

Delta Air Lines, Inc.
New York, NY
March 5, 2015
DCA15FA085

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 12

ARFF Statements

16 Pages

HAND WRITTEN MEMORANDUM

PA 2265 / 07-10

To: James Munday, LGA Operation Manager

From: Joseph Marino, LGA ARFF Captain

Date: 03/06/15

At time and place of occurrence, the undersigned responded in the Port Authority ARFF Captains vehicle from Hangar 7 to the incident location for a transmitted Alert 3. I arrived just behind the ARFF Stair Truck. Upon my arrival, I observed an MD-88 aircraft on the seawall at approximately a 90 degree angle off of Runway 13-31 just north of the 5000 foot marker. ARFF trucks were engaged in foam operations and an evacuation by the aircraft by ARFF via the over the wing exit (natural opening) on the number 2 side was in progress. The tail cone was separated from the aircraft and passengers were being evacuated by ARFF via this natural opening as well. I engaged Sgt Geary and requested an immediate initial size up report. Sgt Geary advised me that there appeared to be no fire event, and the aircraft had a running fuel leak from the wing on the number 1 side. A foam blanket was being dispersed to reduce the fire hazard. I advised the Sgt that when able, initiate a primary search for fire and for non- ambulatory passengers who may still be on the aircraft. Sgt Geary advised me that the evacuation was complete and the primary searched were under way. I communicated this information to La Guardia Police Desk via my 800 mhz radio. Sgt Geary advised me that the primary search was complete with negative results. I advised Sgt Geary to initiate a secondary search and report back to me. This information was transmitted via 800 mhz. Sgt Geary reported to me that the secondary searches were complete with negative results. I communicated this information to the Police Desk via 800 mhz radio. I advised Sgt Geary that I will be reporting in with the Incident Commander. I reported a temporary command post East of Truck 1 location and made an announcement s of the temporary command post to the LaGuardia Desk via my 800 mhz radio. I gave the Incident Commander a briefing as to what operations have occurred and what is currently being done. I requested a hose relay from the FDNY as well as a response from FDNY HazMat to assist in mitigating the fuel leak. The Incident Commander advised me that a mobile command post has arrived on scene. I was directed to report to the IC Post. All emergency service and operation heads assembled in the command post and the continuity of the operation was maintained throughout the remainder of the event.

Subject: Respectfully Submitted

[Redacted signature block]

[Redacted name block]

[Redacted]

[Redacted]

Signature

[Redacted]

I have read and am familiar with this report

(Supervisor – Superior)

(To be used for handwritten reports only)

REPORT OF INVESTIGATION

To: Capt Marino

From: PO Richard Stock

Date: 3/5/15

Subject: Case # 15A-2663

At time and place of occurrence I responded
an alert 3 as Driver of Truck #2. When I arrived
on scene I saw a Delta airline on the berm
adjacent to Runway 13. As the driver of Truck 2
I administered foam to the leaking fuel underneath the
port side wing.



Signature [Redacted] # [Redacted]

I have read and am familiar with this report

(Supervisor - Superior)

HAND WRITTEN MEMORANDUM **PA 2265 / 07-10**

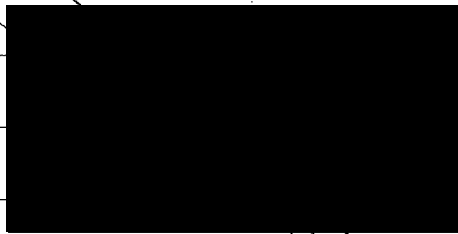
To: Captain Marino

From: P.O. B. Vitale [REDACTED]

Date: 3-5-15

Subject: Case # 15A-2663

On the above date at 1107 hours, I responded in emergency truck #2 to an Alert 3 condition at LGA Airport. Upon arrival to the scene I noticed a Delta MD88 jet on the embankment alongside runway 13. While assessing the scene I donned my PPE and approached said aircraft to assist in the rescue of passengers and any potential threat of fire.



Signature [Handwritten Signature] [REDACTED]

I have read and am familiar with this report _____
(Supervisor – Superior)

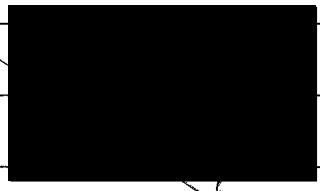
(To be used for handwritten reports only)

PORT AUTHORITY OF NY & NJ

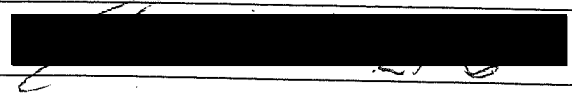
LABORERS

To: Capt. Marino
From: PO T. Porcillo
Date: 3/5/15
Subject: 15A-2663

On the above date at 1107 I responded in the LGA Straitruck to a declared Alert 3. Upon arrival I observed a Delta MO PB on the berm adjacent to runway 13. After exiting the straittruck I donned my PPE and assisted in the rescue of passengers from the plane.



