LFB - Advance Firefighter

Training and Reference

This is going to give you more in-depth information about fire fighting.

Sections of Training

- **Domestic Fires Procedures:**
- **Building And Apartments Procedures:**
- **RTC (Road Traffic Collision) Procedures:**
- **BA / BAECO: Procedures Initial and stage 1/2 BA:**

Explanation:

This Document contains all the information and Methods/Skills you will need to become a Firefighter within LFB and to ensure you can do it as realistically as possible, For those wanting to have a greater understanding of Firefighting. This document aims to provide a understanding of the methods and skills used by LFB, we advise that to make a scene as realistic as possible you attempt to RP every aspect of your work to the details this can be through the in **Game Chat** or (**/me**) as to provide the understanding on what your intentions are on the incident ground and everyone's clear motives, as we will look over Equipment for each aspect of LFB.

Explanation Going to an Incident:

Upon being given the information of an incident, your **IC** or **yourself** as the IC, will decide on what appliances will be sent to that job and with what crew, when that has been sorted out and you're heading to the incident this is when **Crew rolls** will be distributed out before you even step a foot on the incident ground e.g (Pump Operator, BAECO or BA Team, Casualty Care - Safety Officer, Sector Commander - these two roles must be given to a rank) this is all dependent on the incident, means that on arrival of the incident everyone understands and knows what is happening in your appliance.

Explanation for was happening in an Incident:

For the examples I will be giving out, they will be Numbered for the crew of personnel, each numbered will be a person doing their role at a Incident Ground.

- **Personal Crew - 1 IC**
- **Personal Crew - 2 Driver**
- **Personal Crew - 3 In The Back**
- **Personal Crew - 4 In The Back**
- **Personal Crew - 5/6 In The Back**
- **BA - Team**

! Domestic Fires !

Domestic Fires Example 1

You've been given a tip sheet that says there's a **Domestic Fire**, this means a fire has been confirmed to be sighted and time is now critical before it escalates, One Pump Ladder / Pump will be called to this job. When on arrival the driver will be getting out and turning on the (**PTO**) and get ready for water to be delivered to the hoses, As the IC will tell one of the crew to grab a hose reel and begin to attack the fire as well doing a 360 scene safety, once water has been established and the FireFighter has got the hose reel they can start to attack the fire, depending on the size of this fire they might request a second hose reel or monitor (**monitors require a large amount of water**) as the second FireFighter will grab the opposite side hose reel and attack the fire from a different angle. This is now when the driver can get a hydrant plugged into the pump if it requires a large amount of water, once the fire is put out the IC will say check for any heat signatures with the TIC (**Thermal Imaging Camera**) as one of the firefighters will check over and make sure it is all extinguished, when the IC is happy he will say **Knock Off Makeup** or just say **Pack Up,** the driver will knock off the (**PTO**) and pack up any hoses he might have rolled out and cones, as well the two firefighters putting back the hoses onto the appliances, once everyone is on the appliance they can move away and get back to station, where they can get **Debriefed** and get ready for the next job.

Domestic Vehicle Fires Example 2:

You've been given a tip sheet that says there's a **Vehicle Fire** this means a vehicle has caught fire, a single Pump Ladder can be called out for this or Secondary Pump if it required. When on arrival the driver will be getting out and turning on the (**PTO**) and get ready for water, the IC would have already said on the way to the incident for the two in the back to get their BA Sets Ready (**Crew 3, Crew 4**) the two firefighters with the BA sets will give the IC there tally's and be given their brief by the IC to attack the fire, they will be taking **22mm hose** and a **TIC.** When the BA Team is dealing with the vehicle fire the IC will do a **360** and get a report from any nearby people to get an idea on how it happened, as well telling police to cordon off the area for traffic management. Once the fire has been put out the BA Team must make sure there is no **Heat Signatures** detected by using the **TIC** and then report back to the IC, when the IC is happy he can tell the firefighters to Take off their sets and cool off, when everything is done the crews can now **Pack Up,** The driver will knock off the (**PTO**) and pack up any hoses he might have rolled out and cones, the firefighters will put back there BA sets and anything they use from the appliance, once everyone is on the appliance they can move away and get back to station, where they can get **Debriefed** and get ready for the next job.

! Building And Apartments Fire !

