

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL



Riding Positions - and - Radio Procedures



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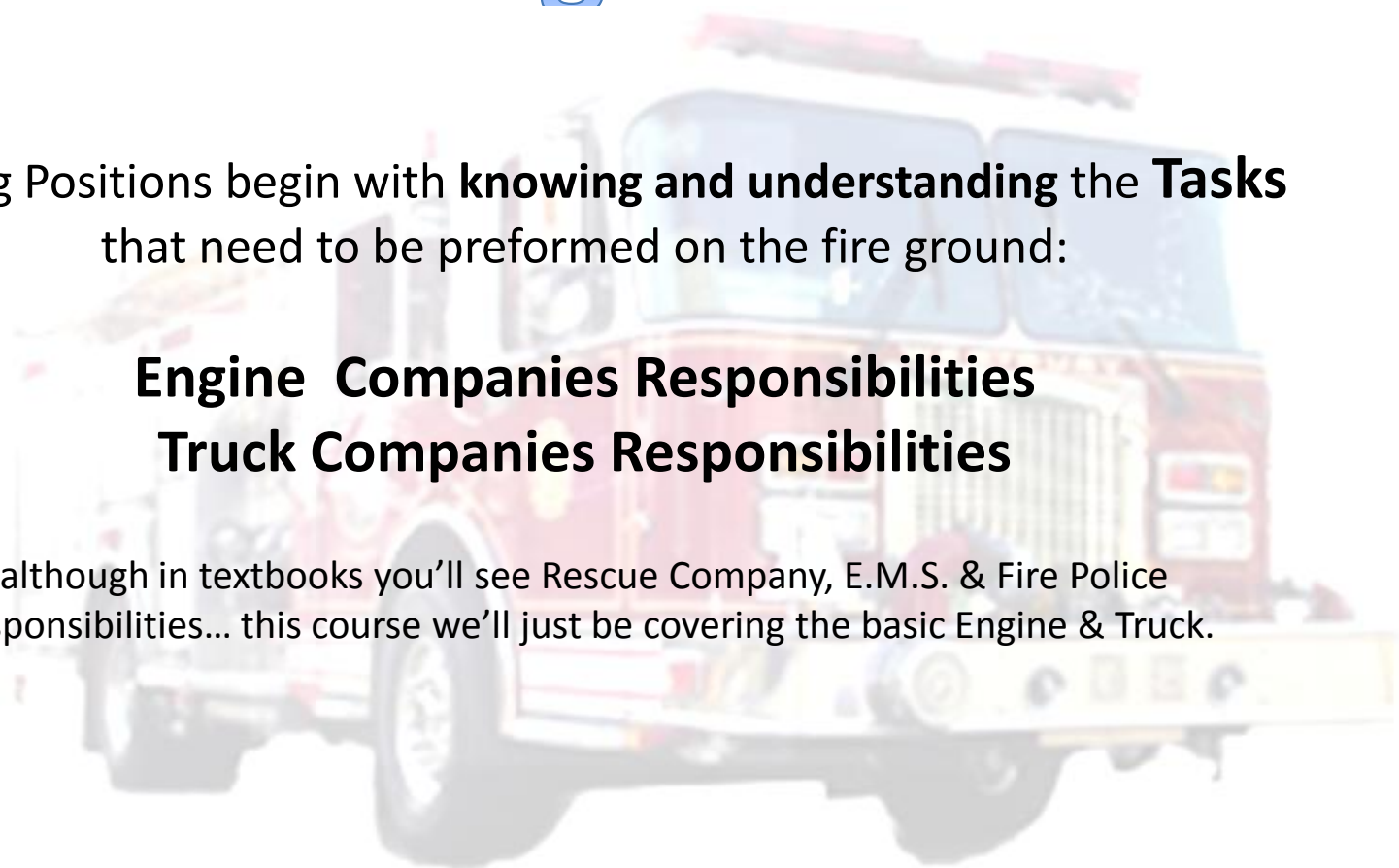
PROBATIONARY DRILL

Riding Positions

Riding Positions begin with **knowing and understanding** the **Tasks** that need to be preformed on the fire ground:

Engine Companies Responsibilities
Truck Companies Responsibilities

although in textbooks you'll see Rescue Company, E.M.S. & Fire Police Responsibilities... this course we'll just be covering the basic Engine & Truck.



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Engine Co. Duties



Engine Companies Objectives:

1. Get water to the Engine
2. Get water from the engine to the fire



NOTHING should interfere with or slow this process down. Getting the first line into position and putting water on the fire is a key to a successful operation.

The longer this process takes, the worst the situation will get.

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Engine Co. Duties

These objectives get accomplished by performing of the following tasks:



**Hydrant
Nozzle
Back up
Control
Door**



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Engine Co. Duties



These objectives get accomplished by performing the following tasks:

Hydrant - (*Hydrant Bag, Hand light, Radio*)

- Hydrant's responsibility is to locate a operational hydrant & Test it.
- Once hydrant's found operational – pull largest diameter hose from dead bed (99% time 5") to supply water from that Hydrant to the Engine
- Wrap hydrant with hose & once secure – driver will drive to needed location
- Connect the hose to the hydrant
- Gate additional outlet
- Wait for order to open the hydrant – (*advise Driver if needed hydrant is ready*)
- Completely open hydrant
- Follow the hose back to the engine – assuring everything is secure and safe

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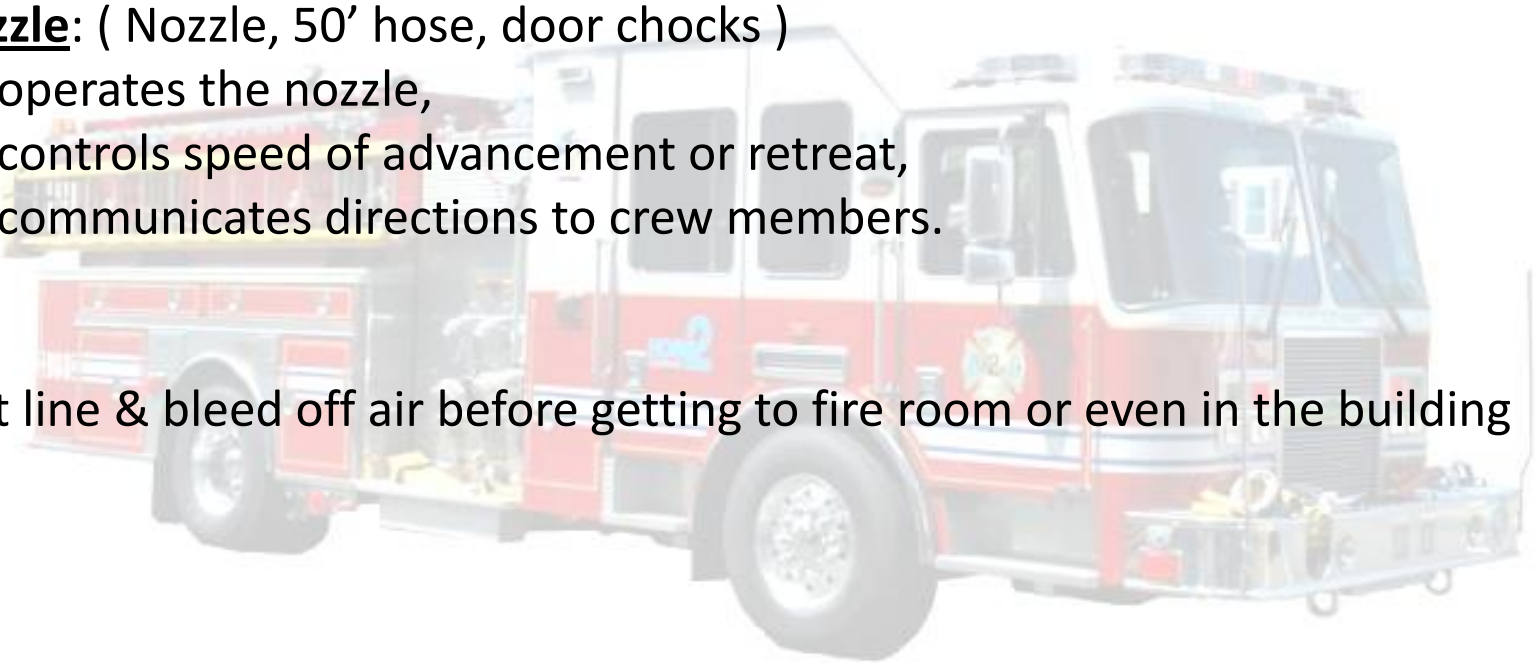
Engine Co. Duties

These objectives get accomplished by performing the following tasks:

Nozzle: (Nozzle, 50' hose, door chocks)

- operates the nozzle,
- controls speed of advancement or retreat,
- communicates directions to crew members.

