

INDIANA FIRE ASSOCIATION

RESCUE

STANDARD OPERATING PROCEDURES - RESCUE OPERATIONS

Revised: February 3, 2009

The following trucks will respond to rescue calls:

	<u>CENTRAL</u>	<u>WEST</u>
FIRST	T-102	T-108
SECOND	R-105	U-116

NOTE: 13TH St. in the borough thru 13th St. Ext. at 119 S. will be used as the response guideline for all trucks.

<u>Incidents East of 13th St.</u>	<u>Incidents West of 13th St.</u>
First Out: T-102	First Out: T-108
Second Out: R-105	Second Out: R-105
Third Out: U-116	Third Out: T-102

Any member who has taken the role of officer of a responding truck must at time of departure signify **Light or Heavy** on manpower.

Light: 4 or Less Manpower

Heavy: 5 or More Manpower

NOTE: The response outlined above shall be for all rescue calls; both in our service area as well as any time the rescue squad should be called to assist another department.

FIRST DUE TRUCK T-102 / T-108

1. Truck should leave when there is a minimum of Four (4) qualified rescue personal on board. It is preferred that a Rescue Officer respond with first due truck. If there is no Rescue Officer available then the senior qualified (i.e., trained and certified) rescue squad member will assume the role of officer of the rescue incident, until a Rescue Officer is on scene. Once a Rescue Officer arrives on scene command will be turned over to them.
2. Preference will be given to members assigned to the rescue squad for the purpose of responding on trucks. If seats are available, any member may respond to rescue calls.
3. First due truck will pull past the scene and assume the responsibility for fire protection, traffic control, cribbing, staging area and hand tools. Truck should be a minimum of 50 feet beyond the scene. OIC will give placement.
4. The officer on first due truck is responsible for all men, tools and equipment on the truck. He or she shall advise personal of incident. Officer shall insure job assignments are discussed. No officer shall leave the piece without a set of irons, radio and hand lights.
5. #1 Squad person will pull a preconnected trash line from front of truck. He is now dedicated to fire prevention.
6. #2 Squad person will pull cribbing from truck and begin cribbing operations. This person will be responsible for maintaining cribbing operations thru out rescue. They are not to leave this evolution.

7. #3 Squad person will pull staging tarp. Tarp will be placed so as not to interfere with rescue or medical personal. Once placed all truck equipment will be placed on the tarp for easy access.
8. #4 Squad person will assist with equipment placement on tarp. Once all equipment is placed on tarp wait by staging area for assignments.
9. #5 and #6 Squad people are responsible for traffic control. They are to have a radio, cones, and flares readily available. They will be seen with florescent orange / green vests. Radios shall use on Frequency #4 during traffic control operations. If no traffic control is needed they will assist with equipment placement on the staging tarp and wait for further assignments.

NOTE: As previously stated preference will be given to rescue personal on all seating in responding trucks. You may be asked to vacate a seat if you are not a rescue squad member. If seats are available, any member may respond on a responding truck. The fact that a responding firefighter may not be assigned to the Rescue Squad does not release the firefighter from the responsibility of knowing and understanding this SOP and complying with all sections while participating in a Rescue Operation.

Jump seat personal on first due truck shall talk between each other who will handle Fire Protection, Cribbing, Staging Tarp and Hand Tools.

Engineer will have the responsibility for water, pump and lighting operations. The engineer may also be requested by the OIC to block road with T-102 or T-108.

When R-105 comes on scene all personal at the staging tarp not assigned a job by a rescue officer will assist 105 personal with bringing equipment to staging tarp.

RESCUE 105

1. R-105 shall be the second responding truck to a call. It should have a minimum of four (4) personal on board. **Are you Light or Heavy?**
2. It is preferred that R-105 has 6–8 personal on board. It will require a lot of manpower to put truck into rescue operations.
3. It is preferred that R-105 responds with a Rescue Officer. If a rescue officer is on scene or responding with the first truck R-105 may respond without an officer.
4. If no rescue officer is available, then the senior qualified (i.e. trained and certified) squad member will assume the role of Rescue Officer.
5. The Rescue officer, or senior person, shall use their judgment as to type of call, severity of call, location, time of day, manpower shortage, etc as to when to respond the truck.
6. R-105 will usually be placed by a Chief Officer or Rescue officer who has responded to the scene for the purpose of size-up and task analysis.

