

DCA01MA034
March 29, 2001
Aspen, CO

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C.

ATTACHMENT 10

Sardy Field ARFF Documentation

(11 pages)

Aspen Fire Protection District

Incident Report
2001-000078-000

Printed: 05/02/2001 15:44:50

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Basic

Alarm Date and Time	19:00:00	Thursday, March 29, 2001
Arrival Time	19:08:00	
Controlled Time	19:38:00	
Last Unit Cleared Date and Time	03:00:00	Friday, March 30, 2001
Response Time	0:08:00	
Priority Response	Yes	
Fire Department Station	AP	
Shift	A	
Incident Type	135 - Aircraft fire	
Aid Given or Received	4 - Automatic aid given	
Mutual Aid Department	ARFF	
Their Incident Number	0000078	
Alarms	1	
Action Taken 1	11H - Extinguish Hand lines	
Action Taken 2	43 - Hazardous materials spill control and confinement	
Action Taken 3	57 - Provide light or electrical power	
Apparatus - Suppression	7	
Personnel - Suppression Personnel	30	
Property Loss	\$0.00	
Contents Loss	\$0.00	
Property Value	\$0.00	
Contents Value	\$0.00	
Hazardous Material Released	0 - Special hazmat actions required or spill greater than 55 gallons	
Property Use	961 - Highway or divided highway	
Location Type	Address	
Address	36000 E Hwy 82 HWY	
City, State Zip	Aspen, CO 81611	
District	FDZ13	

Aircraft - 1

Alert Type	4
Manufacturer	Gulf Stream Aircraft
Aircraft Type	Jet
Engine Type	1
Fuel Type	1
Insured Value	\$0.00
Loss Value	\$0.00

Fire

Cause of Ignition	0 - Cause, other
Human Factors	None

Hazmat

Outside of Structure	1
Hazmat Action Taken 1	13 - Hazmat spill control and confinement
Cause of Release	2 - Unintentional release
Factors Contributing To Release 1	71 - Collision, overturn, knockdown
Mitigating Factors 1	13 - Released into wildland/wetland area
Mitigating Factors 2	23 - Combination of release and fire impeded mitigation



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Hazmat

Disposition 4 - Released to county agency
 Mobile Equipment Type 54 - Commercial jet: fixed wing

Apparatus - E5

Apparatus ID E5
 Response Time 0:08:00
 Apparatus Dispatch Date and Time 19:00:00 Thursday, March 29, 2001
 En route to scene date and time 19:00:00 Thursday, March 29, 2001
 Apparatus Arrival Date and Time 19:08:00 Thursday, March 29, 2001
 Apparatus Clear Date and Time 03:00:00 Friday, March 30, 2001
 Apparatus priority response Yes
 Apparatus Use 1
 Apparatus Action Taken 1 11H - Extinguish Hand lines
 Apparatus Action Taken 2 57 - Provide light or electrical power
 Apparatus Action Taken 3 24 - Recover body
 Apparatus Type 11 - Engine

Apparatus - E6

Apparatus ID E6
 Response Time 0:08:00
 Apparatus Dispatch Date and Time 19:00:00 Thursday, March 29, 2001
 En route to scene date and time 19:00:00 Thursday, March 29, 2001
 Apparatus Arrival Date and Time 19:08:00 Thursday, March 29, 2001
 Apparatus Clear Date and Time 03:00:00 Friday, March 30, 2001
 Apparatus priority response Yes
 Apparatus Use 1
 Apparatus Action Taken 1 11H - Extinguish Hand lines
 Apparatus Action Taken 2 57 - Provide light or electrical power
 Apparatus Action Taken 3 24 - Recover body
 Apparatus Type 11 - Engine

Apparatus - TND1

Apparatus ID TND1
 Response Time 0:07:00
 Apparatus Dispatch Date and Time 19:00:00 Thursday, March 29, 2001
 En route to scene date and time 19:00:00 Thursday, March 29, 2001
 Apparatus Arrival Date and Time 19:08:00 Thursday, March 29, 2001
 Apparatus Clear Date and Time 03:00:00 Friday, March 30, 2001
 Apparatus priority response Yes
 Apparatus Personnel Amount 1 \$0.00
 Apparatus Personnel Amount 2 \$0.00
 Apparatus Use 1
 Apparatus Action Taken 1 11H - Extinguish Hand lines
 Apparatus Action Taken 2 43 - Hazardous materials spill control and confinement
 Apparatus Action Taken 3 57 - Provide light or electrical power
 Apparatus Type 14 - Tanker & pumper combination

