

# **LFB BA Entry Control Operative**

**This will show you the procedures of BA**



# What is BAECO

Breathing Apparatus Entry Control Operative (**BAECO**) is a role assumed by a firefighter on a scene. Their primary job is communication with BA Crews, assigning BA Crews and monitoring BA Crews air capacity. If the incident commander has a message for BA Crews, it should be passed through the BAECO unless urgent and vice versa.

BAECO is the individual responsible for the initial briefing of all FFs who are in use of BA. There are some cases, such as outdoor vehicle fires, where BA may be used, but a BAECO is not needed, BAECO are mainly used on structure fires, or incidents where BA Crews will be working for a long time/confined space.

# Where should BAECO be used

**A BAECO System should be set up on certain scenes, for instance:**

- Any Structure fire with interior fire.
- General incidents where BA will be used for a long time, or there is a large amount of FFs in BA.
- Any Major exterior fires (Including wildfires)
- CBRNe incidents where search crews are in affect.

Where an Incident Commander has requested for one to be set up.



# 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 plan 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 managed 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

# Briefing (As there are two different kinds)

When a BAECO System is in effect, before any BA team starts their duties, they go to BAECO with a simple explanation of who is in the team and where they are going.

Radio Callsigns When assigning a BA crew, a callsign is given, if only one BAECO is in effect, the callsign for BA Crews that should be assigned are ALPHA (**1, 2, 3, 4,**) If there are multiple BAECOs, or multiple points of entry to a fire, the callsigns for BA crews might vary, I.e; Alpha BA crews enter through the front entrance, Bravo BA crews enter through the back entrance And then (at discretion of BAECO)



# Basic Briefing

BAECO can use a RESCUE brief.

**R - Route and Reason** - where they are planning on searching and why

**E - Equipment in use** - the equipment the BA team are going to use

**S - Specific Hazards** - specific hazards the BA team needs to know (chemical spills, gas leaks, etc.)

**C - Communications** - who is communicating to BAECO, advise them their radio callsign and frequency

**U - Understanding** - check their understanding, if needed ask the BA crew to repeat

**E - Emergency procedure** - ensure they understand the emergency procedure



# Basic Briefing

So, an ideal **RESCUE Brief** from BAECO is: 'Hello guys, you guys are doing a Left hand direction search for Search and Rescue For a reported casualty as well attacking the fire, you guys are using one 45mm hose and a TIC, there is a confirmed fire in the kitchen with a gas leak, I want (**firefighters**) to be communicating with me in (**Breathing Operation Room 3**) your callsign will be **Alpha 1**. Do you understand your Brief and have any questions. As well Just making sure, if you hear 3 whistles blown, all BA team should exit the risk area.





# In-Depth Briefing

BAECO can use a detailed brief.

➤ **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

Team Call Sign:		Team Talk:					
<b>Situation/Hazards/Control Measures</b>							
	YES	NO	YES	NO			
Persons Reported	<input type="checkbox"/>	<input type="checkbox"/>	Gas Isolated	<input type="checkbox"/>	<input type="checkbox"/>		
Ventilated fire	<input type="checkbox"/>	<input type="checkbox"/>	Electricity Isolated	<input type="checkbox"/>	<input type="checkbox"/>		
Single seat of fire	<input type="checkbox"/>	<input type="checkbox"/>					
<b>Mission</b>							
<input type="checkbox"/>	Fire fighting		<input type="checkbox"/>	Search & Rescue			
Other:							
<b>Execution/Equipment</b>							
<input type="checkbox"/>	Compartment	<input type="checkbox"/>	Directional	<input type="checkbox"/>	L/H	<input type="checkbox"/>	R/H
<input type="checkbox"/>	Floor level	<input type="checkbox"/>	Underground level				
<input type="checkbox"/>	Hose reel						
<input type="checkbox"/>	Main Jet						
<input type="checkbox"/>	TIC						
<input type="checkbox"/>	PPV	<input type="checkbox"/>	Covering Jet	<input type="checkbox"/>	Wedges		
<b>Any Questions?</b> <input type="checkbox"/>							
<b>Confirm understanding</b> <input type="checkbox"/>							

# In-Depth Briefing

So, an ideal **Detailed Brief** from BAECO is: 'Hay Alpha 1, this is a non ventilated fire and a person reported, unknown seats of Fire and gas and electric are isolated. Your task will be fire fighting but search and rescue is your priority, You're going to be doing a left hand compartment search on the first floor as well you'll be taking in **1x Hose reel 1x TIC** a covering jet is set up outside for any external fire fighting. have you got any questions for me, can you read back your Brief and understand it (once you are satisfied they understand their brief) **Alpha Ones** in the board **Alpha Two** in the board (in game they will do /pass to activate the BA set)

As you can see on the previous page you follow that format and work your way down ticking all the boxes and in the case of an emergency of a BA crew going down you know where they are.