7. If no orders have been received, R-105 will be placed near the incident (only as close as it is deemed safe) so that the truck's lighting may be used and ease of unloading the required equipment for rescue.
8. A rescue member shall be assigned to be in charge of staging area. He/She should have a portable radio, haligan bar and hand light.
9. If there is two different entrapments officer on R-105 shall be responsible for second vehicle. He/She shall designate a senior squad member as stage tarp officer.
10. Stage tarp officer will be in charge of handing out job assignments and that all required equipment is available for use.
11. All squad members on R-105 are responsible for equipment placement on staging tarp.
12. Engineer of R-105 will assure truck is properly and safely parked. They will assure that the generator for the lighting is powered up and the PTO is operational for rescue tools.

THIRD DUE TRUCK T-102 / S-116

1. Depending on location of call either truck may be third due.
2. Their responsibility will be manpower and traffic control.
3. Manpower will report to staging tarp for orders.
4. Traffic control will have a portable radio, cones and flares
5. Traffic control personal will be identified by florescent orange / green vests.
6. OIC will place S-116

Placement of third due truck will take into account of the need for an ambulance to get by, traffic lane to pass and maybe the need for extra water to first in truck. OIC may call for third due truck to provide area for a Landing Zone.

NOTE: Preference will always be given to rescue squad members over IFA members not on the rescue squad. If seats are available, any member may respond on responding trucks. The fact that a responding firefighter might not be a rescue squad member does not release the firefighter from the responsibility of knowing and understanding this SOP and complying with all sections while participating in a Rescue Operation.

No seating assignments will be made for any truck. We are now acting as a **TEAM**. Each member will be held accountable for knowing what needs done from each responding truck. You are to communicate with each other in route to the scene as to who will do what job. All jobs are important to the success of the rescue.

**** Be a part of the solution. Don't be part of the problem****

STAGING TARP

The Staging of tools, equipment and manpower shall occur at all rescue operations.

Priority of Staging:

1. Staging Tarp and Hand Tools (Large and Small)
2. Cribbing and Stabilizer Struts
3. Spreaders, Cutters and Hoses
4. Portable Lighting
5. Chains and Come-a-long
6. Air Chisel with two (2) air cylinders
7. Saws All with electric cord / Battery operated Saws All / Extra Blades
8. Air Bags and Associated equipment
9. Other tools and equipment as required and ordered.

The staging officer will give orders if additional tools and equipment should be staged.

All job assignments and orders will commence from the staging area.

EXTRICATION GUIDELINES

1. When a windshield is removed it is automatic that a steering column using chains and come-a-longs be initiated.
2. During a rescue any time a tool is put into use, care of patient is of utmost importance. All patients shall be protected by a cover. All patients should be made aware of what is happening.
3. Prior to any cutting and/or spreading is done on a vehicle, make sure all plastic material is removed to expose any potential airbag hazards, which may occur during an extrication and cause harm to rescue personal or cause further injury to the patient.
4. Due to hybrid vehicles becoming more and more popular, we as rescue personal must follow the following steps as a safety procedure for both the rescue person and patient. By using these eight steps --- in their order, we can safely deal with most any hybrid emergency.
 - 1) Chock the wheels
 - 2) Identify the vehicle.
 - 3) Shift out of gear or place in park.
 - 4) Turn off and remove key (smart keys at least 25 ft).
 - 5) Be sure the ready light or auto stop light is off.
 - 6) Set the park brake.
 - 7) Disconnect the 12 volt battery.
 - 8) **Never** cut, pinch, sever and/or touch the orange, blue, or yellow wires or connectors. Look for a plastic case that surrounds power supply (will be orange in color).

GENERAL GUIDELINES

1. Nobody shall drive there personal vehicle to a rescue call other than the OIC!
2. Only Rescue Officers, OIC and Traffic control will have Portable radios! (Traffic control will use Frequency 4.)