Apparatus - R7

Apparatus ID R7



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Apparatus - R7

Response Time	0:07:00	
Apparatus Dispatch Date and Time	19:00:00	Thursday, March 29, 2001
En route to scene date and time	19:00:00	Thursday, March 29, 2001
Apparatus Arrival Date and Time	19:08:00	Thursday, March 29, 2001
Apparatus Clear Date and Time	03:00:00	Friday, March 30, 2001
Apparatus priority response	Yes	
Apparatus Personnel Amount 1	\$0.00	
Apparatus Personnel Amount 2	\$0.00	
Apparatus Use	1	
Apparatus Action Taken 1	11H - Extinguish Hand lines	
Apparatus Action Taken 2	43 - Hazardous materials spill control and confinement	
Apparatus Action Taken 3	57 - Provide light or electrical power	
Apparatus Type	71 - Rescue unit	

Apparatus - R1

Apparatus ID	R1	
Response Time	0:07:00	
Apparatus Dispatch Date and Time	19:00:00	Thursday, March 29, 2001
En route to scene date and time	19:00:00	Thursday, March 29, 2001
Apparatus Arrival Date and Time	19:08:00	Thursday, March 29, 2001
Apparatus Clear Date and Time	03:00:00	Friday, March 30, 2001
Apparatus priority response	Yes	
Apparatus Personnel Amount 1	\$0.00	
Apparatus Personnel Amount 2	\$0.00	
Apparatus Use	1	
Apparatus Action Taken 1	11H - Extinguish Hand lines	
Apparatus Action Taken 2	43 - Hazardous materials spill control and confinement	
Apparatus Action Taken 3	57 - Provide light or electrical power	
Apparatus Type	60 - Support apparatus, other	

Apparatus - R2

Apparatus ID	R2	
Response Time	0:07:00	
Apparatus Dispatch Date and Time	19:00:00	Thursday, March 29, 2001
En route to scene date and time	19:00:00	Thursday, March 29, 2001
Apparatus Arrival Date and Time	19:08:00	Thursday, March 29, 2001
Apparatus Clear Date and Time	03:00:00	Friday, March 30, 2001
Apparatus priority response	Yes	
Apparatus Personnel Amount 1	\$0.00	
Apparatus Personnel Amount 2	\$0.00	
Apparatus Use	1	
Apparatus Action Taken 1	11H - Extinguish Hand lines	
Apparatus Action Taken 2	43 - Hazardous materials spill control and confinement	
Apparatus Action Taken 3	57 - Provide light or electrical power	
Apparatus Type	92 - Chief officer car	

Apparatus - J4

Apparatus ID	J4	
Response Time	0:07:00	



Apparatus - J4

Apparatus Dispatch Date and Time	19:00:00	Thursday, March 29, 2001
En route to scene date and time	19:00:00	Thursday, March 29, 2001
Apparatus Arrival Date and Time	19:08:00	Thursday, March 29, 2001
Apparatus Clear Date and Time	03:00:00	Friday, March 30, 2001
Apparatus priority response	Yes	
Apparatus Personnel Amount 1	\$0.00	
Apparatus Personnel Amount 2	\$0.00	
Number of People	30	
Apparatus Use	1	
Apparatus Action Taken 1	11H - Extinguish Hand lines	
Apparatus Action Taken 2	43 - Hazardous materials spill control and confinement	
Apparatus Action Taken 3	57 - Provide light or electrical power	
Apparatus Type	60 - Support apparatus, other	
Personnel 1	108 - BALENTINE, RICK	
	Position: FF	
Personnel 2	130 - BAUER, FRANK	
	Position: FF	
Personnel 3	101 - BENTON, BRIAN	
	Position: CAPT	
Personnel 4	102 - BESTIC, JEFF	
	Position: FF	
Personnel 5	122 - CURTIS, LANNY	
	Position: FF	
Personnel 6	131 - ELLERBROOK, CARL	
	Position: FF	
Personnel 7	085 - ELLIOT, BLAIR	
	Position: C/TO	
Personnel 8	121 - FREDERICKS, JOE	
	Position: FF	
Personnel 9	087 - GRABER, JESS	
	Position: FF	
Personnel 10	066 - GROB, DARRYL	
	Position: FC	
Personnel 11	132 - HAISFIELD, MICHAEL	
	Position: FF	
Personnel 12	099 - HAMAN, MIKE	
	Position: FF	
Personnel 13	124 - HOLLOWAY, ROY	
	Position: FF	
Personnel 14	133 - HOPKINS, CHRIS	
	Position: FF	
Personnel 15	050 - LITTLE, CLIFF	
	Position: SO	
Personnel 16	134 - LYONS, MICHAEL	
	Position: FF	
Personnel 17	046 - MCENTEER, BILL	
	Position: CAPT	
Personnel 18	136 - MEYER, LAURA	
	Position: FF	