Test line & bleed off air before getting to fire room or even in the building



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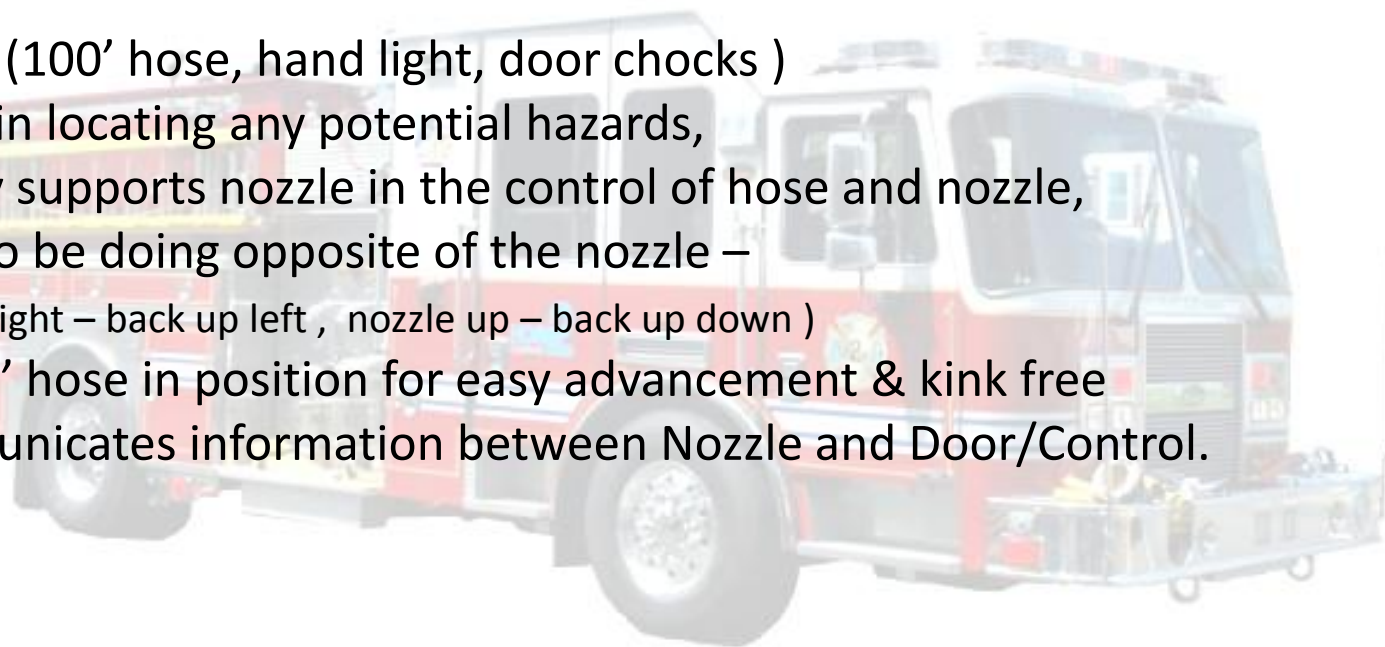
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Engine Co. Duties

These objectives get accomplished by performing the following tasks:

Back Up- (100' hose, hand light, door chocks)

- assists in locating any potential hazards,
- directly supports nozzle in the control of hose and nozzle, want to be doing opposite of the nozzle –
(nozzle right – back up left , nozzle up – back up down)
- set 100' hose in position for easy advancement & kink free
- communicates information between Nozzle and Door/Control.



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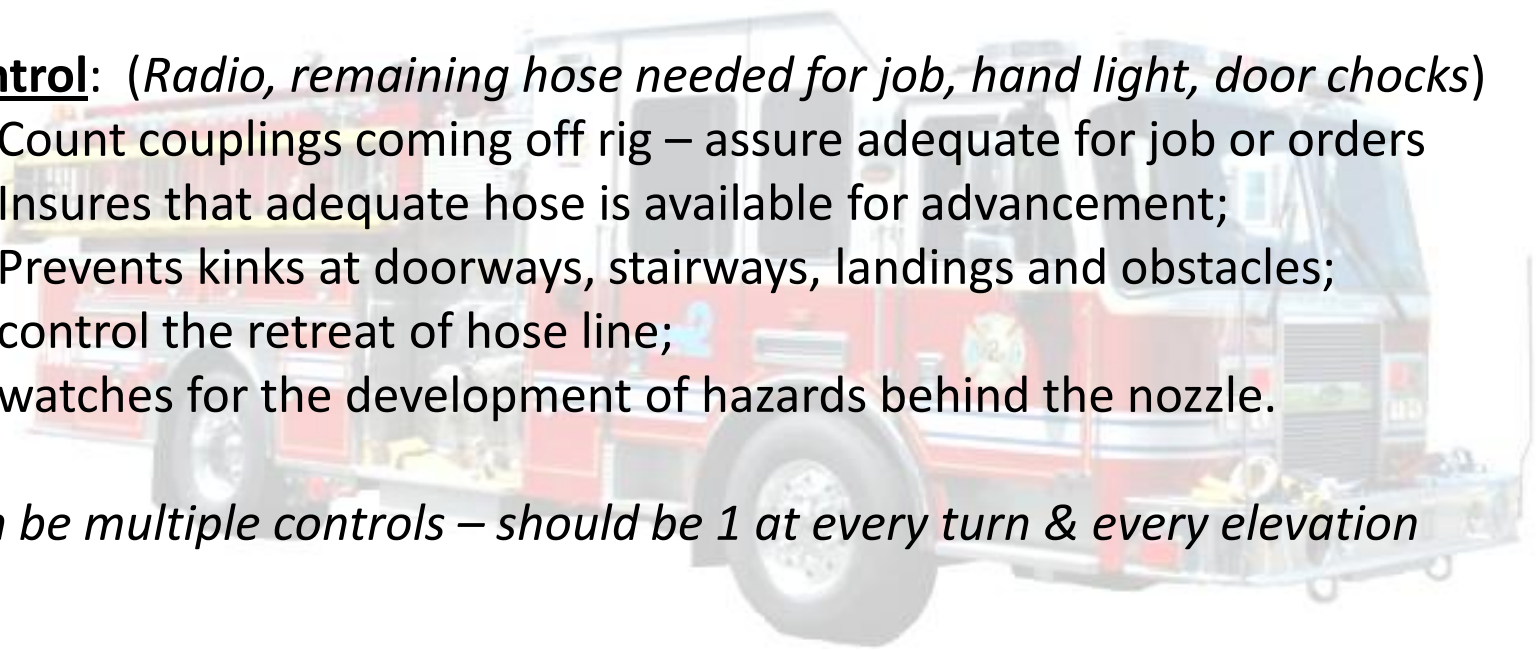
Engine Co. Duties

These objectives get accomplished by performing the following tasks:

Control: *(Radio, remaining hose needed for job, hand light, door chocks)*

- Count couplings coming off rig – assure adequate for job or orders
- Insures that adequate hose is available for advancement;
- Prevents kinks at doorways, stairways, landings and obstacles;
- control the retreat of hose line;
- watches for the development of hazards behind the nozzle.

Can be multiple controls – should be 1 at every turn & every elevation



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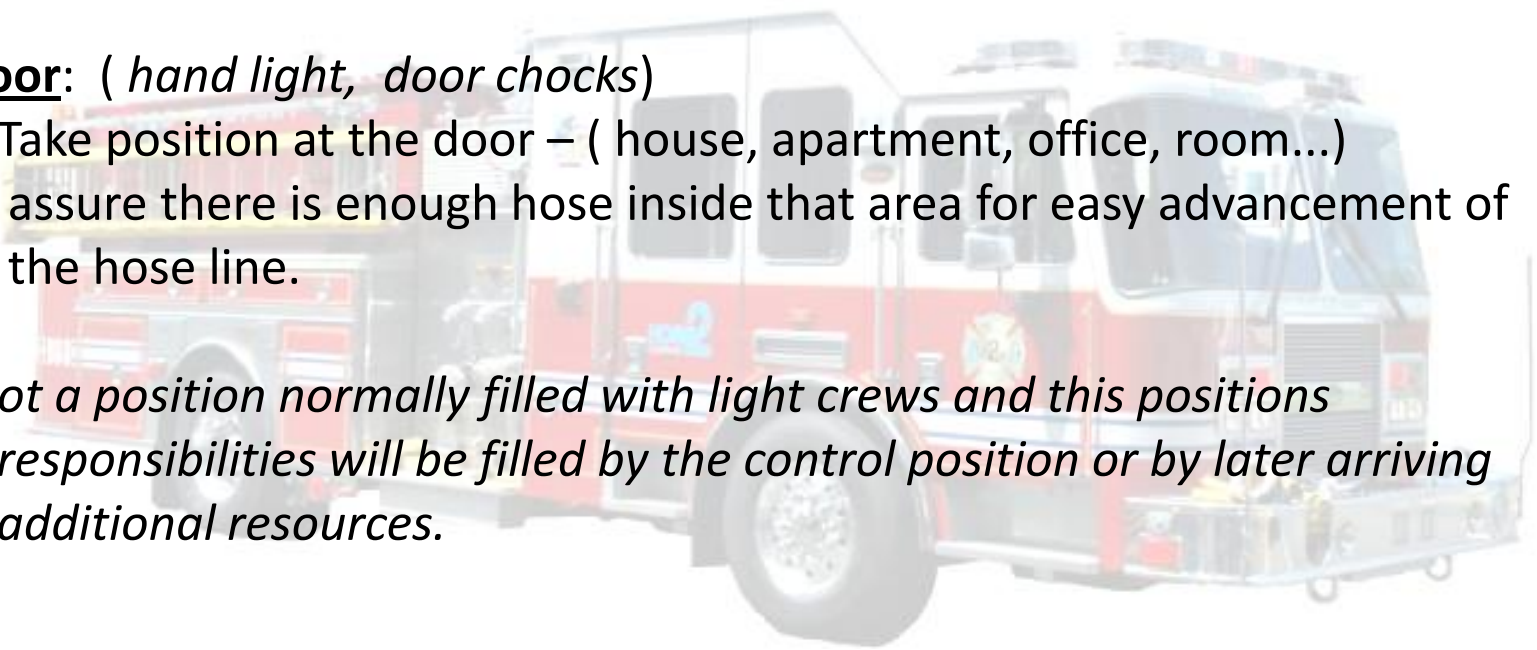
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Engine Co. Duties

