine Company and assign them to the Division or Attack Group at the fire location.

Operations may assign them to the Exposure Group or to a Division if the 1<sub>st</sub> due Engine Company is already being backed up.

# 4th Due Engine Company

Covers the side opposite the address side, Side C-Charlie, after they have completed the water supply for the 2nd due Engine Company.

Covers the floor above the fire unless otherwise directed by Operations.

## 5th Due Engine Company

- ~Operations shall assign the tasks of the 5th due Engine Company assigned to Box Alarms as the needs of the emergency dictates.
  - ~The 5th due Engine Company shall stop at an independent water supply approximately one (1) block away from the incident and contact Operations for their assigned tasks. The 5th due Engine Company shall wait at the source of supply until Operations assigns the task that they are to perform. Staging at the source of supply will give the 5th due Engine Company the flexibility to respond to any location ordered and the ability to lay a supply line if the ordered requires.

# 1st Due Truck Company

Covers the address side of the structure, Side A-Alpha.

Primary area of responsibility is the fire floor.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side A-Alpha as needed, if the objective can be reached.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, if they are accessible and can be reached, and conditions warrant.

Places aerial ladder in position for rescues.

- o Aerial ladder may be the only escape route for entrapped victims.
- o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof if it will reach.

Forces entry through exterior and interior doors.

o Interior doors are a greater concern on hi-rise fires.

Coordinates ventilation, both vertical and horizontal, with attacking Engine Companies.

- o Identifies the attack stairwell.
- o Identifies the stairwell that will give access to the roof.
- o Identifies the ventilation stairwell. Use the attack stairwell, or stairwell to the roof if possible.
- o Identifies the evacuation stairwell (opposite the attack stairwell).

Searches for victims in their assigned area.

Is responsible for the control of utilities.

Will be assigned by Operations to a Division, Group or Branch.

o The Vent Group Leader is responsible for ventilation of the entire building, unless Operations limits their responsibility to a specific area.

Is responsible for overhaul and salvage in their assigned location, usually on the fire floor.

Units shall <u>NOT</u> use the elevator during the initial attack in buildings having a known working fire, or where there are indications of a working fire based upon the occupant information, or size-up.

# 2nd Due Truck Company

Covers opposite the address side of the structure, Side C-Charlie.

Primary area of responsibility is the floor above the fire.

Gives a complete size-up if arriving first on the scene on Side C-Charlie, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side C-Charlie as needed, if the objective can be reached.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, if they are accessible and can be reached and the condition warrants.

Places aerial ladder in position for rescues.

- o Aerial ladder may be the only escape route for entrapped victims.
- o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof if it will reach.

Forces entry through exterior and interior doors.

o Interior doors are a greater concern on hi-rise fires.

Coordinates ventilation, both vertical and horizontal, with the 1st due Truck Company and attacking Engine Companies.

o Ventilate the fire floor horizontally from the floor above Searches for victims in their assigned area.

Shall be responsible for coordinating the cutting-off of utilities with the first due Truck Company.

Will be assigned by Operations to either a Division, or to the Vent Group.

Is responsible for overhaul and salvage in their assigned location, usually all floors except the fire floor.

# **Commercial Buildings**

Commercial buildings present problems not usually found in residential occupancies. Large uninterrupted floor space, high fire loads, and restricted access make fighting fires in commercial buildings difficult. Commercial buildings are often not occupied after business hours, and risk assessment prior to fire attack should include recognition of reduced life hazard.

# 1st Due Engine Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up.

o Consider building construction.

Lightweight Steel or Wood Truss Construction.

Large floor area.

Commercial Hi-rise.

Occupancy and Contents.

Determines mode of attack.

For Offensive Attack, begins operations by:

o Stretching a pre-connected attack line;

2 ½" attack line should be considered;

Use the 3rd due Engine Company to assist with stretching the line.

- o Entering the building with standpipe racks;
- o Entering the building with a combination of a pre-connected attack line and standpipe racks;
- o Entering the building with a  $2\frac{1}{2}$ " line for use off the standpipe system, with  $1\frac{1}{2}$ " standpipe racks to extend the  $2\frac{1}{2}$ " line.

# For Defensive attack:

- o Positions apparatus clear of collapse zones.
- o Positions apparatus for best use of master stream devices.
- o Secures adequate water supply, considers dual line layouts.
- o Advises responding units of best access.

Is responsible for charging or having another unit charge both the standpipe system and the sprinkler system on side A-Alpha.

Shall give appropriate interior size-ups

Stretches an attack line to the seat of the fire for extinguishment

Will be assigned by Operations to a Division or the Attack Group.

## 2nd Due Engine Company

Covers the rear of the building, Side C-Charlie.

Gives a complete size-up.

Verifies the conditions in the basement and notifies Operations.

Secures the utilities and advises Operations of their status.

After checking the basement, they will request their next assignment from Operations.

o Back-up 1st due Engine Company.

- o Cover the floor(s) above the fire.
- o Cover exposures on either side of fire if the fire is on the 1st floor.

# 3rd Due Engine Company

Covers the address side of the structure, Side A-Alpha, after they have completed the water supply for the 1st due Engine Company.

Shall assist the 1st due Engine Company with the initial attack line.

After the 1st due Engine Company has a line in service, stretch a back-up line.

o Consider stretching a 2 ½" back-up line.

Notifies Operations that they are backing-up the 1st due Engine Company. Operations will assign them to a Division or to the Attack Group.

If the 3rd due Engine is assisting the 1st due Engine with the initial attack line, the 5th due Engine may be used to provide a back-up line.

Operations may assign them to the Division above the fire or to the Exposure Group if the 1<sub>st</sub> due Engine Company is already being backed up.

# 4th Due Engine Company

Covers the side opposite the address side, Side C-Charlie, after they have completed the water supply for the 2nd due Engine Company.

Shall contact Operations for assignment after the 2nd due Engine Company has verified that the fire is not in the basement.

Operations may assign the 4th due Engine Company to the Exposure Group with orders to report to any side of the structure that needs attention. (Exposures Alpha, Bravo, Charlie or Delta).

## 5th Due Engine Company

Operations may assign the 5th due Engine Company to the Exposures Group, Safety Group, Communications Group or the Rapid Intervention Group. When assigned to the Safety Group, Communications Group or the Rapid Intervention Group the 5th due Engine Company shall lay a supply line to the front of the incident. They shall notify Operations of the location of the hydrant from which they have laid out.

Operations may assign them to stretch a back-up line.

o Consider stretching a 2 ½" back-up line.

# 1st Due Truck Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side A-Alpha as needed.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, as the situation requires.

Vertical (roof) ventilation operations of single story commercial storefront type occupancies should be undertaken immediately in order to reduce the possibility of flashover.

Performs horizontal ventilation to support the advance of hoselines.

o Horizontal ventilation of storefront windows should not take place until the roof is vented, and a charged line is in position to attack the seat of the fire.

Places aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors.

Opens bulkhead doors, scuttles, and skylights on the roof.

If no pre-existing openings are found, cut the roof directly over the fire area (4'X4') On attic and top floor fires:

- o It is extremely important to ventilate the roof so the Engine Company can gain access to the attic or cockloft.
- o Roof ventilation will limit fire spread in the attic and cockloft.
- o Ceiling hooks must be brought to the top floor immediately, so access to the attic or cockloft can be gained from below.

Coordinates ventilation, both vertical and horizontal, with attacking Engine Companies. Searches for victims in their assigned area.

Is responsible for the control of utilities.

Will be assigned by Operations to a Division, Group or Branch.

o The Vent Group Leader is responsible for the ventilation of the entire building, unless Operations limits their responsibility to a specific area.

Is responsible for overhaul and salvage in their assigned location, usually the fire floor.

## 2nd Due Truck Company

Covers the opposite the address side of the structure, Side C-Charlie.

Gives a complete size-up if arriving first on the scene on Side C-Charlie, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side C-Charlie as needed.

Places portable ground ladder(s) to Sides B-Bravo and D-Delta, as the situation requires. Places aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors from the rear.

Assists the 1st due Truck Company with roof operations.

Coordinates ventilation, both vertical and horizontal, with the 1st due Truck Company and attacking Engine Companies.

Searches for victims in their assigned area.

Shall be responsible for coordinating the cutting-off of utilities with the first due Truck Company.

Shall be assigned by Operations to a Division, Group, or Branch. Shall be responsible for overhaul and salvage in their assigned location, usually all floors except the fire floor.

# **LOCAL ALARM OPERATIONAL GUIDELINES**

A Local Alarm is any response less than a full Box Alarm Assignment. Communications will dispatch a Local Alarm for the following types of incidents:

Odors of Smoke in the building (except High-Rise or large buildings)

Fire out

Activated Carbon Monoxide detector

Activated smoke detector

Natural gas leak

Automatic fire alarm

Vehicle fire

Outside fire, brush, or trash

Trees down

Service calls

Information received by Communications Division determines the type and number of units dispatched, but conditions on the arrival of the first fire unit may indicate that additional resources will be needed. Company officers are to ensure that they give complete size-ups, including a request for additional units, or additional Alarms if warranted by conditions on arrival. Company officers are responsible for the safety of the members of their Company, including requiring the appropriate use of PPE, including SCBA, if necessary.

#### **Local Alarms Outside**

Vehicle fires

**Brush fires** 

Trash fires

Wires down

Trees down

Gas leak

### **Engine Company**

- Reports to area/location of dispatch
- ~ Gives a complete size-up.
- ~ Investigates and mitigates problem.
- ~ On vehicle fires:
  - o SCBA must be worn.

o Apparatus should be positioned at least 50 feet from the fire is near the fuel tank.

- o 1½" handlines will be used on vehicle fires.
- o The wheels of burning vehicles should be chocked.
- o Fuel should never be flushed into the sewer system.

Pagnacte additional recourage as nacessary

a vehicle on fire; 100 feet if

Removal of fallen trees is not a normal function of the Fire and EMS Department. Temporary corrective action for the removal of fallen trees will be taken by the Department whenever:

Persons are entrapped.

Life and or property is endangered.

All traffic lanes on heavily traveled streets are obstructed,

The only access to other streets is blocked, and the problem cannot be handled by the Department of Public Works.

## **Truck Company**

Reports to area/location of dispatch

Gives a complete size-up.

Investigates and mitigates problem.

Requests additional resources as necessary.

While any action taken by the Department shall be considered temporary, trees or limbs shall be moved to the side of the street in order to clear traffic lanes or sidewalks. Highway crews will remove trees or limbs as soon as possible.

Utmost care shall be taken in the removal of fallen trees to prevent injury to personnel and damage to property.

# **Local Alarms in Buildings**

## Single Engine Company

Activated smoke detector Alarm bells sounding Water Flow Alarm

## **Engine Company**

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up, including layout.

Investigates and mitigates problem.

Requests additional resources as necessary.

## Single Truck Company

Water Leaks

## Truck Company

Covers the address side of the structure, Side A-Alpha. Gives a complete size-up.

Investigates and mitigates problem.

Requests additional resources as necessary.

# Engine and Truck (BFC as dispatched)

Gas Leak

CO Detector

Automatic fire alarm

# **Engine Company**

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up, including layout.

Investigates and mitigates problem.

Requests additional resources as necessary.

## Truck Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Enters the building with tools and meters appropriate for the type of incident.

Forces entry through exterior and interior doors.

Coordinates ventilation, both vertical and horizontal, with the Engine Company.

Searches for victims in their assigned area.

Controls utilities.

## **Triple Local Alarms**

3 Engines, 1 Truck and BFC

Smoke in the building

Fire reported out

### First Due Engine Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up, including layout.

Stretches an attack line to the seat of the fire.

Will be assigned by Operations to either a Division or to the Attack Group.

### Second Due Engine Company

Covers the rear or opposite the address side, Side C-Charlie.

Gives a complete size-up.

Verifies the conditions in the basement and notifies Operations.

Advises Operations of the status of utilities.

After checking the basement, they will verify their assignment from Operations.

- o Back-up 1st due Engine Company (Attack Group, or Division on the fire floor).
- o Cover the floor(s) above the fire (Division above the fire or Exposure Group).
- <sup>o</sup> Cover exposures on either side of fire (Exposure Group) if the fire is on the 1<sub>st</sub> floor.

# Third Due Engine Company

Stages in line of approach so that they may complete the water supply for the 1st or 2nd due Engine Company.

Operations may assign them to the Attack Group, to the Division on the fire floor, to back up the 1<sub>st</sub> due Engine Company with a second attack line, to the Division above the fire, or to the Exposure Group.

# Truck Company

Covers the address side of the structure, Side A-Alpha.

Gives a complete size-up if arriving first on the scene, or up-date size-up if additional information is evident on their arrival.

Places portable ground ladder(s) to Side A-Alpha as needed.

Places portable ground ladder(s) to Sides B-Bravo, C-Charlie, and D-Delta, if needed.

Enters the building with tools and meters appropriate for the type of incident.

Places aerial ladder in position for rescues.

o If no rescues are to be made, or rescues are being covered by portable ground ladders, place aerial ladder for access to the roof.

Forces entry through exterior and interior doors.

Coordinates ventilation, both vertical and horizontal, with attacking Engine Companies.

Searches for victims in their assigned area.

Is responsible for the control of utilities.

Will be assigned by Operations to a Division, Group, or Branch.

Is responsible for overhaul and salvage in their assigned location, usually the fire floor.

#### **Motor Vehicle Rescues**

Engine, Truck, Rescue Squad, BFC, EMS units

Motor Vehicle Rescue assignments are dispatched to automobile accidents with reported entrapment. Patient condition, entrapment situation, existing or potential hazards, and available resources will influence extrication methods. The Rescue Squad Officer is responsible for selecting the most appropriate technique to free victims, after consulting with the EMS provider with the highest medical certification.

Units must size up the incident scene, including performing inner and outer circle checks.

Incident Commanders should make full use of responding Rescue Squad and Truck Companies, assigning crews to expedite the assessment and treatment process. In addition to using these units when victims are trapped or pinned, Rescue Squads and Trucks are used:

When there are multiple patients.

If additional vehicle stabilization is, or may be required; and

To provide adequate lighting for patient assessment and to ensure personnel safety.

# Personnel Safety

All personnel inside the action circle should wear full protective clothing, except when inside a vehicle or similar confines solely to provide patient care.

Personnel must follow established infection control procedures at all times.

## Vehicle Stabilization

All vehicles involved at the accident scene must be rendered safe, whether occupied or not.

Use step chocks or other suitable cribbing to stabilize the suspension of all vehicles when mechanism of injury indicates.

Vehicles found on sides, roofs or in other unstable positions must be stabilized.

## Rescuer Access And Patient Stabilization

Rescuers may enter a vehicle only after it has been properly stabilized. If rescuer safety can be maintained, a rescuer outside the vehicle may manually control the c-spine of an accident victim with suspected cervical spine injuries until the vehicle can be properly stabilized.

If feasible, assign a rescuer inside the vehicle to assess the extrication team's actions and to identify any activity that is detrimental or may cause further injury to the patient.

At least one charged 1 -1/2" hoseline should be in place to protect victims and rescuers:

During any extrication procedure.

At any accident scene where flammable liquids have been released.

# Rescue Squad

Positions to effectively use all equipment.

Stabilizes the vehicle.

Extricates, protects and cares for the patient.

Rescue Squad Officer becomes the Rescue/Extrication Group Leader when directed by Operations.

Ensures the completion of inner and outer circle checks as necessary.

# **Engine Company**

Positions apparatus to allow the use of a hoseline.

Insure water supply.

Provides adequate access and egress from the scene for emergency vehicles.

Begins appropriate patient care.

Ensures fire suppression equipment is in place.

o During any extrication procedure, at least one charged hoseline must be in place to protect victims and rescuers

Secures minor hazards:

- o Disconnects the battery
- o Spreads absorbent

# **Truck Company**

Positions apparatus to effectively use all equipment.

Ensures the safety of rescuers and patients.

Provides lighting for patient assessment and to ensure personnel safety.

Assists with patient care and packaging.

Truck Company Officer becomes the Safety Group Leader when directed by Operations.

Ensures the completion of inner and outer circle checks as necessary.

o Consider using the Thermal Imager to check the perimeter of high-speed accidents for victims.

## Ambulance/Medic Unit

Positions unit for efficient access and egress.

Performs inner circle check and determines priority of patients.

Initiates patient care as appropriate.

Advises Operations of the need for additional medical resources:

- o Ambulances / Medic Units
- o Helicopters
- o Mass Casualty Unit

## **Medical Local Alarms**

Communications protocols determine the number and type of units dispatched to Medical Local Alarms. Officers shall return EMS units to service as soon as it is determined they are not needed. Command on the scene of a Medical Local is the following:

Senior Fire Officer Senior EMS Officer Designated ACIC

Medical responsibility on the scene of a Medical Local is the responsibility of the medical provider holding the highest certification.

### HAZARDOUS MATERIALS OPERATIONAL GUIDELINES

A hazardous material is defined as any material or substance that presents an unusually great hazard to life, property, or the environment, when spilled, burned, or otherwise released from its intended container. It must be stressed that hazardous materials can harm or kill in many more ways than fires involving ordinary combustibles. Due to the increased risk of injury or death posed by hazardous materials, these incidents must be managed differently than an ordinary fire. A cautious and deliberate approach is the key to safe management of a hazardous materials incident.

**GENERAL SAFETY GUIDELINES:** The ultimate consideration here is the maximum emphasis on the safety of responders and the civilian population, and environmental welfare.

**STRATEGY OF NON-INTERVENTION:** This approach evaluates the advantages of no active mitigation and permits the incident to naturally resolve itself. This approach also focuses on personal safety, environmental consequences, exposure hazard, and expense of mitigation compared to non-involvement resolution. This non-intervention posture is also a consideration when protective clothing, equipment, and ability to combat the hazard are unknown or unavailable.

### **Hazardous Materials Incidents**

All units dispatched to a Haz Mat incident (Local Alarm, Box Alarm, etc.), with the exception of the 1<sub>st</sub> due Engine Company, will stage at least 1 block from the reported incident location.

## There will be no exception to this requirement.

The 1<sub>st</sub> due Engine Company will safely approach the incident area, and stop within a reasonable distance from the site. They will attempt to identify the emergency, materials involved, and any available data related to the incident. This information will be gathered in a manner that will ensure maximum safety for all personnel involved.

Company officers will adhere to the procedures imparted during First Responder training, specifically the following:

RECOGNITION of the existence of a Haz Mat Incident IDENTIFICATION of the involved materials, equipment, etc.

NOTIFICATION to the Incident Commander, other units, and support agencies ISOLATION of the area - to limit access and exposure hazard PROTECTION of firefighters, other responders, civilians, and the environment

The 1<sub>st</sub> due Engine Company shall gather information about the incident. This information will be provided to the Incident Commander, who will relay to the Haz Mat Unit and/or the Hazardous Materials Task Force.

Units staged on the incident will be utilized where needed in support of mitigation activities. Company officers are reminded that although full firefighting protective equipment is to be worn, it is not sufficient protection for a Haz Mat incident.

No member is to be permitted to enter the warm or hot zone of a Haz-Mat incident unless properly equipped and trained in hazardous materials mitigation.

#### **Hazardous Materials Unit**

The Haz-Mat Unit has been designed to be a highly trained and specialized task oriented resource of personnel and equipment. This purposeful design is to provide technical assistance and support to the Department when involved with a hazardous materials incident.

Haz Mat Unit Functions

Operational responsibilities include, but are not limited to:

Hazard Risk Assessment
Materials Identification
Air Monitoring
Sampling
Personnel Protective Equipment Selection
Tactics and Strategy Development
Intervention Activity
Decontamination
Incident Documentation
Research and Information

#### The Hazardous Materials Task Force

The Haz-Mat Task Force (HMTF) has been established in order to improve safety and efficiency and provide additional support and resources to the Haz Mat Unit.

The HMTF will operate in a coordinated effort focused on managing the hazardous materials incident. These units will not be performing normal fire suppression tasks, but instead will be divided into other task groups as outlined in this SOP.

The HMTF shall consist of the following units:

Battalion One (BFC-1)
Haz Mat Unit (HMU) & Haz Mat Support Unit
Engine Co. No. 12 (E-12)
Truck Co. No. 4 (T-4)
A Rescue Squad (RS-1, RS-2, or RS-3)
EMS-1-6
Rapid Response Units 12 & 13

Note: If Engine Company 12 or Truck Company 4 are not available for the response other units from the 1<sub>st</sub> Battalion shall be dispatched.

The HMTF will operate as a coordinated group, focused on managing the hazardous materials incident. The units assigned to the HMTF will not perform any normal fire suppression tasks. Instead, the personnel will be divided into task groups as outlined in this SOG. If these units are operating at an incident that later becomes a Haz-Mat incident, they will be released from their fire suppression duties, replaced on the incident, and will join the HMTF.

At an incident, the HMTF will operate as the Haz Mat Sector. Battalion One shall be known as the Haz Mat Chief and shall command the Haz Mat Group/Branch. The Rescue Squad assigned to the HMTF shall be known as the Haz Mat Rescue Squad (HMRS). On prolonged incidents or when additional qualified personnel are needed, an additional Rescue Squad and/or Mutual Aid Haz Mat Unit(s) will be dispatched to augment manpower of the operating units.

## **Hazardous Materials Incident Dispatching**

Response to spills of petroleum products of 20 gallons or less, or low volume natural gas leaks in open areas, may be handled with a normal dispatch of a single engine company up to a Triple Local assignment. This procedure can be upgraded by request of responding units or upon receipt of additional information. Communications will dispatch the level of response requested or determined necessary.

HAZ MAT TASK FORCE ALARM: This dispatch may be a special called to any incident when deemed necessary by the Incident Commander or upon receipt of additional information.

Examples of typical dispatch requirements for a HMTF:

Unknown odors
Unknown Haz Mat situation
Stored unstable chemicals
Small chemical spills (highly toxic)
Any chemical spill exceeding 1 gallon
Fuel oil leaks inside buildings
Fires/explosions involving manholes
Transportation incidents involving known or suspected Haz Mat
Any other reported situation deemed necessary by Communications.

HAZ MAT BOX ALARM: A Haz Mat Box Alarm shall consist of a regular Box Alarm assignment plus the HMTF. The Air Unit, DFC Command Vehicle, PIO, and 1 BLS Unit augment this dispatch.

Examples of typical dispatch requirements for a Haz Mat Box Alarm:

Reported Haz Mat incident in large occupancies, high-risk areas, hospitals, etc.

Haz Mat incidents requiring evacuation from large area due to leak or spill of toxic materials.

Metro or railway incidents.

Explosions.

Electrical fires inside buildings, tunnels, etc.

Haz Mat spills or fires of known toxic materials.

Cargo or tank vehicle accidents involving large spills or leaks of placarded materials.

Any situation deemed necessary by Communications.

Note. If the reported Haz Mat incident is a fire involving petroleum products, chemicals, etc., the Foam Unit Task Force shall be dispatched in addition to the Haz-Mat assignment.

## **METRO**

# **General Safety Rules**

All personnel entering any METRO right of way shall wear full personal protective equipment (PPE) including self-contained breathing apparatus (SCBA) unless they are responding to a Rescue Local Alarm or a Medical Local Alarm. Battalion Fire Chiefs should also carry all of their personal protective equipment with them, as they may have to enter the hazard area as the Forward Commander later in the operation.

Personnel operating in the right of way should always be watching for unexpected train movement. Be aware that an approaching train may not be readily heard. A moving train is the greatest hazard on the rail system.

Always treat the third rail as if it were energized. Never touch the third rail, even after it has been confirmed that it has been de-energized.

A Warning Strobe and Alarm Device (WSAD) will not protect you from electrical shock. It can only warn that the third rail has been energized.

No one shall enter the track bed until all the following provisions have been met:

Permission has been granted by the Incident Commander.

METRO OCC has confirmed that all power has been removed and all train movement in the area has stopped.

The emergency trip switches (ETS) have been pushed for all affected sections of track. The third rail has been tested with a volt probe.

Complete response procedures for incidents occurring in the METRO system are found in the METRO Emergency Services Training Manual.

## PERSONNEL ACCOUNTABILITY

The purpose of the DCFD Personnel Accountability System is to account for all firefighters operating within the Hazard Zone of an incident. Use of the system will provide enhanced personal safety for the individual firefighter, and will provide the Command Staff an improved means to track and account for all personnel working in the Hazard Zone.

The Hazard Zone will be defined as "any area that requires Self Contained Breathing Apparatus or in which a firefighter is at risk of becoming lost, trapped, or injured by the environment or structure."

The Hazard Zone includes the following:

A structure reported to be on fire

Close proximity to the structure during exterior operations

Confined space

Trench incident

Collapsed building

Metro incident

The Personnel Accountability System begins when members are assigned to an emergency response vehicle, and place their Personnel Accountability Tag (PAT) on the Unit's Unit Designator Card (UDC).

The Incident Commander will begin tracking the Units assigned to the incident the moment Units are dispatched and continue until the incident has been mitigated, and the Incident Commander determines tracking is no longer necessary. During the course of an incident, the Incident Commander should be able to account for all Units at any given time, and therefore should be able to account for all assigned personnel.

The accountability system will in no way reduce the Company Officer's primary responsibility to closely supervise crewmembers, or crewmembers' responsibility to maintain the Unit's integrity. The Company Officer shall provide for the company's safety, and will maintain communications with Group/Division/Branch leaders or Operations.

#### THE FOLLOWING RULES WILL BE ADHERED TO AT ALL TIMES

The minimum crew operating in a Hazard Zone shall be two firefighters with a least one portable radio.

Crews always go in and come out together.

All personnel shall be in contact with their Officer-In-Charge by either:

Voice.

Touch.

Sight.

# **System Components**

The system will be implemented on all emergency incidents.

Every member of the Fire & EMS Department who could be called to the scene of an emergency incident will be issued a Personnel Accountability Tag (PAT) identical to their Department ID Card. Each PAT will have a photograph of the member and information about the member.