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Apparatus - J4

Personnel 19	104 - MOON, ORRIN D Position: DC
Personnel 20	137 - NEAL, MATTHEW Position: FF
Personnel 21	139 - PETERSON, KRIS Position: FF
Personnel 22	140 - SCHILLER, DREW Position: FF
Personnel 23	116 - SCHUBERT, JAN Position: FF
Personnel 24	082 - SIMMONS, JACK Position: CAPT
Personnel 25	141 - SMIDDY, KEVIN Position: FF
Personnel 26	076 - VAN WALRAVEN, EDWARD C Position: FM
Personnel 27	127 - WATSON, DAVID Position: FF
Personnel 28	113 - WILCOX, MIKE Position: FF
Personnel 29	114 - WISENER, GREG W Position: CAPT
Personnel 30	128 - ZACHARY, MARC Position: CAPT

Authority

Reported By	066 - GROB, DARRYL 08:29:22 Friday, March 30, 2001
Officer In Charge	104 - MOON, ORRIN D 08:29:33 Friday, March 30, 2001
Reviewer	104 - MOON, ORRIN D 15:43:37 Wednesday, May 2, 2001

Narratives

Narrative Name	New Narrative
Narrative Type	Incident
Narrative Date	08:30:07 Friday, March 30, 2001
Narrative Date	066 - GROB, DARRYL
Author Rank	FC
Author Assignment	1
Narrative Text	At 1900 hours on Thursday March 29, 2001 we were dispatched to an aircraft fire. Three units were assigned to this incident. We arrived on scene at 1908 hours and cleared at 0300 hours. The incident occurred at 36000 Hwy 82 Hwy, Aspen in District FDZ13. The general description of this property is highway or divided highway. The primary task(s) performed at the scene by responding personnel was extinguishment. Other special haz mat actions were also taken. Automatic aid was given on this incident.

Gulfstream III crash w/ 18 fatalities.



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Narratives

Alarm number 0000078 has been assigned to this incident.

Call was a alert 3 (plane crash) with fire next to the airport. We responded and found a passenger plane wreckage on the hill next to hwy 82. A small fire in the fuselage of the wreckage, with 2-3 foot flames. We extinguished the fire with class B foam and conducted a primary and secondary search for live victims. We found a fuel spill during the extinguishment of the fire and set up containment of the jet fuel in the area of the wing wreckage.

The scene was turned over to Pitkin County Sheriffs Office and we stood by with lights and equipment to assist with body removal.

End of Report



ASPEN FIRE DEPARTMENT

Date: 06/27/01 Time: 16:51

PAGE: 000001

Requested By: ROMERO, BRUCE LAME

I N C I D E N T R E C A L L

Incident Time Type Pri Dispo Address Location Beat Team/Dist Area Bldg Apt Callers Name Callers Address Callers Phone P-unit Date Time Operator Close

01/03/29 18:53 ALER3 1 CL 2 E AIRPORT RD SARDY FIELD AF AFD 205 8 DOHERTY, CHIP 505 8 AFAMA 01/03/30 03:48 CO194

02/03/29 19:04 Fire ambulance CHANGED From:00554 timed out queue u To: To:A2

01/03/29 19:04 Response Type CHANGED From: AFASPE1 AFAAMI AFARFF location is SARDY FIELD

