

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

**BUR ARFF Incident Report
(4 pages)**

BURBANK / GLENDALE / PASADENA AIRPORT FIRE DEPARTMENT INCIDENT REPORT

DATE: <input type="text" value="3/5/00"/>	RESPONSE INFORMATION	SHIFT ON DUTY: <input type="text" value="A"/>
INCIDENT #: <input type="text" value="0003042"/>		

DESCRIPTION OF EMERGENCY OPERATIONS:

On 3/5/00 at 1811 hrs. Burbank Tower reported an Alert III on a Southwest Airlines 737, Runway 26. All units responding. Upon approaching Runway 26, Crash 1 advised responding units that the aircraft had gone through the Blast Fence and had come to rest on Hollywood Way. All units exited the airport via gate 300. Upon arriving on scene, no smoke or fire was visible. A large majority of the passengers had egressed from the aircraft and were directed by Crash 2 (via PA) to proceed behind the crash vehicles north of the incident. We further observed that the aircraft had sustained extensive damage to it's wings, fuselage and nose gear and prior to coming to rest at its location, struck a Ford Taurus damaging its right side headlight, fender and door. There were small amounts of fuel underneath each wing of the aircraft. A hand line was advanced from Crash 4 and a foam blanket was applied underneath the entire aircraft. Burbank Fire arrived on scene. Rescue 17 crew advanced an additional line into the aircraft for search and rescue. Rescue 17 shut down fuel and electrical systems but were unable to disconnect the aircraft batteries due to the inability to access the nose gear compartment. Rescue 17 then assisted the remaining passengers from the aircraft (approximately 5-6). Airport Police arrived on scene and secured the immediate area. A request was made for an aircraft mechanic

USE CONTINUATION SHEET FOR ADDITIONAL INFORMATION OR COMMENTS

TIME OF INCIDENT: <input type="text" value="1811"/>	ALARM SOURCE: <input type="text" value="Crash Phone"/>
TIME ON SCENE: <input type="text" value="1813"/>	REPORTING PARTY: <input type="text" value="Burbank Tower"/>
TIME TERMINATED: <input type="text" value="1130"/>	CALL BACK: <input type="text"/>
INCIDENT LOCATION: <input type="text" value="Hollywood Way & Burton"/>	

AIRPORT UNITS INVOLVED	<input checked="" type="checkbox"/> C1	<input checked="" type="checkbox"/> G2	<input checked="" type="checkbox"/> G3	<input type="checkbox"/> G3	<input checked="" type="checkbox"/> R-17	<input checked="" type="checkbox"/> S-17	<input checked="" type="checkbox"/> U-17
MUTUAL AID RESPONSE	<input checked="" type="checkbox"/> BURBANK	<input type="checkbox"/> GLENDALE	<input type="checkbox"/> PASADENA	<input type="checkbox"/> LOS ANGELES			

VEHICLE / AIRCRAFT TYPE	<input type="text" value="Boeing"/>		
LICENSE / TAIL NUMBER	<input type="text" value="N668SW"/>		
MAKE / MODEL	<input type="text" value="737"/>		
YEAR: <input type="text" value="Unk"/>	COLOR: <input type="text" value="Gld/Org"/>	SOB: <input type="text" value="142"/>	FUEL QTY: <input type="text" value="1600gals"/>

EMERGENCY PERSONS INVOLVED			
NAME: <input type="text" value="Southwest Airlines"/>	D.O.B.:	<input type="text" value="N/A"/>	
ADDRESS: <input type="text" value="2627 Hollywood Way, Burbank CA 91505"/>	PHONE:	<input type="text" value="818-841-5226"/>	
INJURY / ILLNESS? <input type="text" value="Multiple Minor Injuries"/>			
TREATMENT: <input type="text" value="Triage"/>			
DISPOSITION OF CASE: <input type="text" value="Treatment and Transport"/>			
REFUSED TREAT: <input type="text" value="No"/>	TRANSP.: <input type="text" value="No"/>	TRANSPORTING UNIT: <input type="text" value="Multiple RAs"/>	
CAPTAIN'S SIGNATURE:		DESTINATION: <input type="text" value="St. Josephs Memorial Hospital"/>	
		DATE: <input type="text" value="3/5/00"/>	

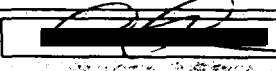
BURBANK / GLENDALE / PASADENA AIRPORT FIRE DEPARTMENT INCIDENT REPORT CONTINUATION SHEET