# Personnel Accountability Tags Color Codes:

White Officers & Public Information Officer

Yellow Firefighters

Orange EMS

Blue Fire Inspector

Red Other members of the Department or as directed by Fire Chief

## Make-Up PAT:

In the event that a member does not have his/her PAT, (i.e. lost, stolen, or forgotten) his/her official Fire Department I.D. card shall be used in place of the PAT. The Platoon Commander will make an Official Journal Entry. If the member lost his/her PAT, then he/she shall be ordered to submit a special report with the particulars regarding the loss of the PAT.

The PAT is considered to be an issued item of personal protective equipment.

Members are not allowed to assume duty or ride apparatus without their PAT and/or Fire and EMS Department Identification Card.

It will be the responsibility of the member to replace his/her PAT by the next scheduled tour of duty. Members are allowed to purchase additional PATs from the Training Academy.

### Unit Designator Card (UDC)

The Unit Designator Cards are approximately 3" X 4 1/2" plastic cards imprinted with the Unit number. The UDC is located on a hook inside the cab on the Officer's side of all apparatus. A metal ring is attached next to the name of each position on that Unit. Each member's PAT will be placed on the appropriate ring while they are on duty with that Unit.

# **Color Designation Of UDCs:**

Red Engine Company
Green Black Truck Company
Orange Rescue Squad

Gold EMS Units: BLS & ALS

Chief Vehicle, EMS Supervisors, Haz-Mat Unit, Fire Boat, Air Unit and

other units

Unit Designator Cards will be considered part of the apparatus inventory.

### Chief Officer's Command Board:

The Command Boards have hooks to hang the UDCs for the proper Group/Division/Branch to which Units are assigned.

## **Incident Commander's Responsibility**

Unit accountability will be required within <u>ten minutes</u> after the arrival of the first company on the scene of the incident. Operations will contact <u>each</u> company to ascertain their location and establish their tactical assignment. This can be done as units are assigned to Group/Divisions/Branches. Adjustments shall be made as units are assigned to different areas or tasks.

The Communications radio operator will announce the time when the ten-minute duration of the incident has been reached, and every subsequent ten-minute interval during the incident until Command notifies Communications Division to discontinue.

A formal "Roll Call" to account for each individual on the fireground will be conducted at the 20-minute interval of the incident, and at each subsequent 20-minute interval.

The Incident Commander shall acknowledge the 20-minute notification from Communication Division, and initiate a Roll Call.

The Incident Commander shall conduct a formal Roll Call when changing from offensive to defensive operations, or whenever an event occurs that could jeopardize Companies operating on the fireground.

The Incident Commander shall conduct a formal Roll Call prior to returning Units on any incident where Command has been established.

#### Formal Roll Call

The Operations shall make a general announcement to all Units on the fireground to standby for a Roll Call.

All personnel will notify their Company Officer of their condition and location.

All units assigned to a Group/Division/Branch shall notify or cause to notify the Leader of their assigned Group/Division/Branch.

Group/Division/Branch Leaders shall give the count and location of all personnel assigned under their command who are located in the Hazard Zone.

After all Groups/Divisions/Branches have been heard from, Operations shall document the time and will note on the command board the results of the Roll Call.

Persons or crews unaccounted for <u>will not</u> stop Roll Call from other Groups or Divisions. This is because more than one crew or person may be unaccounted for. If any personnel cannot be accounted for, the Group/Division/Branch Leader will report the status of the missing person as unknown and give the last known location. The Group/Division/Branch Leader will then initiate search procedures within their assigned area.

Any member whose normal job is to operate outside of the hazard area is <u>NOT</u> to enter the hazard area without express permission of the member's Company Officer. The member's Company Officer shall give specific instructions as to the Unit's position within the Hazard Zone. The member shall join-up with other fire fighters and proceed directly to the location given by his/her Company Officer. The member shall perform no task within the Hazard Zone prior to joining up with his/her Unit. <u>NO member shall operate in the Hazard Zone alone.</u>

Operations may call for a Roll Call to check the welfare of personnel at any time. Roll Call shall be done in the following situations:

Upon receiving a MAYDAY transmission.

Report of personnel missing or trapped.

A Unit or Crew cannot be contacted in the Hazard Zone after three consecutive attempts by radio contact.

Sudden hazardous change on the incident scene such as vapor release, collapse, etc.

After evacuation or abandon the building has been ordered.

## **Missing Or Unaccounted Personnel**

When the Roll Call indicates personnel are missing or unaccounted for, Operations shall declare a MAYDAY. Operations shall establish a MAYDAY BRANCH to locate the missing personnel. The MAYDAY procedures will remain in effect until the MAYDAY operations are completed and the Incident Commander reports the results of the MAYDAY operations and returns to normal fireground operations.

All other groups/divisions/branches operating at the incident shall maintain their current positions and assignments unless otherwise directed by Operations.

# **Levels Of Accountability**

LEVEL I: Company Officers shall insure that all PATs on the UDC reflect the names of all personnel assigned to that unit for that tour of duty.

LEVEL II: All UDCs are to be collected from the apparatus and delivered to the command post in the following conditions:

Operations may designate a company to collect all UDCs.

Operations may order units to bring their UDCs to the command post.

LEVEL III: The Incident Commander shall decide that the incident requires more stringent accountability (i.e. Metro, Hazardous Material, High-Rise, Confined Space, Bombings, Structural Collapse, Trench Rescue, before mop-up operations, etc.). The Incident Commander shall implement 'ENTRY CONTROL".

Once LEVEL III Accountability has been established, all units will bring their UDCs with PATs attached to the entry control point and present them to the Entry Control Officer. Personnel shall check with the Entry Control Officer when they <u>ENTER AND EXIT</u>. Units may <u>NOT</u> exit at any other location from which they entered except in an emergency and Operations <u>MUST</u> be immediately notified.

# Entry Control at LEVEL III:

Anytime Level III accountability has been ordered, the Incident Commander will notify Communications to implement Entry Control, and advise the point(s) of entry. Communications will then sound an EXTENDED ALERT TONE and announce that LEVEL III Accountability has been implemented along with the entry location(s).

Unit Designator Cards will be considered part of the apparatus inventory and will be maintained as such.

#### **MAYDAY**

Fireground communications can become very hectic and confusing when a fire fighter is in **DISTRESS**, becomes **LOST** or **TRAPPED**. The term "MAYDAY" is the international distress signal, and shall only be used when a member is in trouble and needs immediate assistance.

Individual(s) declaring a "MAYDAY" will:

Activate the orange "Emergency Activation" button located on the top of the portable radio.

o Depressing this button will cause the radio to emit a set of four high-pitched tones, and the word "Emergency" will be displayed on the radio's LCD display and at Communications Division.

Push the push-to-talk button, and transmit the phrase "MAYDAY, MAYDAY, MAYDAY," wait several seconds for Operations to acknowledge. If Operations does not acknowledge continue to transmit the term "MAYDAY, MAYDAY, MAYDAY," until acknowledged by Operations.

- o Pushing the push-to-talk button will activate all other radios that are on the same channel and will show "Emergency" on their LCD displays.
- o <u>If the push-to-talk button is not pushed after depressing the emergency button,</u> the emergency signal will not be received by other radios on the fire ground!
- o Pushing the orange "Emergency Activation" button give this radio priority over all other radios except the Incident Commander or Communications. When a transmission is broadcast from the radio that has an activated "Emergency Button", that transmission will interrupt and take over the channel.

Once acknowledged by Operations be prepared to give your position on the apparatus, location and resources/equipment required.

o Be as specific and descriptive as possible with the above information.

The following shall be used as a guide for handling a MAYDAY:

Operations shall acknowledge the "MAYDAY".

Operations shall gather information.

- o Location
- o Emergency situation

Command shall notify Communications Division of the "MAYDAY" declaration.

Communication Division shall dispatch the next multiple alarm with a Rescue Squad.

If no Rescue Squad is available an addition Truck Company shall be assigned.

The channel that the person declares the MAYDAY on shall be the MAYDAY

Operations shall order all radio traffic to cease except **EMERGENCY TRAFFIC.** 

BRANCH channel. (May be any channel due to confusion, etc)

Operations shall switch all units, with the exception of Units assigned to the

MAYDAY GROUP or MAYDAY BRANCH, to tactical channel.

Operations shall assign the MAYDAY GROUP Leader and the MAYDAY BRANCH Leader.

Command shall verify that the additional alarm with an additional Rescue Squad has been dispatched.

Command/Operations shall coordinate the activities on the fire ground and the MAYDAY BRANCH to ensure the most efficient use of available resources to resolve the "MAYDAY".

Operations shall announce on all channels being utilized on the incident when the "MAYDAY" has been resolved.

# NO ACTIVITY SHALL TAKE PRECEDENCE OVER ASSISTING THE INCIDENT COMMANDER IN RESOLVING THE MAYDAY!

## **Communications Division**

The transmittal of a MAYDAY from any unit shall require Communications Division to operate in an emergency mode.

The Watch Commander shall direct the radio operators to transmit the MAYDAY information on all channels and the Channel Zero-1.

The Watch Commander shall strictly enforce radio discipline and limit department radio traffic to EMERGENCY TRAFFIC ONLY. All Units shall use strict discipline on the radio and only make essential transmissions.

Dispatch an additional alarm i.e. 2<sub>nd</sub>, 3<sub>rd</sub> alarm with a Rescue Squad assigned. If no Rescue Squad is available dispatch an additional Truck Company.

The Watch Commander shall ensure all Fire Frequencies are monitored.

The Watch Commander shall strictly enforce radio discipline and limit department radio traffic to EMERGENCY TRAFFIC ONLY. All Units shall use strict discipline on the radio and only make essential transmissions.

The Watch Commander shall direct the radio operators to transmit the MAYDAY information on all affected Channels except the tactical channel assigned to the MAYDAY Branch.

# It is important to understand the difference between MAYDAY, PRIORITY and 10-33 messages.

**MAYDAY** is to notify Operations / the Incident Commander (and other units on the scene) that firefighter(s) or crews are lost, missing or trapped.

**PRIORITY** is to transmit an urgent message to Operations that does NOT involve trapped or missing personnel.

**10-33** is a coded message to inform Communications that immediate police assistance is needed.

MAYDAY Chart		cident ommander		
	Operations Sect	on <u>Planning S</u> <u>Chief</u>	<u>ection</u>	Finance Section Chief
Suppression EMS  Croup	ssion Branch	Rapid Integroup 1  Rapid Integroup 2  MAYDAY  Group	ervention	

#### **Rapid Intervention**

The structure of the Rapid Intervention Group, with the exception of the Working Fire Dispatch Engine and Truck Company, will be designated by Operations to fit the complexity of an operation.

The Engine Company and Truck Company on the Working Fire Dispatch will be designated as the Rapid Intervention Group.

The Senior Officer will be the Rapid Intervention Group Leader until a senior Officer is assigned.

If a MAYDAY is declared early in an incident, prior to the arrival of the Working Fire Dispatch companies, the Incident Commander will have to assemble a Rapid Intervention Group from Units already on the scene.

Truck Companies assigned to the Rapid Intervention Group will position their apparatus as close to the incident as possible to allow for the rapid retrieval of equipment.

The Working Fire Dispatch Engine Company will lay a supply line from an independent hydrant to the front of the building and advise Operations of the location of their hydrant. The Rapid Intervention Group shall report to the command post with all personnel, equipment and UDCs, and shall report face-tZero-face with the Incident Commander.

All Rapid Intervention Group personnel shall monitor the tactical channel at all times to keep themselves updated on fire conditions, progress made or not being made, and the location of Companies, etc.

The Rapid Intervention Group may engage in activities that will assist to enhance safety on the fireground as long as the Rapid Intervention Group is available at all times for ready deployment when ordered.

When the operation has been completed, then the Rapid Intervention Group will exit the building and report back to the Command Post to regroup and prepare for immediate deployment.

#### The Rapid Intervention Group (RIG) responsibilities:

- Scene assessment
  - o Overview of the fireground
  - o Location of the fire, and predicted path
  - Location of Units on the fireground
  - Building type with access and egresses
  - o Progress of on-scene efforts
  - Dangers that exist or may exist in the future
  - ~ Request more resources if needed
    - Compare ready resources to the potential emergency and size of incident
  - ~ Search
    - Use information from units operating at the scene for development of search plan
  - ~ Establishment of a refuge area
    - o Identify a defendable area for the protection of victim and RIG
  - ~ Victim assessment
    - o Ensure adequate air supply (SCBA)

o Assess victim and treat as conditions allow

Victim retrieval

- o Identify the easiest and quickest way of egress
- o Ensure the avenue of egress is safe and protected
- o Ensure EMS resources will be standing—by at a location that would render the best care

Update Operations with constant progress reports

#### **Working Fire Dispatch Engine Company**

The Engine Company assigned to the Working Fire Dispatch will be assigned to the Rapid Intervention Group and will be responsible for the following:

Ensure water supply from an independent hydrant to the front of the incident.

Notify Operations of location of hydrant.

Identify handline(s) that will use (proper diameter and length).

Constantly verify that appropriate handline(s) are available as fire ground conditions change.

Report to the Command Post with UDC.

Advance handline(s) as necessary to protect the Rapid Intervention operation by establishing a defendable area.

Coordinate efforts with the Rapid Intervention Group Leader.

#### **Working Fire Dispatch Truck Company**

Truck Company assigned to the Working Fire Dispatch will be assigned to the Rapid Intervention Group and will responsible for the following:

Report to the Command Post with UDC.

Coordinate efforts with the Rapid Intervention Group Leader.

Stage the following equipment at the location directed:

Rescue saw with metal blade.

Rescue saw with wood cutting blade.

Cutters Edge saw.

Pickhead axe.

Two halligan bars.

Two sledgehammers.

Hydraram.

Spare SCBA, complete with facepiece.

Lifeline.

Stokes basket, used to carry tools to staging.

#### **CANTEEN UNIT AND REHAB UNIT**

The Rehab Unit and Canteen Unit are dispatched on second Alarms or the Incident Commander may request them on other incidents as the need arises. Incident Commanders should consider using these units when involved with protracted incidents, weather extremes, or technical rescue incidents that may tax the resources of a small number of specialists over an extended period of time. Both units will operate in the Rehab Group under the direction of the Rehab Group Leader.

On arrival and location on the scene, the Canteen Unit and Rehab Unit shall contact the Incident Commander for instructions. Units will be positioned to allow service without blocking other units in or out of the incident scene. The Incident Commander will be notified when they are ready for operation.

The Incident Commander must authorize the operation of the Canteen Unit and Rehab Unit. Operations shall manage the flow of personnel to maximize the usefulness of both units without compromising the operations of the incident.

#### Rehab Unit

Operations shall order units to report to the Rehab Unit for rest and rehabilitation. Units shall report without delay.

Qualified medical personnel will be assigned to the Rehab Unit to monitor vital signs and to maintain records of personnel in rehabilitation. Company Officers must check in with the EMS personnel in charge of the Rehab Unit, and all personnel must be evaluated. Participation is mandatory.

While at the Rehab Unit, all personnel will be:

Allowed to rest for at least 20 minutes.

Given fluids. The target for hydration is one quart of water every hour.

Medically assessed for vital signs (blood pressure and pulse rate).

Warmed or cooled, depending on weather.

The Rehab Unit and all units in rehab shall monitor the assigned tactical channels. Personnel in rehab are under the direction of the senior medical provider assigned to the Rehab Unit, and shall have their time of entry and exit noted on the checklist.

Units may not return to service after rehab without being released by the senior medical provider.

Vital Signs that will prevent release from rehab:

Blood Pressure greater than 150/100.

Pulse rate higher than 110 per minute.

Respiration rate higher than 20 per minute.

If the member still exhibits signs not conducive to returning for redeployment after a second 20-minute recovery period, the member will be transported to an appropriate medical facility. If one or two members of a Company will not be released after being in rehab for 20 minutes, the senior medical provider will release the remainder of the Company. Companies that are not at full strength shall give Operations or Staging their manning strength when advising their availability.

#### **Canteen Unit**

Operations shall announce on the tactical channel that the Canteen Unit is open and ready for service. Units assigned to Rehab or Staging may go to the Canteen Unit with the permission of their Group Leaders. Units that have been released from the fireground and are taking up may also go to the Canteen Unit. Units are strongly encouraged to take advantage of the Canteen Unit to keep hydrated and to eat, to allow for continued operations on extended incidents. Visits to the Canteen Unit by operational units will be by permission from Division or Group Leaders with notification to Operations. All units must remain together, and must monitor the tactical channel when visiting

# PART 2: EMERGENCY PREPAREDNESS, PLANNING AND MOBILIZATION

#### Section 1. Ready Alert Plan:

The Ready Alert Plan is designed to immediately notify all on-duty Fire and EMS personnel of any possible rapidly evolving event, such as a terrorist attack, civil disturbance, severe weather emergency or any other significant condition, incident or situation of significance that may pose a threat to the city or the National Capitol Region (NCR). It may also be implemented during any large scale emergency operation in preparation for implementation of the Emergency Mobilization Plan.

Whenever the Fire/EMS Chief, Assistant Fire Chief Operations, Deputy Fire Chief Operations Division, or Special Operations Deputy Chief is notified or becomes aware of an imminent threat to the city or the NCR or any of the other conditions listed above, they will announce on Channel 01 (Zero One) DISPATCH that the Department is being placed in a "READY ALERT STATUS", announce any pertinent information, and then verify that the Office of Unified Communications (OUC) has copied the transmission. The OUC will sound a long alert tone and announce that the Department is being placed in "READY ALERT STATUS" on all operational channels.

When the Department is placed in the "READY ALERT STATUS", all units will prepare for immediate response and comply with the following:

- 1. The watch detail will ring the house bells and announce that the Department is being placed in "READY ALERT STATUS".
- 2. All personnel will assemble and be notified of all pertinent information.
- 3. All practical drills will cease and apparatus made ready for response.
- 4. All units on the air will return to their stations and will remain in quarters unless they are assigned to an incident.
- 5. Deny unnecessary/unauthorized access to facilities restrict access to emergency personnel only no guests in stations, discontinue any approved ride-a-longs as appropriate, etc.
- 6. Secure all fire stations, restrict access to parking areas, and inspect building and parking areas for suspicious packages or activities.
- 7. Review Emergency Mobilization Plans and prepare Ready Reserve apparatus for service.
- 8. Monitor current news and advisories.
- 9. Units, already committed to an incident, will continue with their assignment.
- 10. Each on-duty platoon commander will verify their unit's status via watch desk computer (I/Netviewer). If the computer does not have the unit available (AQ), but it is ready for service, status ready-for-service via the DEK.
- 11. All units at the Training Academy will make their units ready for immediate response, status their DEK ready-for-service, but will remain at the Training Academy until otherwise directed.

- 12. The Fire Operations Center will be activated.
- 13. In cases of a possible imminent terrorist attack, Engine 16 and Tower 3 will be placed on an incident to the White House and Engine 3 and Truck 7 will be placed on an incident to the United States Capitol Building. These units will stage in quarters. If any of these units are not available, OUC will immediately transfer units to fill those assignments. The Operations Division Deputy Fire Chief will notify the Battalion Fire Chief at the Fire Prevention Division (441 4<sup>th</sup> St. NW) to proceed to the MPD- Joint Operation Command Center (JOCC) located at 300 Indiana Avenue, NW. If the BFC-FPD is not available, the next highest ranking officer to the BFC-FPD will assume that responsibility as determined by the Incident Commander at the Fire Operations Center.
- 14. If "*READY ALERT STATUS*" is declared at shift change, no personnel are to be relieved from duty until approved by the on-duty DFC-OD.

Upon notification from the Fire/EMS Chief or his/her designee, OUC will give the all clear and the Department will resume normal operations.

#### Section 2. Emergency Planning and Preparedness Operations:

Emergency planning and preparedness activities will be initiated whenever the Fire/EMS Chief, Assistant Fire Chief Operations, or Special Operations Deputy Chief anticipate the need to develop action plans and/or to achieve enhanced information gathering capability for anticipated events in the NCR or in response to events of significance outside of the NCR, that have a potential to impact the region. These activities may occur in conjunction with a "READY ALERT STATUS" declaration or as an independent activity.

#### Phase I. Emergency Planning and Preparedness Operations

This phase is declared in response to incidents or situations of significance outside of the NCR with a potential threat to the NCR, anticipated severe weather events, emerging infrastructure emergencies, etc.

The primary objective in this phase is the collection of information and the development of an action plan. This phase will be accomplished through the activation of the Fire Operations Center. Under this activation the Fire Operations will staffed as follows:

Deputy Fire Chief (Special Operations Deputy when available)—Incident Commander Planning Section Chief Communications Unit Leader Special Operations Division Deputy Chief or Liaison Officer

The initial actions of the Fire Operations Center will be to conduct a risk assessment and gaps analysis. From these studies, the Fire Operations Center will develop an incident action plan as needed and appropriate. The Fire Operations Center will develop a briefing for the Department concerning the activation to include all pertinent information, a summary of any incident action plans developed and any other actions taken or required by the planning team.

All off-duty personnel will be notified of this activation and corresponding information developed by the planning team by the call down procedure outlined in Section 6 of this Article. This call down procedure will be completed to ensure that all personnel maintain situational awareness and to address family preparedness issues when appropriate regardless of duty status.

When appropriate, the Fire Operations Center will require all company officers to notify the Fire Operations Center of the status of Ready Reserve apparatus in their quarters. This and all non-emergency notifications to the Fire Operations Center will be made by phone at 202-673-7179 or by e-mail to fems.opscommand@dc.gov.

#### Phase II. Emergency Planning and Preparedness Operations

This phase is declared in response to incidents or situations of significance with a direct threat to the NCR and/or an increased DHS Threat Level above Yellow. The primary objective in this phase is to develop an action plan, prepare for implementation of appropriate continuity of operations plans, and to evaluate the need to enhance the Department's resources, provide ongoing information collection and gaps analysis, etc. If not already completed, all Phase I activities will be initiated.

In the Fire Operations Center, the position of Logistics Section Chief and Finance Section Chief should be filled.

The need for enhancement of Department resources will be evaluated with consideration of the following as dictated by the type of situation or incident:

#### 1. Staffing the following units:

Ready Reserve Ambulances Mass Casualty Task Forces Additional Rescue Squad Brush Truck Reserve Ladder Trucks Radio Cache Additional Battalion Chiefs Rescue Squad Support Units

Rapid Haz-Mat Unit Ready Reserve Engines Mass Decon Task Forces Fire Boat Support Unit Field Command Units Rehab/Canteen Units Collapse Support Units

#### 2. Enhance staffing of the following units:

Engine Companies Rescue Squads

Truck Companies

Foam Units and Twinned Agent Units

#### 3. Enhance the staffing of following Divisions:

Fire Prevention Division – additional investigation resources.

Training Division – additional Ready Reserve apparatus.

Apparatus Division – additional field fleet maintenance capability.

Facilities Maintenance Division – additional logistics capability.

#### Section 3. Emergency Mobilization Plan:

The Emergency Mobilization Plan is a plan to address the needs of the Department when conditions or events occur which require additional personnel to be recalled to duty and/or additional resources to be placed in service due to the following:

- State of Emergency.
- Civil Disturbance.
- Terrorist Attack.
- Natural Disasters.
- Large scale emergency incidents that overwhelm on-duty resources.
- Any other event or incident that requires additional resources to protect the City and insure the continued delivery of vital Fire & EMS Services.

The Emergency Mobilization Plan consists of three (3) Mobilization plans:

#### 1. Battalion Mobilization

• Is the recall of selected Battalion personnel to support a small scale emergency operation. Sufficient Command Officers will be included in this recall to staff the Fire Operations Center.

#### 2. Platoon Mobilization

• Is the full recall of one or more Fire & EMS platoon groups to support a large scale emergency operation. Sufficient Command Officers will be included in this recall to staff the Fire Operation Center and other city emergency operation centers.

#### 3. Full Mobilization

• Is the recall of all "essential employees" of the Fire & EMS Department in response to a catastrophic event that requires the immediate services of all available emergency responders and support personnel. All Command Officers will be recalled.

During all phases of the Emergency Mobilization Plan, the Fire Operations Center will be activated and will be utilized to determine the assignment of recalled personnel and the deployment of all reserve units and apparatus.

Recalled fire personnel will report to their regular assigned duty stations, unless otherwise directed, and upon arrival at their duty station will report their availability to their Battalion Headquarters. The Battalion Headquarters will report the availability of personnel and reserve apparatus to the Fire Operations Center.

Recalled EMS personnel will report to their pre-designated reporting location. EMS personnel will report their arrival to the EMS Chief Supervisor thru the Staffing Specialist at 202-673-6465.

The EMS Chief Supervisor(s) will report the availability of personnel and reserve EMS units to the Fire Operations Center.

Recalled "Essential Employees" assigned to support Divisions and Sections will report to their regular assignments and will notify their Division or Section head of their arrival at their workstation. The ranking official or supervisor of the support Divisions and Sections will then notify the Fire Operations Center of the status of the support Division/Section.

Communications between Battalion Headquarters, EMS Chief Supervisor, support Divisions/Sections and the Fire Operations Center will be accomplished through telephone notification @ 202-673-7179; Radio Communication on Radio Channel [C13 OPSCMD], and/or email at fems@opscommand@dc.gov.

During all parts of the Emergency Mobilization Plan, Battalions Headquarters will be identified as Battalion Headquarters 1, 2, 3 etc. Battalion Fire Chiefs will continue to use the radio designation of Battalion 1, 2, 3 or Command 1, 2, 3 etc. as indicated.

The three (3) designated reporting locations for EMS personnel are as follows:

- EMS Personnel assigned to Battalions 1 and 6 report to Engine Company No.12.
- EMS Personnel assigned to Battalions 2 and 3 report to Engine Company No. 6.
- EMS Personnel assigned to Battalions 4 and 5 report to Engine Company No. 24.