3. If you are given a task complete it. When you are done return to staging area!
4. Extrication jumpsuits or full bunker gear, helmets, gloves, eye protection, hoods and boots are required to perform a rescue. If one item is missing do not expect to be called on to participate in rescue. If we are dispatched for a reported vehicle accident on fire, extrication jumpsuits are not to be worn, they are not for firefighting. You shall wear full bunker gear.
5. At no time shall any member of IFA or Rescue squad engage in a verbal confrontation with each other, members of medical staff, local or state police or any member of assisting fire departments at a rescue call. All matters can be discussed after the rescue is over and we are back in hall.
6. All rescues will be critiqued and discussed at the Central Station following each call.
7. Each rescue squad member shall improve their rescue resume by upgrading one skill per year.
8. Rescue practices shall be the first Monday following the regular monthly meeting and second Thursday of each month. The first practice will be for rope skills and the second will be for vehicle extrication and miscellaneous rescues.
9. You must attend at least one practice a month to remain on squad.
10. Missing two consecutive calls you must provide a legitimate reason for being absent.
11. There will be a total of Twenty Five (25) members assigned to the rescue squad.
12. It is an honor and privilege to be a member of the IFA RESCUE SQUAD.
13. Know your trucks and equipment. If you have to think about where to look for something you don't know your trucks. This loses time and causes confusion.
14. If equipment needs assembly or power then the rescue squad person who advances the equipment **MUST** put it together and make sure it runs before advancement.
15. Non rescue personal will wait outside of truck. You will be placed on truck as needed.
16. At no time shall **RESCUE EXTRICATION GEAR** be used as Bunker Gear.
17. Tools and Equipment used at a Rescue **SHALL** be serviced, inspected and cleaned after ever call.
18. Engineers are not required to wear bunker / extrication gear to drive, but should have a set of gear with them. If they are assisting in performing any type of operation, other than the engineering of a piece of apparatus they must be in protective gear.
19. If you have consumed an alcoholic beverage please enjoy it at home. We will see you at the next call.
20. Approved rescue gear may be worn for a verity of Rescue's including, but not limited to: Agriculture, Rope, Machinery, Trench, and Vehicle Rescues. Fire protection at a vehicle rescue should still be in full bunker gear if possible with SCBA.

21. Contact Information:

<u>Officers & E-Mail</u>	<u>Home:</u>	<u>Cell:</u>	<u>Work:</u>
<u>Mike Empfield</u> kx12594@hotmail.com	724-349-3317	724-388-5704	724-349-9211
<u>Ron Moreau</u> rfm65@yahoo.com	724-463-0345	724-388-1136	724-357-7824
<u>Allen Dow</u> adow6452@comcast.net	724-801-8145	724-840-8683	724-465-4531
<u>Medical Officer</u>			
Dr. James Dickson JRD936@yahoo.com	724-463-7828	724-388-1280	

Rescue Captain Role: Responsible for over-all situational assessment, development and implementation of rescue operations tactical plan.

Rescue Lieutenants Role: Staging area officer. Responsible for the working crews. He must work close and personal with working crews and rescue captain.

Medical Officer's Role: Responsible for the overall assessment and treatment of critical patients at the scene of an incident.

GOAL: To prepare, train and drill as a team so as to when a rescue incident occurs, that it be done safely, timely and all patients get the medical treatment within the GOLDEN HOUR.

22. Rescue officers and/or the OIC are to contact the Indiana County 911 and request 936-Dr. Dickson to respond to the scene for the following situations.

- 1) Prolonged Extrication / Entrapment
- 2) Agricultural Rescue
- 3) Physical Rescue
- 4) Trench Rescue
- 5) Confined Space Rescue
- 6) Any other situation where patient transport to a trauma center will be significantly delayed due to circumstances.

NOTE: Rescue officers and/or rescue squad medical personal are requested to email Dr. Dickson if they witness an act which is detrimental to patient care. (Examples: Extremely rough handling of a patient, No use of C-Spine precautions without reason, Improper patient removal)

FREELANCING AT A RESCUE CALL WILL NOT BE TOLORATED!!!