01/03/29 19:04 Units Recommended AFASPE1 AFAAMI AFARFF location is SARDY FIELD

01/03/29 19:05 AFASPE1 EN location is SARDY FIELD

01/03/29 19:05 AFARFF EN location is SARDY FIELD

01/03/29 19:05 AFAAMI EN location is SARDY FIELD

01/03/29 19:05 Primary unit CHANGED From: location is SARDY FIELD

01/03/29 19:05 DAVID MARLOW, BUS STOPPED location is SARDY FIELD

01/03/29 19:06 AFAM5 EN location is SARDY FIELD

01/03/29 19:07 AFAM5 EN location is SARDY FIELD

01/03/29 19:08 AFAM4 EN location is SARDY FIELD

01/03/29 19:09 Units Recommended AFASPE2 AFANOMOR location is SARDY FIELD

01/03/29 19:09 AFAAMI OS location is SARDY FIELD

01/03/29 19:10 684 ON SCENE, location is SARDY FIELD

01/03/29 19:10 AFAT1 EN location is SARDY FIELD

01/03/29 19:10 AFAE5 EN location is SARDY FIELD

01/03/29 19:10 AFAE5 OS location is SARDY FIELD

01/03/29 19:12 AFAE8 EN location is SARDY FIELD

01/03/29 19:13 AFAE5 OS location is SARDY FIELD

01/03/29 19:14 MODE 1, 681, STAGING BY MEDIC 4 CHANGED From:A2

01/03/29 19:15 Response Type location is SARDY FIELD

01/03/29 19:15 AFAR7 EN location is SARDY FIELD

01/03/29 19:15 AFAR7 OS location is SARDY FIELD

01/03/29 19:16 AFA610 EN location is SARDY FIELD

01/03/29 19:16 AFA610 OS location is SARDY FIELD

01/03/29 19:16 AFA610 OS location is SARDY FIELD

01/03/29 19:16 AFA610 CO location is SARDY FIELD

01/03/29 19:19 303 SUBJECT CORP 818 841 6190, 661478 3633, NEW

01/03/29 19:24 CORONER PAGED, ALERT 3 PAGED

01/03/29 19:40 NTSB 303 361 0600

Date Time Operator

01/03/29 19:03 IN FRM- TO-CO194

01/03/29 19:03 GULF STREAM, ETA

01/03/29 19:03 Alias ALERT3 Entered for Type ALER3

01/03/29 19:03 SHALE BLUFFS,

01/03/29 19:04 Fire ambulance CHANGED From:00554 timed out queue u To: To:A2

01/03/29 19:04 Response Type CHANGED From: AFASPE1 AFAAMI AFARFF location is SARDY FIELD

01/03/29 19:04 Units Recommended AFASPE1 AFAAMI AFARFF location is SARDY FIELD

01/03/29 19:05 AFASPE1 EN location is SARDY FIELD

01/03/29 19:05 AFARFF EN location is SARDY FIELD

01/03/29 19:05 AFAAMI EN location is SARDY FIELD

01/03/29 19:05 Primary unit CHANGED From: location is SARDY FIELD

01/03/29 19:05 DAVID MARLOW, BUS STOPPED location is SARDY FIELD

01/03/29 19:06 AFAM5 EN location is SARDY FIELD

01/03/29 19:07 AFAM5 EN location is SARDY FIELD

01/03/29 19:08 AFAM4 EN location is SARDY FIELD

01/03/29 19:09 Units Recommended AFASPE2 AFANOMOR location is SARDY FIELD

01/03/29 19:09 AFAAMI OS location is SARDY FIELD

01/03/29 19:10 684 ON SCENE, location is SARDY FIELD

01/03/29 19:10 AFAT1 EN location is SARDY FIELD

01/03/29 19:10 AFAE5 EN location is SARDY FIELD

01/03/29 19:10 AFAE5 OS location is SARDY FIELD

01/03/29 19:12 AFAE8 EN location is SARDY FIELD

01/03/29 19:13 AFAE5 OS location is SARDY FIELD

01/03/29 19:14 MODE 1, 681, STAGING BY MEDIC 4 CHANGED From:A2

01/03/29 19:15 Response Type location is SARDY FIELD

01/03/29 19:15 AFAR7 EN location is SARDY FIELD

01/03/29 19:15 AFAR7 OS location is SARDY FIELD

01/03/29 19:16 AFA610 EN location is SARDY FIELD

01/03/29 19:16 AFA610 OS location is SARDY FIELD

01/03/29 19:16 AFA610 OS location is SARDY FIELD

01/03/29 19:16 AFA610 CO location is SARDY FIELD

01/03/29 19:19 303 SUBJECT CORP 818 841 6190, 661478 3633, NEW

01/03/29 19:24 CORONER PAGED, ALERT 3 PAGED

01/03/29 19:40 NTSB 303 361 0600

01/03/29 19:43 HILLARY ENROUTE
 01/03/29 19:45 NTSB NOTIFIED, 425 227 1999
 01/03/29 19:50 AVH GETTING RED CROSS TO RESPOND TO BC AND 62 WITH FOOD AND WATER
 01/03/29 19:59 AFARFF OS location is SARDY FIELD
 01/03/29 19:59 AFAMA OS location is SARDY FIELD
 01/03/29 19:59 AFASPF1 OS location is SARDY FIELD
 01/03/29 19:59 APAT1 OS location is SARDY FIELD
 01/03/29 19:59 APAE9 OS location is SARDY FIELD
 01/03/29 20:22 CINDY MOHAT ENROUTE
 01/03/29 20:39 WEBB CRANE IS AVAILABLE FOR DEBRIS REMOVAL, CALL 471 4040
 01/03/29 20:41 SUMMIT COUNTY 970 468 2968 CORONER