Each EMS designated reporting location has EMOP (Emergency Mobilization Operations Plan) units equipped and ready to be placed in-service as follows:

- Engine Company No. 12 has five (5) EMOP units.
- Engine Company No. 24 has five (5) EMOP units.

The assignment of all recalled personnel and reserve apparatus to incidents will be in compliance with the Incident Command System as defined within the parameters of the National Incident Management System (NIMS).

#### Section 4. Activation Process-Emergency Mobilization Plan:

The Fire/EMS Chief, the Assistant Fire Chief Operations, the Assistant Fire Chief Services, the Assistant Fire Chief Planning & Policy, or the on-duty Deputy Fire Chief Operations Division may activate the Emergency Mobilization Plan. Once a decision has been made to activate the Emergency Mobilization Plan, the implementing Department official will insure that the following Department officials are contacted by telephone, radio or text message:

- Assistant Fire Chief Operations or designee
- Assistant Fire Chief Services or designee
- Assistant Fire Chief Planning & Policy or designee
- Off-duty Deputy Fire Chiefs Operations Division
- Deputy Fire Chief Training Academy
- On-duty Deputy Fire Chief Operations Division
- Deputy Fire Chief Apparatus Division
- Special Operations Deputy Fire Chief

The senior Department official tasked with the notification of personnel will immediately contact the appropriate off-duty Battalion Chief(s) and the on-duty EMS Chief Supervisor and provide specific instructions regarding the emergency mobilization.

The OUC will be contacted and will be directed to announce the specific Emergency Mobilization plan that is in effect on radio Channels 01 (Zero One) and 02 (Zero Two). The Emergency Communications Center (ECC) at EMA will be contacted by telephone at 202-727-6161 and will be directed to transmit a text message announcing the specific Emergency Mobilization Plan. Text messages and announcements will specify the Phase of the Emergency Mobilization and the Battalion(s), Companies, and Units involved in the case of Battalion recall activation. The text message may also be sent out from the Fire Operations Center or from other remote sites if needed.

The Public Information Officer will be contacted and, in the case of a Platoon Mobilization or Full Mobilization, the PIO will be tasked with alerting the listed commercial radio stations using standardize text provided for the recall notification.

The on-duty DFC can designate a BFC or a Company to activate the Fire Operations Center. When the Fire Operations Center is operational, an announcement will be made to the Department that the Fire Operations Center is operational.

Radio channel [C13 OPSCMD] will be utilized to coordinate the recall effort and may be utilized to authenticate the Emergency Mobilization activation, if needed. BFC's will report their receipt of the Emergency Mobilization announcement to the Fire Operations Center, if operational, and when they are within radio range.

#### Section 5. Notification of Personnel:

The Department may activate any of the three phases of the Emergency Mobilization Plan at any time. During all phases of the Emergency Mobilization Plan, members will be notified by telephone to report for duty or, in the case of senior staff, may be notified by telephone, radio or text message to report for duty.

Notification to Department members of the activation of a Platoon Mobilization and/or Full Mobilization of the Emergency Mobilization Plan will be supplemented by announcements over commercial radio stations. Members of the Department who become aware of an emergency situation in the District of Columbia will listen to one of the following radio stations:

WTOP:	820 AM; 103.5FM	WKYS:	93.3 FM
WMAL:	630 AM	WETA:	90.9 FM
WPGC:	95.5 FM	WJZW:	105.9 FM
WASH:	97.1 FM	WMZQ:	98.7 FM

During a Platoon Mobilization or Full Mobilization of the Emergency Mobilization Plan, the following standardized text will be utilized to alert recalled members by commercial radio announcement:

#### **Emergency Mobilization-Platoon Mobilization Message**

"The DC Fire & EMS Department has implemented a Platoon Recall of the Emergency
Mobilization Plan. Full Platoon Recall of Operations Platoon Number/s is in effect All members of Operations Platoon Number/s will immediately report to their regularly assigned duty station".
AND/OR for recall of EMS personnel:
"The DC Fire & EMS Department has implemented Platoon Recall of the Emergency Mobilization Plan. Full Platoon Recall of EMS Platoon Numbers and is in effect.  All members of EMS Platoon Numbers and its investigation of EMS Platoon Numbers.
All members of EMS Platoon Numbers and will immediately report to their predesignated reporting location".

#### **Emergency Mobilization-Full Mobilization Message**

"The DC Fire & EMS Department has implemented a Full Mobilization of the Emergency Mobilization Plan. Full mobilization of the Department is in effect. All off-duty Fire & EMS members and all essential employees of the Department will immediately report for duty to their regularly assigned duty station or designated reporting location".

#### Section 6. Telephone Recall of Personnel:

When directed by the appropriate senior Fire Department official, off-duty Battalion Fire Chiefs and the on-duty EMS Chief Supervisor will be responsible for the recall of off-duty personnel as specified in the Emergency Mobilization Plan.

Off-duty Battalion Fire Chiefs from the appropriate battalion or platoon(s) will be contacted by telephone, radio or text message and ordered to conduct a recall of specified personnel. Off-duty Battalion Fire Chiefs will then immediately notify off-duty Company Officers assigned to their

battalion and platoon, which in turn will immediately notify their members by telephone of the recall order. If the Battalion Fire Chief assigned to the specific recalled platoon cannot be contacted, another off-duty Battalion Fire Chief assigned to that specific recalled battalion will be contacted and be responsible for initiating the recall. Battalion Fire Chiefs unable to contact Company Officers will be responsible for contacting all members of that specific company either en route or upon arrival.

Company Officers unable to contact their members by telephone will immediately report this fact to their recalled Battalion Fire Chief, who will attempt to contact the member(s) by telephone when the Battalion Fire Chief arrives at their Battalion Headquarters.

If an off-duty Battalion Fire Chief from the recalled platoon cannot be contacted, any Battalion Fire Chief, regardless of platoon assignment may be recalled. Company Officers and members will, however, be recalled from the appropriate Battalion, platoon group.

Off-duty Operations, Special Operations Division members will report for duty at their regularly assigned duty station.

The on-duty EMS Chief Supervisor is responsible for the recall of EMS personnel and will direct the Staffing Specialist to recall EMS personnel utilizing the telephone contact list maintained in the EMS Chief Supervisors office. An off-duty EMS Chief Supervisor will be immediately recalled to supervise the recall effort. Off-duty Medical Quality Officers may also be tasked with recalling their off-duty platoon members to expedite the recall effort.

Recalled off-duty EMS personnel will report for duty at their pre-designated reporting locations. An off-duty Medical Quality Officer will be recalled and assigned to each pre-designated reporting location activated.

Radio channel [C13 OPSCMD] will be monitored and utilized by all recalled Battalion Fire Chiefs and EMS Chief Supervisors who will report the progress of the recall effort to the Fire Operations Center.

Incident updates and information that impacts the recall effort and reporting locations will be provided by the Fire Operations Center as indicated.

During normal business hours when the Training Academy is open and as an **alternative** recall plan, the on-duty staff at the Training Academy may be tasked with the recall of both Fire & EMS personnel. When a recall is implemented utilizing on-duty personnel at the Training Academy, the Deputy Fire Chief Training Academy or the ranking official at the Training Academy will supervise the recall effort and will provide the Fire Operation Center with progress reports on the recall effort.

#### Section 7. Telephone Numbers of Personnel:

The telephone numbers of all Fire & EMS personnel assigned to the Operations Division and the Special Operations Division will be kept at the Deputy Fire Chief's Office, all Battalion Headquarters, and at the Training Academy. The telephone numbers of all EMS personnel assigned to EMS operations will also be kept at the office of the Chief Supervisor and all Medical Quality Officers offices.

**Deputy Fire Chiefs** will store the telephone contact information of all Deputy Fire Chiefs, Battalion Fire Chiefs and EMS Chief Supervisors of the Department in the memory of their Department issued cell phone.

Battalion Fire Chiefs Operations Division and Special Operations Division will store the telephone contact information of all Deputy Fire Chiefs, all Battalion Fire Chiefs, all Battalion Aides, and all Company Officers assigned to their Battalion, regardless of platoon assignment, in the memory of their Department issued cell phone.

Battalion Fire Chiefs & Supervisors-Support Divisions, Sections will store the telephone contact information of all Departments "essential employees" assigned to their Division/Section.

Company Commanders, Platoon Commanders will be provided contact information of all Battalion Fire Chiefs and will keep this information. Company Commanders, Platoon Commanders will keep the telephone contact information of all members of their company assigned to their platoon in a secure location that can immediately be accessed by them while off-duty.

**EMS Chief Supervisors** will keep the telephone contact information of all EMS Chief Supervisors and all Medical Quality Officers in the memory of their Department issued cell phone.

Medical Quality Officers will keep the telephone contact information of all members assigned to their sector on their platoon in a secure location that can be accessed by them while off-duty.

#### Section 8. Implementation of the Emergency Mobilization Plan:

#### 1. Emergency Mobilization – Battalion Mobilization

The Fire/EMS Chief, Assistant Fire Chief Operations, Assistant Fire Chief Services, Assistant Fire Chief Planning & Policy, or the on-duty Deputy Fire Chief Operations Division will implement the Battalion Mobilization Plan, whenever conditions of the Department justify the need for a partial recall of Battalion personnel and/or the need for Battalion Reserve Fire or EMS units to be placed in service.

Under a Battalion Mobilization of the Emergency Mobilization Plan, the Fire Operations Center will be activated and will be staffed as specified in Section 9 of this Article (Command Center Staffing).

When additional Operations Division and Special Operations Division personnel are needed, the implementing senior Fire Department official will designate which Battalion(s) personnel will be recalled and which platoon is being activated. The decision to activate a specific Battalion(s) will generally be guided by the location of the emergency and will most likely involve the Battalion(s) furthest away from the incident or event that caused the emergency mobilization.

The off-duty Battalion Fire Chief(s) in the activated Battalion(s) will immediately report for duty and will:

- Recall sufficient Battalion personnel from their platoon to staff Battalion Reserve apparatus in their Battalion.
- Recall sufficient Battalion personnel from their platoon to satisfy other staffing needs of the Department as directed by the Fire Operations Center.
- Notify the Fire Operations Center when Battalion Reserve apparatus is staffed and ready for deployment.
- Report the arrival of recalled personnel in company groups to the Fire Operations Center.
- When directed by the Fire Operations Center, place a reserve Battalion Fire Chief in service when a vehicle is available and the recall effort is complete.
- Battalion Headquarters will be minimally staffed with a Battalion Fire Chief, Acting Battalion Fire Chief, or Company Officer approved by the Fire Operations Center Officer for the duration of the emergency mobilization.
- Under the Emergency Mobilization Plan, no member will report for duty, other than at normal duty hours, unless directed by telephone, text message or commercial radio, or TV announcement.
- Members will not be relieved from duty without permission from the Fire Operations Center.
- The regular work schedule will remain in effect and off-duty members will be recalled so that even-numbered platoons work together and odd-numbered platoons work together.
- Consideration will be given to the time of the incident. If the recall takes place after 2400 hours, then the oncoming platoon may be recalled.
- Members who are unsure if they have been recalled will contact their assigned platoon commander for guidance. Members unable to contact their platoon commander will attempt to contact their assigned Battalion Office for guidance. Off-duty members will not contact the Office of Unified Communications for recall information.
- All Battalion Headquarters and additional reserve units placed in service will immediately
  contact the Fire Operations Center and announce their availability.

When additional EMS resources are needed, the implementing senior Fire Department Official will identify which EMS pre-designated reporting location(s) will be activated. The decision to activate a specific pre-designated reporting location will generally be guided by the location of the emergency and will most likely involve the location(s) furthest away from the incident or event that caused the emergency mobilization.

Upon receipt of a mobilization the on-duty EMS Chief Supervisor will immediately:

- Order the EMS Staffing Specialist to recall sufficient EMS personnel to staff designated EMOP EMS units as identified by the senior implementing Fire Department Official.
- Recall an off-duty EMS Chief Supervisor to supervise the recall effort and to assume all EMS recall responsibilities upon his/her arrival back to duty.
- Recall an off-duty Medical Quality Officer for each pre-designated reporting location activated to provide supervision and coordination with the EMS Chief Supervisor, Fire Operations Center.

- Recalled personnel will report their arrival and Unit availability to their recalled Medical Quality Officer or EMS Chief Supervisor through the Staffing Specialist.
- The EMS Chief Supervisor will be guided by the Fire Operations Center for the deployment of all personnel and EMS units including reserve Medical Quality Officers.
- Under the Emergency Mobilization Plan, no member will report for duty, other than at normal duty hours, unless directed by telephone/text message or commercial radio or TV announcement.
- Recalled EMS personnel will report to their pre-designated reporting location.
- Members will not be relieved from duty without permission from the Fire Operations Center.
- EMS personnel will be recalled from off-duty platoon groups as follows:

RECALL ORDER:
Recall Platoon #4, #2.
Recall Platoon #3, #1.
Recall Platoon #1, #4.
Recall Platoon #2, #3.
<b>RECALL ORDER:</b>
Recall Platoon #2, #3.
Recall Platoon #1, #4.
Recall Platoon #4, #2.

Consideration should be given when the recall of EMS personnel is close to the time of the change of Platoons to allow early recall of the appropriate oncoming Platoon.

#### 2. Emergency Mobilization- Platoon Mobilization

The Fire/EMS Chief, Assistant Fire Chief Operations, Assistant Fire Chief Services, Assistant Fire Chief Planning & Policy, or the on-duty Deputy Fire Chief Operations Division will implement the Platoon Mobilization Plan, whenever conditions of the Department justify the need for the recall of one, two or all Platoon groups to support large-scale emergency operations.

Under Platoon Mobilization of the Emergency Mobilization Plan, the Fire Operations Center, EOC, EMA, JOC, and other command centers will be staffed as specified in Section 9 (Command Center Staffing).of this Article. The implementing official will order the recall of platoons so that even-numbered platoons work together and odd-numbered platoons work together in the Operations Division. If the incidents warrant the recall of an additional platoon from the Operations Division, the implementing official will designate which additional platoon is to be recalled. EMS platoon groups will be recalled in full platoon groups as specified in the Battalion Mobilization- Emergency Mobilization groupings. Consideration will be given to the time of the incident. If an emergency mobilization takes place after 2400 hours, then the oncoming Platoon(s) may be recalled.

The off-duty Battalion Fire Chiefs assigned to the activated Platoon Mobilization will immediately report for duty and in addition to the required measures outlined under the Battalion Mobilization will:

- Recall all personnel assigned to their Battalion on the designated platoon(s).
- Staff all Battalion Reserve and Reserve apparatus in their Battalion.
- Recalled personnel, not manning Reserve apparatus or EMS units, will be formed into company groups with a designated Officer. The made-up company will be transported to an incident scene by Metro bus and be deployed directly by the Incident Commander.
- Place a reserve Safety Officer in service when directed by the Fire Operations Center.
- Under Platoon Mobilization- Emergency Mobilization plan, no member will report for duty, other than at normal duty hours, unless they are assigned to the platoon(s) that has been recalled and notified by telephone, text message and or commercial radio or television announcement.
- Members will not be relieved from duty without permission from the Fire Operations Center.
- All Battalion Headquarters and additional reserve units placed in service will immediately contact the Fire Operations Center and announce their availability.

The on-duty EMS Chief Supervisor will, in addition to the measures in the Battalion Mobilization Plan, immediately implement the following measures:

- Order the EMS Staffing Specialist to recall all members assigned to the platoon groupings as specified under the Battalion Mobilization of the Emergency Mobilization plan.
- Additional Medical Quality Officers will be placed in service when directed by the Fire Operations Center.
- Under the Platoon Mobilization of the Emergency Mobilization plan, no member will report for duty, other than at normal duty hours, unless they are assigned to the platoon(s) that have been recalled and notified by telephone, text message and or commercial radio or television announcement.
- Members will not be relieved from duty without permission from the Fire Operations Center.

#### 3. Emergency Mobilization -Full Mobilization

The Fire/EMS Chief, Assistant Fire Chief Operations, Assistant Fire Chief Services, or the on-duty Deputy Fire Chief Operations Division will implement the Full Mobilization Plan, whenever an emergency incident(s) in the city require the immediate services of all available Fire & EMS responders and support personnel.

Under the Full Mobilization of the Emergency Mobilization Plan, all off-duty Fire & EMS personnel including all designated "essential employees" will immediately report for duty. The Fire Operations Center, EOC, EMA, JOC, and other command centers will be staffed as specified in Section 9 (Command Center Staffing) of this Article.

All off-duty Battalion Fire Chiefs will immediately report for duty and, in addition to the required measures outlined under the Battalion Mobilization and Platoon Mobilization, will:

- Recall all personnel assigned to their Battalion.
- All Battalion Headquarters and additional Reserve units placed in service will immediately contact the Fire Operations Center and announce their availability.

The on-duty EMS Chief Supervisor will immediately implement the following measures in addition to the required measures outlined under the Battalion Mobilization and Platoon Mobilization will:

• Order the EMS Staffing Specialist to recall all off-duty members including all EMS Chief Supervisors and Medical Quality Officers.

All off-duty Battalion Fire Chiefs, Supervisors-Support Divisions/Sections will immediately report for duty and:

- Recall all "Essential Employees" assigned to their support Division or support Section.
- The Division or Section head will then notify the Fire Operations Center of the status of their support Division/Section and will be guided by the Fire Operations Center as to the specific support needs of the emergency mobilization.

#### Section 9. Command Center Staffing:

The command centers will be staffed as follows at the implementation of the Emergency Mobilization Plan:

#### **Battalion Mobilization- Emergency Mobilization**

The Fire Operation Center will be staffed as follows:

- Off-duty DFC-Operations Division
- DFC-Special Operations Division or a designee
- DFC or BFC Aide
- DFC-EMS
- BFC-OUC Liaison
- Additional Command Staff as needed

#### Platoon Mobilization and Full Mobilization- Emergency Mobilization

Emergency Operation Center (EOC): Emergency Management Agency (EMA) 2720 Martin Luther King Avenue, S.E.

	<u>Position</u>	Assignment:
1.	Fire/EMS Chief	CMT
2.	Note Assistant Fire Chief – Planning & Policy (AFC P&P to FBI JOC, if requested)	CMT
3.	Deputy Fire Chief - Fire Prevention	<b>EOC</b> -Liaison
4.	Captain - Personnel	EOC - Fire Aide
5.	Captain - EMS	<b>EOC - EMS Aide</b>
6.	Public Information Officer	PIO

CMT-Consequence Management Team.

EOC-Emergency Operation Center.

PIO-Public Information Officer.

Relief will be coordinated by the Fire Operations Center.

#### Fire Operations Center:

Office of the Deputy Fire Chief

**Operations Division** 

Engine Company No. 2 - 500 F Street, NW

The following positions will be staffed and will be assigned on an as needed basis. The following is an example of a model of the assignment list of senior staff at the Fire Operation Center.

<u>Position</u>		Assignment:
1.	Assistant Fire Chief Operations	OPS COMMAND
2.	Assistant Fire Chief Services	
3.	Deputy Fire Chief Operations (2 <sup>nd</sup> Arriving)	2 <sup>nd</sup> I/S DFC
4.	Deputy Fire Chief - EMS	EMS OPS
5.	Deputy Fire Chief - Training	PLANNING
6.	Battalion Fire Chief – Planning (FMD)	LOGISTICS
7.	Deputy Fire Chief's Aide (1st arriving)	AFCO - Aide

Relief will be coordinated by the Fire Operations Center.

**Administrative Support Center:** 

Fire & EMS Department Headquarters

Grimke Building - 1923 Vermont Avenue, NW

<u>Position</u> <u>Assignment</u>:

Deputy Fire Chief - Executive Officer
 Medical Director
 MIS Director
 MIS Director

FINANCE
MED DIR
MIS

**Joint Operations Center:** 

Metropolitan Police Department Headquarters

300 Indiana Avenue, NW - 5<sup>th</sup> Floor

**Position** 

**Assignment:** 

Battalion Fire Chief - PSO

JOC/SOC Liaison

#### **Scene of Emergency:**

Position Assignment:

1. Deputy Fire Chief - On Duty Incident Commander

2. Deputy Fire Chief - Risk Management SAFETY

3. Deputy Fire Chief - Special Operations Special Operations Coordinator

Relief will be coordinated and assigned by the Fire Operations Center.

#### **Apparatus Maintenance:**

Apparatus Maintenance Division 1101 Half Street, SW

<u>Position</u>

Deputy Fire Chief – Apparatus Division

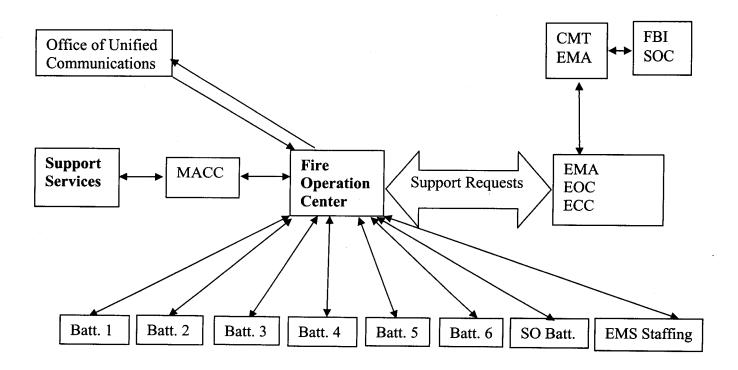
**Apparatus** 

Assignment:

Console FEMS radios are maintained at the FOC, Battalion Headquarters, EMA-EOC and MPD-JOC, along with a FEMS reference book, containing information such as cellular telephone numbers.

<sup>\*</sup> The above assignments are subject to change based upon incident needs and levels of applicable experience.

Section 10. Emergency Mobilization Plan - Communications Flow:



#### Section 11. Members Reporting on Recall from the Off-Duty Platoon:

Members on sick leave or limited duty will disregard all recall orders to report for duty.

No member will be permitted to assume duty under a Battalion or Platoon Mobilization of the Emergency Mobilization plan without being ordered to do so.

When off-duty members are notified that their services are required in connection with an emergency mobilization, they will report for duty at once with the following:

- 1. Proper Work Uniform
- 2. EMS Certification Card
- 3. PAT (Personnel Accountability Tag)
- 4. ID Card
- 5. Drivers License
- 6. Full Protective Gear
- 7. "Go Bag"

Off-duty members reporting on emergency mobilizations will cause their names, FEMS Department ID number and reporting and relief times to be entered in the company journal. This information will be compiled on the FD Form 167.

Company Officers and Division Heads, other than Operations, will submit the FD Form 167, Emergency Duty Report, whenever employees under their supervision report prior to, or remain on duty, beyond their regularly scheduled duty hours, due to the Department operating under emergency conditions.

The normal hours of duty under the "Emergency Mobilization Plan" will be 0700 hours to 0700 hours. However, any phase of the emergency mobilization may be activated at any time. The Department may operate with two Platoons working for 24 hours followed by two different Platoons working for the next 24-hour operational period. When a 12-hour operational period is indicated, the Department may operate from 0700-1900 hours and 1900-0700 hours with two Platoons working 12 hour shifts.

During a Platoon Mobilization of the "Emergency Mobilization Plan", Platoons 1 and 3, and Platoons 2 and 4 will be scheduled to work together in Operations Platoon Groups, to the extent possible.

Large scale emergency operations may require all personnel working during the initial period with no designated relief before transitioning to a two-platoon system for long term operations.

### Section 12. Personnel Unable to Reach Their Assigned Station during an Emergency Mobilization:

If a member is unable to reach their assigned station due to the emergency situation, the member may report to the closest fire station. The member will notify their normally assigned station of their location and reason for not reporting. If unable to contact their own station, the member will notify their Battalion Headquarters or the EMS Chief Supervisor of their situation and be guided by their orders.

#### Section 13. Change of Platoons under the Emergency Mobilization Plan:

If at the time of the change of platoons, the Department is operating under any portion of the Emergency Mobilization Plan, no member of the Department will be relieved from duty without approval of the Fire/EMS Chief or his/her designee.

#### Section 14. Response Rules under the Emergency Mobilization Plan:

Upon orders of Fire Operations Center, company-staffing levels may be increased by one person per Company, if sufficient self-contained breathing apparatus is available to support the additional personnel.

Responsible officers will ensure each two-person team on apparatus or an EMS unit is provided a portable radio (including reserve units). Radio identification and assignment will be recorded and passed on to the OUC for unit identification in the event of an emergency activation.

Mutual Aid Units needing radios will be able to secure radios from the Radio Cache or from the Fire Operations Center Cache.

Battalion Fire Chiefs may be ordered to form Task Force Groups and respond with intact groups.

Mutual Aid will be requested and utilized as intact Task Force Groups when possible, consisting of:

- a. Two Engine Companies;
- b. One Truck Company;
- c. One Battalion Fire Chief;
- d. One EMS Unit (advanced life support if available).

When working in conjunction with mutual aid units, the mutual aid Battalion Fire Chief will be requested to report to the incident command post so as to insure communications capabilities between all units. Unit Commanders will ensure safe operations at all times for the personnel under their command. When ordered, companies directed to respond will be dispatched as Groups, Task Forces, or Strike Teams consisting of the following:

- a. Strike Teams Five of the same type units will be operating from the same quarters, location, or responding from separate quarters or locations and directed to a staging area outside of the danger zone before continuing into the hazardous area. Generally, EMS units will be grouped into strike teams, lead by an EMS Supervisor or designee.
- b. Truck Task Force One Truck Company and one or two engine companies, as specified. All will be operating from the same quarters or location, or responding from separate quarters or locations and directed to a staging area outside of the danger zone before continuing into the hazardous area.
- c. Engine Task Force Two engine companies. Both will be operating from the same quarters or location, or responding from separate quarters or locations and directed to a staging area outside of the danger zone before continuing into the hazardous area.
- d. Collapse Group All will be operating from the same quarters or location, or responding from separate quarters or locations and directed to a staging area outside of the danger zone before continuing into the hazardous area.
- e. Hazardous Materials Group All will be operating from the same quarters or location, or responding from separate quarters or locations and directed to a staging area outside of the danger zone before continuing to the hazardous area.

f. Foam Unit Group - All will be operating from the same quarters or location, or responding from separate quarters or locations and directed to a staging area outside of the danger zone before continuing into the hazardous area.