Signature



I have read and am familiar with this report

(Supervisor - Superior)

HAND WRITTEN MEMORANDUM

PA 2265 / 07-10

To: Capt. Marino

From: PO Robert Persandi # [redacted]

Date: 3/5/15

Subject: Case # 15A-2663 - 'Alert 3'

AT Time place of occurrence, Undersigned PO responded to an Alert 3 on Tract #4, Turroperator position. When we arrived on the scene, I saw a Delta Airlines Aircraft crashed into the berm north of runway 13. I went over to the aircraft and started helping passengers off the plane and then did a secondary check of the aircraft to make sure no one was on the plane.

[redacted]

[redacted]

Signature PO Persandi # [redacted] [redacted]

I have read and am familiar with this report

(Supervisor - Superior)

(To be used for handwritten reports only)

PORT AUTHORITY OF NY & NJ

14 0215 11511

To: Capt. Marino

From: P.O. J. ERNST [REDACTED]

Date: 3/5/15

Subject: Case # 15A-2663 - 'Alert 3'

At time place of occurrence, Undersigned P.O. responded to an Alert 3 on Truck #4, handline position. When we arrived on the scene I saw a Delta Airlines Aircraft crashed into the berm North of Runway 13. I brought a ladder over to the plane to facilitate the deplaning of passengers & assisted as well.

[REDACTED SIGNATURE]

Signature P.O. J. ERNST [REDACTED]

I have read and am familiar with this report

(Supervisor - Superior)

PORT AUTHORITY OF NY & NJ

LABORERS UNION

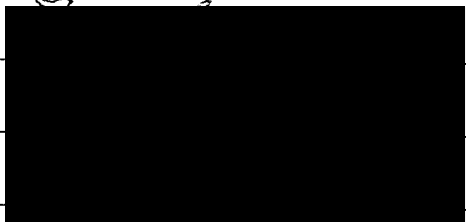
To: Capt Marino

From: Po Frank MISA

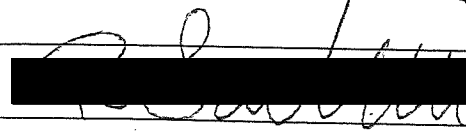
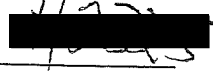
Date: 3/5/15

Subject: ISA - 2663

At Time place of occurrence, I was assigned to truck number 3 turret. upon arrival on scene I observed a DELTA Aircraft on the Birm adjacent to runway 13. Po McKenna and Myself set up a ladder on the Starboard wing and assisted with evacuation of passengers. we also did a primary and secondary search of aircraft.

Po


Signature

I have read and am familiar with this report

(Supervisor - Superior)

REPORT OF INCIDENT OR ACCIDENT

From: P.O. Pasquale DiViscotti

To: Capt. Marino, Commanding Officer LCA A117

Date: March 5th, 2015

Subject: Alert 3 case # 15A2663

AT TIME AND PLACE OF OCCURRENCE, NOTIFIED OF ALERT #3 OF AIRCRAFT, RUNWAY 13. AS OPERATOR OF TRUCK #3, I RESPONDED OUT TO SCENE. UPON ARRIVAL, FOUND AIRCRAFT UP ON THE BEAM PARALLEL TO THE RUNWAY. I PLACED MY VEHICLE BETWEEN TRUCKS 2 AND 1. MY CREW EXITED VEHICLE TO ASSIST IN THE RESCUE OF THE PASSENGERS AND AIRLINE CREW. PORT WING WAS LEAKING FUEL. I DISCHARGED BEAM OVER PORT WING.

Signature

[Redacted Signature]

I have read and am familiar with this report

(Supervisor - Superior)

PORT AUTHORITY OF NY & NJ

LABORATORY

To: Captain Marino

From: P.O. Michael McKenna #11489

Date: 3/5/15

Subject: Case # 15A-2663

On the above date at 1107, responded to an aircraft alert on Runway 13. Upon arrival on scene myself and P.O. Misa assisted with aircraft evacuation, by laddering starboard wing and also conducted primary and secondary searches of aircraft after evaluation was complete.

P.O. # [redacted]
[redacted]

Signature [redacted]

I have read and am familiar with this report

(Supervisor - Superior)

HANDWRITTEN REPORT

12 0215 15 10

To: ARFF CAPT. MARINO

From: PO APP CHARLES [REDACTED]

Date: 3/5/15

Subject: CASE # 15AR663

ON THURSDAY 3/5/15 I WAS ASSIGNED TO HANDLINE TRUCK #3. AT 1107 HRS RECEIVED A CALL FOR ALERT 3 FOR AN AIRCRAFT IN DISTRESS AT THE BERM ADJACENT TO RUNWAY 13. UPON ARRIVAL, DONNED PERSONAL PROTECTIVE EQUIPMENT AND IMMEDIATELY WENT TO TAIL SECTION OF THE AIRCRAFT TO ASSIST PASSENGER EVACUATION.