Building Fire Example 1:

You've been given a tip sheet that says there's a **Building Fire** this means a house or a structure has caught fire from an unknown source, multiple Pump Ladder and Pumps will be called down to this incident as it can turn into a major incident, When on arrival the driver will be getting out and turning on the (**PTO**) and get ready for water, the IC would have already said on the way to the incident for the two in the back to get there BA Sets Ready as well a designated BAECO (**Crew 3, Crew 4, Crew 5**) as well doing a 360 scene safety, the Two firefighters with the BA sets will go to the BAECO, as he will already have his brief from the IC and can give it out to the BA Crew (**BA example for further detail how to do a Brief**) wants the BA Team has gone through Entry Control Point and can fight the fire in the risk area, the IC can dish out different tasks for crew like (**Check a 360 around the back of the building, Set up a Water Monitor or Monitor, be given the task of a second BA Team if necessary**) Once the BA team has extinguisher the fire they can now start dampening down and making sure there's no heat signatures with the **TIC** and then report back to the BAECO, Once the IC is happy with the BA Team the BAECO can tall the BA team to exit the building and reset the sets and call off.

Building Fire Example 1:

Once the firefighters are out and gone through entry control point to restart their sets then the BA team can took off their sets, if needed the IC can call for a FIU (**Fire Investigation Unit**) if necessary to the incidents, otherwise when the IC is happy he will say **Knock Off Makeup** or just say **Pack Up,** the driver will knock off the (**PTO**) and pack up any hoses he might have rolled out and cones, the firefighters will put back there BA sets and anything they use from the appliance, once everyone is on the appliance they can move away and get back to station, where they can get **Debriefed** and get ready for the next job.

Apartments Fire Example 2:

You've been given a tip sheet that says there's a **Apartments Fire** this can be a flat or a third floor or higher storey building what has caught fire from an unknown source, multiple Pump Ladder and Pumps will be called down to this incident as it is now a **major incident**, this will require a 32m and 64m TL (**Turntable Ladder**) as well a ICU (Incident Commander Unit) When on arrival the driver will be getting out and turning on the (**PTO**) and get ready for water, the IC would have asked for a 360 from a firefighter as also would have already said on the way to the incident for the two in the back to get 2 team of BA Sets Ready as well a designated BAECO (**Crew 3, Crew 4, Crew 5/6**) the Two BA team will go to the BAECO,as he will already have his brief from the IC and can give it out to the BA Crew. During all this the TL would have arrived and beginning to setup the crane to set up the basket for external fire fighting, the firefighter in the basket will also have a BA set on when going up. By this point you have multiple activities going on to make sure this incident is under control, if the fire is uncontrollable the IC can request a Second TL to be called to this incident and and further resources and Crews, overtime the IC and the ICU crew will do a risk assessment on the incident.

Apartments Fire Example 2:

Once the BA team has extinguished the fire they can now start dampening down and making sure there's no heat signatures with the **TIC** and then report back to the BAECO, the ICU will call for a FIU to start a investigation on how it start. Once the IC is happy with the BA Team the BAECO can call the BA team to exit the building and reset the sets and call off, Once the firefighters are out and gone through entry control point to reset their sets then the BA team can took off their sets, otherwise when the IC is happy he will say **Knock Off Makeup** or just say **Pack Up,** the driver will knock off the (**PTO**) and pack up any hoses he might have rolled out and cones, the firefighters will put back there BA sets and anything they use from the appliance, once everyone is on the appliance they can move away and get back to station, where they can get **Debriefed** and get ready for the next job.

! RTC (Road Traffic Collision) !

RTC Procedures

You've got six phases of an RTC incident.

- **Scene Safety and risk assessment**

  This is where your officer will do a 360 and spot any high risk in the area, this can be fuel leaks, any casualties lying on the ground, electrical Sparks etc, This can go for a plan A or Plan B scenario.

- **Stabilisation and initial access**

  Your cruise will get Chock Blocks or Step Blocks to stabilise the vehicle under the wheels and see if any doors can be opened in the process.

- **Glass Management**

  When getting to work the safety of glass management must be controlled as you proceed to do your drills.

RTC Procedures

You've got six phases of an RTC incident.

- **Space creation**

  As you and your crew are working on the vehicle, making space can be anything from removing doors, taking out seats, A/B/C pillars and roof.

- **Full access**

  This is now you've got Fall access to your casualty and all the space you need to hand out your Extrication plan.

- **Extrication and immobilisation**

  With the help of LAS you are ready to extricate the casualty, away from the danger and to the stretcher.