A Battalion Fire Chief may or may not be dispatched, depending on availability and information received. In the event that all Battalion Fire Chiefs are depleted, the AFC Operations or the DFC Operations may designate companies commanded by captains as Acting Battalion Companies. These designated companies will remain intact and function as Acting Battalion Fire Chiefs. In the event no Battalion Fire Chief is dispatched, the senior ranking officer will assume command of the Group.

In the event that a captain and his/her company is used as a command company, the terminology to be used from the incident will be i.e. "Command Engine 1" when contacting OUC on Channel 02 (Zero Two) and "Operations Engine 1" when utilizing the appropriate tactical channel.

The number and type of such task forces or groups dispatched initially to an alarm, will be determined by the Office of Unified Communication and the Fire Operations Center, based upon an evaluation of calls received and the availability of apparatus.

Commanding officers on the scene of an emergency will be informed when full compliance with their requests for assistance is not available.

When companies are responding from different locations, the companies dispatched will be directed to meet at a staging area outside of the danger zone before continuing into the hazardous area.

When ordered, companies leaving the fireground will be joined into task forces and groups for return to quarters or dispatches to other alarms. The responsibility for observing this safety measure will rest upon the officer who directs the companies to leave the scene.

Alarms received from unaffected areas may be handled by normal dispatch procedures.

#### Section 15. Radios:

Anytime any portion of the Emergency Mobilization is activated, all companies still in quarters and all EMS units in quarters, will make available one radio from each two-person team. Engine Companies will operate with two portable radios, Truck Companies will operate with three portable radios, Ambulances and Medic Units will operate with one portable radio. Rescue Squads and the Hazardous Materials Unit will maintain their full complement of portable radios (one per member). These radios will be collected at the Battalion Headquarters and will be utilized by additional units (Reserve units) that will be placed in service or mutual aid units. The transfer of spare radios to the Battalion Headquarters will be arranged and all transfers or distributions will be documented in Company journals.

During the "Emergency Mobilization Plan", the Radio Cache will be utilized to supply portable radios in the event additional portable radio are needed. Requests for additional portable radios will be facilitated by the Fire Operations Center.

#### Section 16. Journal Records - "Emergency Mobilization Plan":

Company Journal records during the period of the "Emergency Mobilization Plan" will include, but not be limited to, the following:

- 1. The name, time of reporting, FDID number and time of relief of each member returning to duty under the "Emergency Mobilization Plan."
- 2. The names of personnel who comprise each company, together with the type and serial number of the vehicle, organized and operating from the quarters concerned.
- 3. A record of each change of platoons or each relief change which took place as it affected the companies assigned to the station.
- 4. A record of alarms to which each company responds, together with the company designation and such information as may be pertinent under the circumstances.

The purpose of recording this data in the company journal is to provide a comprehensive record of personnel, company activities and fire records during the "Emergency Mobilization Plan."

# Section 17. Protective Clothing and Personal Protective Equipment under the "Emergency Mobilization Plan":

During the period when the "Emergency Mobilization Plan" is in effect, members are required to have their personal protective equipment available to them all times.

Property responsibility requirements permit the carrying of these items in private vehicles, provided that members exercise reasonable and proper precautions to protect them from loss and/or theft by storage out of plain view in such locked private vehicles.

The Logistics Section at the Fire Operations Center will coordinate emergency replacement of PPE during the "Emergency Mobilization Plan".

#### Section 18. Duties of Divisions other than Operations - "Emergency Mobilization Plan":

Deputy Fire Chiefs and supervisors from divisions other than Operations are authorized to alter the hours of duty and/or cancel days-off of the personnel under their command to perform the functions delegated to their division under the "Emergency Mobilization Plan".

The Deputy Fire Chief, Executive Officer, will be responsible for Finance and will be stationed at the Administrative Support Center (Grimke).

The Battalion Fire Chief Planning (FMD) will be responsible for Logistics and will be stationed at the Fire Operations Center.

The Deputy Fire Chief, Fire Prevention Division, will be responsible for Liaison and will be stationed at the EOC.

The Deputy Fire Chief, Risk Management, will be responsible for Safety and will be assigned to the Scene of the Emergency.

The Deputy Fire Chief, Training Division, will be responsible for Planning and will be stationed at the Fire Operations Center. In the initial phases of an activation of the Emergency Mobilization Plan the Training Deputy Fire Chief may be tasked with the supervision of the recall of the off-duty platoon(s).

The Deputy Chief, EMS, will be responsible for EMS Operations and will be assigned to the Fire Operations Center.

The Medical Director will serve in an advisory role and will be stationed at the Administrative Support Center (Grimke).

The Deputy Fire Chief, Apparatus Division, will be responsible for repairs and refueling of apparatus as necessary and such other duties as needed and will be stationed at the Apparatus Division.

The Battalion Fire Chief, Professional Standards Office, will be the SOC Liaison at MPD Headquarters.

The Battalion Fire Chief, Fire Prevention Division will be the JOC Liaison at MPD Headquarters.

Regional Incident Management Teams (IMT) may be utilized to staff the General Staff functions in long term incidents.

Note: The above assignments are subject to change based upon incident needs and levels of applicable experience.

#### Section 19. Phase Out and Discontinuance of the "Emergency Mobilization Plan:"

The phase out and discontinuance of the "Emergency Mobilization Plan" will be by the direction of the Fire/EMS Chief or designee.

When notified by the Fire Operations Center, all companies, and EMS units will return to their normal complements and reserve companies will be placed out-of-service.

The Operations Division, from that point on, will operate on the four-platoon system.

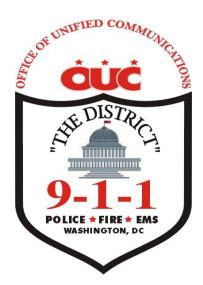
The time of discontinuance of the "Emergency Mobilization Plan" will be designated when the four platoon groups are returned to the regular calendar scheduling established prior to the "Emergency Mobilization Plan".

Deputy Fire Chiefs of divisions other than Operations will be responsible for phasing out the "Emergency Mobilization Plan" for their respective commands. A report to the Fire/EMS Chief will be submitted when the "Emergency Mobilization Plan" has been discontinued and their division has returned to normal tours of duty. The report will list the services performed by their respective division and the condition of the members and equipment involved.

# Appendix G OUC OPERATIONS MANUAL

# Washington, DC Fire and Emergency Medical Services Department





## Office of Unified Communications Operations Manual

Version 2: May 2011

Abstract: This document was created by the DC Fire and EMS Department for the Office of Unified Communications (OUC). The intent of this document is to provide a tool for the OUC to use in training, drilling, and reference with the goal of presenting the OUC an understanding of Fire and EMS Department operations and emergency communications expectations. The document shall be maintained and kept current with subsequent revisions presented to the OUC as needed.

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#### 1.0 Introduction

The mission of the Fire and Emergency Medical Services Department (F/EMS) is to promote safety and health through excellent pre-hospital medical care, fire suppression, hazardous materials response, technical rescue, homeland security preparedness, and fire prevention and education in the District of Columbia.

The office of Unified Communications plays a critical role in allowing F/EMS to meet and exceed its goal as espoused in the mission statement. F/EMS cannot operate efficiently or safely without a professional, well trained communications center supporting its operations.

The Fire and EMS Department, as a client organization of the Office of Unified Communication, is dedicated to providing clear and constructive guidance so that the OUC can properly classify calls, assign F/EMS resources and support F/EMS operations as required by the needs of the service and the demands of the public.

The purpose of this document is to provide a training tool for the OUC as well an instrument for disseminating to OUC the expectations of F/EMS. The Manual is organized in the following manor:

This manual is based on F/EMS dispatch protocol and current orders and procedures. It is imperative that when this Manual is used, it is the most current and up to date version available. It shall be the responsibility of the F/EMS BFC / OUC Liaison (or their designee) to ensure that this Manual is current in all respects.

#### 1.1 National Incident Management System

The Department follows the national incident management system (NIMS) and Office of Unified Communications operational personnel should be trained to at least the IS-700, IS-800, IS-100 and IS-200 levels. To properly support F/EMS operations operators must possess an understanding of ICS theory, and terminology.

#### 2.0 The District of Columbia Fire and EMS Department

#### 2.1 History

The history of organized firefighting efforts in the Nation's Capital follows a path quite similar to other cities in post-colonial America. The first city fire law of record was passed on January 13, 1803, and stated that any owner of a dwelling or storehouse must provide as many leather buckets as there were stories to said building. Proprietors who failed to do so were fined one dollar for each missing bucket. In fact, if the owner failed to provide the buckets, the occupant was authorized to procure them under the same penalty for neglect and could recover the sum from the landlord.

In 1804, the Mayor was authorized to procure "one substantial engine" to be kept near the Central Market and later \$300 was appropriated out of treasury funds for two engines to be placed near the Eastern and Western Markets. Later that year the city was divided into wards and citizens of the Fourth Ward organized one of the federal city's first fire companies, the Columbia. The Anacostia Fire Company was also formed that same year and was to remain in existence until the forming of the paid department.

As the century progressed, more fire companies were organized in the city. Washington saw its share of serious blazes to be fought by the newly formed volunteer units, including the 1836 fire that swept the General Post Office, US Patent Office, and Washington Post Office.

Like volunteers in other communities, rivalries were keen between DC's fire companies. Territories were well marked and fights between members of rival companies were not infrequent. One such battle took place directly in front of the White House during President Tyler's administration. Vanity also played its part. President Franklin Pierce was inaugurated in 1853, and made the grave mistake of refusing to attend a party thrown by DC's vollies. The miffed volunteers refused to march in his inaugural parade.

The first recorded line of duty death occurred in 1856 when Mr. Benjamin Grenup, a member of the Columbia Engine Company, fell from and was run over by his engine company while responding to a blaze.

By 1856, regulations and bylaws were established in hopes of limiting the problems associated with the volunteer's rivalries. These did not prove totally successful and with a thriving city and growing population, the inevitable was due. In 1864, an act to organize a paid fire department was approved.

This act was implemented on July 1, 1884, and a volunteer/paid fire department came into existence, consisting of three engine companies and one ladder company. Four paid men, with six call men available to answer alarms, manned the engine companies; the ladder company had three paid men and seven call men.

That same year, the first alarm system was installed with 25 telegraphic call boxes. They sent a code to Fire Alarm Headquarters identifying the box location. Headquarters then transmitted this code by telegraph to all fire stations and also activated large bells in towers and church steeples to ring out the same number, thus alerting the call men.

During the remainder of the century, Washington's fire department continued to grow and saw its share of serious blazes; and, like today's fire service, an emergency was likely to call out the city's bravest.

By the turn of the century, the department had grown to 20 companies, including 14 Engines, 4 Ladder and 2 Chemical Companies. Some of these units were to come to the aid of their fellow firefighters in Baltimore when the Great Fire of 1904 swept that city. Four DC Engines made the 30 odd mile trip to battle this conflagration.

A first for DC Fire Department took place in 1911, when the first motorized apparatus was placed in service with the newly formed Engine Company No. 24 on Georgia Avenue. The beginning of the end of an era had begun. The last run for horse-drawn apparatus took place on June 15, 1925, some 14 years later. This ceremonial run took place on East Capitol Street with the Capitol dome providing an impressive backdrop.

Three years later on the night of January 16-17, 1928, the department was run ragged and the city terrorized in a reign of arson known as Fisher Night. It all started at 10:41 pm, when a box alarm was sounded for a fire in the Woolworth's store at 925 Pennsylvania Avenue, NW. This blaze escalated to five alarms and spectators to the battle found a new source of excitement when flames were discovered leaping from buildings on Produce Row a few blocks away.

As some units from the Woolworth's fire and additional third alarm companies battled this outbreak, another box alarm was sounded for a fire that was quickly extinguished in the Washington Paper Store a few blocks away. But, there was still worse to come as a fire in the Pillsbury Warehouse on H Street, NE, quickly grew to fourth alarm proportions.

By now, it had become obvious that a maniacal arsonist was loose. Completely stripped of its resources, the DC department sent out a plea for help to Baltimore and suburban communities. Baltimore rushed seven engine companies to Washington, and suburban Maryland and Virginia sent a few more. Almost all of these units saw action.

Before the night ended, there were two more multiple alarm fires. This reign of arson was finally halted when John Joseph Fisher was nabbed by police after he threatened a citizen attempting to pull Fire Box 89 to report the last blaze.

The White House, our president's home and a national monument, is no stranger to fire, having suffered six fires up to and including 1929. On Christmas Eve of that year, five alarms were sounded for a blaze involving second floor storerooms in the mansion's West Wing. President Herbert Hoover and his son rushed from a Christmas party in another wing of the Executive Mansion to rescue presidential papers. Nothing, obviously, is sacred from fire.

The department continued its growth through the latter part of the 20<sup>th</sup> century, developing a reputation as one of the finest firefighting forces in the country. One of its darkest moments came on a day that became known as Black Thursday. On the morning of January 15, 1953, a runaway passenger train careened into Union Station and plunged through the floor. Firefighters instituted a major rescue operation to aid the 36 who were injured. While this operation was in progress, a minor fire in Standard Tire and Battery Store approximately 10 blocks away suddenly turned into tragedy. An explosion that tossed firefighters through the air like duckpins rocked the building. Forty-two firefighters were injured, but miraculously none were killed.

What may very well be the department's finest hour came in those terrible days following the shooting death of Dr. Martin Luther King Jr. in 1968. Rioting and arson swept the city and the entire firefighting force, manning all available apparatus, fought to protect life and property. Some 70 mutual aid companies aided the DC units; and before it had ended, over 500 initial blazes and 300 rekindles had been extinguished. This one statistic says it all: 120 rescues were recorded by firefighters during those four traumatic days.

Today, the DC Fire and Emergency Medical Services (F/EMS) Department stands ready to serve the residents of and visitors to our Nation's Capital. Manning 33 engine companies and one fireboat company, 16 truck companies, 3 heavy duty rescue squads, and a variety of special units, the firefighters of the District of Columbia reflect the pride of all of us in this country who bear an association with America's Bravest.

\*Reprinted from the official F/EMS Website.

#### 2.2 Resources

The F/EMS Department has 34 stations located strategically throughout the city. 33 of the stations are identified by the Engine Company that they house. The 34<sup>th</sup> station is the Fireboat (see appendix for locations) The F/EMS has its administrative headquarters at 1923 Vermont Ave NW, this facility is also known as the Grimke school. The F/EMS Training Academy is located at 4600 Shepherd Parkway SW. The Department also operates a supply warehouse at 3180 V St. NE. The Department's Fleet Management Division is housed at Half and M St. SW and the Fire Prevention Division is located at 441 4<sup>th</sup> St. NW suite 370.

The Department is broken down into small teams called Companies. A company is identified by its primary function and the piece of equipment it operates, such as Engine, Ladder, Rescue Squad etc. A number of Companies are then grouped into a Battalion under the command of a Battalion Chief.

For example the 1<sup>st</sup> Battalion consists of the following units: Engines 6, 10, 12, 14, 26
Trucks 13, 15
Ambulance 6, 10, 12, 14, 26
Medic 14, 17
Battalion Chief 1
EMS1

#### **Engine Company**

The primary function of an Engine Company is applying water to fires; they carry five hundred gallons of water as well as a variety of hose lines so that they can draw additional water from hydrants and apply it as necessary. Engines also provide the bulk of the Departments first responder medical service, either ALS or BLS. An Engine Company is staffed at all times with one Officer and Three Firefighters. The Department operates thirty-three Engine Companies.



#### Water Supply Engine

The Department has designated six reserve Engines as Water Supply Engines. Each Battalion has one. They are located at E12, E3, E19, E11, E5, and E16. These units are not always staffed and may require an additional Engine Company to respond to the quarters were it is kept.

#### **Truck Companies**

The Truck Company has a variety of responsibilities; primarily the Truck performs forcible entry, ventilation and rescue on the scene of a building fire. The ladders the Truck carries allow the Firefighters to reach upper floors and roofs. The truck Companies also carry a wide range of equipment that allows them to answer many varied calls for assistance. Truck Companies also provide first responder medical service at the BLS level. An Officer and four Firefighters staff a Truck Company. The Department has sixteen Truck Companies and one Tower (the Tower is an elevated platform and functions like a truck)





### Rescue Squads

A Rescue Squad is a specialized Company that is often referred to as a "big tool box". The Rescue Squad is often called to rescue victims entrapped in cars, elevators, machinery or in fact anything that people can get trapped in. The diversity of the tools and the extensive training of the personnel assigned to the Rescue make this Company a very valuable asset. When operating on a building fire the Rescue Squad is responsible for making certain that all the victims are removed from the building. One Officer and four Firefighters staff the Rescue Squad. The Department has three.



#### **EMS** Units

The F/EMS operates two different kinds of EMS Units. The level of pre hospital care that they provides their designation. Medic units are staffed and equipped to provide advanced life support and Ambulances are staffed and equipped to provide basic life support. The Department has twenty-five BLS Ambulances and fourteen Medic units. Two personnel staff these units, although generally of the same rank one will be designated ACIC (ambulance crew member in charge) and the other will be the ACA (ambulance crew member assisting)



### HAZ MAT

The HAZ MAT or Hazardous Materials Unit operates a vehicle similar to a Rescue Squad however; the Company's focus is on protecting people, property and the environment from dangerous chemicals or substances. The staffing is the same as a Rescue Squad.



#### Fireboat

The Fireboat provides fire suppression, EMS and a host of other services to the extensive DC waterfront as well as the Maryland and Virginia Potomac River frontage. The Company currently operates three boats, two fast response vessels as well as FB1, the John H. Glenn (capacity 7000 GPM). The Fireboat also responds to inland water rescue assignments with a towed inflatable boat. The staffing of the Fireboat is the same as the Rescue Squad.





#### **Deputy Fire Chief Operations**

The Operations Deputy is in command of the department's Operations Division on a twenty four-seven basis. The Operations Deputy Fire Chief is responsible for overseeing all aspects of the Department's operations and is assisted by a Sergeant Aide.

#### **Battalion Chief**

The Department has seven Battalion Fire Chiefs on duty at any given time. Each Battalion Chief has a Sergeant Aide who assists the Chief with both administrative and command functions. Six of the Battalion Chiefs command a number of Companies determined primarily by geography. The seventh Chief on duty is responsible for the Special Operations Companies, consisting of: Rescue Squads, HAZ MAT, Ambulance 15, and the Fireboats.

### Safety Officer

The Safety Officer is a Captain on shift work who is responsible for ensuring that operations on emergency scenes comply with the Department's guidelines for safety. The Safety Officer has the authority to halt any operation that he/she feels is unsafe. The Safety Officer also investigates all injuries to personnel as well as accidents involving Department assets.

#### **EMS Battalion Supervisor**

The EMS Battalion Supervisor's role is to provide EMS oversight, expertise, guidance, provider evaluation, and medical quality assurance on EMS responses as well as being utilized as an ALS response asset and offering daily administrative support. There are seven EMS Battalion supervisors (EMS7 is the Special Operations EMS supervisor) that are stationed in battalion fire chief stations and there is one EMS Chief Supervisor stationed with the Operations DFC. The EMS Battalion Supervisors are numbered EMS1, EMS2, etc and the chief Supervisor is numbered as EMS8.

## Air Unit

The Department operates 2 Air units. The Air unit responds to working incidents and replenishes breathing air supply and oxygen as well as providing other support functions. A single Technician staffs each of the Air units.



#### Foam Unit / TAU

The Foam units as well as the TAU (Twinned Agent Unit) are specialized vehicles that are employed to control fires involving flammable liquids, including gasoline, aircraft fuel, diesel oil etc. The units may also be used to support any fire suppression operation. These units are most often called to stand by for helicopter landings and take offs. One Technician staffs each of the Foam units and a Truck Company staffs the TAU when it is needed.







### Canteen / Rehab

The Canteen and Rehab (Rehabilitation) units provide personnel operating on incidents the opportunity to rehydrate, cool / warm and receive light food. These units are assigned as part of a second alarms and may be requested for any long duration incident. Department personnel do not staff these units. Volunteer members of the Friendship Fire Association provide the staffing.



### 2.3 Organization

In order to interact with the F/EMS, a basic understanding of the organization is necessary. The F/EMS utilizes a Para military structure and due to this organizational characteristic there is an expectation of the officers of the F/EMS that during incidents instructions and directives will be followed promptly without discussion. The preceding statement does not imply that F/EMS is unwilling to discuss its policies or receive criticism of its performance, it is provided to assist individuals who are unfamiliar with the F/EMS, to better understand how the organization operates.

The hallmark of a Para military organization is a rank structure and clear chain of command. The Department currently has two types of employees: Sworn (duel role) and Civilian (single role). The difference is simple; sworn employees (Firefighters) are required to swear an oath when they accept the position. Civilian employees (EMS Providers / support personnel) are not. The F/EMS has been mandated by the Mayor to unify the workforce and become fully sworn, this initiative is ongoing. Presently the rank structure is as follows:

Sworn	Civilian
Probationer	
Firefighter EMT	EMT
Firefighter Paramedic	Paramedic
Technician	Sergeant
Sergeant	Lieutenant
Lieutenant	Captain
Captain	Battalion Chief
Battalion Fire Chief	Deputy Chief
Deputy Fire Chief	Assistant Chief
Assistant Fire Chief	
Fire Chief	

To meet the demands for service, the Department must operate twenty four hours a day seven days a week. To accomplish this level of staffing the F/EMS Department works a twenty four hour shift over four platoons. The Operations Division changes platoons at 07:00 hours; however, if members so desire they may relive a member of the off going platoon up to two and a half hours early. This flexibility allows members to plan for child care or other similar responsibilities. Occasionally, the Department will need to supplement the on duty platoon with overtime personnel. When working overtime members generally work twelve hours and this modification to the schedule requires a second change of shift that occurs at 19:00hrs.

Each Company is under the command of a Captain, known as the Company Commander. The Captain works on one of the four platoons that make up the Operations Division. The same Company on the other three platoons is commanded by a Lieutenant, designated a Platoon Commander. When the regularly assigned officer is not available during his/her shift, the Company will be under the command of a Sergeant for the twenty four hour tour of duty. The Sergeant's role is that of a fill in officer. Sergeants are assigned to Truck Companies, as well as Rescue Squad 3 in the Special Operations Division, but travel to different stations from day to day filling in for regular officers.

Firefighters are also required to work at stations other then the one to which they are assigned from time to time. When a member of the Department works at an assignment, other then their own, it is known as a detail. On a daily basis many members of the Department are detailed around the city to meet the staffing needs for the day. The only Firefighters exempt from being detailed are the Technician, and on paramedic engines, the Firefighter EMT-P. Firefighter/Technician is the title given to the member of a Company who operates the apparatus. To become the Company Technician the member must pass a rigorous examination process, during which they must demonstrate a thorough knowledge of the area, in which they normally respond. Each Company has one Technician on each platoon, or shift. Each Truck Company has two Technicians per platoon. The typical Company compliment looks like this:

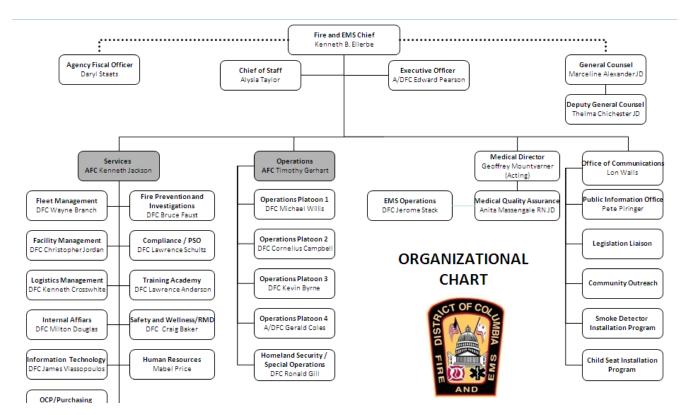
### Engine Company 0

Platoon #1	Platoon #2	Platoon #3	Platoon #4
Captain	Lieutenant	Lieutenant	Lieutenant
Technician	Technician	Technician	Technician
Firefighter	Firefighter	Firefighter	Firefighter
Firefighter	Firefighter	Firefighter	Firefighter
Firefighter	Firefighter	Firefighter	Firefighter
Firefighter	Firefighter	Firefighter	Firefighter

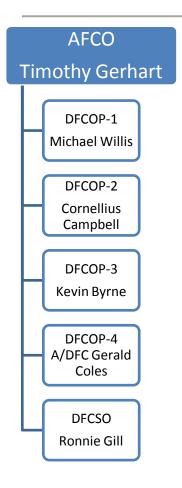
Technicians have many informal titles depending on the Company, here are some examples: Wagon Driver, Truck Driver, Tillerman (Drives the rear of the articulated truck) Squad Driver (Rescue Squad Technician)

EMS units are staffed either by single role (EMS only) or by dual role (Fire and EMS) providers. Single role providers are assigned to EMS units and duel role providers are assigned to Fire/EMS suppression units and are detailed to EMS transport units.

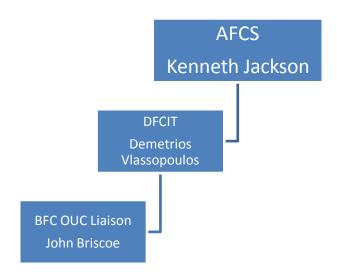
To manage the resources of the Department a chain of command has been established. The overall organizational table looks like this:



This chart shows the entire Department, it does not reflect the number of personnel working in each portion. The vast majority of Department personnel work in direct service delivery in the operations division



The Assistant Fire Chief of Operations supervises the Four Deputy Chiefs of Operations and the Deputy Chief of Special Operations, who in turn supervise the seven Battalion Chiefs on each platoon, who in turn supervise the Company officers assigned to the Companies in their Battalion, Who supervise the members assigned to each Company and EMS unit. The Management Information Systems/OUC Deputy Fire Chief also reports to the AFCO and the BFC OUC Liaison reports to the BFC ouc Liaison.