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to respond and attempt to gain access to the battery compartment. An aircraft mechanic arrived on scene, and with the assistance of Burbank Fire, disconnected the batteries. Burbank PD arrived on scene and assisted in securing the incident site. Crash 4 required reservicing so until Burbank Fire units arrived on scene, Crash 2 laid a resupply line to Crash 4. Upon Burbank Fire's arrival to our location, a resupply line was laid to Crash 2. Chief Benton arrived on scene and was located at the Incident Command Center. Crash 2 then dispatched Eric Clark of Airport Maintenance to return to the Station 17 and return with Utility 17 and the Foam Trailer. Shortly there after, Crash 2 was contacted by Station 17 informing us that Captain Godwin was in station and standing by. Crash 2 informed him that Airport Maintenance was in route to retrieve Utility 17 and the Foam Trailer. He stated that he would assist. In the meantime, a couple of Southwest Airlines employees from LAX arrived on scene and without authorization, removed the Black Box from the Aircraft. Once this was brought to Crash 2's attention, the two individuals were detained by Airport Fire and Burbank P.D. was notified. Burbank P.D. contacted the NTSB via their dispatch. They were told not to allow anyone to remove anything from the crash site. Crash 2 then took possession of the Black Box until the proper authorities arrived on scene. Utility 17 with the Foam Trailer arrived on scene. Crash personnel reserviced Crash 4. Burbank F.D. requested that if we don't have an immediate fuel hazard, could we reduce the amount of foam being applied to the scene because it would overrun their burms and enter the storm drains. Upon securing the Crash site of any immediate hazards, Captain Bruno (Airport Fire) and Captain Mc Duff (Burbank F.D.) were requested to respond to the Incident Command Center. Crash 2 with Firefighter Driotez and Maricelli returned to Station 17 to restore the Airport's fire response index. Once Captain Bruno and Captain Mc Duff arrived they were advised that upon NTSB's arrival and investigation we would be working on a plan to relocate the aircraft on to the airport and clear the debris. They would advise us when this would commence. Crash units then stood by overseeing the immediate area around the crash site and maintaining a foam blanket periodically. It started to rain and the luggage that was removed from the aircraft when gaining access to the batteries were covered with a salvage cover by Airport Fire. NTSB, FAA and Southwest Airlines investigators arrived on scene and began their investigations. The salvage cover placed on the luggage was removed and returned to Airport Fire. Towards the conclusion of NTSB's investigation, Captain Bruno and Captain Mc Duff were requested to return to the Incident Command Center. Upon our arrival, we discussed the next phase of the incident. We were told that an attempt would be made to remove the remaining fuel (approximately 1600 gallons) from the aircraft with the Assistance of Aircraft Services International. We further discussed the positions that Airport Fire and Burbank Fire would take to cover this operation. Two Crash units located on the north side of the incident at the rear of the aircraft would cover the defueling operation by the use of hand lines, one for each wing. Burbank Fire, located on the south side would cover the off rescue side. Another Burbank Engine, just north of Crash units would back up Airport fire. Personnel then returned to their crews and awaited the start of the operation. The Operation was then delayed for approximately 1 hour due to NTSB's investigation. During this period, a demolition crew was allowed in the area to remove debris and a large portion of the damaged perimeter and blast fences. When NTSB was finished, Russell Campbell of ASI along with an assistant entered the area with vehicle for defueling. Southwest Airlines aircraft mechanics were also on scene to assist. All fire rescue personnel assumed stand by positions as previously outlined and the defueling operation began. After approximately 40 minutes, the operation did not yield the desired results. It was thought that the problem maybe that the aircraft need to be leveled off. With that in mind, the Aircraft Salvage Company attached a large cable around the front end of the aircraft and through the use of a giant crane, lifted the front end of the aircraft.