These objectives get accomplished by performing the following tasks:

***Door**: (*hand light, door chocks*)

- Take position at the door – (house, apartment, office, room...)
assure there is enough hose inside that area for easy advancement of the hose line.
- * *Not a position normally filled with light crews and this positions responsibilities will be filled by the control position or by later arriving additional resources.*



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Truck Co. Duties

Truck Companies objectives:

1. Laddering upper stories & roof
2. Overhaul
3. Ventilation
4. Entry by Force/ check Extension
5. Rescue & Searches
6. Salvage

7. Utilities Control

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Truck Co. Duties

These objectives get accomplished by performing the following tasks:



**Hook/Can
Entry/Irons (FE)**



**Outside Vent (OV)
Roof**



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Truck Co. Duties



These objectives get accomplished by performing the following tasks:

Hook/Can & Entry/Irons
(Inside Work)



OV & Roof
(Outside Work)



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Truck Co. Duties

These objectives get accomplished by performing the following tasks:

Hook/Can: (*hand light, 6' Hook & Water Can*)

- Will normally operate with the Rigs Officer & Entry/Irons as a team
- Search for Fire & Victims
- Rescue trapped occupants
- Direct Engine Co. to the fire location
- Once primaries done, will work with Engine in providing Ventilation/Overhaul as needed
- Will work with Entry/Irons in fulfilling inside tasks as required by officer
- 2nd & 3rd due trucks – will secure utilities, if not needed immediately
- provide salvage, protect property from water or overhaul damage

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Truck Co. Duties

These objectives get accomplished by performing the following tasks:

Entry/Irons - FE: (*hand light, Halligan & either maul or Flat Axe, Rabbit Tool*)

- Will normally be operating with the Rigs Officer & Hook/Can, as a team
- Force Entry into areas needed – aided by Hook/Can when needed
- Search for Fire & Trapped occupants
- Rescue trapped occupants
- Once primaries done, will work with Engine – providing Ventilation & Overhaul as needed
- Will work with Hook/Cans in fulfilling inside tasks requiring assistance
- 2nd & 3rd due trucks – secure utilities, if not immediately required
- provide salvage, protecting property from water or overhaul damage

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Truck Co. Duties

These objectives get accomplished by performing the following tasks:

Outside Vent - OV: (*Halligan, 6' or 8' hook, portable ladders, hand light*)

- Ladder upper floors of at least 2 sides of structure
- Ventilate from outside of structure
Upper floors for vertical ventilation - helps with easy line advancement
Fire room when water is on fire, or line in place and ready
- Vent Enter Search(VES)– upper floors, place ladder/ take window/ enter search for victims – open door of room if when window taken no smoke comes out
- Act as set of eyes for IC, especially rear of structure – relay vital info to the IC,- items that may not be know to IC.
- Pull electric meter/turn off gas – if needed, after vertically vented
- Assist roof if needed

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Truck Co. Duties

These objectives get accomplished by performing the following tasks:

Roof: (*Halligan, Axe, 8' hook, portable ladders, hand lights, saws
Rope (life & utility), portable radio*)

- Ladder roof of structure – 2 sides ideal, *1 portable/ 1 side aerial if possible*
- Ventilate natural openings – Scuttles, vent, bulk heads...
- Get Vertical Ventilation a.s.a.p. – prevent back draft & easy hose advancement
- Once you get adequately ventilated – get off the roof
- Trench cuts – prevent fire extension
- Open skylight returns – check fire in cockloft
- Report to IC finding viewed hazards from the roof

Note – Roof will always be a 2 person operation.

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Riding Positions

Now that we understand the tasks that need to be preformed on the fire ground, we can take this information and plug into apparatus riding position for both Engine Co and Truck Co.



ENGINES

965, 966, 967, 968, 969, 9610



TRUCKS

962, 963, 964



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Riding Positions

APPARATUS RIDING POSITION

First member on apparatus selects a position,
2nd member selects a position etc... until all positions are filled.

*Members should select a position that best suit their ability
and should yield to a more experience person, if need be.*

You shouldn't be taking the roof if you have a fear of heights...

Apparatus should not respond with less than 5 members
(C, O, 1, 2, 3) without the authorization of the OIC.



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Riding Positions

APPARATUS RIDING POSITION:

If an Officer is not available, the firefighter filling the 'O' position should be the most senior member, that is ***competent & knowledgeable*** enough to carry out the responsibility of the Officer position.

There's more to this position than playing with the Lights & Sirens.

While responding, members shall place their ID tags on the accountability tag board, once completed by all members on the rig, hand off the board to the officer.

The Officer shall make sure all tags are collected.



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Riding Positions

This is where it may get confusing to some

just because you're on an Engine
your task or riding position may require you to do a Truck co.
responsibilities.

This is due to the way we operate,
since the Engine & Truck very rarely arrive on scene simultaneously,
tasks on the fire ground still need to be preformed in a
specific sequence or order to be done both efficiently and safely.

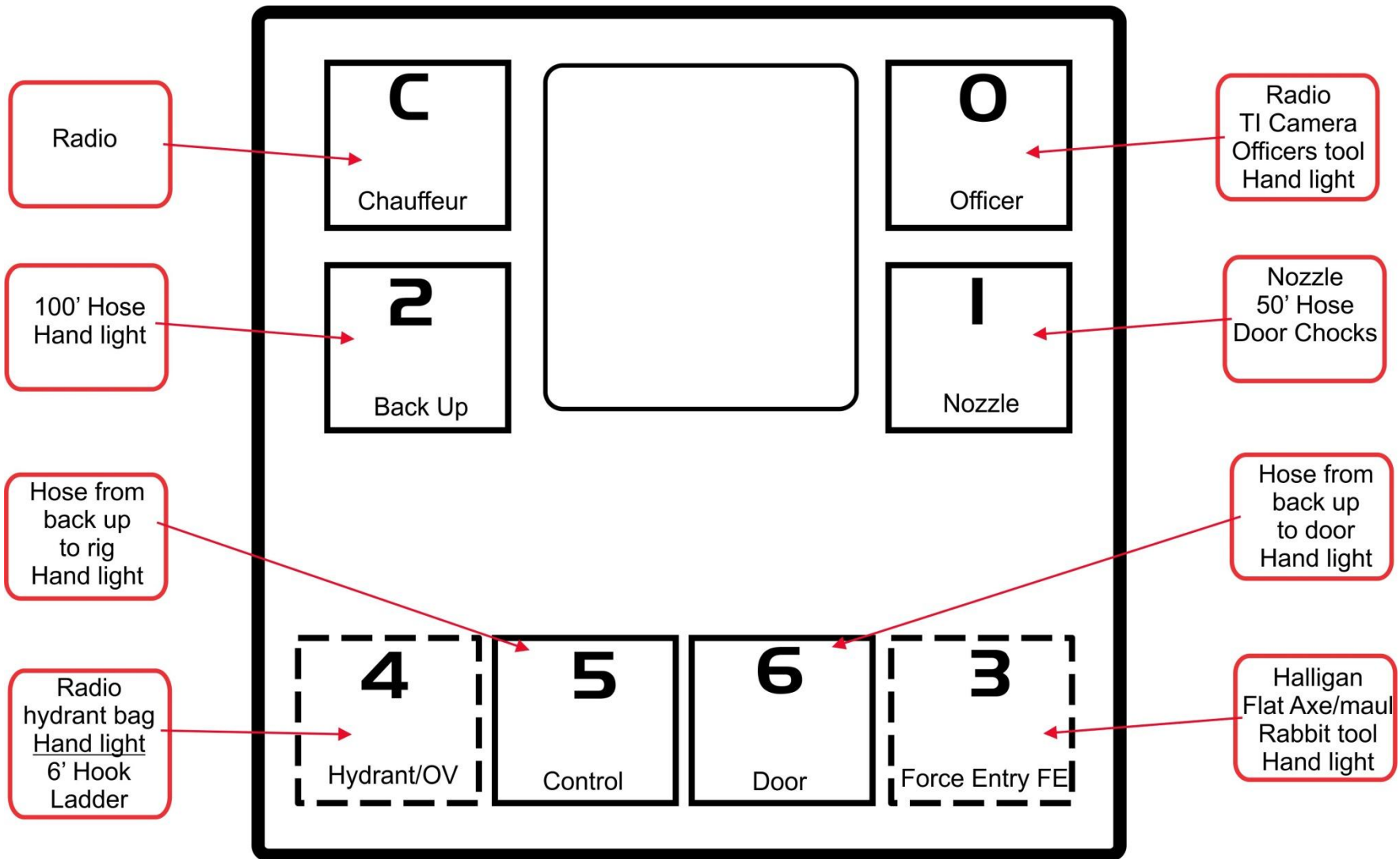
***Certain Truck responsibilities need to get done prior to
or while the hose line operates. ***