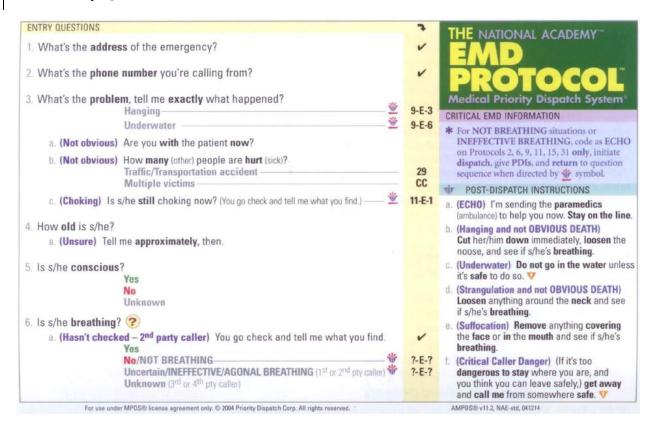
### 3.0 Call Taking

The OUC Call-taker utilizes ProQA, a Priority Dispatch Corporation software product to process emergency calls; Medical Priority Dispatch System (MPDS) version 11.2 and Fire Priority Dispatch System (FPDS) version 4.1.

#### Case Entry Protocols

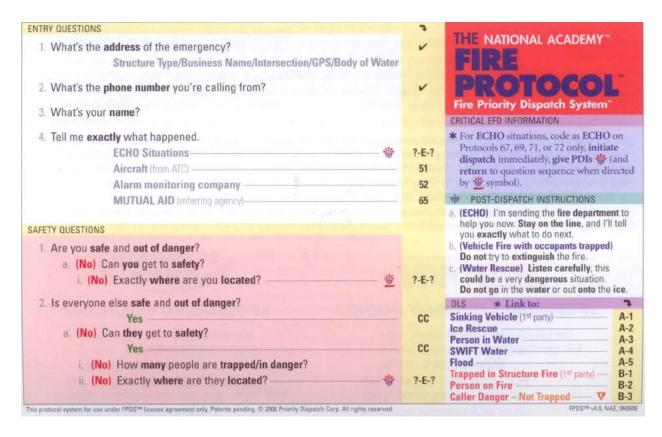
The Call-taker will select the appropriate ProQA and begin asking the caller entry questions. Once a Chief Complaint protocol has been selected the Call-taker will ask the appropriate questions specific to the selected chief complaint.

#### **MPDS** Entry Questions



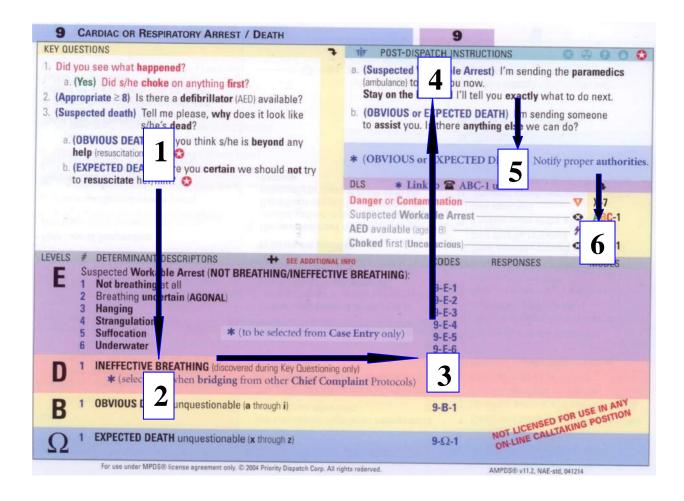
### Case Entry Protocols

### **FPDS Entry Questions**



### Chief Complaint Protocol

Once a Chief Complaint protocol has been selected, the Call-taker will ask the appropriate questions specific to the selected chief complaint. The standard call processing sequence of the Chief Complaint Protocol; 1<sup>st</sup>- Key Questions, 2<sup>nd</sup>- Determinant Descriptors, 3<sup>rd</sup>- Formulate a Determinant Code, 4<sup>th</sup>- Post- Dispatch Instructions, 5<sup>th</sup>- Determine if Critical EMD/EFD Information is applicable, and 6<sup>th</sup>- Follow the appropriate DLS (Dispatch Life Support) Link. (Example)



#### 3.1 MPDS and FPDS Dispatch Codes

#### **MPDS**

- 1- Abdominal Pain / Problems
- 2- Allergies (Reactions) / Envenomations (Stings, Bites)
- 3- Animal Bites / Attacks
- 4- Assault / Sexual Assault
- 5- Back Pain (Non-Traumatic or Non-Recent Trauma)
- 6- Breathing Problems
- 7- Burns (Scalds) / Explosion
- 8- Carbon Monoxide / Inhalation / HAZMAT
- 9- Cardiac or Respiratory Arrest / Death
- 10- Chest Pain (Non- Traumatic)
- 11- Choking
- 12- Convulsions / Seizures
- 13- Diabetic Problems
- 14- Drowning (Near) / Diving / Scuba Accident
- 15- Electrocution / Lightning
- 16- Eye Problems / Injuries
- 17- Falls
- 18- Headache
- 19- Heart Problems / A.I.C.D.
- 20- Heat / Cold Exposure
- 21- Hemorrhage / Lacerations
- 22- Inaccessible Incident / Other Entrapments (Non-Vehicle)
- 23- Overdose / Poisoning (Ingestion)
- 24- Pregnancy / Childbirth / Miscarriage
- 25- Psychiatric / Abnormal Behavior / Suicide Attempt
- 26- Sick Person (Specific Diagnosis)
- 27- Stab / Gunshot / Penetrating Trauma
- 28- Stroke (CVA)
- 29- Traffic / Transportation Accidents
- 30- Traumatic Injuries (Specific)
- 31- Unconscious / Fainting (Near)
- 32- Unknown Problem (Man Down)
- 33- Transfer / Interfacility / Palliative Care
- 36 Pandemic Flu (**NEW CODE**)

### **FPDS**

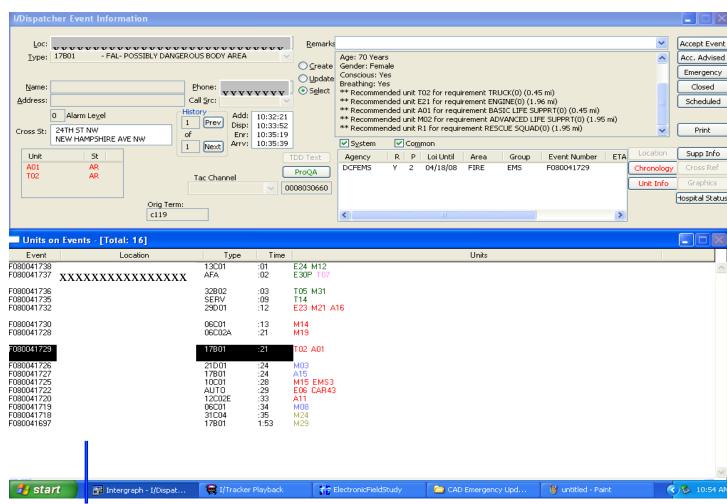
- 51- Aircraft
- 52- Alarms
- 53- Citizen Assist / Service Call
- 54- Confined Space / Structure Collapse
- 55- Electrical Hazard
- 56- Elevator / Escalator Rescue
- 57- Explosion
- 58- Extrication / Entrapped (Machinery, Vehicle)
- 59- Fuel Spill
- 60- Gas Leak / Gas Odor (Natural and LP Gases)
- 61- HAZMAT
- 62- High Angle Rescue
- 63- Lighting Strike Investigation
- 64- Marine Fire
- 65- Mutual Aid / Assist Outside Agency
- 66- Odor (Strange / Unknown)
- 67- Outside Fire
- 68- Smoke Investigation (Outside)
- 69- Structure Fire
- 70- Train / Rail Incident
- 71- Vehicle Fire
- 72- Water Rescue
- 73- Watercraft In Distress

#### 3.2 Updating an Event/Cancelling Unit(s) From an Event

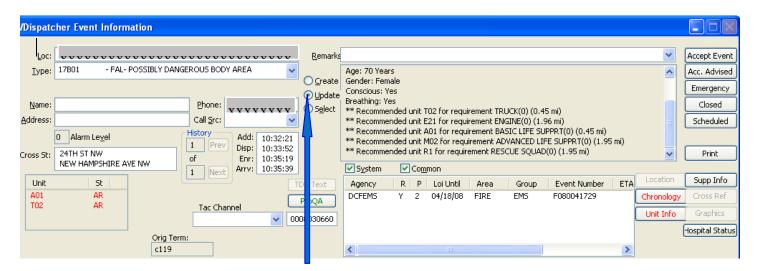
Critical event comments include but are not limited to reports of people trapped or severely injured, reports of explosions, address changes (including apartment numbers), reports of a basement on fire, upgrades to original event types (Alpha to Bravo; Bravo to Charlie; Charlie to Delta; Delta to Echo; ODR3/69D05S to SMK/69D05; INV (68 card) to BLDG (69 card); 29D02 (MVA) to 29D04 (MVA with Entrapment), etc.

Call-takers play a critical role in gathering important information needed by emergency responders. Pertinent information must be gathered when received by calling parties, entered into the event's comments, and if the call has already been dispatched, the dispatcher notified of the additionally gathered critical information. Gathering additional information from an event already transferred to dispatchers is critical, but notifying the dispatchers of additional pertinent information is equally critical. Call-takers must also understand that when calls are cancelled by the calling party prior to F/EMS arrival, just placing an event comment into the CAD incident is not enough. The appropriate dispatcher must be made aware of this fact so responding resources and be notified and cancelled.

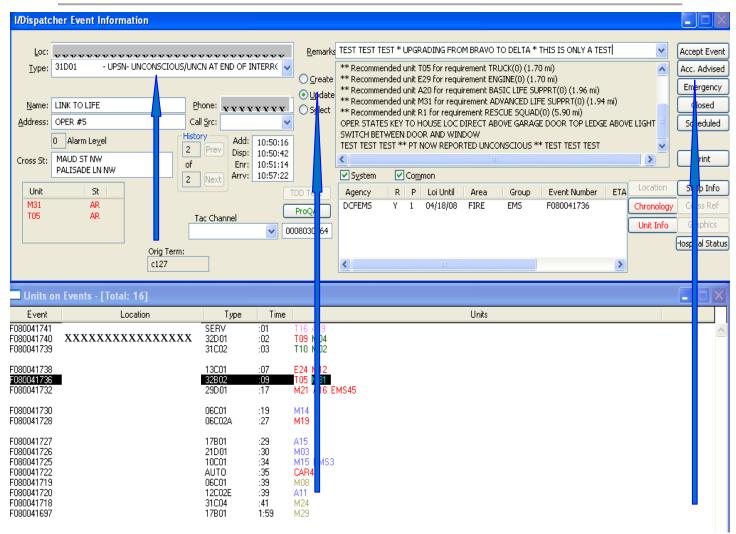
An effective method of notifying the dispatchers of emergency update/upgrade/additional critical incident information, and event cancelation requests is using CAD's Emergency Event function. The following pages provide an example, with screen shots, on how to use this effective procedure.



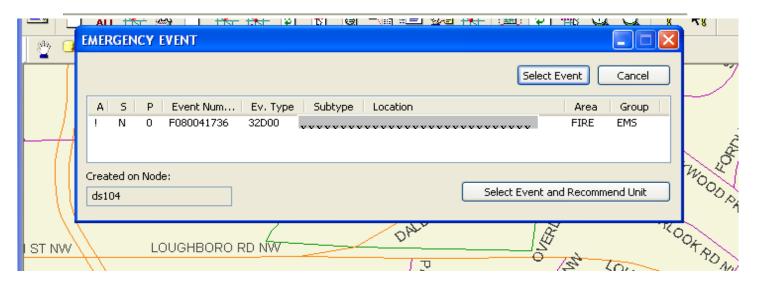
Call-taker clicks on event needing follow-up information or upgrade



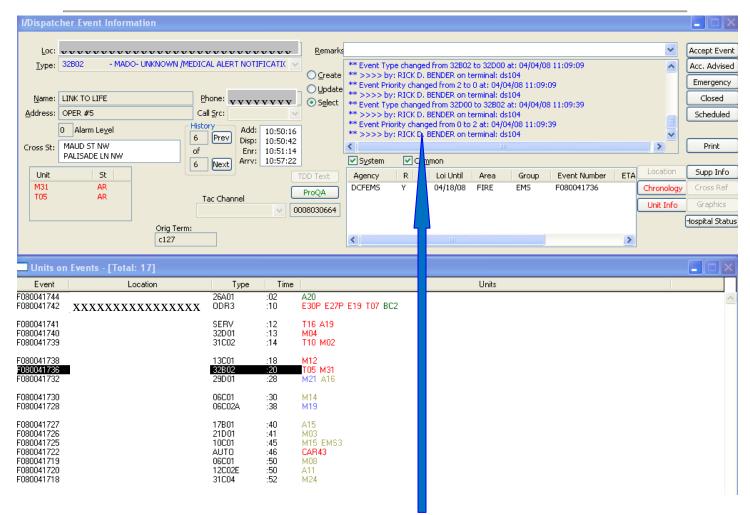
Call-taker clicks Update radio button



Call-taker changes event from Bravo to Delta, adds important comment, then clicks on Emergency



All dispatcher and call-taker work stations receive this pop-up box indicating an emergency event comment. In this example, the 012 operator will see a NW event that needs attention. She/he will click *Select Event* to see the important comments/upgrade



After the dispatcher clicks on Select Event in the pop-up window, the CAD will go to the event and the critical updates will be in blue.

The dispatcher responsible for this incident will then read the notes and act accordingly. If a call is upgraded from an Alpha or Bravo with no ALS resource to a Charlie, Delta, or Echo; the 0-1 Dispatcher will need to perform a select and recommend and send the closest appropriate ALS resource to the event. Additionally, the 0-11 or 0-12 operator will need to notify unit(s) already on the event of the upgrade.

Another example offered is an already dispatched odor of smoke in a house three stories or less in height (ODR3 or 69D05S). This response is three engines, a ladder truck, and a battalion fire chief. If a call-taker receives another call reporting a confirmation of smoke now in the house, this is an emergency event upgrade. If units are not already on scene, the 0-1 dispatcher shall act accordingly by filling the box alarm assignment (ODR3/69D05S to SMKE/69D05) while the 0-2 operator notifies the responding BFC of the upgrade and why.

This notification can be made on the assigned channel or 0-2 MAIN. If units are already on scene, notify the BFC of the additional information and be guided by his/her advice.

Effective call-takers MUST determine if second calls for events already exist before creating a second event in CAD. Call-takers receive a popup window when creating an event if there is another event already created at or near the new event's address. Call takers will always review this popup window and if this call is reporting an upgrade to the event that is already dispatched, use the aforementioned procedures to alert dispatchers.

On each and every call received, Call-takers must keep in mind that the individual calling believes that the incident they are reporting is an emergency. Whether the call is for a stubbed toe, a person choking or a building on fire with people trapped, call-takers must be the voice of confidence and by virtue of that confidence instill in the caller the sense that their issue will be dealt with quickly and professionally.

### 3.3 Response Plans and Unit Assignments

F/EMS resources will be dispatched as required by predetermined response plans, or as requested from units operating on alarms. The classification of an alarm is dependent on the information gathered from the caller. Whenever the Lead radio operator dispatches an assignment they will begin by stating the type of assignment they are dispatching, such as a "Box Alarm" or a "Local Alarm" "Medical Local" etc., these terms describe the traditional name for a designated group of resources.

BOX ALARM: A fixed alarm assignment consisting of five (5) Engines Companies, two (2) Truck Companies, two (2) Battalion Fire Chiefs, one (1) Rescue Squad, and one (1) Ambulance.

WORKING FIRE DISPATCH ALARM: An alarm assignment consisting of one (1) Engine Company; one (1) Truck Company; Safety Officer; one (1) Air Unit; Fire Investigator; one (1) EMS Supervisor, one (1) Medic Unit and DFC-Operations. The Engine Company will be assigned to duties by the Incident Commander and the Truck Company will be assigned to the Rapid Intervention Team.

#### **MULTIPLE ALARM(s):**

SECOND Alarm- Four (4) Engine Companies; two (2) Truck Companies; Battalion Fire Chief, a Rescue Squad, Tower 3 (only if tower is in service) and the Water Supply Task Force

THIRD Alarm- Four (4) Engine Companies and two (2) Truck Companies.

FOURTH Alarm- Four (4) Engine Companies

LOCAL ALARM: An alarm assignment to which a Company or Companies less in number than a Box Alarm assignment, respond to reported emergencies.

SPECIAL ALARM: An alarm assignment that is requested by the Incident Commander of an emergency for a specific type of supporting unit or a definite number and types of companies.

MEDICAL LOCAL: An alarm assignment to which a Company or Companies respond to render medical assistance.

PUBLIC SERVICE ALARM: An alarm assignment to which a Company or Companies proceeding (non-emergency response) to render assistance for such requests as water leaks, tree down, reset alarm bells, etc.

DESCRIPTIONS	RESP	RESPONSE ASSIGNMENT
ALARM BELLS, DEFECT. / PROCEED	LA	1E
AUTOMATIC FIRE ALARM	LA2	1E, 1T
APARTMENT FIRE	BA	5E 2T 2BC 1RS 1BLS
ASSIST AMBULANCE	LA	1E
AUTOMOBILE FIRE	LA	1E
BARRICADE / MINIMUM RESPONSE	BAR	1E, 1T, BCSO, 1RS, 1ALS, A15, EMS, SAFO
BUILDING ON FIRE	BA	5E. 2T. 2BC. 1RS. 1BLS
DISABLED BOAT / MECHANICAL	FB	FB
BOAT ON FIRE - DOCKED/MARINA		5E, 2T, BCSO, 1BC, 1RS, 1BLS, HM, FTF, FB, SAFO
BOAT ON FIRE - SMALL - UNDERWAY	BTSU	1E. 1T. BCSO, 1BC, 2RS, FB, HM, EMS, 1ALS, A15, SAFO, HELO
BOAT ON FIRE - LARGE - UNDERWAY	1	5E, 2T, BCSD, 1BC, 2RS, FB, HM, EMS, 1ALS, A15, SAFO, HELO
BOMB THREAT	BMB	1E. 1T. BCSO, 1RS, 1ALS, A15, HM, EMS, SAFO
BRUSH, LEAVES, GRASS, TREE, ETC.	LA	1E, 11, 8030, 1N3, 1NL3, NIC, NIS, NIC, SM3, 3NPO
BUS FIRE	BUS	1E. 1T. 18C. 1FU
TOTAL CONTRACTOR AND ADDRESS OF THE PROPERTY O		1E, 1T, BCSO, 1BC, 1RS, E15, RS3, CIU. CISU, A15, 1ALS, HM, EMS, SAFO
CAVE IN RESPONSE - TRENCH/EXCAVATION	CAV	
CHEMICAL BIOLOGICAL INCIDENT	CBI	1E, 1T, BCSO, 1RS, 1ALS, A15, HM, EMS, SAFO
CARBON MONOXIDE DETECTOR	CO	1T
CARBON MONOXIDE DETECTOR W/ SICK PERSONS	HL	3E, 1T, BCSO, 1BC, HM, EMS, 1ALS, A15, 1RS, SAFO
CITIZEN ASSIST / SERVICE CALL (EFD Code- 53B02 & 53B03)	TLB	1T, 1BLS
STRUCTURAL COLLAPSE		1E, 1T, BCSO, 1BC, 1RS, E15, RS3, ClU, CISU, A15, 1ALS, HM, EMS, SAFO
PLANE FIRE, CRASH		5E, 2T, 1BC, BCSO, 2RS, 1BLS, 2ALS, HM, FTF, A15, 1BLS, MCTF, SAFO, EMS
RAILROAD - FREIGHT/PASSENGER TRAIN FIRE, CRASH/DERAILMENT		5E, 2T, 1BC, BCSO, 2RS, 1BLS, 2ALS, HM, FTF, A15, 1BLS, MCTF, SAFO, EMS
RAILROAD TUNNEL - FREIGHT/PASSENGER TRAIN FIRE, CRASH/DERAILMENT - PRIMARY		5E, 2T, 1BC, BCSO, 2RS, 1BLS, 2ALS, HM, FTF, A15, 1BLS, MCTF, SAFO, EMS
RAILROAD TUNNEL - FREIGHT/PASSENGER TRAIN FIRE, CRASH/DERAILMENT - SECONDARY		
RAILROAD RESCUE ALARM		1E, 1T, BCSO, 1BC, 2RS, EMS, 1ALS, A15, SAFO
CONFINED SPACE RESCUE	CSR	1E, 1T, BCSO, 1BC, 1RS, RSZ, HM, AIR, 1ALS, A15, EMS, SAFO
DEFECTIVE CHIMNEY	DL	3E, 1T, 1BC
DEFECTIVE FURNACE / BOILER	LA2	1E, 1T
DEFECTIVE STOVE	LA2	1E, 1T
DETAIL / OTHER	A	NA .
DUMPSTER / TRASH BOX	LA.	1E
STALLED ELEVATOR	RL	1RS
EMERGENCY TRANSPORT / ALL CASES	A	NA .
EXPLOSION	EXPL	SE, 2T, BCSO, 1BC, 1RS, HM, FTF, 1ALS, A15, EMS, SAFO
FIRE INVESTIGATOR ONLY / PROCEED	FI	FIU
FIRE GROUND / FOR A PATIENT	ML2	
FIREGROUND / NO PATIENT	ML3	
FUEL SPILL	LA	1E
ODOR OF FOOD	DL	3E, 1T, 1BC
FIRE REPORTED OUT	DL	3E. 1T. 1BC
GARAGE ON FIRE - RESIDENTIAL/DETACHED	DL	3E. 1T. 1BC
GAS LEAK INSIDE BUILDING	DL	3E. 1T. 1BC
GAS LEAK INSIDE SINGLE FAMILY	DL	3E. 1T. 1BC
NATURAL GAS LEAK / OUTSIDE	LA2	1E.1T
WATER RESCUE	H2O	1E. 1T. BCSO, 1BC, 2RS, FB, HM, EMS, 1ALS, A15, SAFO, HELO
HIGH ANGLE/ROPE RESCUE	HAR	1E. 1T. BCSO, 1BC, 2RS, 1B, 1M, EMS, 1ALS, A15, ARO, NELO
A TOTAL CONTRACTOR OF THE PROPERTY OF THE PROP	HL	3E, 1T, BCSO, 1BC, RS1, 1RS, 1ALS, A15, 1RS, SAFO
HAZARDOUS MATERIALS LOCAL HAZ MAT - SUSPICIOUS PACKAGE		1E, 1T, BCSO, 1RS, 1ALS, A15, 1RS, SAFO  1E, 1T, BCSO, 1RS, 1ALS, A15, HM, EMS, SAFO
	BMB	
HAZ MAT - WHITE POWDER	HMR	1E, 1T, BCSO, 1RS, 1ALS, A15, HM, EMS, SAFO
HAZ MAT - MERCURY SPILL		1E, 1T, BCSO, 1RS, 1ALS, A15, HM, EMS, SAFO
HAZMAT BOX ALARM		5E, 2T, BCSO, 1BC, 1RS, HM, 1ALS, A15, EMS, SAFO
HOUSE FIRE	BA	5E, 2T, 2BC, 1RS, 1BLS

Response Plans and Unit Assignments continued on next page.

## **Response Plans and Units Assignment (continued)**

IACC 1E 1T BCSO 1BC 2RS 1ALS HM A15 EMS SAFO
DL 3E.1T.18C
RL 1T. IRS
Th. 1T
TL 1T
LA 1E
LA 1E
MCI (E24, T11, MCB1, MCB2, MCSU1, MCSU2) (E33, T8, MCB3, MCSU3)
MHM 3E, 1T, 1BC, BCSO, BC6, HM, EMS, 1ALS, A15, 1RS, SAFO
MHMP 1E, 1T, BCSO, BC8, 1RS, 1ALS, A15, HM, EMS, SAFO
LA 1E
ML2
TL 1T
MRA 1E, 1T, BCSO, B6, 2RS, EMS, 1ALS, A15, SAFO
MSB 5E, 2T, 18C, BCSO, BC6, 1RS, EMS, 1ALS, 1BLS, SAFO
MTBP 4E, 2T, 1BC, BCSO, BC6, 1RS, 1ALS, 1BLS, SAFO
MTBS 2E, 1T
MSD 5E, 2T, 1BC, BCSO, BC6, 2RS, 1BLS, 2ALS, A15, 1BLS, MCTF, EMS, SAFO
MTDP 4E, 2T, 1BC, BCSO, BC6, 2RS, 1BLS, 2ALS, A15, 1BLS, MCTF, EMS, SAFO
MTDS 2E, 1T
29 INT 2E, 1T, 1BC, 1BLS
LA 1E
NMCTF E24, T11, MCB1, MCB2, MCSU1, MCSU2
DL 3E 1T 1BC
BA 5E 2T 2BC 1RS 1BLS
BA 5E 2T 2BC 1RS 1BLS
LA 1E
RFA 1E
A NA
A NA
TL 1T
SMCTF E33, T8, MCB3, MCSU3
BA 5E, 2T, 2BC, 1RS, 1BLS
LA2 1E, 1T
TANK 5E, 2T, BCSO, 1BC, 1RS, HM, FTF, 1ALS, A15, EMS, SAFO
LA 1E
BA 5E, 2T, 2BC, 1RS, 1BLS
TL 1T
LA 1E
TUN3 2E, 1WSE, 2T, 1BC, BCSO, AIR
LA 1E
LASFU 2E, 1T, 1BC, 1FU
A NA
LA 1E
TL 1T
WSST 3WSE 1BC
TDTF (E6, T4) (E26, T15)
MDTF (E4, T9) (E8, T7) (E25, T16)
FTF E13 (T10, T2), FU1, FU2, TAU1, TAU2

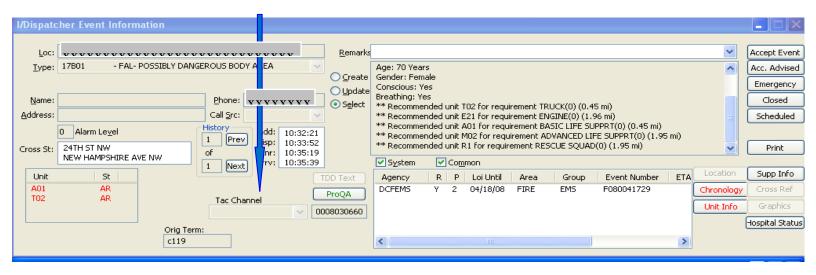
## 4.0 Radio Operations

### 4.1 Dispatching

The Lead Dispatcher, or channel 01 operator, is the second critical link in the emergency response. The decisions made by this operator affect not only the outcome for a citizen having an emergency but also the safety of the personnel responding to that emergency. The risk to personnel is heightened when the required resources are not dispatched initially or are delayed in their arrival on scene. Emergency response is inherently dangerous and the practice of sending too many resources can be just as bad as sending too few.