Signature

PO [REDACTED]

I have read and am familiar with this report

(Supervisor - Superior)

STANDARD FORM NO. 64 (REV. 11-29-61)

To: Captain Marino

From: P.O. Franklin, D

Date: 3/5/15

Subject: Case #15A-2663

At time and place of occurrence I responded to the assigned incident as Driver Truck #4. Upon arrival I saw a Delta Airplane on the ramp adjacent to runway 13. As driver of Truck #4 I administered foam to the leaking area where fuel was spilling out underneath the airplane

Signature

[Redacted Signature]

I have read and am familiar with this report

(Supervisor - Superior)

HAND WRITTEN MEMORANDUM

PA 2265 / 07-10

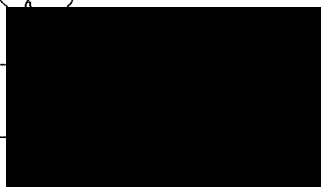
To: Captain Marino

From: Sgt. Patrick Lenihan

Date: 3/5/15

Subject: LGA ARFF: 15A-2663

At TPO, the undersigned Crew Chief responded in Truck #2 to an alert 3 of an aircraft off of Runway #13. Upon arrival on the scene I observed Delta #N909DL up on the berm through the fencing adjacent to Runway 13. The MD88 aircraft was leaking fuel heavily from under the port side wing. The LGA Cadre personal immediately began assisting with an evacuation. A foam blanket was put down on top of the leaking fuel spill and wing. As per the tower, I communicated with the pilot who informed me that the aircraft's power was shut down and there were not any reported injuries to him. The pilot then evacuated the aircraft. A foam blanket was applied to the leaking fuel. After the evacuation we continued to monitor the situation as a fire watch.



Signature [Redacted Signature]

I have read and am familiar with this report

(Supervisor – Superior)

HAND WRITTEN MEMORANDUM

PA 2265 / 07-10

To: Captain Marino

From: Sgt. John Rice

Date: 3/5/15

Subject: LGA ARFF: 15A-2663

At TPO, the U/S Crew Chief responded in Truck #1 to Alert of reported aircraft into the fence off of Runway #13, possibly leaking fuel. Upon arrival on scene we (Sgt.'s Lenihan and Geary) observed Delta #N909DL up the berm through the fencing adjacent to Runway 13. The MD80 aircraft was leaking fuel heavily from under the port side wing. We instructed Trucks #2 and #3 to put down a foam blanket on top of the leaking fuel spill and wing. The U/S assisted in helping passengers deplaning off of the starboard wing. All passengers appeared to exit safely. We continued to monitor and contain leaking fuel and maintained fire watch during continuing investigation.

Sgt.

[Redacted]

#
[Redacted]

Signature

Sgt. John Rice
[Redacted]

I have read and am familiar with this report

(Supervisor – Superior)

HAND WRITTEN MEMORANDUM

PA 2265 / 07-10

To: Captain Marino

From: Sgt. Kevin Geary

Date: 3/5/15

Subject: LGA ARFF: 15A-2663

At TPO, the U/S Crew Chief responded in Truck #1 to Alert of reported aircraft into the fence off of Runway #13, possibly leaking fuel. Upon arrival on scene we (Sgt.'s Lenihan and Rice) observed Delta #N909DL up the berm through the fencing adjacent to Runway 13. The MD80 aircraft was leaking fuel heavily from under the port side wing. We instructed Trucks #2 and #3 to put down a foam blanket on top of the leaking fuel spill and wing. The U/S directed personel, and oversaw the evacuation of passengers and crew. We continued to monitor and contain leaking fuel and maintained fire watch during continuing investigation.

[Redacted]

[Redacted]

Signature

[Handwritten signature and redacted name]

I have read and am familiar with this report

(Supervisor – Superior)

(To be used for handwritten reports only)

HAND WRITTEN MEMORANDUM

PA 2265 / 07-10

To: Captain Marino

From: P.O. Brian Parker #2240

Date: 3/5/15

Subject: LGA ARFF 15A-2663 ALERT 3

At time place of occurrence the below undersigned responded to a call alert 3 as a handline operator on truck 2. When arriving on scene at the berm adjacent to runway 13, I noticed a Delta aircraft who crashed into the berm leaking fuel. I responded to assist the passengers and crew off the plane at the tail of the aircraft safely.

PO
[Redacted]

#
[Redacted]

END
[Redacted]

PO
[Redacted]

P. Parker
[Redacted]

Signature

I have read and am familiar with this report

(Supervisor – Superior)

(To be used for handwritten reports only)