



# ANN ARBOR FIRE DEPARTMENT

## Standard Operating Procedures - 3.14 Incident Response



### INCIDENT RESPONSE

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Effective: July 19, 2024  
 Scheduled Review: July 19, 2027  
 Approved: Fire Chief Mike Kennedy

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#### I. PURPOSE

To establish a procedure for incident response. A fire officer has the ability to upgrade or downgrade the incident response depending on dispatch information. Between 0700 and 2100 hours, the on-duty battalion chief shall monitor 81 Fire 1 to engage and appropriately manage incident response.

#### II. DEFINITIONS

Ladder Company - Vehicle with a powered aerial ladder capable of reaching a minimum height of 75 feet. This classification includes “ladder” and “tower” radio designation.

Suppression Company - Engine, ladder, or tower. Rescue 1-1 does not count as a suppression company.

#### III. INCIDENT TYPES

SINGLE - one (1) company

STILL ALARM - two (2) engine companies; one (1) ladder company and a battalion chief

BOX ALARM - All on-duty companies

SECOND ALARM – 2 engines, 1 ladder (mutual aid)

THIRD ALARM – 2 engines, 1 ladder (mutual aid)

FOURTH ALARM – 2 engines, 1 ladder (mutual aid)

FIFTH ALARM – Livingston County MABAS 3101 Task Force

SIXTH ALARM – Western Wayne MABAS 3203 Task Force

#### IV. SINGLE (EMS) – One engine, ladder, or Rescue 1-1

- A. Emergency medical services
  - i. Alpha or Bravo code per ProQA (normal traffic)
  - ii. Charlie, Delta, or Echo per ProQA (emergency traffic)
- B. Lift assist (normal traffic)
- C. Medical alarm with no additional patient condition information (normal traffic)



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### V. SINGLE – One engine or ladder

- A. Automatic fire alarm (emergency traffic)
  - i. Automatic fire alarm, which includes but is not limited to the following initiating devices: water flow alarm, heat detector activation, sprinkler activation, trouble alarm, smoke detector activation, etc. If a caller is on scene reporting no smoke or fire condition, then all apparatus shall respond normal traffic.
- B. Brush / mulch / outside fire (emergency traffic)
- C. Burning complaint / illegal burn (normal traffic)
- D. Carbon monoxide alarm with symptoms (emergency traffic)
- E. Carbon monoxide alarm without symptoms (normal traffic)
- F. Dumpster / trash fire (emergency traffic)
- G. Elevator extrication - occupants stuck in elevator (normal traffic, unless occupants are having a medical emergency)
- H. Environmental clean-up from motor vehicle crash (normal traffic)
- I. Fire contained to an appliance (emergency traffic)
- J. Fire out - report of a fire that is now extinguished (normal traffic, may be emergency traffic based on dispatch information)
- K. Motor vehicle fire (emergency traffic)
- L. Motor vehicle crash with injuries (emergency traffic)
- M. Motor vehicle crash with unknown injuries (normal traffic)
- N. Natural gas leak / odor - inside or outside (emergency traffic)
- O. Odor investigation - inside or outside (emergency traffic)
- P. Wires down (normal traffic or emergency traffic if hazards present, e.g., arcing, flames, across roadway).

### VI. STILL ALARM – Two (2) engine companies; one (1) ladder company and a battalion chief

The on-duty battalion chief will engage EHP Fire Dispatch to downgrade to a single apparatus response if dispatch information indicates a single apparatus is more appropriate. Engagement of the EHP Fire Dispatch shall occur as soon as possible.

Rescue 1-1 shall not count towards a still alarm response. However, Rescue 1-1 will respond as an additional company on still alarms in Station 1's district.

- A. Structure fire (emergency traffic)
- B. Electrical problem; arcing, shorted equipment - inside (emergency traffic)
- C. Hazardous materials incident (emergency traffic)
- D. Motor vehicle crash with extrication (emergency traffic). If not part of the original assignment, Engine 1-6 needs to be added to extrication incidents
- E. Intentional mass casualty incident (emergency traffic)
- F. Airplane crash (emergency traffic)
- G. Building collapse / explosion (emergency traffic)
- H. Technical / confined space / trench / ice / water rescue (emergency traffic)
- I. Train derailment (emergency traffic)



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### VII. **BOX ALARM – All on duty companies**

At any time during the initial life cycle of a reported incident, a chief officer and/or the first due responding fire officer may upgrade or balance a still alarm to a box alarm assignment.

### VIII. **GREATER ALARM ASSIGNMENTS**

- A. The incident commander (IC) at any time during an incident may request individual or simultaneous greater alarms to mitigate an incident. When the IC has all on-scene companies assigned in active suppression efforts and no companies are on-deck, the next greater alarm shall be requested.
- B. The responding greater alarms shall be assigned to a separate Inter-Op talk-group and respond to a Level II staging location determined by the IC.
- C. The first arriving greater alarm fire officer to the staging area shall be recognized as the Staging Officer.
- D. Large Residential Fires – Confirmed
  - i. At any time, fire conditions are confirmed in a large residential building, the next greater alarm shall be requested by the IC.
- E. Commercial Structure Fires (Any Size) – Confirmed
  - i. At any time, fire conditions are confirmed in a commercial building, the next greater alarm shall be requested by the IC.

### IX. **BATTALION CHIEF RESPONSE ON MUTUAL AID INCIDENTS**

The on-duty battalion chief shall remain in the City during a mutual aid response. An assistant chief or the fire chief may respond to the mutual aid request to provide command support. The battalion chief will be toned out to provide situational awareness that a company has responded outside of the City.

This mutual aid exclusion does not apply to dual response areas on limited access highways.