



## ACT Rural Fire Service Standard Operating Procedure 2.9 **Burn-over Procedure**

**2.9**  
Incident  
Management

### Purpose

The purpose of this procedure is to provide advice about the best practice techniques during a burn-over event.

### Operating Procedure

Fighting bushfires can be a dangerous task and sometimes the safety of crews on the ground becomes compromised due to fire behaviour. It is possible that crews may become trapped by the fire and have to implement emergency survival procedures. Nevertheless, *all members* must stay vigilant whilst on the fire ground to foresee any changes in fire behaviour that may threaten their crew, and move out of the area at risk if safe to do so.

Brigades **must** regularly train using this procedure to ensure that all members are familiar with the processes and able to recall them in high stress situations.

### Burn-over Procedure

**The best process for 'Burn-over' is to avoid placing yourself and your crew in situations where burn-over's may occur -**

#### **1. On the fire ground checklist:**

**L - Lookout** - Everybody looks out for everybody else.

**A - Awareness** - Everybody is aware of the fire's current and anticipated behaviour, and of other fire ground hazards and precautions.

**C - Communications** - Everybody speaks up and everybody listens, about what is happening and about their concerns at the fire.

**E - Escape route/s** - Everybody always has an 'out' planned and agreed, just in case things go wrong.

**S - Safety refuge/s** - Everybody helps everybody to survive. Everybody supports the decision to get clear of a hazard.

- Ensure pump is running and turn on all warning lights (unless specifically requested not to by the Incident Controller).
- Check for turn-around spots or reverse vehicle in to fire for quick escape.



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- Where appropriate, ensure the truck is parked 'in the black' or low fuel areas.
- Keep vehicle dash clear, radio on correct channel.
- Ensure water tank levels are maintained at safe levels.

**If a burn-over is about to occur, the following actions are to be undertaken -**

**Burn-over Actions:**

- Crews told that 3 blasts on horn or siren is the signal for a possible burn-over.
- On the signal, pump operator to turn off and disconnect any lay flat hose from truck.
- Branch operator to release water pressure and if possible, disconnect branch and take with him/her.
- Crew to turn off hose and leave hose behind
- Return to the truck at the safest possible speed.
- Follow instructions from crew leader and stay together.

**Crews should attempt to move fire unit from the danger area to a safe refuge (e.g. area of low fuel, "the black", next to embankments) - If the escape route is compromised, or you cannot move from your current situation, then;**

**Important Actions before Fire Impact:**

- Where possible, ensure the fire extinguisher and first aid kit is in the cabin.
- Ensure you have a portable radio turned on in the cab in case the external aerial is burnt off.
- Ensure all crew wear full PPE and cover as much exposed flesh.
- Ensure all windows are closed, air conditioner is on high and air recirculation is on.
- Where fitted - drop the window heat shields and secure in place ensuring all gaps are closed.
- Radio an **EMERGENCY** message to Officer in Charge (not Comcen) with your current location, crew numbers and status. Activate emergency button on vehicle TRN and MDT and await COMCEN acknowledgement.
- Ensure all lights and sirens are turned on.
- Cover all persons under woollen or fire blankets.
- Activate emergency sprays when the fire is in your immediate vicinity.

**Look after each other - DO NOT PANIC**



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**Important Actions after Fire Impact:**

- Check that it is safe to leave the vehicle
- Exit vehicle carefully – be aware of hazards like weakened trees, aircraft overhead, other vehicles.
- Check crew for injuries, administer first aid if required.
- Contact your Officer in Charge by radio and report status.
- Check vehicle is operable and, to the extent possible, extinguish any fires.

**Maintained By:** Manager, Operations

**Approved By:** Andrew Stark

**Position:** Chief Officer RFS

**Signature:**

A handwritten signature in black ink, appearing to be 'Andrew Stark', written over a horizontal line.

**Date:**

13-2-2018

**Cross Reference SOP/s:**

**Amendments:**