



GALENA FIRE DEPARTMENT  
Standard Operating Guideline  
**EMERGENCY VEHICLE PLACEMENT**

**SOG: 018**

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**Purpose:** To establish a consistent standard for the appropriate placement of vehicles responding to an emergency scene, taking into account personnel safety, tactical considerations, and ease of vehicle movement during access and egress.

Effective utilization of key location and position provides for the maximum operational advantage. Placement of the first arriving companies for engines, aerials, and other vehicles should be based on the size-up and general conditions of the incident. The key positions may be available only once. If they are not filled initially, they are generally gone for the duration of the call, placing everyone at a disadvantage. The management of these key positions is a major element in effective apparatus placement. Key positions are those spots at the incident that place apparatus in the best position to work to capacity. Such locations put the apparatus where they can operate hose lines, conduct aerial operations, provide rescue to occupants, and to allow the Incident Commander to expand operations as the scene dictates, and with newly arriving companies. One key component is to not obstruct the flow of emergency vehicles.

**Engine Placement**

Initial placement of engines is an essential fireground tactical decision. The Company Officer should place the apparatus in a forward attack position after considering how the attack crew will enter the structure, assuming an offensive attack. Entry through the structure's natural openings - doors and windows - will normally determine apparatus placement. At the same time, the Company Officer must determine effective hose line management based on the fire conditions. In offensive operations, the forward engine should be placed so that crews can quickly advance pre-connected lines into the structure. The location and extent of the fire must be considered to allow protection of the unburned portion of the structure, thereby assisting the primary search and control of the interior access. During defensive operations, the forward engine should be in a safe area that provides for exposure protection and the use of master streams.

**Ladder Placement**

The truck company should be placed in a location to assist rescue and fire control. This positioning should take advantage of the best available access. The Incident Commander must coordinate the most effective placement of the aerial apparatus with access, to two sides of the structure, if possible.

**Rescue Truck**

The rescue truck should be positioned close enough to the fireground to easily access necessary equipment (scene lights, SCBA tank fill capability, etc.), but not block the deployment of supply lines or firefighting hose-lines. Do not block the access route of other responding engines and do not block the roadway. Always position the vehicle for ease of egress.



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**Command Vehicle**

The command vehicle shall become the Command Post. Vehicle placement should give the Incident Commander a view of at least two sides of the incident if possible. The Command location will be communicated to all units on scene, as well as those arriving on scene.

Fire apparatus and emergency personal vehicles arriving on the fire scene shall be parked at the direction of the Staging Officer, if applicable. If no GFD Officer is on scene to direct incoming emergency traffic or if there is no Staging Officer assigned, the Driver will determine the proper placement of the vehicle by the scene situation using tactical training and common sense. Always park all emergency vehicles on one side of the road, unless doing otherwise is in violation of other incident-specific SOG's.