First Due Engine Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio	Drive & Operate Pump
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Hose Stretch, FE & Search
1	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle
2	Back Up Position	100' Hose Handlight	Assist and back up, the nozzle position
3	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support
4	Hydrant / Outside Vent (OV)	Hydrant Bag, Radio 6'hook, ladder	Hydrant hook up - then Outside ventilation/laddering
5	Control	Hose from back up or door to engine	position hose kink free and for easy advancement
6 (interior)	Door (i) /	Hose from back up to door	position hose kink free and for easy advancement
(exterior) FF	Outside Vent 2 (OV) (e)	6'hook, halligan ladder, handlight	Work with OV 1 Outside ventilation/laddering

Gray = if member there when engine's loading – Engine is **not waiting** to fill positions

Engine's Seat Position – Riding Position



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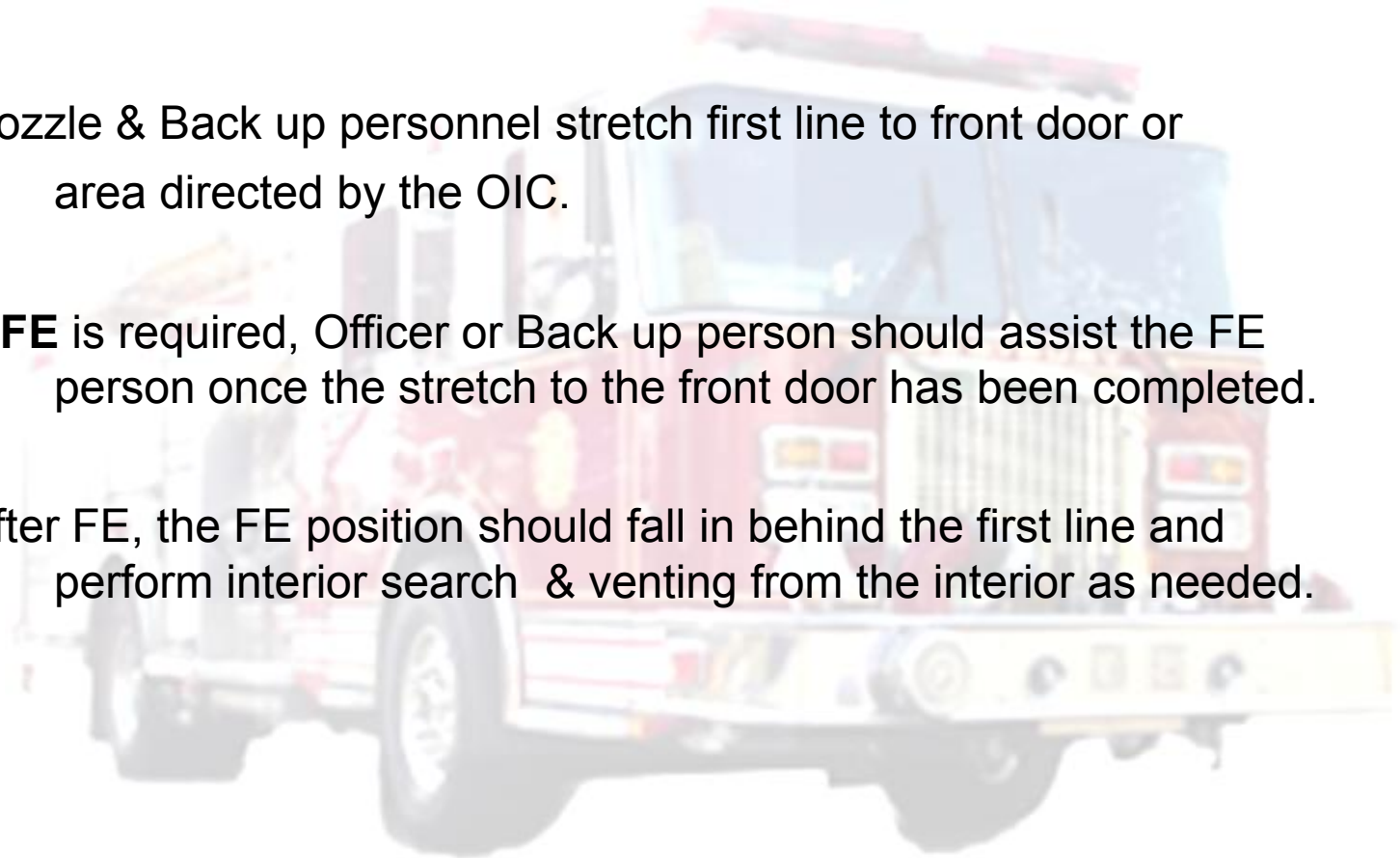
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1ST DUE ENGINE OPERATION

Nozzle & Back up personnel stretch first line to front door or area directed by the OIC.

If **FE** is required, Officer or Back up person should assist the FE person once the stretch to the front door has been completed.

After FE, the FE position should fall in behind the first line and perform interior search & venting from the interior as needed.



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1ST DUE ENGINE OPERATION

500 gallons water supply carried by most our engines **may** be enough to supply 1st line & extinguish or knock down the fire.

If hydrant operations are necessary they shall be carried out by the Hydrant /OV person.

think past a structure fire: Cars, dumpster ... may not need a hydrant so Hydrant position will go right to OV and do overhaul

After first line in operation, the Chauffeur should hook up to the hydrant if available and needed.

Once Hydrant is charged – the Hydrant position now becomes OV and should vent fire area from the exterior using a Ladder and 6' hook. (Vertical then Horizontal)



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1ST DUE ENGINE OPERATION

Stand Pipe Operations

Nozzle – 50' and Nozzle

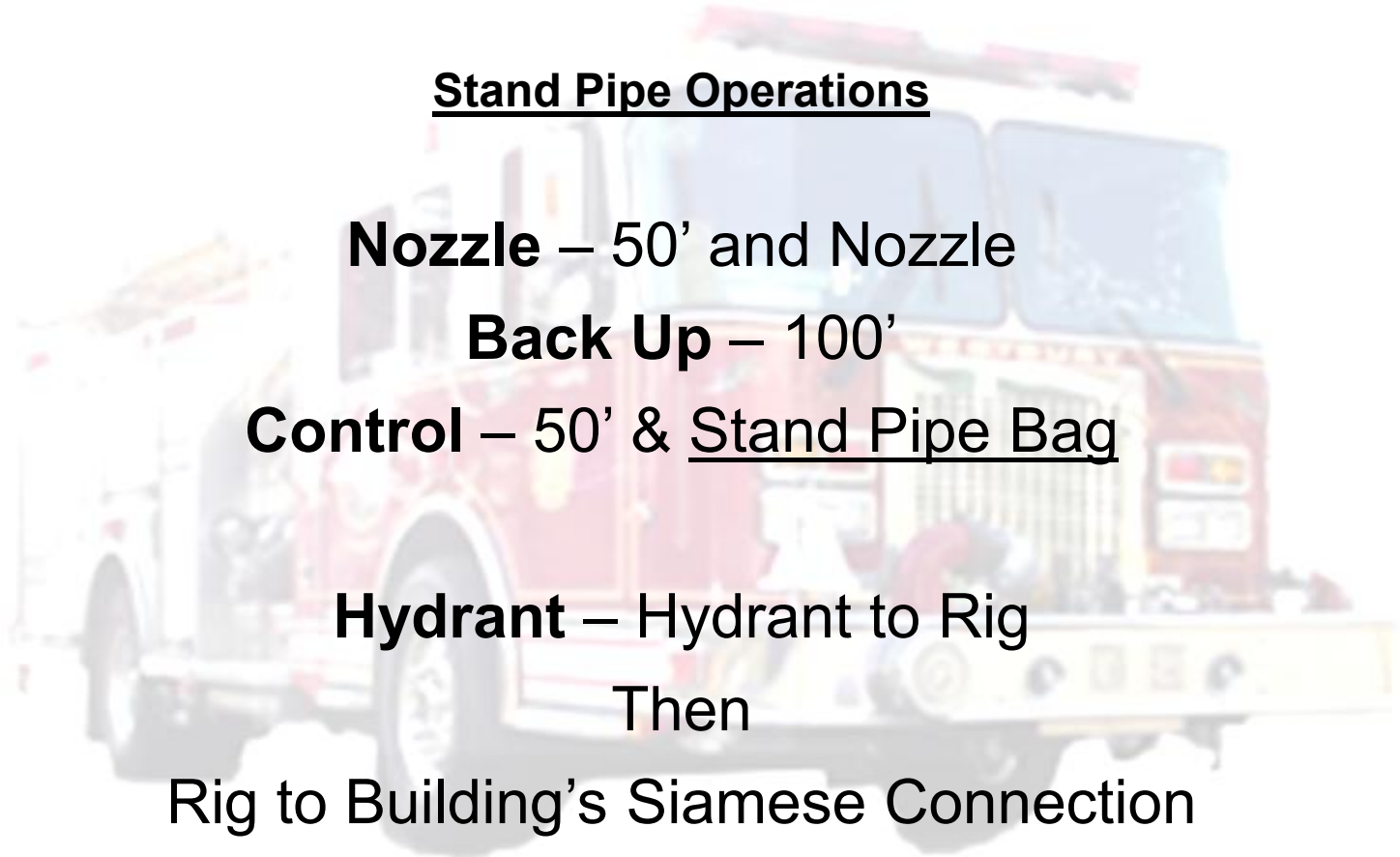
Back Up – 100'