The Channel 01 operator is responsible for sending the appropriate F/EMS resources to mitigate the emergency. The Lead Dispatcher must be diligent and attentive when determining the correct assignment. At times it is possible that the "Type" selected for the incident is inappropriate and the Lead Dispatcher must recognize this situation when it occurs. It is also possible that the Calltaker received additional information that would cause the incident to be changed to an appropriate response code. Multiple calls for the same incident must also be examined for inconsistency. When necessary the Lead should confirm partial information prior to dispatching units.

Whenever an alarm is dispatched requiring the response of a Battalion Fire Chief, a tactical channel will be assigned (0-3, 0-7, 0A-03, 0A-07, 0B-3 and 0B-7). In general structural fire responses will be reserved for the channels found in the zero zone (03, 07). When the channel has been determined, the Lead shall populate the Tac Channel field in the Event Information box (see below).



The Department and OUC historically experiences periods of high and low call volume. These high volume situations can result in multiple calls in queue. In these situations the F/EMS Department considers the incident that places the most lives at risk to be the highest priority and expects that any request for additional resources on a working incident will be dispatched immediately.

When calls are in queue they are dispatched in the following order:

- 1. APT (with event notes that state; smoke, odor, fire, people trapped ....etc)
- 2. BLDG (with event notes that state; smoke, odor, fire, people trapped ....etc)
- 3. HSE (with event notes that state; smoke, odor, fire, people trapped ....etc)
- 4. Echo Medical local
- 5. Delta Medical Local
- 6. Charlie Medical Local

If the event notes within the fire based calls do not state smoke, odor, fire, people trapped ....etc and an Echo or Delta response is in queue, the dispatcher will review the event notes within the Echo and Delta responses and dispatch appropriately.

#### **EXAMPLE #1**

In Queue	Dispatch Order
9-E-2 (Cardiac or Respiratory Arrest / Death)	Second (2 <sup>nd</sup> )
BLDG (Event Notes- Heavy Smoke on the 6 <sup>th</sup> Floor)	First (1 <sup>st</sup> )
28-C-1 (Stroke/CVA)	Third (3 <sup>rd</sup> )
RFA (Events Notes- ADT operator 432)	Fifth (5 <sup>th</sup> )
HSE (No Event Notes)	Fourth (4 <sup>th</sup> )

#### **EXAMPLE #2**

In Queue	Dispatch Order
9-E-2 (Cardiac or Respiratory Arrest / Death)	First (1 <sup>st</sup> )
BLDG (No Event notes)	Second (2 <sup>nd</sup> )
28-C-1 (Stroke/CVA)	Third (3 <sup>rd</sup> )
RFA (Events Notes- ADT operator 432)	Fifth (5 <sup>th</sup> )
HSE (No Event Notes)	Fourth (4 <sup>th</sup> )

Lead dispatchers should exercise their discretion on calls for minor fires and medical calls, placing emphasize on calls that could result in the greatest damage or injury.

The Lead must maintain constant awareness of the status of units and condition of the Department so that the closest and most appropriate resources are assigned, for example, as units are placing themselves in service from a box alarm and medical call nearby is awaiting a unit from several miles away, the assignment should be altered to take advantage of the closer unit that has just become available. Dispatchers shall also use tools such as WINU to determine available resource's current location when determining the feasibility of adding closer units to events.

The Channel 01 Lead Dispatcher must always monitor radio transmissions on this channel, even though the Fire and EMS Department uses this channel as an outgoing one-way dispatch channel. Every radio has the capability to transmit on this channel and periodically regional Fire/Rescue partners may utilize this channel. This said it is not uncommon to hear a non-D.C. Fire/EMS unit transmitting on 0-1 when wanting to speak to an OUC dispatcher. The Lead will simply advise the unit to switch to channel 02. In addition, sometimes departmental units make a mistake and transmit on 0-1 and need to be directed to the appropriate channel. 0-1 could also be used to transmit an urgent message and a dispatcher must be ready to answer. To this end, 0-1 Lead Dispatchers must always monitor this channel, either by wearing their headset or keeping their radio position speaker turned on and volume adjusted accordingly.

### 4.1.1 Response-checking Units on Assignments With a Battalion Fire Chief

When verifying response from units assigned to events with Battalion Fire Chiefs, the following steps shall be adhered to:

Step #1. Check the response of the unit(s) on channel 01 Dispatch. (Example- Communications to E16 and T2 status en route). If the operator does not see the unit status en route, go to step #2.

Step #2. Contact the responding Battalion Fire Chief on channel 02 MAIN. (Example-Communications to Battalion 6, no response from E16 and T2). The responding BFC shall be responsible for checking the response of E16 and T2 on the assigned tactical channel. If the operator is unable to contact the responding BFC on channel 02 MAIN go to step #3.

Step #3. Contact the responding Battalion Fire Chief on the assigned tactical channel and advise him that there is no response from the unit(s) concerned. (Example- Communications to Battalion 6, no response from E16 and T2). The responding BFC shall be responsible for checking the response of E16 and T2 on the assigned tactical channel.

### 4.1.2 Response-checking Units on Assignments Without a Battalion Fire Chief

When verifying responses from units not assigned with a Battalion Fire Chief, the following steps shall be adhered to:

Step #1. Check the response of the unit(s) on the assigned operating channel. For example, on 0-12, "Communications to Paramedic Engine 3 status en route". If the operator does not see the unit's status change to en route on the CAD, go to step #2.

Step #2. Check the response of the unit(s) on channel 0-1 Dispatch. For example, "Communications to Paramedic Engine 3 status en route".

If a unit(s) responds back verbally after response-checking them on channels 0-2, 0-11, or 0-12, and they indicate their I/Mobile computer is down, the dispatcher shall place them en route in CAD and acknowledge by repeating the address to which the unit is responding. For example, on 0-11, "Response-check Engine 19." "Engine 19 is responding our I/Mobile is currently down." "Okay Engine 19, you are responding to 4615 Nannie Helen Burroughs Avenue NE along with Medic 27, time 13:58."

If an electronic en route signal is not received, the requirement is to acknowledge the responding unit, repeat the address, list all units responding and/or on scene and end the transmission with a time stamp.

### 4.1.3 Nothing Found Verification /Call-back Procedure

Many times Fire/EMS units will arrive on-scene and not find a patient or any indication that an emergency or request for service even exists. In these cases dispatchers shall use the CAD WINU functionality to assure unit(s) are on-scene at the correct location while also calling back the calling party to verify the location.

For example "A12 to Communications," "Come In A12." "Do you have a call back, we can't find the patient that is supposed to be in front of the address." "Okay A12 stand-by." The dispatcher now performs a WINU command while also attempting a callback. Based on WINU, the dispatcher sees that A12 may be on the wrong street. "Communications to A12, I'm showing you on 13<sup>th</sup> Street NE near Varnum Street; the event was dispatched for a patient reported in front of 4403 13<sup>th</sup> Place, NE...can you advise?" "A12 okay, we were on 13<sup>th</sup> Street, I'll advise shortly."

### 4.1.4 Expanding Incident Management Dispatching

Prior to dispatching resources to an event, OUC dispatchers shall read all CAD event comments entered by call-takers. If there is an indication that a medical local event is potentially an expanding incident, dispatchers shall add a battalion chief and EMS supervisor to the event and dispatch all units at once assigning a tactical radio channel.

Once a medical local has been dispatched, if additional caller information is received indicating a potential expanding incident exists, the OUC will notify responding units of the additional information and advise them that a BFC and EMS supervisor will be added and provide them an operating tactical radio channel. The OUC will then dispatch a battalion fire chief and EMS supervisor to the event.

(Example: A medical local has been dispatched to 3700 9<sup>th</sup> St. S.E. for a pedestrian struck in front. Additional information has been entered into the "Event Comments" stating that now there is a report of four people struck. The dispatcher shall dispatch the closest in-service BFC and EMS Supervisor and assign a tactical channel because the magnitude of the incident will require additional resources.)

Anytime two fire suppression units are on the scene of an incident and they request an additional fire suppression unit, the OUC will also dispatch a battalion fire chief and assign all units to a tactical radio channel.

(Example: Engine 32 and Truck 16 are dispatched on an Automatic Fire Alarm. While on the scene Engine 32 requests an additional truck company to assist with smoke removal. The dispatcher shall dispatch the additional truck company and the closest in-service BFC and assign a tactical channel.)

Anytime a surrounding jurisdiction requests resources to respond directly to an incident on mutual aid, a battalion fire chief shall also be dispatched.

(Example: Prince Georges County Fire/EMS Department requests an engine company and a medic unit for mutual aid assistance. The dispatcher shall also dispatch the closest in-service BFC after receiving permission from the on-duty Deputy Fire Chief of Operations.)

Anytime there are three or more EMS transport units on an event, a battalion fire chief and EMS supervisor shall be dispatched and a tactical radio channel assigned to the incident.

(Example: Engine 9 and Ambulance 9 are on the scene of a Motor Vehicle Accident. Engine 9 requests two additional EMS units. The dispatcher shall dispatch the closest in-service BFC and EMS Supervisor and assign a tactical channel.)

## **4.2 Military Phonetic Alphabet**

The Military Phonetic Alphabet (MPA) is used by the F/EMSD to effectively pronounce similar sounding streets such as "B", "C", "D", "E" and "V". The Military Phonetic Alphabet standardizes communications throughout the National Capitol Region (NCR) and provides an excellent means of communicating with surrounding jurisdictions and military organizations. The word "Quick" will continue to be used for the letter "Q" so that the street "Quebec" will not be confused with the original MPA designation of the word "Quebec".

## **Military Phonetic Alphabet**

A- ALPHA	N- NOVEMBER
B- BRAVO	O- OSCAR
C- CHARLIE	P- PAPA
D-DELTA	Q- QUICK
E- ECHO	R- ROMEO
F- FOXTROT	S- SIERRA
G- GULF	T- TANGO
H- HOTEL	U- UNIFORM
I- INDIA	V- VICTOR
J- JULIETT	W- WHISKEY
K- KILO (pronounced	X- X- RAY
Kēlo)	
L-LIMA (pronounced	Y- YANKEE
Lēma)	
M- MIKE	Z- ZULU

### 4.3 Fire Radio Operator

The Channel 02 operator is the connection between units operating on emergency incidents and the OUC. The 02 operator must be constantly vigilant and attentive to transmissions on channel 02 so that calls for additional resources, assistance and information do not go unanswered. The 02 operator shall also monitor incident channels and enter notes in the remarks section as needed. Due to OUC current staffing levels, a dedicated operator cannot be assigned to each incident requiring a channel.

After the initial dispatch of the alarm over the Dispatch Channel (0-1), the Fire Radio Operator will wait until the responding BFC has "statused" his MDC en route and will then rebroadcast the dispatch on the assigned channel. The Radio Operator will advise the BFC if any company has not "statused" en route. The BFC will then verify that the company is responding or request the company be replaced. The dispatcher has permission to response-check a unit(s) on the channel based on the radio traffic on that channel. However, if units are already arriving at a working incident and there are transmissions being made, notify the BFC on Channel 0-2 of any unit(s) who have not "statused" en route.

### Example:

(On 0-3) "Engines 18 and 19 status en route." Dispatcher gives a few seconds for units to status en route, and once they do, he/she dispatches the incident on the assigned channel. [One beep] "Box Alarm Engines 18, 8, 19, 15, and 10..."

If units are already arriving before the dispatcher repeats the dispatch on the assigned channel, notify the BFC on 0-2. (On 0-3) E18 is laying out at 13<sup>th</sup> and G Streets, on the scene side Alpha of a five-story apartment building, fire resistive, fire showing 4<sup>th</sup> floor quadrant Delta. The dispatcher now knows that E18 is responding and on scene, so they can be manually "statused" in CAD as ER and AR. (On 0-2) "Communications to Battalion 2, confirm if Engine 19 is responding."

The Radio Operator will continue to monitor the assigned channel but will not repeat the companies' size-ups or layouts. The Radio Operator will be responsible for adding notes (event comments) for the event. The following are examples of appropriate Event Comments.

#### Example:

Engine 18 on the scene with a 5 story apartment building fire showing Command 2 request PEPCO.

30 minutes incident duration

Command advised accountability is even

The aforementioned event comments will be automatically time stamped in CAD.

All radio operators will refrain from using unofficial acronyms and terminology when entering event comments into the CAD system.

### 4.4 EMS Radio Operator 11, 12

In general, the EMS channels, 011 for the east side of the city and 012 for the west side of the city, are the most active radio channels and require constant attention. The channel 011 and 012 radio operators are responsible for tracking units and ensuring that they are in the correct status from the time of dispatch until their arrival on the scene of the incident. Once unit(s) transport to the hospital they will switch to channel 013 with ELO 2 and receive the transport destination. ELO 2 shall be responsible for tracking the unit(s) and ensuring that they are in the correct status from transport to the hospital, arriving to the hospital and then back in-service.

### 4.5 Fire Liaison Officer (FLO) and EMS Liaison Officer (ELO)

The Fire Liaison Officer and the EMS Liaison Officer make up the twenty four hour F/EMS presence on the operations floor. These two positions are staffed by F/EMS Officers who have been empowered by F/EMS management to make decisions regarding dispatch of units and resource assignment. It should be remembered that F/EMS officers in the field have the authority to request additional and specific resources, as well as return resources that they deem unnecessary. The FLO and ELO possess this authority as well.

The FLO and ELO shall monitor F/EMS activity placing emphasis on incidents that pose the greatest risk to members of the Department and the public. During periods of peak activity it may not be possible for the FLO/ELO to monitor all active events.

The FLO / ELO shall be used as a reference when OUC requires expertise on related incidents. In cases when policy is ambiguous OUC shall be guided by the decision of the FLO / ELO. When necessary, the FLO / ELO shall consult with F/EMS command staff.

When operational situations arise that require the intervention of F/EMS command staff the OUC personnel shall direct the complaint or concern to the on duty FLO / ELO who shall generate the appropriate reports and forward through the F/EMS chain of command. An example of this sort of situation would be a unit that failed to respond in a timely fashion. The appropriate action for OUC is to ensure that either the FLO or ELO is aware of the circumstances as opposed to contacting a chief officer directly.

#### 4.5.1 FLO

On a daily bases the FLO shall monitor paramedic status of Engine Companies, ensure that applications are running correctly, monitor unit status, coordinate security details, provide F/EMS information when required to the general public, provide guidance and direction to OUC floor personnel regarding F/EMS operations and policy, notify F/EMS command staff of significant events, maintain situational awareness of regional or national significant events, facilitate interoperability for multijurisdictional responses. The direct line for the FLO is 202-373-3712.

#### 4.5.2 ELO

On a daily basis the ELOs shall monitor status of medical facilities within the national capital region, oversee the assignment of sick and injured to regional facilities to maximize the emergency room capacity and avoid overburdening individual emergency departments, provide guidance to EMS units in the field regarding protocols and policies, monitor EMS unit status, The direct line to the ELO is 202-373-3713

#### 4.6 General Procedures

The F/EMS Department strives to respond to each and every emergency as quickly and safely as possible. To meet this goal the closet appropriate Department resource(s) should be assigned to each incident. The method of determining which resource to send has evolved from a system based on resources at fixed locations to a dynamic system that constantly measures distance and estimated response time for all units simultaneously and recommends the most appropriate. The system utilizes a GPS based AVL (automatic vehicle locator) to make these assessments. When an individual unit's AVL is not functioning the CAD (computer aided dispatch) software will consider the unit to be in its assigned station, this may not be the case. Operators should keep in mind that a unit without functioning AVL may not always be the best choice regardless of the CAD recommendation. Each work station is equipped with a city map that displays units movements in real time, if units are not observed tracking across the map their AVL may not be working. Units that are determined to have malfunctioning AVL should be reported promptly to the appropriate agent, i.e., the radio shop and CAD team. The city map should also be consulted often to determine if units coming into service, after the dispatch of an assignment, might be a better choice than the units initially recommended by the CAD.

The MDC (mobile data computer) is designed to reduce radio traffic and improve the efficiency of F/EMS operations. The MDC will allow units out of quarters to interact with the CAD and receive real time information as it relates to the responses in progress as well as provide detailed directions and specific information about special addresses.

Status changes with MDC: All companies and units that have working MDC systems will be required to make all status changes by MDC. When companies clear an incident and tell communications that they "are ready for service", the responsibility still lies with the company officer/supervisor to "Status their MDC". However, dispatchers will acknowledge status changes verbally and provide a time stamp at the end of their transmission.

Finally, dispatchers will monitor said unit's status in CAD to assure it changes appropriately. If a unit's status does not change in CAD within 10-seconds of a verbal change, dispatcher's will call the unit again to assure their status.

It is very important that Operators monitor the assigned channel after a response has been dispatched so they may capture any units responding verbally. If a unit fails to respond after being dispatched and must be replaced the operator shall place the unit out of service and notify the ELO/FLO.

#### 4.6.1 The MDC is OOS system wide

When the MDC system is OOS for the entire department, an announcement will be made by the OUC on 0-1 Dispatch, 0-2 Main, 0-11, and 0-12 to the department that all status changes will be made verbally on the assigned channel, because the MDC system is OOS. The OUC, ELO, and FLO will work to determine units on the air in an AM CAD status and manually placing those units AQ. When the I/Mobile system goes down every unit that was polling with the AVL system is frozen on the CAD map when the system went down. This fact is significant as units will be recommended by CAD from that location, which will most likely be incorrect. It is this fact that requires dispatchers to place all units in an AM status AQ so units will at least be recommended from their home station location. When the MDC system is back up citywide, the OUC will make another announcement on the aforementioned channels announcing same and units driving around AQ will be told to status their MDC on-the-air (AM).

### 4.6.2 Acknowledging messages from units

It will be the practice of the OUC to acknowledge all messages from companies and units with the radio designation title and time.

#### Correct example:

Ok Engine 33.....1240 hours Ok Battalion 2....1300 hours

#### Incorrect examples:

E33 to Communications dispatch a Fire Investigator to the scene. [Dispatcher]: Okay 1240 hours.

Battalion 2 to Communications I am holding E27 and T17. [Dispatcher]: Okay 1300 hours.

## 4.6.3 Units Reporting Out Of Service via I/Mobile MDC

## I. Reporting Out Of Service via Radio

Units shall status their MDC's OOS prior to contacting Communications. Once the unit notifies
Communications of going Out of Service, the radio operator will acknowledge the unit and
ensure that the unit's status in CAD reflects the change. If the radio operator does not notice a
status change, he/she shall notify the unit concerned of same to have the status updated.

#### II. Reporting Out Of Service via Landline

• If going OOS via landline, the unit shall status their MDC Out Of Service, then contact Communications and advise that they are OOS. The OUC Supervisor will then ensure that the unit's status in CAD reflects the change. If the supervisor does not notice a status change, he/she shall notify the unit concerned of same to have the status updated.

### 4.6.4 Adding units to events

Whenever units are added to events on a channel other then the Dispatch Channel (0-1), the announcement must still be made over the Dispatch Channel. Whenever units are added to events, the station alerting still activates in the station and other companies in the station need to know if the alert is for their company or not.

#### Example:

(On 0-2) "Special Operations Battalion Chief to Communications, place me on that call with E28 and the Hazardous Materials Unit." The dispatcher shall acknowledge "Okay Special Ops Battalion Chief 13:18 hours and you will be operating on Channel 0B7" and then add the chief to the event and make the following transmission on 0-1. [One beep] "Special Operations Battalion Chief responding on the local with E28 and the Haz-Mat 1, 3429 International Drive NW, units are operating on 0B3...repeating..."

### 4.6.5 The Emergency Evacuation Tone

Weekly on Sunday morning, it will be the practice of the OUC to test the Emergency Evacuation Tone at the completion of the list of chiefs and messages. The department will be notified to stand-by for the test, test the tone and then announce the test is complete.

## 4.6.6 Release of Assigned Channel

Channels are assigned to any incident or event that requires the dispatch of a Battalion Fire Chief or when requested by units in the field. Sometimes when the BFC clears the event, the remaining units will still have a need for the channel. It will be the policy of the F/EMS

Department for the BFC to inform the OUC on Channel 0-2 (MAIN) that they are either releasing the channel or that the remaining companies on the scene are still operating on the channel and the remaining units will advise when to release the channel. It will then be the responsibility of the senior officer on the scene to notify the OUC to release the channel. This policy should not prohibit the OUC from contacting the companies on the scene at any time if ongoing activities in the city demand the need for an additional channel.

# 4.6.7 Upgrading Assignments

When upgrading assignments a dispatcher will immediately switch to the channel that the originally assigned unit(s) were operating on and notify them of the upgraded assignment, the tactical channel, and if applicable, the nature of the upgrade.

#### Example:

Engine 22 and Ambulance 22 were dispatched on a 29B1MVA and are operating on 0-12, a second call indicates people trapped, a call taker upgrades to a 29D4. The lead dispatcher will include Engine 22 and Ambulance 22, in the upgraded vocal announcement, assigning units to the assigned channel. The radio operator on 0-12 will notify the original units, Engine 22 and Ambulance 22, that the alarm is being upgraded and switch to the newly assigned tactical channel and which BFC is responding with them.

### 4.6.8 Verbal Status Changes

Dispatchers acknowledging verbal status changes will always confirm that the unit making the change actually changed their status by MDC. Radio operators acknowledging verbal status changes will monitor their CAD, and unit status screen to confirm that the status change occurred. If within 10 seconds a unit's status did not change, the dispatcher will attempt to call the unit again to ascertain their status. If the unit does not respond, then an announcement over 0-1 will be made to have that unit switch back to the previous operating channel to confirm their proper status.

#### Example:

Ok Engine 1 and Truck 2 in service at 2100 hours, status your MDC in service.

This ending statement will remind a company, which may know their MDC is out of service, to tell the radio operator that their MDC is out of service and that they need the radio operator to perform the status change in CAD.

# 4.6.9 Delayed Response Status Changes

Units requesting that communications place them in a delayed response will be told by communications to status their MDC. Companies or Units placing themselves in a delayed status shall select the appropriate category from the list I.E. fueling, decon, etc., and type a short reason in the unit's Location Box within the I/Mobile OOS status screen. In general, companies placing themselves in a delayed response shall not remain in that status for more than 20 minutes. Units in this status will not be selected and recommended by CAD for responses. CAD will remind operators every 10 minutes that a unit is in delayed response. When dispatchers are reminded they are to call said unit to determine if they are ready for service. When a unit tells an operator they are ready for service, the operator will tell the unit to status available. The dispatcher will

observe the status change in CAD, if it does not occur in 10 seconds call the unit to ascertain its status. The units MDC maybe out of service and the company may be unaware.

## 4.6.10 Utility Notification

A utility company will be defined as agencies that are responsible for delivery of critical services such as:

Natural gas which is delivered by the Washington Gas Light Company (Washington Gas), supplies gas services through an underground distribution system throughout the city to residential, commercial and industrial customers.

Water services are provided by the DC Water and Sewer Authority (WASA) and the US Army Corps of Engineers (Washington Aqueduct), while the sewer services are provided only by WASA. These services are not only provided to customers in the District of Columbia, but include Prince George's County, Maryland, Arlington, Virginia and the Washington Airport Authority (Ronald Reagan National Airport and Dulles International Airport).

Electricity is supplied by the Potomac Electric Power Company (PEPCO), which distributes power to residential and commercial customers through hundreds of miles of above ground and underground power grid.

At times there maybe disruptions to one or all utility services due to mechanical or equipment malfunctions, accidents, natural and manmade disasters. The impact of services can be isolated to a small number of customers (1 or 2) or the effect can be large impacting thousands of people and facilities. Once notifications are received at the Office of Unified Communications, all pertinent information should be collected i.e.

If this is a life threatening emergency, then the call should be processed into the CAD as a 9-1-1 incident and the appropriate companies should be dispatched on the alarm!

Name of the agency reporting the outage?

Call back number?

Dispatcher's name reporting the outage?

Location of the disruption?

Do you need fire/EMS/police to respond?

The area affected by the outage?

How many people are affected by the disruption?

What types of facilities are impacted such as schools, apartment buildings, hospitals, nursing homes etc?

When does the utility company expect services to be restored?

