

TASK FORCE OPERATIONS
TRAINING BULLETIN #23
UPDATED 1985

Purpose - This bulletin has been written to provide all members with a better understanding of task force operations. It outlines Department policies and procedures to enable Incident Commanders to utilize the full potential of the task force concept.

DEFINITION:

A Task Force is under the command of a Task Force Commander. The key to the Task Force concept is command, with a single officer providing unified direction and control. Task forces are designed to handle emergency situations that require the advantage and increased effectiveness of a single command. Situations such as one side of a major fire or a directive to handle a single function such as ventilation, salvage, or ladder pipe operations, may be handled more efficiently by a group of personnel that have uniformly-trained in all operations of a task force and operate under the command of a single officer.

TYPES

There are several types of Task Force designations:

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| Taste Force: | A Truck Company staffed by five members.
A two piece Engine Company staffed by five members.

The second engine is staffed by an Engineer and designated as a "200" series engine; i.e., Engine 239.

The minimum staffing is 10 members. |
| Task Force: | A Truck Company staffed by five members.
A single engine Company staffed by four members.

The minimum staffing is nine members. |
| Light Task Force: | A truck company and a single engine company with a minimum staffing of six members.

Normally, this single engine is the "200" series. When a Light Task Force is in operation, one member from the truck should ride with the engineer on the engine. |

The computer at OCD has the ability to recognize a Light Task Force as an engine company, therefore the officer in command of a Light Task Force should be prepared to operate as either a truck company, engine company, or a combination of both.

COMMAND

I. General

A Task Force is normally under the command of a Captain II who will usually ride the truck. For training and development purposes, the Captain I will be allowed to respond on the truck for a limited period of time not to exceed one month. At all times, verbal approval of the Battalion Commander is required. If a longer period than one month is desired, verbal approval from the Division Commander is required.

The Task Force Commander directs the units of the Task Force unless the Incident Commander directs otherwise. Incident Commanders may use a Task Force as a unit or as individual companies. The Incident Commander should normally give orders for the Task Force to the Task Force Commander. Task Force operations require close coordination of all units and members. The value of a central command cannot be over emphasized.

II. Command at Emergencies:

The first arriving Task Force Commander at an emergency will assume command from officers of lower rank until properly relieved by a Chief Officer/Acting Chief Officer.

COMMUNICATIONS:

Identification during radio or alarm transmissions will be referred to by fire station number :i.e., Task Force 39.
Radio messages addressed to the Task Force will normally be acknowledged by the Task Force Commander:

RESPONSE:

Task Forces responding to an alarm shall normally be in the sequence of the Truck Company leading, the engine company, followed by the "200" series engine.

Deviation from the Truck first policy for a specified response, or when approaching the scene and it is desired to alter the sequence to provide optimum apparatus placement, may be made; i.e., brush or narrow streets.

Any other variation on the sequence of apparatus shall be agreed upon by the station Task Force Commanders of all platoons, with the approval of the Battalion Commanders on all three platoons.

The engine company may be split from the Task Force for response to rescue, automobile or rubbish calls. When this occurs, the engine company will respond with a minimum of four members. The "200" series engine will remain with the truck to form a Light Task Force.

Due to the fact that a Task Force at an incident may be directed to perform either a single function or multiple assignments, it is important the officers train and orient their personnel to operate under the Task Force concept. This requires development and maintenance of proficiency in truck, engine, salvage and other operations by all members.

Single station personnel shall periodically train with a task force to assure their proficiency and understanding of the Task Force concept.