RTC Procedures the difference between Plan A and Plan B

Plan A

The casualty has minor damage to his legs, as he's also complained about his back is hurting and the neck, this means we've got a spinal injury and we've got some time to do a roof extrication, giving us the most space possible in this scenario.

At any point if he crashes you go to plan B

Plan B

The Casualty is no longer responding and his vitals have crashed, this means I want the driver's door **OFF!** and dragged out the car and started doing medical treatment on him.

LAS will be on to take over from there as our job will be making the vehicle safe.

RTC Vehicle on all four wheels Example 1:

You've been given a tip sheet that says there's a **RTC** this means a a vehicle has collided into a structure or another vehicle and the person can be trapped or the vehicle be a hazard, One Pump Ladder / FRU will be called to this job. When on arrival The IC will do a 360 and a scene safety and risk assessment, as the rest of the crew will be getting a **Kit Dump Ready (Crew 2, Crew 3, Crew 4, Crew 5/6)** This involves laying out all the equipment that might be used as well as a hose reel if it catches fire, If there's a Casualty the IC can ask someone to do casualty care how to get basic life support and making sure the Casualty doesn't go downhill, Once everything is ready your crew need to get **Stabilisation** by using step **Blocks** and **Chocks** and even the simplest things can work by checking the **Handbrake** as well getting **Initial Access** into the vehicle this can be by The doors or boot (**Must work in a pair of 2 by using the tools**) if one of the crew can unlock the hood and disconnect the battery this will make the vehicle more safe as the seen progresses. At this point the vehicle is safe to work on, however the area inside of the vehicle may still be a danger to those in and around it, this is due to the airbags, what still have residual energy from disconnecting the battery. To avoid Airbags being deployed while working on the casualty a firefighter may uses a **steering wheel cover** in the event of deployment.

RTC Vehicle on all four wheels Example 1:

The passenger airbag may be deactivated to prevent its deployment. The vehicle has now been made safe we can work to extract the casualty. You may only do this once LAS has assess the casualty (if there's any on server) and is happy for their extraction, **Note you as a firefighter are the principle expert in extraction** and can offer the extraction methods to LAS, however they are more clinically trained. The two methods that a firefighter may extract a casualty is out of the side/door or via the roof and its removal, These may be shortened to rapid or full/roof extractions. Once your IC has given your Brief and how you are going to extricating the Casualty and will get to work crews will be working in pairs of 2 to get the doors off and the B pillars if it's going to be a door extraction (**Team Crew 3, Crew 5, Team Crew 4, Crew 6)** but if you are going for a roof extrication you need to cut all pillars. Door removal moves in stages, opening the door and the cutting the door off, to open the door you must be able to wedge the spreaders into the locking edge of the door between the door and the car frame. Open the spreaders to force the door to open. Once done you may now cut the door off, to do so place the spreaders into the hinge edge of the door and spread (**your rip the door off rather then cut it**) Caution there may be electrics into the door for window controls, these can simply be cut with the spreaders or a knife.

RTC Vehicle on all four wheels Example 1:

You have now made space for you to move the person out of the vehicle by **Door extrication**. Once LAS have made the decision to extricate the casualty from the vehicle and have asked for a **Full extraction** then you are require to have all doors to be removed the same principle applies as to does here, remember the casualty needs to be shielded (**by using the Carry Sheet (Soft), TearDrop (Hard)**) from glass and other materials then you may start removing doors, the windscreen although glass it is made differently to side and rear windows, Its make up is called **laminated glass** and to allow the roof to come off you can't smash it, you will have to cut it, To do so use a **Handheld Powered Reciprocating Saw** and cut the front windscreen, Once you are happy that all points of connection to the roof are clear, you can start to cut the pillars, these pillars at either from front to back or back to front (**A,B,C,D**) Once all connections have cut you can move the roof away from the car either forwards or backwards.

You have now made space for you to move the person out of the vehicle. You should do this under the advise of LAS but the idea of it is to **move the person in a steady and controlled manner** out the vehicle to where LAS wish. As such to minimise risk of further injury to the casualty. otherwise when the IC is happy he will say **Pack Up** and then return back to station for **Debriefed**.