Control – 50' & Stand Pipe Bag

Hydrant – Hydrant to Rig

Then

Rig to Building's Siamese Connection



Second Due Engine Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio	Drive & Operate Pump Assist 1st due chauffer
O	Officer	Radio Officers Tool Handlight TI Camera	Rear step of 1st due engine, await orders
1	Nozzle Position	Nozzle - 50' Hose Door chocks	Rear step of 1st due engine, await orders - 2nd line
2	Back Up Position	100' Hose Handlight	Assist and back up, the nozzle position
3	Forcible Entry (FE)	Hook Halligan	Force Entry & Search, Inside Truck Op's, 2nd line support
4	Hydrant / Outside Vent (OV)	Hydrant Bag, Radio 6'hook, ladder	2nd Hydrant hook up - then Outside ventilation/laddering
5 6	Any Additional Personal will be assigned by Officer		

All additional Engines after 2nd will follow the same assignments as 2nd due Engine

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2nd DUE ENGINE OPERATION

Second due engine's primary objective **assist getting the 1st line in operations**. This could be 1st Line off rig, Hydrant to Engine, Water to a standpipe or in some cases all 3 responsibilities.

Once that 1st line is operational – stretch a second or back up line to support the first line (*remember always = to or > then*)

The second due chauffer, after positioning on a hydrant, will contact 1st due engine to see if assistance needed. If none needed, they will connect to their hydrant and await orders.



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2nd DUE ENGINE OPERATION

If the first line is established but the hydrant has not been established , the 2nd due engine may be split to 2 teams:

O, 1, 2 – stretch a second line form 1st due rig

C, 3, 4 – perform getting water to the 1st due engine

When the 1st due engine is supplied hydrant water –

Position 3 FE will report to the 2nd Engine Officer and work together as needed.

Position 4 OV will find 1st due Engine OV and assist with fulfilling the tasks required.



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3rd DUE ENGINE OPERATION

The primary objective for engines arriving after 2nd engines are to get additional hand lines in operation or additional supply lines as per OIC.

It is good practice to establish a second supply hydrant to a 2nd engine with at least one hose line => what is in operation and have ready, if not charged, for use in case of first engine has mechanical or pump malfunction.

3rd due engine chauffeurs will perform same duties as second engine but instead of helping 1st engine it will the 2nd engine. This also goes for 4th engine helps 3rd ...



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3rd DUE ENGINE OPERATION

If the 2nd due engine assisted the 1st engine in getting the 1st line in operation, the 3rd engine's responsibility will be to get the 2nd or back up line in place.

Crews may be split : O, 1, 2 – Line & C 3, 4 getting a hydrant established if not already done. – As was with 2nd Due Engine

If 1st due and 2nd due engine have both fulfilled their responsibilities, Hydrant supplies and 2 lines operating, the 3rd engine and after crews may be called to command post, staged and used for line reliefs, especially if only a 2 line fire.



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3rd DUE ENGINE OPERATION

The size of the fire and amount of water needed will dictate the later arriving engines use. On a 2 line fire it would not be uncommon for the later arriving engine to be used as truck company for overhaul, utilities, salvage..., especially if there is only 1 truck co. on scene.


Remember first and second engine may have rolled light from both houses and merged up at scene to make 1 engine co., although 2 engine may be on scene, you as the 3rd engine may be filling second due engine responsibilities. – can't assume.



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4th DUE and after ENGINE OPERATION

The logo of the Westbury Fire Department is a shield-shaped emblem. It features a central Maltese cross with a fire hydrant, a fire engine, and a fire hook. The text "WESTBURY FIRE DEPT." is at the top, "1897" is at the bottom, and "N.Y." is at the very bottom. The shield is surrounded by a blue and yellow border with a flame-like pattern.

It is very unlikely that engines arriving after the 3rd engine be used in actual hand line use, from their engine, although these engine may be called upon to supply a tower ladders, relay pump to engine as multiple hydrants get used from a same main.

It is important that these late arriving engines not block intersections or access to the fire scene. They should also put themselves in a position where they don't get blocked in by later arriving units or PD, where it may delay them from fulfilling their duties if called upon.

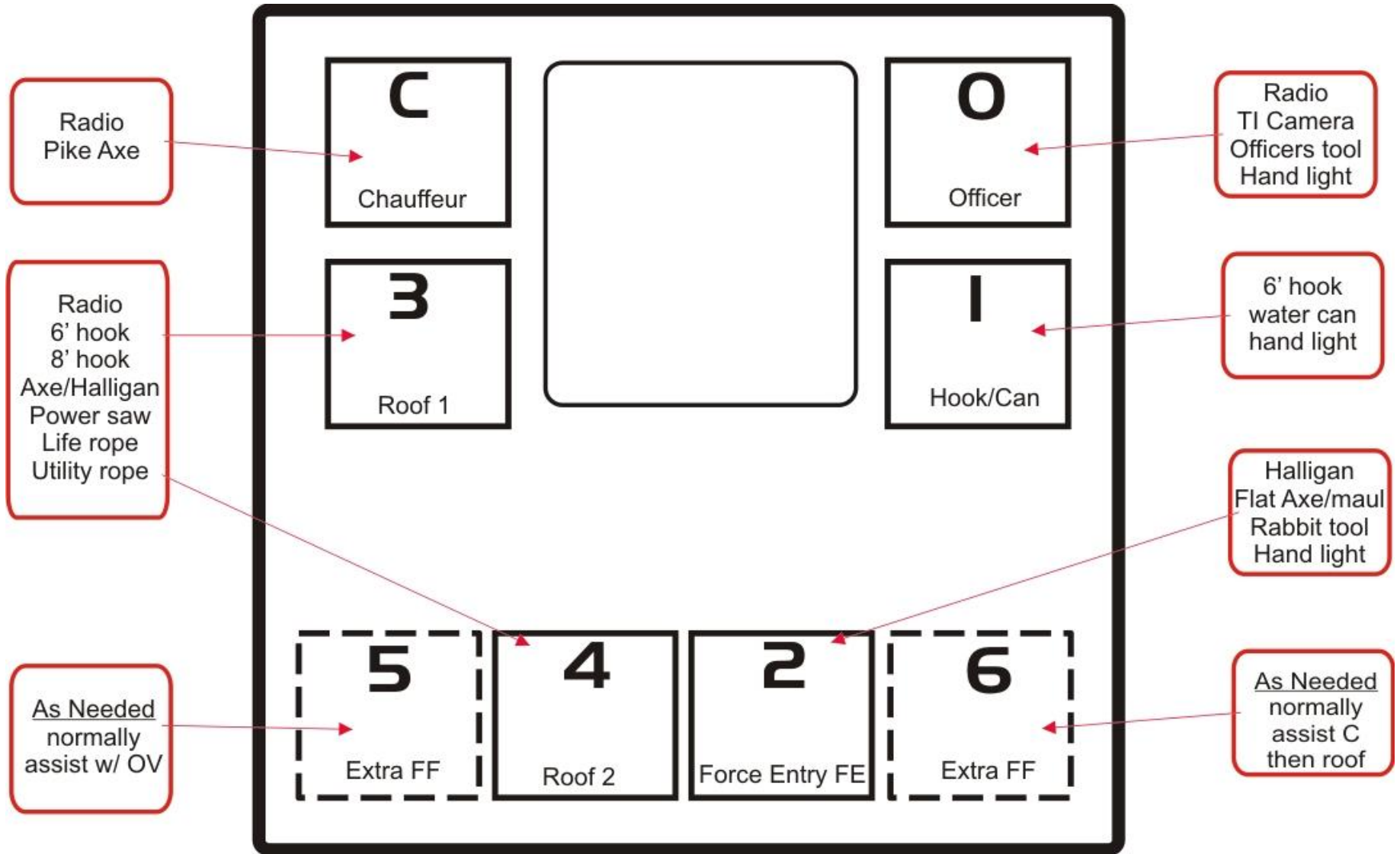
Members arriving on these later engine if they have no immediate task to perform, will report to the IC with full SCBA, tools in hand ready for assignment and ready to go to work, as needed.