CAPTAIN'S		DATE: 3/5/00
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RESPONSE INFORMATION

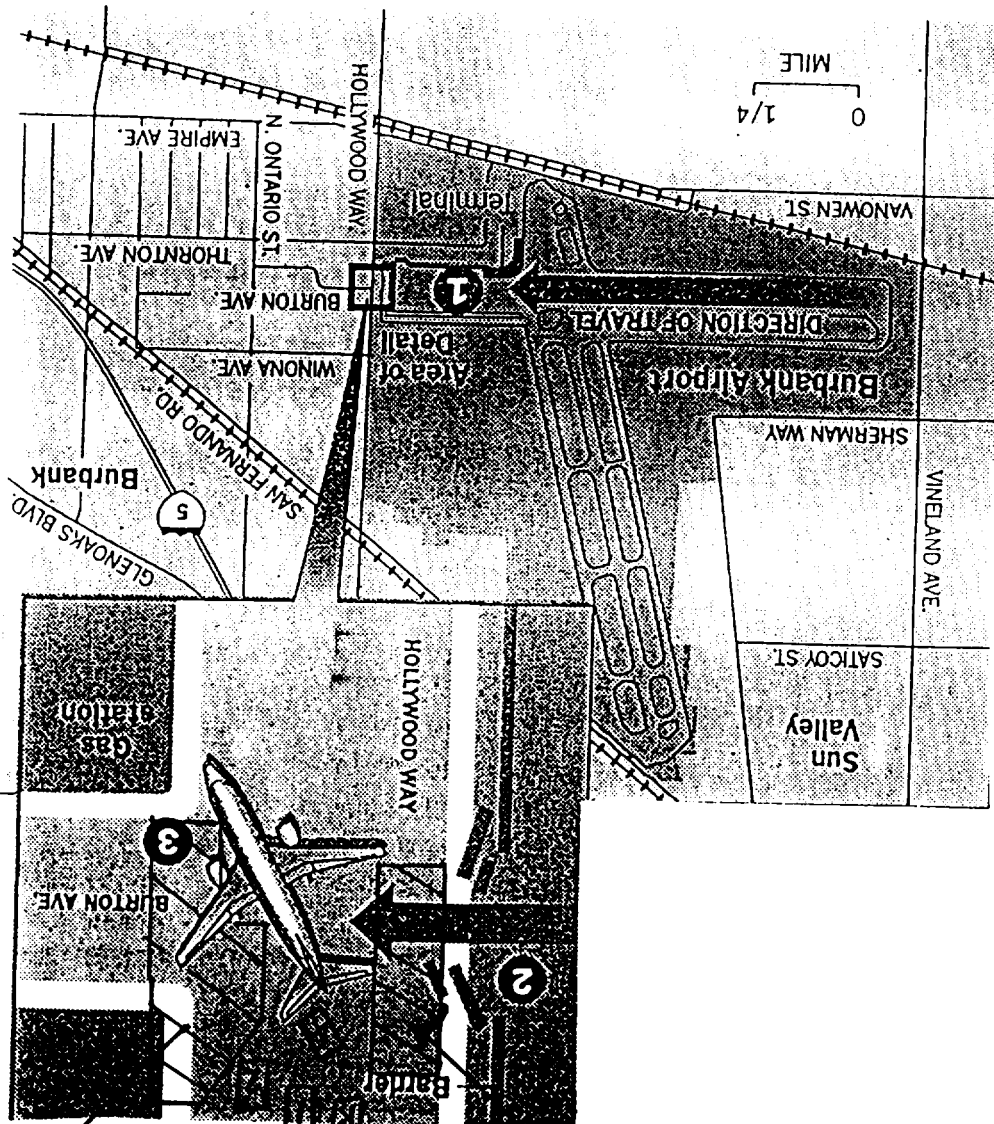
SHIFT ON DUTY: A

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A second attempt was then made to remove the fuel from the aircraft, with the same results. All key personnel returned to the Incident Command Center to discuss Further options. The Aircraft Salvage contractor stated that they could move the aircraft as is and defueling it would not be required. Incident Command agreed and instructed the Aircraft Salvage foreman to begin his operation. In the meantime, the demolition crew working on the perimeter and blast fences was almost finished. Once the Aircraft Salvage Company was ready, they moved the aircraft slowly toward the opening in the perimeter and blast fences. Upon reaching the fence, a second cable was attached to the aircraft. The Salvage company attempted to raise the aircraft but the aircraft lacked stability and it was lowered back to the ground. A shift relief was conducted in the field. "C" Shift relieved "A" Shift. Three members of "C" Shift arrived on scene and two remained in the station. Approximately 30 minutes later, Chief Benton had Firefighter Mc Laughlin relieve Captain Bruno. Captain Bruno returned to quarters. Airport Fire stood by while the Aircraft Salvage Company raised the aircraft and placed it back on the approach end of runway 26. The aircraft was then transported to Mercury Aviation's ramp and parked pending further investigation.

CAPTAIN'S: [Signature] DATE: 3/5/02



Passenger Express

Heavy Debris