RTCs - Review on all four wheels

Scene Safety and risk assessment
Stabilisation and initial access
Glass Management
Space creation
Full access
Extrication and immobilisation

Door Extrication

Space creation Extraction
Protect Casualty
Remove Doors
Extract Casualty

Roof Extrication

Full access Extraction
Protect Casualty
Remove Doors
Removed Windows & Windscreen
Cut Pillars
Remove Roof
Extract Casualty

RTC Vehicle on its side Example 2:

You've been given a tip sheet that says there's a **RTC** but the vehicle is on its side this means the vehicle has collided into a structure or another vehicle and rolled over onto its side and the person can be trapped or the vehicle be a hazard, One Pump Ladder / FRU will be called to this job. When on arrival The IC will do a 360 and a scene safety and risk assessment, as the rest of the crew will be getting a **Kit Dump Ready (Crew 2, Crew 3, Crew 4, Crew 5/6)** This involves laying out all the equipment that might be used as well as a hose reel if it catches fire, If there's a Casualty the IC can ask someone to do casualty care how to get basic life support and making sure the Casualty doesn't go downhill, Once everything is ready your crew need to get **Stabilisation** by using step **Paratech Struts** on the the bottom side of the vehicle **Blocks** and **Chocks** top roof side, getting **Initial Access** might be a bit difficult as the vehicles now on its side but removing the boot is a good start to enter the vehicle or cutting the windscreen out, (**Must work in a pair of 2 by using the tools**) however the area inside of the vehicle may still be a danger to those in and around it, this is due to the airbags, what still have residual energy, To avoid Airbags being deployed while working on the casualty a firefighter may uses a **steering wheel cover** in the event of deployment.

RTC Vehicle on its side Example 2:

When made safe of the vehicle we can work to extract the casualty. You may only do this once LAS has assess the casualty (if there's any on server) and is happy for their extraction, **Note you as a firefighter are the principle expert in extraction** and can offer the extraction methods to LAS, however they are more clinically trained. The Two methods that a firefighter may extract a casualty is by **Bending The Roof** or coming out the **Front Windscreen,** These may be shortened to rapid or full/roof extractions. Once your IC has given your Brief and how you are going to extricating the Casualty and will get to work, crews will be working in pairs of 2 (**Team Crew 3, Crew 5, Team Crew 4, Crew 6)** to get the front windscreen off, you must start cutting from one corner and work your way around until you can take it out in one big piece insuring the casualties got hard and soft cover when doing this (**By using the Reciprocating Saw**) if there's enough space you can put a longboard and try to slide him out if not enough space getting the boot off What can be used (**by Spreaders or Impact Driver**) but if you are going for a Bending The Roof, you must make two **Relief Cuts** at the bottom of the roof and cut from one **End to the Other End** of the roof on the top, then you can bend it down and have full access to the Casualty.

You have now made space for you to move the person out of the vehicle. You should do this under the advise of LAS but the idea of it is to **move the person in a steady and controlled manner** out the vehicle to where LAS wish. As such to minimise risk of further injury to the casualty. otherwise when the IC is happy he will say **Pack Up** and then return back to station for **Debriefed**.

RTCs - Review on its side

Scene Safety and risk assessment
Stabilisation and initial access
Glass Management
Space creation
Full access
Extrication and immobilisation

Windscreen Extrication

Windscreen Extraction
Protect Casualty
Remove windscreen
Extract Casualty

Bending The Roof

Full access Extraction
Protect Casualty
Remove Windscreen
Make Relief cuts
Bend Roof
Extract Casualty

RTC vehicle on it roof Example 3:

You've been given a tip sheet that says there's a **RTC** but the vehicle is on its roof this means the vehicle has collided into another vehicle and rolled over multiple times and then landing on its roof and the person can be trapped or the vehicle be a hazard, One Pump Ladder / FRU will be called to this job. When on arrival The IC will do a 360 and a scene safety and risk assessment, as the rest of the crew will be getting a **Kit Dump Ready (Crew 2, Crew 3, Crew 4, Crew 5/6)** This involves laying out all the equipment that might be used as well as a hose reel if it catches fire, If there's a Casualty the IC can ask someone to do casualty care how to get basic life support and making sure the Casualty doesn't go downhill,Once everything is ready your crew need to get **Stabilisation** by using step **Paratech Struts** on the side of the vehicle, **Blocks** and **Chocks,** getting **Initial Access** might be a bit difficult as the vehicles now on its roof but removing the boot is a good start to enter the vehicle or entering from The Doors, (**Must work in a pair of 2 by using the tools**) however the area inside of the vehicle may still be a danger to those in and around it, this is due to the airbags, what still have residual energy, To avoid Airbags being deployed while working on the casualty a firefighter may uses a **steering wheel cover** in the event of deployment.