# Designation and siting of BA Entry Control points

There are 3 levels of BA Entry Control procedure currently in use. **Initial**, **Stage 1** and **Stage 2** which are established at the points of entry into the incident and are directly responsible for the safety of BA wearers.

BA Entry Control points should be designated and identified at the incident by means of suitable referencing using the phonetic alphabet. The first BA Entry Control point established at the incident will be designated 'Alpha', the second 'Bravo', and so on.

BA teams deployed from the BA Entry Control point will be identified by a sequential numbering system. For example, at BA Entry Control point Alpha, the first BA team will be designated 'BA team **Alpha 1**', the second team 'BA team **Alpha 2**', and so on.

# 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



# Initial Deployment

## 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.

## Operational Practice – Role and Responsibilities of the Monitoring Pump Operator:

- Establish and maintain communications with BA wearers and Incident Commander.
- Record the 'Time in' on the tallies and amend entry pressures.
- Ensure that BA tallies with suitable and sufficient details are placed in the BA Entry Control board and team brief completed.
- Undertake other essential duties as required (e.g. pump operator).
- Be relieved of all other duties when resources permit to implement full Stage 1 Entry Control procedures.



# Stage 1 Breathing Apparatus Entry Control

Stage 1 BA Entry Control procedures are used to monitor the safety of BA wearers at incidents where the numbers of BA wearers is small (6 and under) and BA operations are limited and not complex

## **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.

**Operational practice - Stage 2 Breathing Apparatus 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.

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A nominated person with the appropriate level of managerial authority, training and experience (Crew Manager and above) will take the role of control point supervisor and supervise the BA Entry Control Operative.



# Stage 2 Breathing Apparatus Entry Control

## **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:

## Operational Practice Stage 2 BA Entry Control:

Where BA wearers require emergency assistance, BAECO 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.

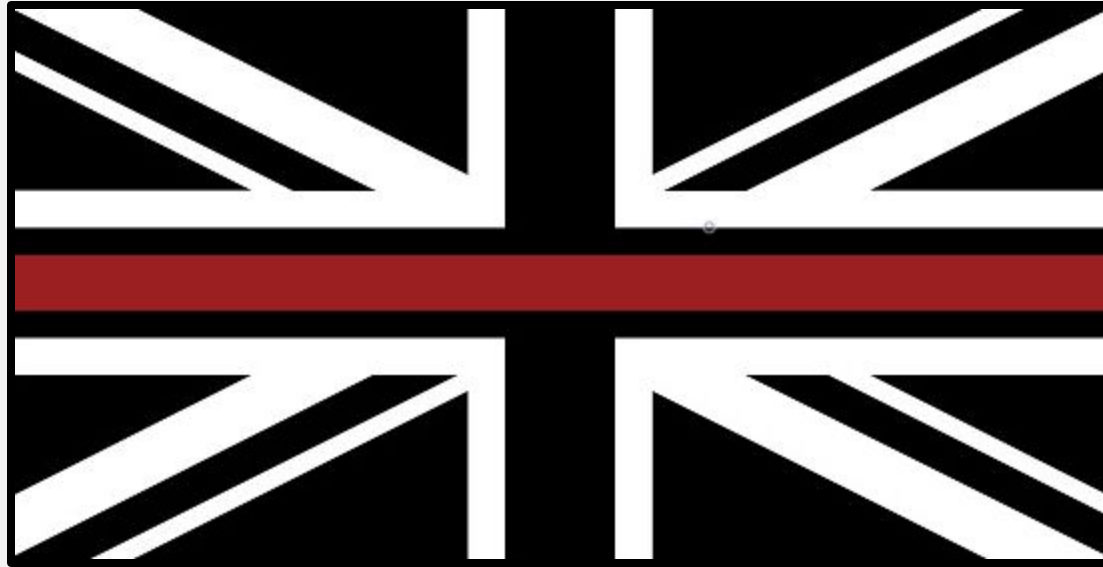
# **This is the End of this Document of BA Entry Control Operative**

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



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