First Due Truck Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
1	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
3	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
4	Roof Position 2	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

Note – the 2 extra seats (positions 5 & 6) on rig are there but will not be filled unless man power is immediately there as rig is loaded. These position will be put to use as officers deems necessary. In most cases position 5 – will assist or do OV and portable laddering and position 6 will assist chauffer with outriggers, then assist the roof team with roof Operations or if no OV is being done upon arrival – both 5 & 6 will be assigned OV.

Trucks Seat Position – Riding Position



Note: Heavy Rescue 964 – is 1 long bench seat and the positions will be 1st in 1, 2nd in 2 ...

Second Due Truck Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder assist 1st due ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
I	Hook/Can Position	6' Hook Water Can	Be directed by Officer interior truck needs
2	Forcible Entry (FE)	Axe or Maul Halligan	Be directed by Officer interior truck needs
3	Roof Position 1	6' Hook Axe Portable Radio	Exterior VES or Roof Operations as needed
4	Roof Position 2	6' Hook Halligan	Assist Roof Position 1

All additional Truck Co. will follow the same as 2nd due Truck

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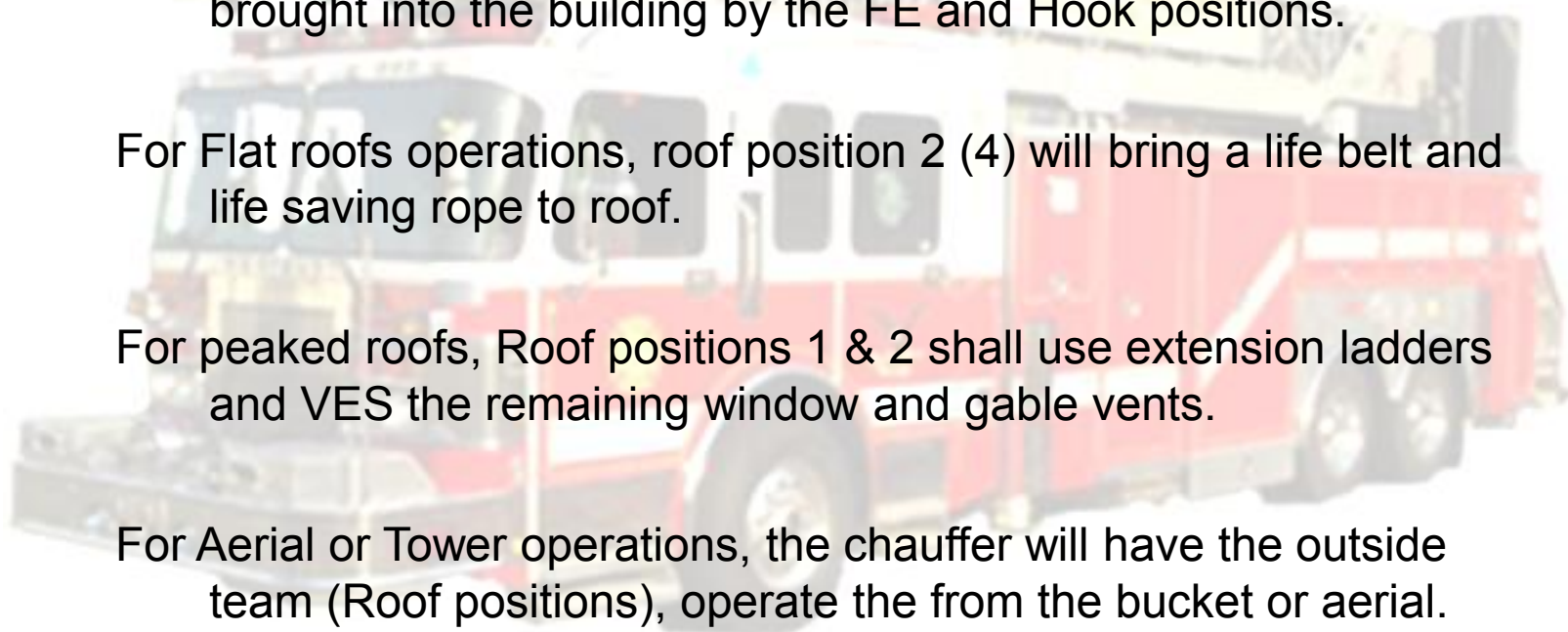
1st DUE TRUCK OPERATION

If the building calls for it (apartment/multiple offices), or officer deems necessary, the rabbit tool, K tool, FE saw... will be brought into the building by the FE and Hook positions.

For Flat roofs operations, roof position 2 (4) will bring a life belt and life saving rope to roof.

For peaked roofs, Roof positions 1 & 2 shall use extension ladders and VES the remaining window and gable vents.

For Aerial or Tower operations, the chauffer will have the outside team (Roof positions), operate the from the bucket or aerial.



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2nd DUE TRUCK OPERATION

The Inside team O, 1, 2 primary objective is to make sure the floor above the fire has been search and relay the results to OIC.

The Outside teams C, 3, 4 primary objective is the rear of the fire building, VES and relay finding to the OIC. Then proceed to roof, assisting 1st due truck roof team, if a flat roof.

Second due truck should always check with command before going into operation, this is due to possible SOG changes due to specific incidents conditions or needs.

Large area search, multiple apartments, common cock loft... these conditions may call for 2nd due truck provide immediate assistance to the first due truck to help complete their assignments.



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2nd DUE TRUCK OPERATION

As with the 1st due truck, the Hook (1) position, may be called upon to assist with FE and the taking of any special FE equipment that may be needed like K-tool, rabbit tool...

If the Outside/ Roof position will be performing roof operations:

Position (3) Roof 1 will bring the Saw and Position (4) Roof 2 will bring the life safety rope.

The second due chauffer should assist the 1st due chauffer with ladder/bucket placement and jacking of the apparatus if their ladder will not be going into operation or if truck is 964.



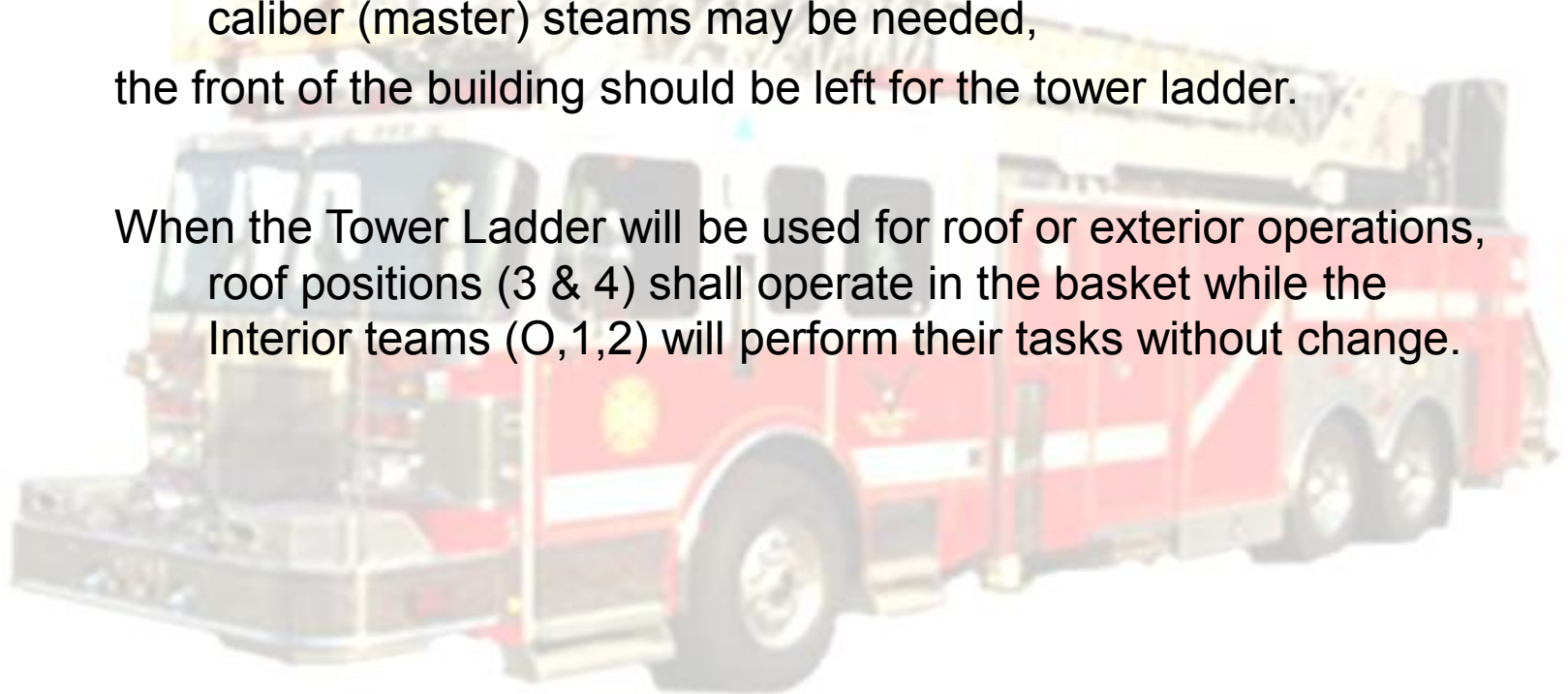
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GENERAL TRUCK OPERATION NOTES

At fires in commercial occupancies or fires where elevated, large caliber (master) steams may be needed, the front of the building should be left for the tower ladder.