RTC vehicle on it roof Example 3:

When made safe of the vehicle we can work to extract the casualty. You may only do this once LAS has assess the casualty (if there's any on server) and is happy for their extraction, **Note you as a firefighter are the principle expert in extraction** and can offer the extraction methods to LAS, however they are more clinically trained. The methods that a firefighter may extract a casualty is by the **Boot Extrication** These may be shortened to rapid extraction. Once your IC has given your Brief and how you are going to extricating the Casualty and will get to work, crews will be working in pairs of 2 (**Team Crew 3, Crew 5, Team Crew 4, Crew 6)** by taking off the Boot (**By using the Impact Driver)** you have better access to the Casualty as well your making space by removing doors as well removing any seats.

You have now made space for you to move the person out of the vehicle. You should do this under the advise of LAS but the idea of it is to **move the person in a steady and controlled manner** out the vehicle to where LAS wish. As such to minimise risk of further injury to the casualty. otherwise when the IC is happy he will say **Pack Up** and then return back to station for **Debriefed**.

RTCs - Review on its Roof

Scene Safety and risk assessment
Stabilisation and initial access
Glass Management
Space creation
Full access
Extrication and immobilisation

Boot Extrication

Boot Extraction:
Protect Casualty
Remove Boot
Space Creation
Extract Casualty

! BA / BAECO !

Pre-Incident Procedures

BA Entry Control Procedures are designed to provide a consistent method for the safe and effective command and control and management of BA operations and to ensure the safety of firefighters.

BA Entry Control Procedure and provisions should be proportionate to the scale and complexity of the BA operations at an incident, the overall incident plat and any known or reasonably foreseeable hazards and risks to BA wearers.

The BA Entry Control point is the designated position at which BA deployment and command control is manager and forms an integral part of the incident command structure.

Disciplined adherence to BA Entry Control Procedures, **Briefings**, instructions is critical to the safety and effectiveness of BA operations and to BA team.

Bridgehead or Forward BA Entry Control Point

This arrangement allows an incident to be dealt with by deploying BA wearers from a safe-air environment within a structure while being as close as practical to the scene of operations. This may be considered necessary by an Incident Commander where there is a need to establish a BA Entry Control point at a distance from the first point
of access to a building or risk area, such as in high-rise buildings or large, complex structure such as a shopping mall.

Some of the factors that should be taken into account when determining the location of a Bridgehead or forward BA Entry Control point are:

- The potential for an escalation of the incident.
- The safe-air environment necessary to start up BA.
- The best access to and egress from the scene of operations (crew safety and welfare)
- Effective communications with BA wearers.
- Effective communications with the Incident Commander

Initial Deployment

In circumstances where immediately available resources are unable to deliver the full Stage 1 Entry Control procedures but where there is an opportunity to preserve life or take action that will prevent an incident deteriorating, Initial deployment of BA may be used under strict control criteria.

Note: For incidents that do not require additional resources beyond the minimum crewing of a single appliance (Crew of 4), the incident can be dealt with under ‘Initial Entry Control’ procedures following a suitable and sufficient risk assessment. However, if the initial appliance is crewed with 5/6 personnel, full Stage 1 Entry Control procedures MUST be implemented

Operational Practice – Initial Deployment:

• Initial deployment will only be undertaken on the instructions of the Incident Commander following a suitable and sufficient assessment of the risks versus the likely benefits

• Under Initial deployment no more than TWO BA wearers will be in the risk area.

• The pump operator may personally adopt the role of monitoring BA wearers following a suitable and sufficient risk assessment.

• As soon as resources become available, Stage 1 BA Entry Control procedures MUST be implemented as a minimum level of control.