What size line is affected? (WASA, Wash. Gas)

Is the leak inside or outside a building? (Wash. Gas)

Is the leak at a meter? (Wash. Gas)

How many fire hydrants are out of service in the area? (WASA)

#### 4.6.11 Incident Duration Notifications

It is the Radio Operator's responsibility to monitor the incident duration time and notify the Incident Commander starting at 10 minutes into the incident, and every 10 minutes thereafter. Command will notify the OUC when he/she does not need incident duration time check any longer.

The Incident Commander will monitor Channel 0-2 (MAIN) and their assigned channel. All returns and requests will be on Channel 0-2. If additional companies are dispatched, then the rebroadcast will be on Channel 0-2 only.

#### 4.6.12 Incident under Control

All Fire and EMS Department chief officers have been instructed to verbalize to the Fire Radio Operator on talk group Zero-2, when an incident is placed under control. After acknowledging this radio transmission, the Zero-2 operator will promptly place an event comment in CAD that Command has placed the incident under control.

#### 4.6.13 Transfers

A computer program known as "LiveMUM" (Live Move-up Module) has been installed and is running along with the CAD. The system is designed to identify gaps in coverage and recommend transfers that will address these gaps. The system is monitored by the FLO, ELO, and Watch Commander. Should the FLO/ELO/Watch Commander choose to accept a recommendation from LIVE MUM, they shall advise the Lead operator to announce the transfer on 0-1 Dispatch. When a transfer is accepted via the LiveMUM program, the CAD will automatically relocate that unit to the recommended transferred unit's station.

Fire stations around the city may need to be back filled with another company for many reasons. Companies may be out of service for training, at Fleet Maintenance or on a fire ground operation. A logical analysis must be used when deciding which companies need to be back filled, transferred in, location of the transfer companies, time of day, inclement weather, etc. The idea is to fill void areas of the city when a number of specific emergency services have been depleted. It is not the intent of this policy to transfer a company if there is one company out of service for training compared to several companies out of service for a working fire or multiple major incidents.

Companies that are close to the area that needs to be filled will be relocated to the vacant quarters, instead of sending companies from across the city. Companies that are "due" on the next level of the alarm will arrive at the transfer station sooner then a company traveling from the complete opposite side of town. The FLO/ELO/Watch Commander will make every effort as not to take two (2) companies out of the same station to fill other companies. To do so will create another void or vacant "Local Alarm District".

Example:

Recommended: Engine 6 Transfer to Engine 9

Truck 14 Transfer to Truck 9

Not Recommended: Engine 6 Transfer to Engine 9

Truck 4 Transfer to Truck 9

While all companies have a broad knowledge of the streets, roads and avenues of the city, companies expertise are in the area of the city in which they respond to every day.

When the decision has been made to transfer a company, the information is placed into the CAD. The CAD accepts the information and immediately recognizes the company as transferred to the new location. This may be misleading because CAD believes the transfer company is in a location it is actually not. When an emergency call is loaded in the CAD, it may select the unit that has just been transferred. This may not be the nearest company to the emergency.

Therefore, to alert a company to a transfer, the Watch Commander will use the Moscad software to send the alert to the station. Then, a vocal announcement will be made announcing the transfer. However, the unit(s) will not be transferred in CAD until the unit transferring announces to the OUC on 0-2 that they are ready as the unit to which they are transferring to.

#### 4.6.13.1 Mutual Aid Transfers

During times when numerous FEMSD units are unavailable due to working at emergency incidents, assistance from neighboring jurisdictions may be required. These units are requested through the Office of Unified Communications to relocate from their county or city of origin and fill-in at the stations that are left vacant by the company that is assigned to a specific incident. Whenever a mutual aid company is transferred into the city, the OUC radio operator shall transmit the transfer on channels 01 Dispatch and 02 Main. This transmission will serve as notification to the on-duty units that will respond with the mutual aid companies.

## 4.7 Emergency Activations

Should the Office of the Unified Communications (OUC) receive an Emergency Activation (EA) from any portable or mobile radio, the Radio Operator shall acknowledge the EA and immediately notify the Watch Commander. Every effort shall be made to immediately make contact with the company, unit, or person transmitting the EA.

### 4.7.1 Emergency Activation: Companies in-service, not on an alarm

If received from a company, unit, or position, in-service and "on the air", announce over the Dispatch Channel (01) for that unit/position to "check their display" (Any verbiage similar to, "Do you have an emergency" shall not be used). The unit will be directed to acknowledge on MAIN (02). The OUC will make two attempts to contact the unit and then use 'WINU' for tracking the company's location. Once the location has been identified, make immediate notification to the Metropolitan Police Department, the closest Battalion Fire Chief, and the Operations Deputy Fire Chief. Notify MPD that a possible 10-33 is in progress and provide the location of the unit.

## Example:

(On 01) "Communications to Engine 24 check your display and switch to 02." Pause 15 seconds and if not reset and/or unit did not switch to 02, repeat the announcement.

(On 01) "Communications to Engine 24 check your display and switch to 02." If there is still no response, verify the company's location using "WIN U" and immediately notify MPD, the closest Battalion Fire Chief, and notify the Operations Deputy Fire Chief of the situation. MPD shall be requested to respond to check the welfare of the unit, and told that this may be a 10-33.

If the activation was accidental, the member or company shall follow the procedure to reset the radio. Once the radio is reset, the OUC operator will reset the alert at their console.

# <u>Summary:</u> Emergency Activation; Companies in-service, not on an alarm

- Make two attempts to contact the unit on 01 to have them check their display and go to 02 to confirm. (Any verbiage similar to, "Do you have an emergency" shall not be used)
- If no answer, WINU unit, notify MPD, BFC, Operations DFC of possible 10-33, unverified FA

# 4.7.2 Emergency Activation: Companies and Units on Alarms with no Battalion Fire Chief

If received from a unit or company on an alarm without a BFC, an announcement will be broadcasted over the assigned radio channel for the unit to "check their display" (Any verbiage similar to, "Do you have an emergency" shall not be used). Two efforts will be made on the assigned channel and Dispatch Channel (01) to contact the unit, position, or OIC. If any other unit or company was dispatched with the unit concerned, an attempt shall be made to contact that company to verify the welfare of the other unit/position transmitting the EA. The radio operator shall then use 'WIN U" to verify the company's location. If no answer, MPD will be immediately notified of a possible "10-33" and requested to respond to the last known location.

[The closest BFC shall be dispatched and notified of a **possible** "10-33" EA without verification. This notification shall include the company, unit, or position involved.

The BFC responding to investigate shall be advised of the channel the unit or units were operating on. All units operating on other incidents on that channel shall be instructed to switch to an alternate channel.]

## Example:

(On 012) "Communications to Medic 2 check your display." If no answer, (On 01) "Communications to Medic 2 check your display and switch to 0-12." Pause 15 seconds and repeat announcement. (On 012) "Communications to Medic 2 check your display." If no answer, (On 01) "Communications to Medic 2 check your display and switch to 012." Verify Medic 2's location using 'WINU" and if still no answer, dispatch the following: "Special Alarm BFC 6 respond for a possible 10-33, unable to contact Medic 2 after an emergency activation, at 425 2<sup>nd</sup> Street NW... be advised MPD has been notified. Battalion 6 be advised Medic 2 was operating on Channel 012. All units operating on other incidents on Channel 012 will be told to switch to Channel 011. "All units on Channel 012 not on the incident at 425 2<sup>nd</sup> Street switch to Channel 011."

If the activation was accidental, the member or company will follow the procedure to reset the radio. Once the radio is reset, the OUC operator will reset the alert at their console.

The OUC Watch Commander shall direct companies and units not involved in the unverified EA situation to switch to an alternate channel. The OUC will transmit on Channel 01 Dispatch that Channel 011 or 012 is out of service and for units to respond on the opposite channel. Once the unverified EA situation is mitigated, the OUC would then resume normal radio traffic and release that channel for normal operations.

# <u>Summary</u>; Emergency Activations; Companies and Units on alarms with no Battalion Fire Chief

- Announcement broadcasted over the assigned radio channel for the unit to check their display (Any verbiage similar to, "Do you have an emergency" shall not be used)
- Announcement on 01 for unit to check display and switch to their assigned channel
- If no response 'WINU" unit and repeat above two bullets
- If still no response immediately notify the Metropolitan Police Department
- Special Alarm BFC for a possible 10-33, unverified EA
- Direct assisting units to the original channel move other units off that channel

If an EA is received from an unknown or unfamiliar alias, or there is only a number associated with it, the radio operator shall contact that alias or number over the same channel. The alias or number shall be instructed to "Check their display." If there is no acknowledgement within 15-seconds, the radio operator shall repeat the message to "Check their display."

If there is still no acknowledgement, attempt to cross-reference the ID number with the printed copy of ID numbers and aliases, which is located near the Watch Commander. If the alias still cannot be determined and the EA has not been reset, call the radio shop, during business hours, and provide them the ID number. If not during business hours, send a text alert to the OUC

Radio Engineers advising them to call the Watch Commander. Finally, notify the on-duty Operations Division Deputy Fire Chief of the situation and actions taken.

# 4.7.3 Emergency Activations; Companies and Units Operating on Alarms with a Battalion Fire Chief

If received from a company, unit, or position operating on the fire ground with an assigned BFC, an announcement on the assigned channel (03, 07, 0A3, 0A7, 0B3, 0B7, etc.) shall be made to the Incident Commander (IC). It is permissible to make this notification on 02 MAIN if the assigned channel is too busy. The OUC Watch Commander will insure that the IC is immediately notified of the radio alias transmitting the Emergency Activation. The IC shall attempt to locate the member to check his/her welfare. If the member cannot be located or is in trouble (trapped, lost, etc.), the IC will declare a MAYDAY and notify Communications to dispatch the next alarm level, i.e., 2<sup>nd</sup> Alarm, 3<sup>rd</sup> Alarm, etc. If the IC does not ask for another alarm, ask the IC if he/she wants one. In addition, the IC shall also designate a staging area for the additional alarm, and if one is not provided, query the IC for one. This additional alarm shall include a rescue squad. If no rescue squads are available, a truck company shall be dispatched in place of a rescue squad. Once the additional alarm is dispatched, Communications shall direct those units to operate on 014/A14/B14 (depending on which Zone the original operating channels are on) and announce the staging area. The IC will then order any units not involved in the rescue effort to switch to an alternate channel, most likely 05, 09, 0A5, 0A9, 0B5 or 0B9 for fire ground operations.

The first fire ground channel will now become the Mayday Group/Branch Channel. Under no circumstances shall the member who activated their EA/transmitted a MAYDAY be asked to change channels.

Radio operators will strictly enforce radio discipline and limit department radio traffic to emergency traffic only. The Watch Commander will direct the radio operators to transmit the Mayday information on 01 and 02.

#### Example:

(On 03 or 02) "Communications to Command 4 be advised that we are receiving an Emergency Activation from Truck 9's Barman." Command 4 will then acknowledge the message and make two attempts to contact the member or their officer. If no one can account for the welfare of said member, Command will declare a MAYDAY and request the next multiple alarm (2<sup>nd</sup> alarm, 3<sup>rd</sup> alarm, etc.) and provide a staging area for those units. If Command does not verbally tell the OUC to dispatch the next multiple alarm, the Watch Commander shall immediately seek verification from him/her if it should be transmitted. If the Watch Commander is directed to dispatch the next multiple alarm, those units shall be directed to the appropriate staging channel 014, 0A14 or 0B14 along with a staging area. This additional alarm shall include a rescue squad. If no rescue squads are available, a truck company shall be dispatched in place of a rescue squad. The Radio Operator shall advise the IC on 02 MAIN of the units that were dispatched on the extra alarm and ensure strict radio discipline is occurring on 02.

The Watch Commander shall ensure all fire ground channels are being monitored.

Command will then direct other units not directly involved in the Mayday rescue to switch to another operating channel, most likely 05, 09, 0A5, 0A9, 0B5, or 0B9. The IC may also request one or more additional channels from the OUC if needed.

If accidental, the company or unit shall follow the procedure to reset the radio. Once the radio is reset, the OUC operator will reset the alert at their console.

# <u>Summary</u>: Emergency Activation; Companies and Units Operating on Alarms with a Battalion Fire Chief

- Immediately notify IC on assigned channel or 02 MAIN of unit/position transmitting EA
- Be prepared to upgrade the assignment to the next alarm level  $(2^{nd} 3^{rd} \text{ etc.})$
- Be prepared to strictly enforce radio discipline and limit department radio traffic to emergency traffic only
- If a Mayday is declared, upon request by the IC, the Watch Commander will dispatch the next alarm level and have unit's respond on channel 014, 0A14, or 0B14. This additional alarm shall include a rescue squad. If no rescue squads are available, a truck company shall be dispatched in place of a rescue squad
- The units on the multiple alarm shall be directed to a staging area or operational assignment if designated by the IC
- If a working fire dispatch (WFD) has not been transmitted before a Mayday was declared, and a full additional alarm is requested, dispatch the next full alarm assignment first then the WFD
- The Radio Operator shall notify the IC on 02 MAIN of all additional resources dispatched
- The Watch Commander shall direct the radio operators to transmit the Mayday information on 01 and 02

If an EA is received from an unknown or unfamiliar alias, or there is only a number associated with it, the radio operator shall contact that alias or number over the same channel. The alias or number shall be instructed to "Check their display." If there is no acknowledgement within 15-seconds, the radio operator shall repeat the message to "Check their display."

If there is still no acknowledgement, attempt to cross-reference the ID number with the printed copy of ID numbers and aliases, which is located near the Watch Commander. If the alias still cannot be determined and the EA has not been reset, call the radio shop, during business hours, and provide them the ID number. If not during business hours, send a text alert to the OUC Radio Engineers advising them to call the Watch Commander. Finally, notify the on-duty Operations Division Deputy Fire Chief of the situation and actions taken.

#### 4.7.4 Emergency Activations; Unknown radio alias or identifier number

If the unknown or unfamiliar alias was received on a working channel with a chief officer as the incident commander, immediately notify the IC of the EA on the assigned channel or on channel 02 MAIN of the unknown alias or number. After notification, use the aforementioned procedures; cross-reference, radio shop, etc. to attempt to discover the radio's alias.

#### 4.8 MAYDAY Procedures for the OUC

The transmittal of a MAYDAY from any unit shall require Communications Division to operate in an emergency mode.

The Watch Commander shall direct the radio operators to transmit the MAYDAY information on all channels and the Channel Zero-1.

The Watch Commander shall strictly enforce radio discipline and limit department radio traffic to EMERGENCY TRAFFIC ONLY. All Units shall use strict discipline on the radio and only make essential transmissions.

Dispatch an additional alarm i.e. 2<sub>nd</sub>, 3<sub>rd</sub> alarm with a Rescue Squad assigned. If no Rescue Squad is available dispatch an additional Truck Company.

The Watch Commander shall ensure all Fire Frequencies are monitored.

The Watch Commander shall strictly enforce radio discipline and limit department radio traffic to EMERGENCY TRAFFIC ONLY. All Units shall use strict discipline on the radio and only make essential transmissions.

The Watch Commander shall direct the radio operators to transmit the MAYDAY information on all affected Channels except the tactical channel assigned to the MAYDAY Branch.

# It is important to understand the difference between MAYDAY, PRIORITY and 10-33 messages.

**MAYDAY** is to notify Operations / the Incident Commander (and other units on the scene) that firefighter(s) or crews are lost, missing or trapped.

**PRIORITY** is to transmit an urgent message to Operations that does NOT involve trapped or missing personnel.

10-33 is a coded message to inform Communications that immediate police assistance is needed

# 5.0 Interoperability

## 5.1 Radio Console Patching

A great deal of progress has been made in achieving a seamless communication system in the National Capitol Region. Many surrounding jurisdictions have adopted the same fleet map and communication technology as the District. When mutual aid from one of these jurisdictions comes into the city no modification to standard procedure is required, however in the event that the jurisdiction rendering aid does not have access to our radio system some adaptation will be required. Alternately when F/EMS units provide mutual aid to other jurisdictions the same rules apply.

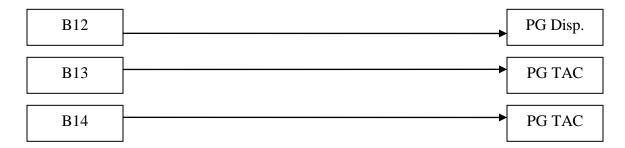
### Example:

In general when DC units need to operate with Prince Georges County it will be necessary to patch several channels so that seamless communication is possible. Any console patch should be performed by the Prince Georges County Communications center. To create the appropriate patch it will be imperative that OUC and Prince Georges County Communications work together and the requirements of the response are clearly defined. The two examples provided should cover most conceivable scenarios, but members should keep in mind that variations may be required under extreme circumstances and creative thinking will be necessary.

If DC units are transferred to Prince Georges County fire stations:

The representative from OUC shall contact PG and request that PG patches DC channel B12 to PG dispatch (the transferred DC units will then switch to, and monitor B12 to receive response info). When a DC unit receives an assignment from the PG Communication Center they shall switch to and operate on B13, PG shall then patch B13 to the appropriate PG channel for the response. Channel B14 can also be utilized in this scenario as an alternate channel.

# **Prince Georges Performs the Patch**



If DC units are dispatched to assist Prince Georges on an active incident:

The OUC shall assign the response to one of the regularly used channels (03, 07, A3, A7, B3, or B7). The OUC shall then request that PG patches their incident channel to the command channel in the applicable talk group (units on 03 PG patches to 05, units on 07 PG patches to 09, etc.) this configuration will allow the DC units to integrate into the incident with out disrupting the operation in progress.

## **Prince Georges Performs the Patch**



Occasionally situations will arise when the ability to link, not only jurisdictions but, different components of a response matrix is helpful. One such situation would be a river rescue that could involve not only F/EMS but MPD, USPP, Arlington Fire, MWAA etc. To be able to create a solution for interoperability issues that occur during incidents it is necessary to study, drill and understand the capabilities that are available.

The Fire Boat, E13P, T10, BCSO, R1, HM, EMS6, A13 are dispatched to Haines point near Ohio Dr. for the report of a boat overturned with people in the water. These units are assigned to B3. The Fire Boat advises they are responding on 02 and requests a patch from C7 to B3. This patch will allow MPD Harbor Patrol access to our assigned channel and direct communications with our units. MPD will access the C7 channel by going to 2-11 on the MPD radio (2-11 on MPD radios can also be accessed by placing the toggle switch on top of MPD portables to the B position).

It would also be possible to include Park Police Eagle, who has access to our 0-Zone, by switching them to an unused channel such as 05 or 09 and including that channel in the C7 - B3 patch. Other agencies could then be brought into the talk group utilizing the 8TAC90 channels and patching them in on the Centracom Console.

To be able to create a solution for interoperability issues that occur during incidents it is necessary to study, drill and understand the options that are available.

Units responding to jurisdictions without either 800 MHz capabilities, or who are not assigned to the D.C. Fire & EMS radio template, will have to request a radio patch with the appropriate jurisdiction.

When responding directly to an incident in Prince George's County, notify the OUC Watch Commander to call P.G. Communications to set up a patch to their fire ground channel. Request that the OUC have P.G. patch, preferably, D.C. B3 or B7 to the appropriate P.G. fire ground channel.

When transferring to a P.G. station, the OUC should have P.G. patch their dispatch channel to D.C. channel B12. After this patch is made, the D.C. unit(s) would switch their radios to B12 and monitor P.G. dispatch. P.G. dispatchers need to be made aware if D.C. units are sent on responses while in P.G., the appropriate operating channel also needs to be patched, preferably to B13.

Other than the Prince George's County patching examples provided thus far, D.C. units operating in jurisdictions that are not included in the D.C. radio template may be able to be patched using the NPSPAC national mutual aid frequencies, which are found on Zone G in D.C. radios. Patching to these channels must be coordinated by dispatchers in jurisdictions to which D.C. is responding to.

For example, if D.C. is responding mutual aid to Calvert County, the OUC would call Calvert County dispatch and request they patch an appropriate NPSPAC frequency to whatever channel D.C. units need to be on. Calvert County will tell the OUC to have the D.C. units switch to one of the 8TAC channels, which are sometimes referred to as ITAC channels. As D.C. units get closer to Calvert County they will switch their radios to the designated 8TAC channel. All national mutual aid 8TAC channels are found on the G Zone in D.C. radios and all these channels have a repeater mode and a direct mode. Units needing to be patched will have to be on the repeated mode. In this example, if Calvert County needs D.C. units to be on 8TAC93, D.C. units will switch their radios to Zone G Channel 7 (G7) which is 8TAC93R. The "R" at the end of the channel name denotes it is a repeated channel. Units shall be careful not to switch to G8 8TAC93D as the "D" denotes it is a unit-to-unit direct channel and will not work with the Calvert County patching solution.

Finally, all the direct frequencies in the G Zone, which are G2 8CALL90D, G4 8TAC91D, G6 8TAC92D, G8 8TAC93D, G10 8TAC94D are unit-to-unit, just like our 015, 016, A15, A16, B15, and B16. All these frequencies maintain an outside range of approximately one-mile and will work radio-to-radio anywhere. Units operating away from the area shall consider using these 8TAC frequencies in the direct mode to coordinate tactical operations. If working with other first responders who maintain 800 MHz radios, these frequencies are most likely available and programmed in those radios, thus, common on-scene channels can be used.

# 5.1The 800 MHz Radio Fleet Map

# D.C. Fire / EMS Department (Zones and Channels)

System							
& ZoneID	DC 0	DC 0A	DC 0B	DC 0C	DC 0H	DC HX	DC DC
1	01 DISP	0A1 DISP	0B1 DISP	0C1 DISP	0H1 GSEH	HX WAH	DC UCC1
2	02 MAIN	0A2 MAIN	0B2 MAIN	0C2 MAIN	0H2 CNMC	HX SUBURBAN	DC UCC2
3	03 FG 03	0A3 FG A3	0B3 FG 0B3	0C3 LOGS	0H3 NOTIFY	HX MONT GEN	DC UCC3
4	04 VRS 1	0A4 VRS 1	0B4 VRS 1	0C4 APP DIV	0H4 MEDSTAR	HX NNMC	DC UCC4
5	05 FG 05	0A5 FG A5	0B5 FG 0B5	0C5 INSP	0H5 HUH	HX HCH	DC MA1
6	06 FG 1A	0A6 FG 3A	0B6 FG 5A	0C6 INVEST	0H6 DCGH	HX INOVAARL	DC MA2
7	07 FG 07	0A7 FG A7	0B7 FG 0B7	0C7 FIRE-MPD	0H7 GTOWN	HX INOVAALX	DC MAF1
8	08 VRS 2	0A8 VRS 2	0B8 VRS 2	0C8 SPOPS	0H8 GWUH	HX INOVAFFX	DC MAF2
9	09 FG 09	0A9 FG A9	0B9 FG 0B9	0C9 FBOPS	0H9 SPARE		DC EMA1
10	010 FG 2A	0A10 FG 4A	B10 FG 6A	0C10 DYNG	0H10 PROV		DC EMA2
11	011 EMS 1	0A11 SPEV1	0B11 HAZMAT	0C11 T-ADMIN	0H11 POISON		DC BLANK
12	012 EMS 2	0A12 SPEV2	0B12 PTCH 1	0C12 FEMSENC	0H12 SIBLEY		DC BLANK
13	013 EMS 3	0A13 SPEV3	0B13 PTCH 2	0C13 OPSCMD	0H13 WHC		DC BLANK
14	014 STAGE-0	0A14 STAGE-A	0B14 STAGE-B	0C14 ADMIN 1	0H14 WRAMC		DC SPARE1
15	015 DIR 2	0A15 DIR 2	0B15 DIR 2	0C15 ADMIN 2	0H15 VA		DC SPARE2
16	016 DIR 1	0A16 DIR 1	0B16 DIR 1	0C16 ADMIN 3	0H16 PGHC		DC CW-1

The channels above in bold are encrypted and not available in regular user radios.

# **Mutual Aid Jurisdictions**

Natl	Regional	Arlington	Alexandria	MWAA	Fairfax	Fairfax	Montgomery	Montgomery
M/A G	M/A GX	1	2	3	4	41	7	71
G1 8CAL90R	GX RINS 1R	1A DISP	2A DISPATCH	3A DISPATCH	DISPATCH	DISPATCH	7A DISP	71A DISP
G2 8CAL90D	GX RINS 1D	1B RESP	2B BAKER	3B RESP	RESPONSE 1	RESPONSE 2	7B OPS	71B OPS
G3 8TAC91R	GX RINS 2R	1C INC 1	2C CHARLIE	3C INC 1	INTERSTATE 1	INTERSTATE 2	7C INC10	71C INC30
G4 8TAC91D	GX RINS 2D	1D TAC1B	2D DAVID	3D INC 2	INCIDENT 10	INCIDENT 30	7D INC11	71D INC31
G5 8TAC92R	GX RINS 3R	1E TAC1C	2E EDWARD	3E INC 3	INCIDENT 11	INCIDENT 31	7E INC12	71E INC32
G6 8TAC92D	GX RINS 3D	1F CMD1	2F FRANK	3F CMND 1	INCIDENT 12	INCIDENT 32	7F ANN10	71F ANN30
G7 8TAC93R	GX RINS 4R	1G INC2	2G GEORGE	3G CMND 2	INCIDENT 13	INCIDENT 33	7G INC20	71G INC40
G8 8TAC93D	GX RINS 4D	1H TAC2B	2H HENRY	3H ADMIN	INCIDENT 20	INCIDENT 40	7H INC21	71H INC41
G9 8TAC94R	GX RINS 5R	1I TAC2C	2I IDA	3I APM CCF	INCIDENT 21	INCIDENT 41	7I INC22	711 INC42
G10 8TAC94D	GX RINS 5D	1J CMD2	2J JOHN	3J UNF CMND	INCIDENT 22	INCIDENT 42	7J ANN20	71J ANN40
G11 EMPTY	GX RINS 6R	1K INC3	2K KING	3K ANNOUNC	INCIDENT 23	INCIDENT 43	7K AL7K	71K AL71K
G12 EMPTY	GX RINS 6D	1L TAC3B	2L LINCOLN	3L TACTICAL 1	ALT4L	ALT41L	7L AL7L	71L AL71L
G13 EMPTY		1M CMD3	2M MARY	3M TACTICAL2	ALT4M	ALT41M	7M AN7M	71M AB71M
G14 EMPTY		1N FMET	2N NANCY	3N MA PATCH1	TALK AROUND 1	TALK AROUND 1	7N VRS	71N VRS
G15EMPTY		10 T/A	20 OCEAN	30 T/A	TALK AROUND 2	TALK AROUND 2	70 FDTA	710 FDTA
G16 EMPTY		1P DISP	2P A DISPATCH	3P DISPATCH	DISPATCH	DISPATCH	7P OPS	71P OPS

# 6.0 Computer Aided Dispatch (CAD) / Information Technology

#### 6.1 I/Mobile:

I/Mobile is an initiative that was incorporated within the District of Columbia Fire and EMS Department in August 2008. I/Mobile is computer software that serves as a remote user interface to the Computer Aided Dispatch (I/CAD) software.