When the Tower Ladder will be used for roof or exterior operations, roof positions (3 & 4) shall operate in the basket while the Interior teams (O,1,2) will perform their tasks without change.



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Purpose of these Guidelines

A uniform procedure (SOG's) for all fire ground operations, enhances firefighter safety, accounts for all members that respond keeps a manageable span of control .

(All Officer responsible for their 4-6 FF)

***When you Freelance – accountability is lost ,
you become a fire ground liability.***

*Procedures should be reinforce at department and company drills,
and should be reviewed in the back of the rig at every call :
“You have this, I have this” - This way if someone is unsure of their
duties the rest of the crew can refresh them of their responsibilities
and that “B.S. automatic alarm” call just became a learning exercise.*



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Purpose of these Guidelines

If you are ever unsure of your riding position's

Tools or Responsibilities

DON'T BE AFRAID TO ASK – while in route!

Remember you are part of a team

Everyone on that team is relying on you to Complete you task(s)
efficiently and without delay

and not being aware of you responsibilities

you are potentially doing harm to yourself, team members and
this may effect overall operation.

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Radio Procedures



Radio Terminology:

Mobile Radio: A hard-wired radio used for two-way conversation. A vehicle or a 12-volt power supply usually powers it.



Portable Radio: A battery powered radio usually of low wattage used for transmitting from remote areas to a dispatcher or to another unit. The range is limited and battery power is a factor in performance.



Repeater: Used in conjunction with mobile radio systems. Radio transmissions are received and retransmitted at a higher power instantaneously. This is used to expand the coverage area of the mobile and portable radios.

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Radio Procedures

Radio Terminology:

Voting Receivers: To extend coverage of an area, the satellite receivers have been added to the system. To ensure the best audio from these receivers, a device called a comparator compares and selects the best signal and passes it on to other users.

Radio Identifier: All mobile and portable radios will have an identifier programmed. There will be a digital read out in the dispatcher office and on the portable radios. This will enable the dispatcher, the incident commander and the FAST unit to see who is transmitting if there was no voice activation.

Intrinsically Safe: All portable radios come from the manufacturer intrinsically safe, meaning they will operate safely in hazardous conditions.



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Radio Procedures



Frequencies:

Low Band

46.10, 46.12, 46.30, 46.32 etc. (County Wide)

These frequencies are in the mobile radios only (truck radios)

The display on the low band radios will read as follows: (46.10, 46.12, 46.30, etc.)

Ultrahigh Band (UHF)

453.575 (Dispatch and Command channel)

465.525 (Fire Ground)

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Radio Procedures

The Radio is one of the most important tool on the fire ground, for firefighter safety and accountability.

This tool give firefighter the ability to:

- know what is happening around them,
- report their task results or failures to command or their rigs officer
- gives FF the ability to call for help if needed...

ultimately making for a safer operation.

The one down side to portable radios is that some firefighter feel since they have this radio, they should be talking into it with **useless** information, tying up the air.



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Radio Procedures

Having radio discipline is very important,

the only time you should be talking into the radio is if you:

- have a report about your task or scene safety that the IC, your officer or everyone on the fire ground needs to know about and effects the operation.

Chatter just to talk, ties up air space and can prevent urgent or mayday information from being heard. That Mayday may just be “mayday”, and there maybe no second chance.



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Radio Procedures

Items like progress reports or your assigned task has been completed with positive or negative results is vital information for your officer or IC , meanwhile broadcasting you're now at the hydrant or there's smoke coming from the burning building is not!

Radio's allow us to keep track of what is going on around us:

“The engines on hydrant”, “roof is open”, “there's fire above or below”, “the fire has extended”, “fires in cockloft”, “evacuate the structure”, “waters on fire, making progress” among others... are vital information that everyone operating at the scene should know and may effect you performing your task, *especially when operating below grade, above the fire floor or on the roof.*



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Radio Procedures

At incidents with heavy radio traffic, it is not that important to reports task completions, such as the “Roof is Open” - the teams inside will know *when the feel conditions getting better and outside teams will see the large plom of smoke...*

We are expecting everyone to complete their Assignment,

It is important to report inabilities or delays in performing assignment:

“we are unable to open the roof – gypsum”

“Hose advancement delayed due to colliers mansion conditions”

“OV delayed due to bars on rear windows”



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Radio Procedures

A portable radio also allows you to call for help or alert other of impending danger. This is done in the form of **MAYDAY** or **URGENT** message.

MAYDAY:

The “MAYDAY” transmission is an indication that a life-threatening situation has developed.

URGENT:

The “URGENT” transmission is an indication that a person operating at the scene has suffered a serious injury but is not immediately life threatening or to inform person operation of a serious change in incident conditions.



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Radio Procedures

MAYDAY transmissions may be used only in the following situations:

Imminent collapse feared.

Structural collapse has occurred.

A person operating at the scene is unconscious or suffers a life threatening injury.

A person operating at the scene becomes aware of a lost or trapped firefighter .

A person operating at the scene becomes lost or trapped themselves.

Anytime a transmission is received for a distressed or missing firefighter, the assigned FAST Unit will be activated and Accountability attendance taken to identify members along with potential location.



WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

How a MAYDAY should be transmitted

Example 1: MAYDAY, MAYDAY, MAYDAY (3 time) 962 ROOF with a MAYDAY

IC responds: ***Command to 962 Roof - go ahead with your MAYDAY***

962 Roof - ***962 ROOF MAYDAY – COLLAPSE IS IMMINENT***

IC responds: ***MAYDAY, MAYDAY, MAYDAY – ALL UNITS GET OUT OF BUILDING – repeat***

Example 2: MAYDAY, MAYDAY, MAYDAY (3 time) 969 FE with a MAYDAY

IC responds: ***Command to 969 FE, go ahead with your MAYDAY***

969 FE - ***969 FE MAYDAY – 969 nozzle has fallen through the floor***

IC responds: ***Will get as much information from unit and deploy FAST Unit***



WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

***URGENT** transmissions shall be used in the following situations:*

When a person operating at the scene suffers an injury that is not immediately life threatening, but required immediate medical attention.

An interior attack is to be discontinued and an exterior attack initiated.

Discovery of a structural problem indicating **future** danger of collapse.

Fire is discovered entering an exposure to a degree that may considerably enlarge the fire problem.

Loss of a water supply.



WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

How a URGENT should be transmitted:

Example 1: Command , 965 Officer URGENT

IC responds: ***Command, 965 officer go ahead with your URGENT***

965 officer - ***965 Officer – URGENT Injured Member – being removed with head injury***

