

Incident Communications Red Flags	<h1 style="margin: 0;">Fire Engineering</h1>	Standard References NFPA 1521; 6.2.8
	<h1 style="margin: 0;">Safety Officer</h1>	
<i>Instructors should always include department references and procedures in this and any training session.</i>		

What Does That Really Mean

Background: What might seem to be routine radio traffic may also be a red flag for the incident safety officer. Listening to incident communications provides you with clues as to what is happening in the incident. A safety officer can gain valuable insight into what is happening and be prepared for the next steps necessary to keep the members safe at the incident by knowing what is really meant by communication reports. Putting yourself into the place of the person communicating helps to make this process complete. Review the sample incident communications and complete the questions based on your experiences and options. Check your answers against our viewpoints on page 2.

Incident Communication	May Indicate to the Safety Officer	Additional considerations for this communication	Safety Officer Actions
Interior companies calling for immediate ventilation of the structure			
Crews reporting a spongy or soft roof and they are not able to open up			
Companies request additional pressure, more water or additional lines on fire			
Dispatch providing a time benchmark to I/C without significant incident progress being made			
RIC is assigned by I/C to an incident to a staged position. They are not activated but standing by.			
No clear I/C can be identified on radio. An incident action plan is in place and companies are operating.			
<i>Other communication examples from your experiences</i>			

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Sample Responses

Incident Communication	May Indicate to the Safety Officer	Additional considerations for this communication	Safety Officer Actions
Interior companies calling for immediate ventilation of the structure	<i>Conditions are deteriorating, temperature increasing, visibility getting worse, can't locate seat of fire</i>	<i>Where are crews at? Should they be there? Is it safe to vent?</i>	<i>Make sure ventilation is taking place, verify crew location, prepare RIT, back-up line in-place</i>
Crews reporting a spongy or soft roof and they are not able to open up	<i>Unsafe to be on, unsafe to be under</i>	<i>What conditions were observed by roof</i>	<i>Crews off roof Crews on interior aware of poor conditions, consider withdrawal</i>
Companies request additional pressure, more water or additional lines on fire	<i>Not enough GPM's being used, wrong stream type, incorrect line position</i>	<i>What positions are the crews in that are calling for help?</i>	<i>Follow-up with IC, make sure back-ups in place, verify sufficient incident water supply</i>
Dispatch providing a time benchmark to I/C	<i>How long companies are operating</i>	<i>What is incident status? Company PAR completed by company officers</i>	<i>Confer with I/C and Operations. Is incident stabilizing or unchanged?</i>
RIT is assigned by I/C to an incident	<i>I/C completing objectives</i>	<i>Is RIT equipped and doing RIT size-up? Verify their location.</i>	<i>Meet with RIT and pass along incident information. Set rescue plans.</i>
No clear I/C can be identified on radio	<i>Inadequate or overwhelmed I/C</i>	<i>Who's in charge and coordinating incident activities</i>	<i>Identify I/C Verify Incident Action Plan Determine I/C status</i>
<i>Other communication examples from your experiences</i>			

Remember: Do not make tactical decisions unless an immediate threat exists.
Communicate needs and observations through the ICS established.