CAD generated information is sent to a Mobile Data Computer (MDC) that is located on all F/EMSD apparatus and most administrative chief officer vehicles. The MDC will display incident information such as address, tactical channel, event comments .....Etc.

### **6.2 I/Mobile Troubleshooting Guide:**

## **Troubleshooting Procedure**

Please follow the following steps in attempts to help solve basic OUC-MDC issues. Follow the steps in order, and if at any point the problem is rectified, place the unit back in service.

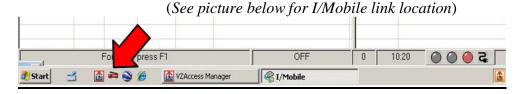
### **Step 1** – Determine color of status lights.

Having a red light for the first two indicator lights (left to right) generally indicates a need to reconnect Verizon.

**Step 2** – Re-connect the Verizon client.

### Check to see if the unit can sign into I/Mobile

**Step 3** – Exit I/Mobile (ALT + F4), and then re-launch the application.



Check to see if the unit can sign into I/Mobile (Page 7)

- **Step 4** Re-start the computer.
- **Step 5** Allow Verizon to connect, and in 1 minute check for connectivity.
- **Step 6** Click the 'retry' button in I/Mobile (inside of the error message that states there is a connection failure).

#### Check to see if the unit can sign into I/Mobile

If NONE of the above steps are able to resolve your issue, please contact the OUC-MDC Helpdesk at:

### 202-373-3737

#### I/Mobile Status Lights

Have the user describe the color of their status lights going from left to right. The status lights can be found on the bottom right portion of the I/Mobile screen.



### Status Lights Description (from left to right)

Heartbeat - turns green when messages have been received within a specified time period.

- \*\*If the 'Heartbeat' light is the <u>only red light displayed</u>, this could indicate a server issue
- Direct support request to the <u>CAD Support Team</u>.

**Transmission** - turns green when messages are sent successfully and red when the transmission fails. This light blinks yellow while transmitting.

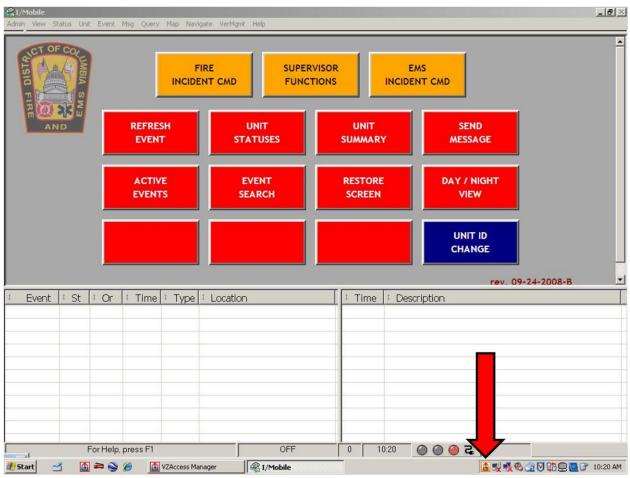
**GPS Quality** - may be gray, red, yellow, or green. The color of the status light should always be green.

\*\*ALL STATUS LIGHTS SHOULD BE GREEN. IF EITHER OF THE FIRST TWO STATUS LIGHTS IS STUCK ON YELLOW/RED, PLEASE BEGIN TROUBLESHOOTING BY CONFIRMING VERIZON CONNECTIVITY.

\*\*IF THE THIRD (GPS) STATUS LIGHT MAY BE RED WHILE IN QUARTERS. IF THE GPS LIGHT IS RED WHILE OUT OF QUARTERS, CONTACT HELPDESK AND DIRECT SUPPORT REQUEST TO THE OUC-MDC SUPPORT TEAM.

## **Re-Establishing Verizon Connectivity**

Locate the Verizon Access Manager (VZW) status icon in the lower right corner of the screen.



(fig. 1)

If there is <u>NO ICON</u> in this location, or the icon color is <u>ORANGE</u>, please proceed with reestablishing Verizon connectivity.

A GREEN ICON LIGHT = CONNECTED

#### **Re-Establishing Verizon Connectivity**

Begin this process by clicking on the Verizon shortcut located just right of the Start Button.



This will bring up the Verizon Access Manager (VZW).

VZW has two potential view modes – Maximum and Minimum





Regardless of view mode, have the user locate the connect/disconnect button.



#### IF THE BUTTON SAYS:

CONNECT – Click on the button and allow Verizon to connect.

DISCONNECT – Click on the button, wait until it turns into a CONNECT button, the press it again to re-connect to Verizon.

#### NOTE – VERIZON WILL TAKE APPROXIMATELY ONE MINUTE TO CONNECT.

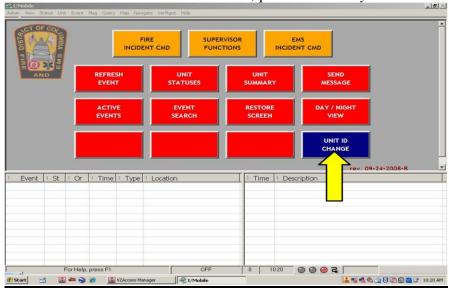
When Verizon connects, you will notice the <u>ORANGE STATUS ICON</u> (*fig. 1*) <u>TURN</u> <u>GREEN.</u> A text box will also pop up in the lower right corner of the screen notifying the user of a successful connection.

### **Re-Establishing I/Mobile Connection**

Now that VZW has re-established a connection, click on the I/Mobile screen located behind Verizon. Verizon will automatically disappear.

#### DO NOT ATTEMPT TO CLOSE/MINIMIZE THE VERIZON ACCESS MANAGER

Now that I/Mobile have been accessed, click on the (BLUE) <u>UNIT ID CHANGE</u> BUTTON. *If the I/Mobile HOME SCREEN is not visible, press the F8 Key.* 



(fig. 2)

Once this button is clicked, the I/Mobile status lights will change to GREEN, and a TEXT BOX will pop up asking for the MILEAGE of the vehicle.



# DO NOT ENTER ANY MILEAGE INTO THIS BOX, JUST CLICK 'OK' AND CONTINUE ON TO THE SIGN IN SCREEN

### Signing into I/Mobile

Once the login screen appears within the I/Mobile client, there is one step you must perform prior to entering your login information.

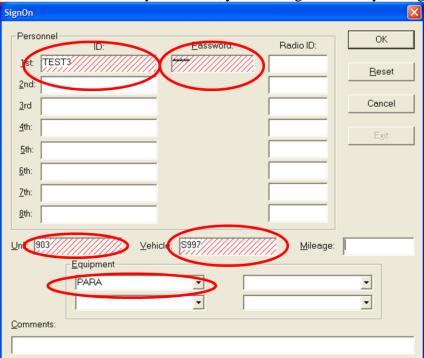
### 1. Ensure that CAPSLOC is on, and NUMLOC is off.

On the computer, below the keyboard and to the left, you will see a series of 6 indicator lights. The lights are (from Left to Right):



Ensure that the CAPSLOC (middle-left) light is LIT, while the NUMLOC (middle-right) LIGHT is NOT LIT.

Once CAPSLOC has been successfully turned on, you can begin to enter your login information.



Note the Equipment field – PEC's must select PARA from the dropdown menu, as well as add a 'P' onto their unit in the UNIT field. (ex: E21P)

#### IF LOGIN INFORMATION IS NOT KNOWN - CONTACT ELO/FLO FOR GUIDANCE

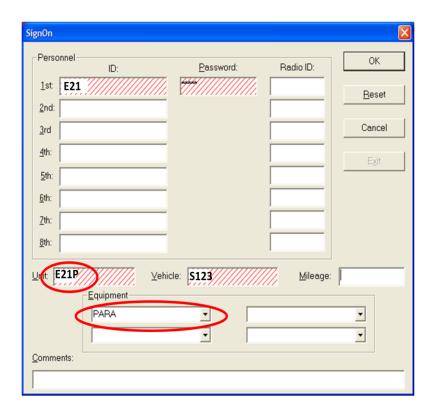
### **Changing Between a PEC and Basic Engine Company**

To change from a PEC to a Basic Engine, follow the following steps:

- 1. AT HOME SCREEN, click the blue UNIT ID CHANGE button. (fig. 2)
- 2. DO NOT enter any mileage, click OK
- 3. AT THE LOGIN SCREEN, DELETE THE 'P' at the end of the UNIT FIELD
- 4. REMOVE 'PARA' from the EQUIPMENT MENU
- 5. Make sure CAPS LOC is ON.

#### ALL OTHER LOGIN INFORMATION REMAINS THE SAME

6. **ENTER YOUR PASSWORD** and click 'OK' to sign back on.



#### Change to a PEC Unit

- 1. AT HOME SCREEN, click the blue UNIT ID CHANGE button. (fig. 2)
- 2. DO NOT enter any mileage, click OK
- 3. AT THE LOGIN SCREEN, ADD a 'P' at the end of the UNIT FIELD
- 4. SELECT 'PARA' from the EQUIPMENT MENU
- 5. Make sure CAPS LOC is ON.

### ALL OTHER LOGIN INFORMATION WILL REMAIN THE SAME

6. **ENTER YOUR PASSWORD** and click 'OK' to sign back on.

#### Changing Between a Medic and Basic Unit

To change from a Medic to a Basic unit, follow the following steps:

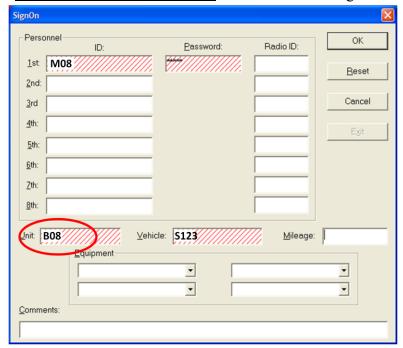
- 1. AT HOME SCREEN, click the blue UNIT ID CHANGE button. (fig. 2)
- 2. DO NOT enter any mileage, click OK
- 3. AT THE LOGIN SCREEN, CHANGE THE 'M' inside the UNIT FIELD to a 'B'

(ex. M08 changes to B08)

4. Make sure CAPS LOC is on.

#### ALL OTHER LOGIN INFORMATION WILL REMAIN THE SAME

5. **ENTER YOUR PASSWORD** and click 'OK' to sign back on.



To change from a Medic to a Basic unit, follow the following steps:

- 1. AT HOME SCREEN, click the blue UNIT ID CHANGE button. (fig. 2)
- 2. DO NOT enter any mileage, click OK
- 3. AT THE LOGIN SCREEN, CHANGE THE 'B' inside the UNIT FIELD to a 'M'

(ex. B08 changes to M08)

4. Make sure CAPS LOC is On.

#### ALL OTHER LOGIN INFORMATION WILL REMAIN THE SAME

5. ENTER YOUR PASSWORD and click 'OK' to sign back on.

# **Glossary**

### **ADVANCE LIFE SUPPORT, ALS UNIT:**

An Advance Life Support Unit or Medic Unit is a full service ambulance equipped to provide the most advance pre-hospital medical care. Staffing is usually 2. Advance Life Support Unit can also identify a Paramedic Engine Company or Rapid Response Unit. All of the units carry advance life support equipment, supplies and at least 1 Paramedic.

#### AIDE:

An assistant to a BFC or a DFC.

## AIR UNIT (AIR):

Air 1 is located at Engine 4 and Air 2 at Engine 8. These units carry over

Over 84 4.5 SCBA oxygen bottles and 20 O2 bottles. Air 1 also has an on board filling stations, air compressor, remote filling stations, light tower and an 80 KW on board generator. Staffing is one.

# **ARSON INVESTIGATION UNIT, (FI):**

Investigates all fires in the city and determines ignition source. Also enforces building codes. Included in this unit is an accelerant dog K-9.

# **BASIC LIFE SUPPORT, (BLS):**

The Basic Life Support Unit is a limited service ambulance equipped to provide basic prehospital care. (A) Is a regular assigned Basic Ambulance. (B) is a regular assigned Medic Unit that is downgraded to a Basic Unit. Staffing is usually 2.

#### **BATTALION:**

The DC Fire and EMS Department is divided into 6 Fire Geographical Battalions and 1 city wide Special Operations Battalion.

# **BATTALION FIRE CHIEF (BC):**

Is in charge of a pre determined number of engine companies, truck companies, rescue squad companies, EMS Units and personnel in a geographical location of the city. The Battalion Fire Chief is typically the first incident commander of a fire or large scale incident.

# **BOX ALARM (BA):**

An alarm assignment requiring 5 Engines, 2 Trucks, 1 BFC and 1 Rescue Squad be dispatched.

#### **BRUSH TRUCK:**

Apparatus used specifically to combat brush fires and has off road capability.

### **CANTEEN UNIT, CAR 5:**

Provides refreshment and food during inclement weather and extended operations to fire, EMS and law enforcement personnel.

#### **CHANGE OVER:**

When any unit or company needs to transfer all of their supplies or equipment to another unit of the same type.

#### **COCKLOFT:**

An area located above the top floor of a house and the roof (attic area). The cockloft is not considered large enough for a firefighter to stand up in.

# **COLLAPSE UNIT AND SUPPORT UNIT (CI):**

The Collapse Unit will be dispatched for collapse of a building or any structure where the stability and integrity is in question.

# COLLAPSE TASK FORCE, (CITF): (E15, RS-3, BC3, CI, CSU)

#### **DEFENSIVE ATTACK:**

Is a term used on a fire ground when the initial offensive interior attack is not producing results. The incident commander must first notify all companies and personnel to evacuate the building while the OUC sounds the evacuation tones. Once all personnel are accounted for the exterior attack on the facility begins using heavy duty devices, large hand lines applying a large volume of water on the fire.

#### **DROP TIME:**

The time required for an EMS unit to transfer a patient to the care of an emergency department.

#### **EMS BATTALION SUPERVISOR:**

Provides routine and supervisory management of EMS operations. Additionally, they can provide ALS or BLS prior to the arrival of transport unit. EMS Supervisors are not considered transport units.

#### ENGINE, (Wagon, Hose Wagon) (E),

Each engine carries the hoses necessary for fire suppression and pumps water from available sources. The basic duty of an Engine is that of fire suppression. Staffing is usually 4.

# **EMERGENCY ACTIVATION (EA):**

An emergency notification from a radio to the OUC and / or an Incident Commander, that a company or person is in immediate danger.

#### ePCR:

Electronic Patient Care Report that EMS providers use to document patient triage, treatment, and transport information. Units access this program via a ruggedized laptop computer. Unofficially, many units refer to this program and the computer as the Toughbook.

## FIRE BOAT, THE BOAT: (FB1, FB2, FB3)

The Fire Boat operates with 3 different boats. FB1 is the "JOHN H. GLENN Jr." FB2 and FB3 are smaller boats that can reach areas that the JOHN GLENN cannot. These companies are used for marine fire fighting and to supply water to land units. The fire boat can assist with swift water and ice rescues. Staffing is usually 5.

# FIRE BOAT SUPPORT UNIT: (FBSU)

The support unit is a pick-up truck assigned to the fire boat for pulling a trailer or responding to land emergencies in close proximity to the Fire Boat's quarters.

#### FIRE GROUND:

Is defined as an operation when a number of suppression units are operating on an alarm where a fire is ongoing in a residential, commercial, industrial facility.

#### **FIRE HYDRANT:**

Where engine companies hook into to supply water through their pumps to the attack lines.

### FIRST RESPONDER:

A term used to identify fire, police or EMS personnel that typically arrive first on a scene of an emergency incident.

## FOAM UNIT, FOAM 1, FOAM 2 (FU1, FU2):

The Foam Unit is a large four-wheel drive vehicle. It is used for aircraft incidents, petroleum based fires and for helicopter landings. Staffing is usually 2.

# FOAM UNIT TASK FORCE: (E13, FU1, FU2, TAU1)

# HAZARDOUS MATERIALS UNIT, HAZ-MAT UNIT (HM):

The Haz-Mat Unit is a highly sophisticated company that has the capability to identify and properly contain virtually every hazardous material that could threaten the Washington, D.C. area. Staffing is 5.

# **HAZARDOUS MATERIALS SUPPORT UNIT, (HMSU):**

This vehicle carries additional supplies and equipment for the Haz-Mat team.

# HAZ-MAT TASK FORCE (HTF): (E12, T4, RS1, BC1)

#### I/MOBILE:

The Intergraph CAD system mobile software that resides on all response vehicle laptops and provides real-time CAD information, statusing, etc.

#### INCIDENT COMMANDER:

Usually the senior fire officer on the scene and in charge of an emergency incident.

#### **INCIDENT DURATION:**

It is the radio operator responsibility to monitor duration time and notify the incident commander starting at 10 minutes into the incident and every 10 minutes there after. The incident commander will notify the Office of Unified Communications when time checks are no longer required due to the incident winding down and concluding.

#### LAYOUT:

Is the operation that is performed by engine companies when they are responding to a fire. The engine companies stop, before entering the block of the reported fire, and pull their supply line at a fire hydrant and continue to position the engine in the front or rear of a building.

## LOCAL ALARM, (LA):

An Alarm to which a Company or Companies less in number than a Box Alarm assignment respond to reported emergencies.

# MASS CASUALTY INCIDENT, (MCI):

When the amount of patients is 9 or more, a Mass Casualty Incident will be declared by the Incident Commander.

### MASS CASUALTY UNIT AND BUSES:

The Medical Ambulance Buses are vehicles equipped with a large number of backboards and triage equipment.

There are two (3) Medical Ambulance Buses. The South Casualty Bus is located at E33 and the North Casualty Bus is located at E24.

#### **MAYDAY:**

The term "MAYDAY" will be used by personnel that are in immediate danger on the fire ground and are in need of assistance.

#### **MEDICAL LOCAL:**

An alarm to which an Engine Company, Truck Company, Rescue Company or Companies respond along with an EMS unit, to render emergency medical services to a sick or injured patient.

# **MEDIC UNIT (ALS):**

Advance life support unit. Staffing is usually 2 with a minimum of one (1) Paramedic and one (1) EMT.

## **MOBILE COMMAND UNIT (MCU):**

A specially designed and configured vehicle used for command operations that respond on large-scale event which warrant a lengthy and /or extensive level of command presence.

## **OPERATIONS DEPUTY CHIEF (DFCOP):**

The city wide shift commander for all fire and EMS operational personnel. All shift battalion commanders report to the operations deputy daily. Upon arriving at an emergency incident, the Operations Deputy Chief will assume command of the incident.

#### **OVERHAUL:**

Is defined as an operation after the bulk of the fire is knocked down, where firefighters are taking tools and other equipment and opening holes in walls, floors and ceiling to see if there are any hot spots and fire extension.

#### **PRIORITY:**

Priority is to transmit an urgent message to Operations that does NOT involve trapped or missing personnel.

# RAPID INTERVENTION GROUP, (RIG):

The engine company and truck company, assigned to the working fire dispatch alarm, will be identified as the Rapid Intervention Group. Those companies will operate directly under the incident commander and be deployed when a firefighter or firefighters become trapped or lost in a building.

# **REHAB UNIT, (REHAB):**

A bus style unit equipped with heat and a/c, that responds on multiple alarms or extreme weather conditions, which provides shelter and a cooling station for emergency responders.

# RESCUE SQUAD, (RESCUE or SQUAD) (R):

Apparatus designed for specialized heavy rescue. Members are highly trained in many areas of fire fighting and rescue. There are 3 companies and they each operate with a Technical Rescue Support Unit. Staffing is a minimum of five personnel.

# SAFETY OFFICER, (SAFO):

The Safety Officer Function is to oversee the safety of personnel operating on a fire ground or major incident. He also investigates accidents involving department vehicles, personnel protective equipment and injuries to members of the department.

# TOWER, (TOWER LADDER, AERIAL TOWER), (T):

There is only one tower in the District of Columbia, Tower Company 3. It is a specialized ladder truck that has a large platform attached to the aerial ladder, used for rescues operations and or

moving equipment and men to upper floors of a building or below grade operations. Staffing is a minimum of five personnel.

# TRUCK (LADDER), (T):

A vehicle that carries ladders and equipment necessary to perform search/rescue, ventilation and forcible entry. The main aerial ladder is a minimum of 95' long and could be as long as 135' long based on the manufacturing type. Staffing is a minimum of 5 personnel.

# TWIN AGENT UNIT, (TAU):

The twin agent units are self contained apparatus charged with two extinguishing agents, Purple K (Dry Chemical Agent), and AFFF (Light Water 6% Solution). The department has two twin agent units Twin Agent Unit 1 manned by Truck 10 and Twin Agent Unit 2 manned by Truck 2. When the TAU is assigned to an incident, the truck company manning that unit is considered out of service until the Twin Agent Unit returns to quarters. These are considered a shared unit.

### **URGENT:**

A message of paramount importance, involving an emergency where life, or personal injuries are at stake, or critical situations requiring immediate assistance.

# **Appendix**

- 1. Emergency Activation policy 2/11/08
- 2. Incident Under Control 10/26/07
- 3. Third Street Tunnel Response 10/26/07
- 4. Residential Lock Out 10/26/07
- 5. Unit Designation in CAD 8/24/07
- 6. Unit Status in CAD and I/Netviewer Configuration 8/08/07
- 7. Response Check / Address 4/29/08
- 8. Elevator 2/20/08
- 9. Water Supply Strike Team 2/20/08
- 10. Hospital Destination Policy 1/17/07
- 11. Metro Assignment Down Grade 1/4/07
- 12. Building evacuation tone 3/18/07
- 13. Fort McNair response plan 4/25/08
- 14. DEK button six 4/25/08
- 15. COG unit numbering 8/24/07
- 16. EMS response matrix 12/20/07
- 17. Utility disruption 1/29/07
- 18. Alias standards 3/11/08
- 19. ALS status of PEC 1/24/08
- 20. Units placed OOS 1/26/07
- 21. B Zone 2/28/08
- 22. F/Used status in CAD 8/27/07
- 23. Metro Multi jurisdictional incidents 4/26/07

#### **F/EMS Orders**

- 1. Deputy Fire Chief's Order 2005-45 dispatch of medical locals
- 2. DFC 2006-61 Car 35 and 50 Haz Mat inspectors
- 3. DFC 2006-57 New Air Unit 1
- 4. DFC 2006-56 Behavioral emergencies
- 5. DFC 2006-47 PEC personnel exchange
- 6. DFC 2006-37 Guidelines for EMS 6
- 7. DFC 2008-03R Accountability for extra personnel
- 8. DFC 2008-14 GWU ambulance guidelines
- 9. Memorandum 1995- 76 recording of 911 activities
- 10. Memo 2000- 38 PCB's
- 11. Memo 2000- 86 Heat emergency plan
- 12. Memo 2002- 42 Shelter hotline
- 13. Memo 2002- 121 Phone numbers for reference
- 14. Memo 2003- 33 Pepco hazardous locations

- 15. Memo 2004- 111 NIMS training online
- 16. Memo 2005- 04 Lifepak/AED repairs
- 17. Memo 2005- 048 Project safe place
- 18. Memo 2008- 30 Community service units
- 19. Memo 2008-46 Radio reprogramming project
- 20. Memo 2008-83 Organization of homeland security and special operations
- 21. Memo 2008-121 Discontinued bicycle registration
- 22. Memo 2008-132 Hospital closing and diversion policy
- 23. Memo 2008-154 Battalion management team implementation phase I
- 24. Special Order 1996- 75 MPD escorts for EMS units
- 25. S.O. 1997- 23 Agency for toxic substances and disease registry
- 26. S.O. 1999 7 Hypothermia policy
- 27. S.O. 2003- 5 Confined space hazards at Ivy City maintenance yard
- 28. S.O. 2003- 21 Emergency building closing procedure
- 29. S.O. 2004- 34 Helicopter landings at naval security station
- 30. S.O. 2004- 66 Pentagon response plan
- 31. S.O. 2005-53 Adoption of NIMS
- 32. S.O. 2006- 37 AVL and CAD HALO
- 33. S.O. 2008- 10 Tower 3 dispatch policy
- 34. S.O. 2008-12 Hydrants used for dual pumping
- 35. S.O. 2008-19 Bidding on emergency calls
- 36. S.O. 2008- 22 Water supply engine companies
- 37. S.O. 2008- 40 Change in radio designation for EMS 6
- 38. S.O. 2008- 47 RIT company operations
- 39. S.O. 2008-55 New military phonetic alphabet
- 40. S.O. 2008-57 Mobile Data Computer Iniative
- 41. S.O. 2008-60 Fire Vehicle Accident Response Plan
- 42. S.O. 2008-63 800 MHz Radio Re-programming
- 43. S.O. 2008-64 Protocol Change in Hospital Destination
- 44. S.O. 2008-65 Phase II of the Battalion Management Team

#### **F/EMS Publications**

- 1. Order Book
- 2. Bulletins
- 3. Operations Bulletins
- 4. Metro Services Manual
- 5. New Metro Book
- 6. Training Manual