IC responds: ***IC will direct units as necessary***

Example 2: 968 Chauffer to Command URGENT

IC responds: ***968 Chauffer, command go ahead with your URGENT***

968 chauffer - ***968 Chauffer – URGENT Lost water supply***

IC responds: ***IC will direct units as necessary***



WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

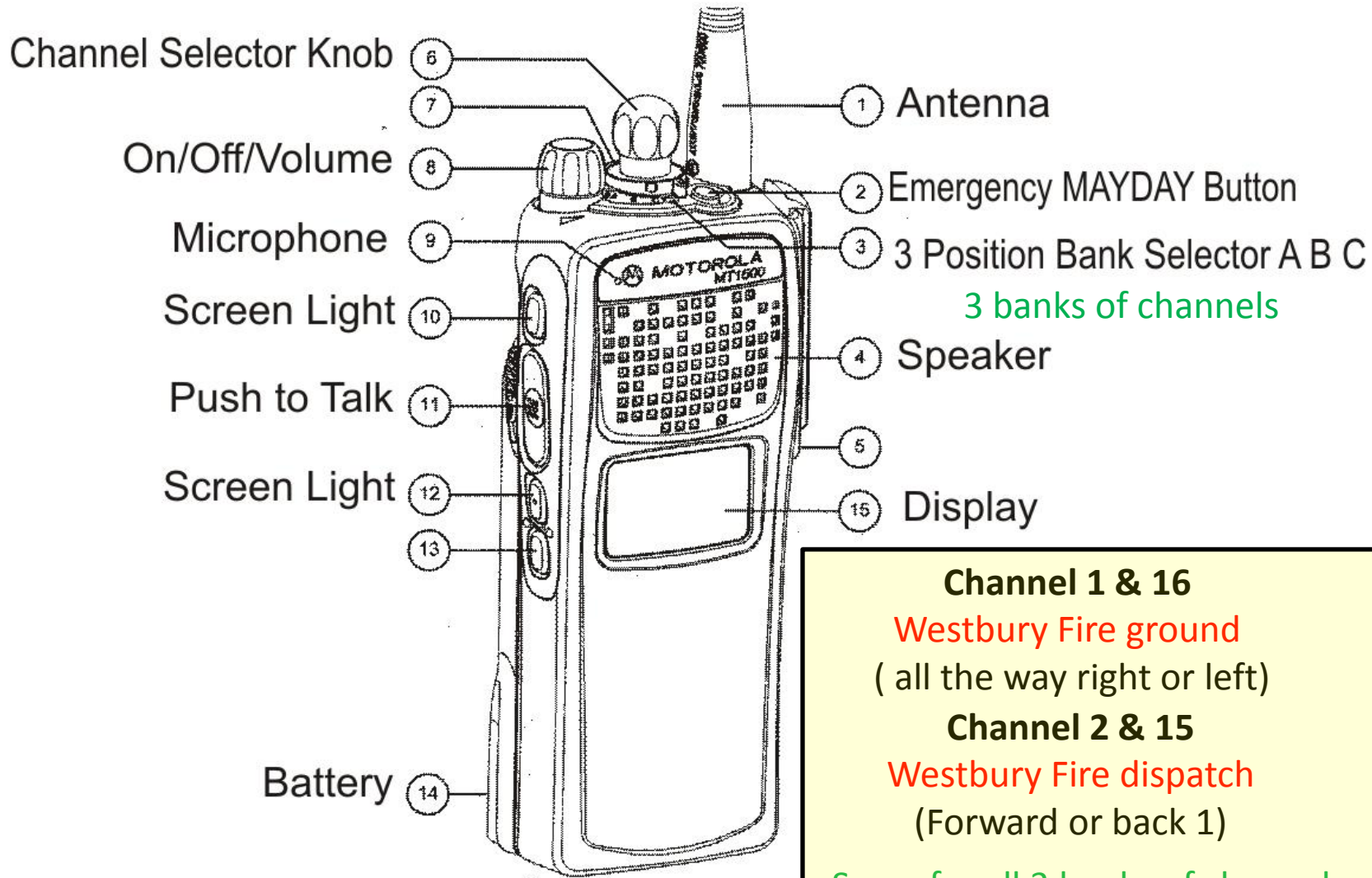
Note:

The term “**COLLAPSE**” is to be used indicating structural failure only, *not to describe a downed firefighters.*

Whenever a collapse has be transmitted, all unit officers will do an accountability, accounting for members assigned to them and report such finding to the Incident Command – “ Unit # Officer to Command - all members accounted for ”.

Whenever a “**MAYDAY**” or “**URGENT**” message is transmitted, all communications on the frequency of transmission will cease, except those between the member initiating the emergency transmission and the Incident Commander. The member transmitting the distress signal will begin by repeating “Mayday” or “Urgent” followed by the remainder of the message. Normal radio communications may resume upon completion of the emergency message unless the Incident Commander orders otherwise.





3 banks of channels

Channel 1 & 16
 Westbury Fire ground
 (all the way right or left)

Channel 2 & 15
 Westbury Fire dispatch
 (Forward or back 1)

Same for all 3 banks of channels

Zones and Channels

Channels	Zone1	Zone2	Zone3
1	WEST F/G # 1	WEST F/G # 1	WEST F/G # 1
2	WESTBRY DISP	WESTBRY DISP	WESTBRY DISP
3	WEST F/G # 2	WEST F/G # 2	WEST F/G # 2
4	BETHPAGE F/G	BETHPAGE FD	BETHPAGE FD
5	CARLE PL F/G	CARLE PLACE	CARLE PLACE
6	HICKSVIL F/G	HICKSVILLE	HICKSVILLE
7	JERICHO F/G	JERICHO FD	JERICHO FD
8	PLAINVIEW F/G	PLAINVIEW FD	PLAINVIEW FD
9	E-MEADOW F/G	EAST MEADOW	EAST MEADOW
10	UNIONDALE FD	UNIONDALE FD	UNIONDALE FD
11	ROSLYN F/G	ROSLYN FD	ROSLYN FD
12	SYOSSET F/G	SYOSSET FD	U-TAC # 13
13	WANTAGH F/G	WANTAGH FD	U-TAC # 14
14	NASS CTY F/G	NASS CTY F/G	U-TAC # 15
15	WESTBRY DISP	WESTBRY DISP	WESTBRY DISP
16	WEST F/G # 1	WEST F/G # 1	WEST F/G # 1



Zone 1

Zone 2

Zone 3

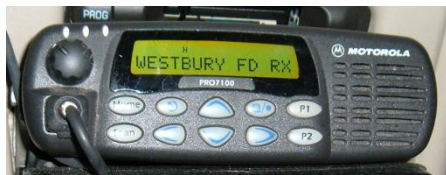
**All 3 Zones start with
Westbury FG1
then Westbury Disp.
&
Going Reverse:
Westbury FG, WFD Disp.**

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

When Talking on the Radio:



The Mobile radio will be used to communicate with the dispatcher and from truck to truck. (repeated)

This channel is **WESTBURY FD** – 1 click forward or back



The Portable radio will be used to communicate with person to person. (point to point or **Not** repeated)

This is channel #1 (FIREGROUND-1) – all the way forward or backwards – all 3 zones.

*A leather carrying case is recommended for all portable radios.
This case should be worn inside your turnout coat
for protection of the radio.*

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL



Westbury FD has
Radio with and without displays

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

All radios have an **4 digit id number** that displays on receiver radio when you're transmitting.

All 9th Battalion radios ID have been programmed as:

First # = Dept. Number in Battalion

Second and Third = Unit Number

Forth = Riding Position on Rig

0 = chauffer

1= officer

2>... = riding positions

So : 969 Nozzle radio would display 6092

Carle Place engine 912 officer = 1021

Bethpage 9044 driver = 0440

There is no Batt. standard for riding positions, the first 3 number are what important



WESTBURY
FIRE DEPT.



N.Y.

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures



Although most radio's on market take this 4 digit # and automatically convert to the radio identification name like "969 Nozzle" or 962 officer and is what will be displaying on radio, for this to work the ID names must be programmed in and not all dept's have this capability.

All Radio's have an ID # and this # sequence is important when dealing with other dept's within the battalion.

Note:

This id # scheme is only accurate in the 9th batt. and not necessarily the case when there are dept on scene outside battalion.

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

When Talking on the Radio:

- Your designation will be Rig # followed by your Position
967 Control
962 Roof 1

Don't make up a position that doesn't exist – only creates confusion

- when calling someone:
first call position wanted (*to get their attention*)
then follow with who you are.
Command, 962 Roof
then wait for acknowledgement - (Repeat if nec.)

- When acknowledged – then proceed with message,
first with who you are:
962 roof – be advised gypsum roof, we're unable to vent



WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

Example:

965 Hydrant, 965

965 hydrant responds – Go ahead 965, 965 hydrant

965 responds - 965 hydrant, you can charge the hydrant

965 Hydrant responds – 23 (message rec'd) Charging Hydrant



WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

Another Example:

Command, 968 Officer

Command responds – Go ahead 968 Officer, Command

968 Officer Responds – Command, Primary searches completed with negative results

Command responds – 23 (message rec'd) negative results on the primaries, report to 967 officer on first line for relief.

(since given an additional order)

968 Officer Responds – 23 reporting to 967 officer for relief.



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N.Y.

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures



Responding To Mutual Aides:

When responding on a Mutual Aid the officers will give a signal 21 to the Westbury Fire Department Dispatcher, **then** switch over to the responding department's dispatch channel and give a signal 21, **ON THE MOBILE RADIO.**

All Portable on Rig – should be switched to the requesting Dept. fire ground channel.

The Mobile & Portables will remain on that frequency until they are given a signal 13 by the mutual aid department.

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures



Returning from Mutual Aides:

When Release by requested Dept.

All Portables will be switched back to Westbury FG1.

The Mobile will give signal 13 to requested Dept dispatch, *letting them know they are switching off their channel,*

then switch back to Westbury FD -

give signal 13 to WESTBURY Dispatch - *letting them know your back on WFD radio capabilities.*

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N.Y.

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

Final Notes:

Whenever you are given direction over the radio, repeat a summary of that order to the sender.

967 pick up hydrant on Post and Maple and lay 5" into the scene , you'll be feeding Tower 962

23 (*message rec'd*) - picking up hydrant post and maple with 5", feeding 962.

This allows the sender to know their message was not only received but you comprehended and understood what was order. This also allows sender to correct you if it was misunderstood.



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N.Y.

WESTBURY FIRE DEPARTMENT

PROBATIONARY DRILL

Radio Procedures

Final Notes:

- Avoid transmissions without a destination.
- All transmissions should be for a purpose.
- Listen before transmitting.
- **DO NOT YELL !!!!!**
- Do not invent positions that do not exist, This causes confusion and compromises accountability.
- If you are unable to get through on the radio or the party you are calling does not answer, find an alternate route of communication.

