**Public Safety Advisory Committee (PSAC)**

**Application/Use Case**

**Scoping and Data Gathering Template**

**October 10, 2013**

**Task Scope**: PSAC members are being asked to develop “Applications/Use Cases” that will benefit the Public Safety users of the FirstNet system by discipline – Fire, Law Enforcement, and Emergency Medical Services (EMS). Examples are provided in *italics* for each discipline. PSAC members should provide application/use cases by Friday, November 15, 2013, to [PSAC@hq.dhs.gov](mailto:PSAC@hq.dhs.gov). Once PSAC members submit the initial use cases, the PSAC EC will compile and review the input and provide to FirstNet for review.

| **Discipline**  Fire  EMS  Law Enforcement | **Interface/ Application/ Capability** | **Priority Level**  **High**  (Launch, Year 1)  **Medium**  (Year 2-3)  **Low**  (Year 3+) | **Existing App or Conceptual** | **Use of Network** (Yes or No) | **General Description** | **Use Case**  **General Comments Working Group Feedback** |
| --- | --- | --- | --- | --- | --- | --- |
| *Fire* | *Enhanced integration of location based data sources* | *HIGH* | *EXISTING & Enhanced integration and functionality is CONCEPTUAL* | *Yes* | *Capability integrates data from a variety of different information resources to provide a more cohesive and complete representation of an incident location. Capability would enhance situational awareness and firefighter safety.* | *Many current Computer-Aided Dispatching (CAD) systems provide a variety of data regarding locations including, hazards, warnings, or persons in need of special assistance, previous calls for services, occupancy information etc. Additionally, information from SMART911 systems (entered by owners/managers) can also be transmitted/accessed via wireless connectivity. On demand Fire Records Management Systems (RMS) and Geographic Information Systems (GIS) and as well as other government/commercial entities (e.g. Tax, Utilities, and Business Use systems) provide additional details in text and image formats. Upon dispatch to a call for services, the CAD systems would provide active alert and warning information about the incident location and indicate the presence of other data from other connected/integrated systems. RMS can provide more details about the firefighting preplans, building construction, hydrant/standpipe locations, status and capacity, storage of materials, chemical or substances that may create hazards for firefighting and previous fire inspection records. On demand access to GIS information can provide locations of utility pipelines, capacity, routes, shutoffs, floor plans, etc. Additionally, if the building incorporates Smart Technology with active and passive sensors, the Incident Commander should be able to access the building systems to interrogate the various sensor systems and cameras for enhanced situational awareness.* |
| *EMS* | *CAD System Mutual Aid* | *HIGH* | *CONCEPTUAL* | *No* | *Application which will interface with agency CAD system and allow authorized mutual aid and automatic aid personnel to view CAD system incident data for the call to which they are assigned. This is an interim step prior to full CAD to CAD integration and data sharing. Sharing mobile data application client among agencies does not work well if multiple apps are present.* | *Rescue 61 from City #B is responding to assist Rescue 1 from City #A. Each city has their own dispatch center and their own CAD system. The mobile data computer CAD clients are different between both agencies. Rescue 61 accesses a Mutual Aid Application and is able to see the dispatch and incident information for the specific call that Rescue 1 is handling, including the incident location, cross streets, updated information, status notes, etc. They do this by entering the Rescue 1 run number into the application - which they received at the time of dispatch from their own PSAP.* |
| *Law Enforcement* | *Integrated In-Vehicle Navigation/ Mapping/Location Resources* | *Medium* | *Existing/ Enhanced integration and functionality is conceptual* | *Yes* | *Enhanced integration of Computer-Aided Dispatch (CAD), Global Positioning System (GPS) navigation, Geographic Information System (GIS) mapping and location rich database accessed via FirstNet and local networks will allow expedient, safer, and more informed responses for public safety personnel.* | *Currently, GIS and mapping enabled CAD systems offer location based data sources to dispatchers and in some cases these capabilities are present in mobile data devices used by field resources. In-vehicle navigation using rich data sources is the exception. Law enforcement vehicles would receive information from the CAD system containing mapping and navigation data via a wireless resource which would then be used to provide the best “real time” routing” for the law enforcement resource(s). The routing algorithms would gather real time information from local/state Traffic Management Systems (TMS) and provide turn-by-turn instructions (voice annunciation) and real time mapping in vehicle avoiding construction, traffic slowdowns, accidents, etc. The applications/interfaces would also integrate with the TMS’s signalization systems to provide clear path (green lights) along the preferred route(s) and would provide collision avoidance warnings when two or more public safety vehicles operating in emergency mode approach the same intersection or roadway segment. Dispatchers and supervisors would be provided on demand tracking and status of responding vehicles. Upon reaching proximity of the response location, additional location based hazard information; (e.g. known offenders, high risk locations, and special needs/circumstances), traffic/security camera feeds would become available for on-demand access. Automatic status updates would be processed by the CAD based upon GPS positioning of the responding vehicle.* |
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