

Spartanburg Public Safety Department Fire Division

Standard Operating Procedure	No. 102.05
Apparatus Positioning	Page 1 of 4
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I. PURPOSE

Apparatus function should regulate placement. Poor apparatus placement can reverse this rule, limiting the options or eliminating functions that can be assigned to a unit.

Firefighters operate with a natural inclination to drive apparatus as close to the fire as possible. This often results in positioning of apparatus that is both dysfunctional and dangerous. The placement of all apparatus on the fire ground should be a reflection of the following:

- Standard operating procedure for first arriving companies
- Tactical objectives and priorities
- Staging procedure
- A direct order from command
- A conscious decision on the part of the company officer based on existing or predictable conditions
- Apparatus that is working
- Apparatus that is parked

II. EFFECTIVE APPARATUS PLACEMENT

Effective apparatus placement must begin with the arrival of the first units. The placement of the initial arriving engine company, truck company, and rescue company should be based upon initial size-up and general conditions upon arrival. First arriving companies should place themselves to maximum advantage and go to work; later arriving units should be placed in a manner that builds on the initial plan and allows for expansion of the operation.

Key points of apparatus placement are as follows:

1. Maintain an access lane down the center of streets wherever possible.

2. Beware of putting fire apparatus in places where it cannot be repositioned easily and quickly; particularly operating positions with only one way in and out (i.e. yards, alleys, driveways, etc.)
3. Beware of overhead power lines when positioning apparatus. Do not park where lines may fall.
4. Key tactical positions should be identified and engines placed in those locations with a strong water supply.
5. Take full advantage of hydrants close to the fire before laying additional supply lines to distant hydrants. Secondary hydrants should be used to obtain additional supply if the demand exceeds the capability of the closest hydrants.
6. Take advantage of the equipment on apparatus already in the fire area instead of bringing in more apparatus. Connect extra lines to pumpers, which already have a good supply line instead of tying up other apparatus.
7. Do not hook up to hydrants so close to the fire building that structural failure or fire extension will jeopardize the apparatus.
8. Lines should be laid with attention to the access problems they present. Try to lay lines on the same side of the street as the hydrant and cross over near the fire.
9. When the aerial apparatus is not needed for upper level access or rescue, spot apparatus in a position that would provide an effective position for elevated stream operation if the fire goes to a defensive mode. Ladder officers must consider extent and location of fire, most dangerous direction of spread, confinement, exposure conditions, overhead obstructions and structural conditions in spotting apparatus. The truck should be spotted where the aerial can be raised and used effectively without repositioning. It must also be spotted for effective use of hand ladders and allied forcible entry equipment.
10. Command vehicles should be positioned at a location that will allow maximum visibility of the fire building and surrounding area and the general effect of the companies operating on the fire. Command vehicle position should be easy and logical to find and should not restrict the movement of other apparatus.
11. Do not take apparatus off paved roadways unless directed by an officer.

III. APPARATUS POSITIONING AT RESIDENTIAL STRUCTURE FIRES

Typical positions and initial actions are listed below:

First arriving engine – pull past the involved structure or stop short, allowing room for the truck to have the front; on-scene report, layout, size-up, situation report, initial attack line, search as the line is advanced.

Second arriving engine – water supply, back up line.

Third arriving engine – RIT and the unit officer will assume duties of Safety Officer.

Fourth arriving engine – secondary water supply, check for fire extension, and possible exposure line, as deemed necessary by the IC.

First arriving truck – position in front of structure; force entry if needed, search, ventilation, ladders, IRIC.

Rescue Squad – Position away from structure; force entry if needed, search, ventilation, ladders.

After viewing as many sides as possible, the first arriving engine company should park in a position to allow for rapid advancement of hose lines into the structure, leaving priority position for the truck company. In most cases this will mean that the first engine pulls past the involved structure.

The first arriving truck company will take a position at the most strategic location that will allow for rapid placement of ladders (front and rear), and entry into the structure.

The second arriving engine must ensure that a water supply is established.

The third arriving engine will position to allow the crew rapid access to the structure for RIC operations while maintaining access and egress to the incident for additional resources. The engine should position to provide secondary water supply or supplement hydrant pressure if necessary.

The fourth arriving engine should position the apparatus out of the way so as to not block access for incoming trucks and position unit for additional responses.

The rescue company should position to allow rapid access to the structure while maintaining access and egress to the incident, for additional resources.

The EMS unit should position in an area that will not block fire apparatus, and allow for unimpeded egress from the scene in the event patient transport is necessary.

Command Officers should position the vehicle without blocking firefighting units, but in a position that will allow effective command of the incident. The scene should be videoed by the command unit whenever possible.