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 STUBBS, SAMANTHA
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To: All ARFF Personnel
Cc: Airport Administration, Aspen Fire Chief
From: Steve Howard, Fire Chief
Subject: ARFF 699 Leaving the Airport Property and Status Reporting
Date: April 5, 2001

Effective immediately, ARFF 699 may leave the Airport Operations Area for downed aircraft emergencies at the discretion of the Crew Chief, with permission of the on-duty Operations Officer (Airport Director approval is not required.) We have not established firm guidelines yet for what a reasonable distance is so we will use the following guideline:

“Any aircraft accident within 1 mile of the airport and along the runway centerline or on any property immediately adjacent to the airport.”

The following steps must be followed:

- 1) The on-duty Operations Officer must contact all of the operational commercial carriers immediately.
- 2) The on-duty Operations Officer must immediately issue a NOTAM stating that the airport’s rescue and firefighting services are out of service with an estimated return to service time.
- 3) The on-duty Operations Officer must notify the Airport Director, Assistant Airport Director and Airside Operations Supervisor as soon as possible by phone and/or digital pager.
- 4) The ARFF Crew Chief must notify the FAA Tower prior to leaving the property and clearly state that until further notice, the ARFF index can not be met.
- 5) ARFF 699 must return to the airport as soon as possible, once the primary ARFF objectives have been met. The primary objective of ARFF is to “assist in the evacuation of aircraft passengers and crew.” This is usually done by establishing an escape corridor and maintaining it until all crew and passengers are evacuated. ARFF 699 may assist in extinguishing any fires that require large quantities of AFFF foam.

I realize that this change may cause some confusion until we work out the details but I trust your skill and knowledge to make the appropriate decisions. If in doubt, respond. Use extreme caution while responding since most of us do not have much experience driving ARFF 699 in traffic on streets and highways.

ARFF 699 should not become involved with other off-airport operations such as deceased victim recovery or fuel spill mitigation. Fire suppression operations will be the responsibility of the Fire District; fuel spills, scene security and incident investigation will be the responsibility of the Pitkin County Sheriff or Aspen PD, and patient/victim issues will be under the authority of Aspen Ambulance and the Pitkin County Coroner's Office.

Response to all other off-airport incidents (structure fires, vehicle fires, fuel spills, etc.) will still require a request for assistance from the responsible agency and approval from the Airport Director or his designee prior to responding. The Airport Director's designee is the highest ranking airport operations person at the airport when the request is made. The general order will be: Peter VanPelt, Ray Krebs, Carrington Brown, Steve Howard, the on-duty Operations Officer.

In order to get a better handle on response times, we are changing the Alert Incident Report Form. The new form will have a place to enter response times. You will have to contact Aspen/Pitkin County Communications (APCCC) on Aspen Fire to have these times recorded. You should contact APCCC at the following times and with the following status changes:

When ARFF 699 leaves the fire Station	ARFF 699 enroute to the Alert
When ARFF 699 is staged at A-3	ARFF 699 staged at Alpha 3
When ARFF 699 is at incident location	ARFF 699 on scene
When ARFF 699 is returning to fire station	ARFF 699 returning to quarters
When ARFF 699 is back in the fire station	ARFF 699 back in quarters
If you leave the airport, advise APCCC	ARFF 699 is leaving the airport
When you return to the airport, advise APCCC	ARFF 699 is back on the airport

These changes are a result of lessons learned from the recent crash and the opportunity to improve. They are not an indication of any mistakes made that night. ARFF 699 was delayed until approval was granted. This was the airport's policy at that time. Our primary focus has been to maintain the safety of the airport for arriving and departing planes. The 5 minute delay had no affect on the outcome of the incident.

This incident identified the difficulty of creating policies that address all possible situations. All of the ARFF crew that responded that night did an outstanding job under very difficult conditions. We can plan and practice continuously for every conceivable occurrence but the real thing will always throw something at us that we didn't think of. The airport has never experienced an incident of this magnitude and may never experience one again. There will be other minor changes made as we take a closer look at lessons learned over the past month.

Thank you for the commitment you make to training and working to maintain our high level of proficiency. Thank you for your efforts over the past month. Take the time to talk with each other and provide support for those most affected by the incident. If you have any question or concerns, call me or stop in to see me. I don't have all the answers but as a group, we will figure it all out and only get better. Thanks again.