**WE ARE A TEAM. MISSING ONE COG OF THE TEAM
WILL CAUSE FAILURE. FAILURE IS NOT AN OPTION.**

AIR-BORNE/BLOOD-BORNE PATHOGENS

The following shall be used as guidelines for Air-Borne /Blood-Borne Pathogens

1. The Indiana Fire Association shall provide fire and rescue services to the public without regard to known or suspected diagnosis of communicable disease in any patient.
2. The Indiana Fire Association shall regard all patient contacts as potentially infectious and shall observe universal precautions at all times.
3. The Indiana Fire Association shall provide personal protective equipment to all members at no cost to the member.
4. The Indiana Fire Association shall provide annual training to all members in air-borne/blood-borne pathogens.
5. The Indiana Fire Association members are required to attend annual training in air-borne/blood-borne pathogens. Members not maintaining yearly training shall become inactive until such training is obtained.
6. The Indiana Fire Association prohibits discrimination against any member for health reasons including HIV or HBV virus.
7. The Indiana Fire Association regards all medical information as strictly private. No member's health information will be released without his or her signed written consent.
8. If there is any blood or body fluids contamination to bunker gear, the gear should be removed at the scene and red bagged. This bunker gear shall be cleaned and checked over by the administrator or infectious control officer and handled appropriately.

USE OF A MEDICAL HELICOPTER

The following shall be used as guidelines for establishing a landing zone (LZ). Please keep in mind that different helicopter agency's have different requirements for establishing a landing zone. This procedure will be adequate for use by all agencies.

GUIDELINES FOR A REQUEST OF AN AIR AMBULANCE

If an OIC or rescue apparatus arrives prior to medical personal, the following mechanisms of injury may indicate a request for an air ambulance. If any of the following are observed, the OIC shall provide patient information to the dispatch center as soon as feasible. At that time, request the nearest helicopter be placed on stand-by.

- A) Falls from 20 feet or more
- B) Apparent high speed impact
- C) Ejection from a motor vehicle
- D) Significant deformity of a vehicle
- E) Third degree burns > 15% of body
- F) Third degree burns to the face or airway
- G) Unconscious or decreased level of consciousness

LANDING ZONE REQUIREMENTS / GUIDELINES

1. The OIC will need to designate to the dispatch center where the landing zone will be located and a contact person as soon as possible. The contact person shall be the landing zone officer, although this person does not need to be an officer. This person shall be in charge of the landing zone and the only person to make contact with the helicopter.

NOTE: If the helicopter is to contact the landing zone officer on a different frequency other than the operations channel that they are operating on, advise the dispatch center of the frequency change. This may need done so that communications being used during a rescue is not being interfered with.

2. Some of the duties of the Landing Zone Officer are:
 - 1) Select a safe landing zone as close to the scene as possible.
 - 2) Ensure that the landing zone is prepared for use.
 - 3) Ensure that the landing zone crew is wearing proper PPE including helmets & eye protection.
 - 4) Communicate landing zone information to the aircraft.
 - 5) Coordinate with the pilot via radio during landing and take off.
 - 6) Establish a safety zone around the landing zone.
 - 7) Terminate landing zone operations and ensure all landing zone equipment is returned to the apparatus.
3. Select a safe Landing Zone (LZ)
 - 1) Once the helicopter has been dispatched, landing zone personnel need to prepare the largest unobstructed landing zone as close to the patient as possible. Good sites include grassy fields, playgrounds, parking lots, or wide roadways, avoiding residential areas if at all possible.
 - 2) An Engine/Tanker shall be assigned to the landing zone when possible.
 - 3) Be a minimum of 75 feet by 75 feet, although 100 feet by 100 feet is preferred.