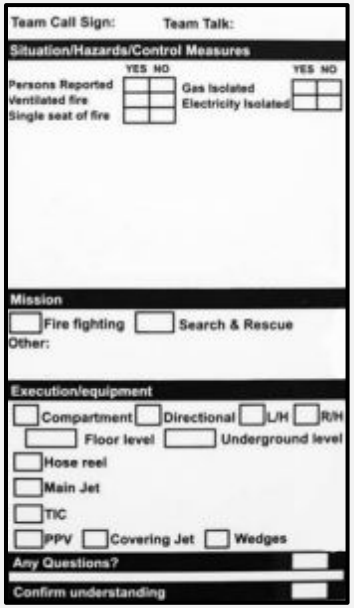
Stage 1 Breathing Apparatus Entry Control

The briefing should include:

➢ **Situation/Hazards/Control measures**
- Persons reported.
- Ventilated fire
- Single seat of fire.
- Gas Isolated.
- Electricity Isolated

➢ **Mission**
- Fire fighting
- Search and rescue
- Other – such as laying a
- guideline or ventilating etc

➢ **Execution/Equipment**
- Compartmentation/directional.
- search (L/H – R/H)
- Floor level/underground level
- Hose reel
- Main jet
- TIC
- PPV – Covering jet - wedges



➢ **Any questions / Confirmation of understanding**
(firefighters must read back the brief to ensure a complete understanding of the task)

Stage 1 BA Entry Control procedures apply where:

- The nature of BA operations is limited and not complex
- The incident requires no more than one BA Entry Control point
- The incident requires no more than six BA wearers to be deployed to the risk area at any one
- time
- BA guidelines are not required
- The BA team must receive and confirm their understanding of a clear briefing and instructions **(this one is extremely important)**

Stage 2 Breathing Apparatus Entry Control

Stage 2 BA Entry Control procedures apply when a greater level of control is required to manage and monitor the safety of BA wearers in complex BA operations, or where the criteria for Stage 1 has been exceeded.

BA Entry Control Stage 2 BA Entry Control procedures apply where:

- The nature of BA operations are complex and require a greater degree of control and supervision.
- The incident requires more than one BA Entry Control point to be established.
- The incident requires more than six wearers to be deployed to the risk area at any one time.
- BA guidelines are required The initial BA Entry Control Operative should, where possible, remain in place when moving from BA Stage 1 to Stage 2.

The role of the Breathing Apparatus Entry Control point Supervisor:

The BA Entry Control point Supervisor provides a greater degree of control and coordination between incident command, incident sectors, additional BA Entry Control points and other agencies where necessary (including neighbouring fire and rescue services). In practice, the BA Entry Control point Supervisor will perform coordination and logistical tasks associated with BA Entry Control point operations. This will enable the BA Entry Control Operative to focus on the monitoring of BA wearers deployed within the risk area.This will take the form of a full briefing to BA teams prior to them starting up their sets and will include information on the ‘Team brief’ section at the bottom of the ECB and will include (but not limited to) the following.

- As far as possible information relating to hazards likely to be encountered.
- Their task, i.e. firefighting, search and rescue etc.
- Execution, i.e. Compartmentation searching, floor level etc

Operational Practice Stage 1/2 BA Entry Control:

Should an emergency situation arise, the Stage 1 BA Entry Control Operative should take the following action:-

- Inform the Incident Commander.
- Take whatever action that is practicable in the circumstances.

It is essential that the BA Entry Control Operative notifies someone that an emergency exists before taking action assisting BA wearers from an incident.

The message sent to Service Control should be in the form of an assistance message and must state **'BA Emergency'**.

On receipt of this message, Service Control will mobilize **1x L2IC** (if available) **Monitoring Officer** (if available) ambulance and will notify the Duty Officer and Police.

Operational Practice Stage 2 BA Entry Control:

Under Stage 2 each BA Entry Control point requires one BA Emergency Team (same size as the largest team committed) to be semi-rigged and standing by throughout the time BA is in use.

Where additional resources are not immediately available, the Incident Commander should restrict BA operations pending their arrival.

A separate BA Entry Control board should be provided to accommodate the deployment of BA Emergency teams.

In situations where BA Emergency teams are in place, their deployment should be considered when any of the following conditions arise, or have the potential to arise, subject to a suitable and sufficient assessment of risk by the Operative/Supervisor responsible for the BA Entry Control point:

Where BA wearers require emergency assistance, BAEC Operative/Supervisor should take immediate action and can initiate the following:

- Emergency procedures including the deployment of Emergency teams.
- Inform the Incident Commander or Sector Commander.
- If the Incident Commander or Sector Commander is not available, notify Service Control.
- Inform all other BA Entry Control points.
- Request a replacement Emergency Team.

This is the End of this Document of Advance Fire Fighting

Be sure to look at our other documents to acquaint yourself with LFB.