NOTE: When a four lane divided highway is used as a landing zone:

- a) The side of the highway that the incident is on will be shut down to traffic 10 minutes prior to the helicopters arrival or when it is in sight.
 - b) The incident commander may choose to shut down the highway in both directions if conditions warrant.
 - c) Once the helicopter has left the area traffic may return to normal at the discretion of the incident commander.
- 4) Have no overhead wires or hazards.
 - 5) Be no more than a 5-10 percent slope.
 - 6) No vehicles, signs or poles in the landing zone.
 - 7) A landing zone should be at a minimum of 75-100 yards away from patient care activities. Keep in mind rotor wash and noise when selecting a landing zone.
 - 8) Personnel, the public, and the media shall be kept a safe distance from the landing zone to ensure scene safety.
 - 9) If there is no acceptable landing zone with safe access select a remote landing zone. If this is done, remember to communicate with EMS on the location of the landing zone. Also if the patient won't be able to be transported to the landing zone at the time the helicopter lands, transportation should be made to transport the helicopter crew to the scene of the patient.

- 10) Prior to landing, the pilot will pass over the landing zone to visualize the landing zone and identify, from the air any potential hazards. If they have any concerns or unsafe situations, they will immediately notify the landing zone officer so appropriate action can be taken or a new landing zone can be set up at another location.

4. Preparing the Landing Zone (LZ)

- 1) Clear the landing zone of any loose debris. Items caught in the rotor wash are dangerous for ground personnel as well as the aircraft.
- 2) Mark the landing zone site with four (4) strobe lights or orange cones at each corner of the landing zone.

NOTE: Flares or firefighters ***shall not*** be used. During the day to help with visibility the cones may be laid on their sides pointing towards the center of the landing zone and at night an orange box light can be placed on end inside the cones in the on position to help illuminate the cones.

- 3) The helicopter will not land if the landing zone has not been established, properly marked or if there are still personal located within the landing zone site.
- 4) This aircraft will make contact by radio with landing zone officer when they believe they are close to the area. The landing zone officer should be the only ground unit in radio contact with the aircraft during the final approach and landing.
- 5) The landing zone officer should communicate landmarks, obstacles, and hazards especially wires and inform the pilot of any unusual situations. (Example: A second helicopter has been requested.)
- 6) The word “**ABORT**” will be used to halt any unsafe landing conditions.
- 7) Once aircraft has safely landed, contact Indiana County 911 via radio and advised that the aircraft has landed. (Example: Be advised that Life Flight 3 is on the ground.)
- 8) Absolutely no personnel are to approach the aircraft unless instructed to do so by the pilot. When approach is requested by the pilot, personnel shall walk slowly and take direction from the pilot. Always be aware of your surroundings.

5. Lift off procedure

- 1) Once the patient is loaded, all personal should immediately retreat beyond the landing zone perimeter.
- 2) When possible try and find out the destination of the helicopter, prior to their departure.
- 3) Advise all onlookers to shield their eyes and hold down loose equipment. (Example: Stretcher, blanket, etc...)
- 4) The landing zone officer will re-establish radio contact with the pilot and keep all vehicles and personal off the landing zone until the pilot has indicated he is clear the landing zone and will not be returning. (In case of mechanical problems.)
- 5) The landing zone officer should observe the aircraft for open compartments of hatches, smoke or fire from the engine exhaust system or loose engine coverings under the main rotor blade.
- 6) One the helicopter is in the air and enroute to a medical facility, contact Indiana County 911 by radio and advise them that the aircraft is airborne and enroute to the hospital. (Example: Be advised that Life Flight 3 is off the ground and enroute to AGH.)
- 7) Hand signals will be used only when radio communications are inadequate or out of service.

6. Safety precautions

- 1) Always approach the helicopter from the front.
- 2) Never go near the tail rotor of the aircraft.
- 3) No smoking on the landing zone.
- 4) No running in the landing zone.
- 5) No vehicles within the landing zone, including emergency vehicles.
- 6) No civilians or non-essential personal near the landing zone.
- 7) No flash cameras / white lights are to be used during take off and landings.
- 8) Protect your eyes from debris, which may be thrown up by the rotor wash.
- 9) Always approach a slope landing from the downhill side.
- 10) Carry long objects or equipment parallel to the ground and below the waist.
- 11) The flight crew will be responsible for opening and closing all helicopter doors, compartments, or hatches.
- 12) The flight crew and pilot are responsible for the loading and unloading of patients and equipment. They will direct these operations.