

**Appendix K**  
**Hazardous Materials Group Factual**

TSA Notes

**000001**

App. ~~3~~ K

Markham J. Gentile  
DCA02MA053  
Notes

Arrived Tallahassee Airport crash site at approximately 1115 hrs on July 26, 2002. Met with Federal Express Dangerous Goods Corporate ~~Dangerous Goods~~ Manager Patrick Oppenheimer in the Tallahassee Police Command Center. Oppenheimer provided me with a copy of the Federal Express FDRDG screen sheet (Flight DG Summary). This sheet only shows the classification of DG, position on board and the total quantity (in kgs).

Oppenheimer informed me that he arrived on site at approximately 0930 hrs. He showed me copies of 21 pages of what appeared to be Federal Express Notification For Loading of Dangerous Goods (Part B) which were faxed to the crash site at 0711 hours. The copies were too light to read and Oppenheimer said that he did not know if the fault was the Federal Express fax machine in Memphis or the receiving fax on site. The information was refaxed at 0840 hrs., however, only 12 pages were received.

Later on Friday – meeting with Jim Henderson NTSB, Oppenheimer and myself. Oppenheimer informed us the within 5 minutes after the crash, the Captain provided the on-site fire department with the Pilot Notification of Dangerous Goods Form (Part A). Oppenheimer also informed us the Federal Express was going to a new DG information system – possibly Feb. 2003. The new system will be known as Auto DG. The system will make available through electronic means a complete summary of all DG which is on board any particular Federal Express flight. This information will contain a complete DG shipping description. In the event of future incidents any Federal Express facility will be capable of accessing Auto DG and printing a complete list of DG on board any particular flight.

The following is information which I obtained from the DG shipment retrieved from the crash site:

Batteries: Recovered 10 heavily damaged aircraft batteries with markings:

Type SRX 1500P  
Designation  
KH 156 P  
Date  
Ni-Cd  
Soft  
Nife

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Life Raft:

Recovered ~~heavily~~ <sup>damaged</sup> life raft (Life-Saving Appliances, self-inflating.  
Contained a large CO2 tank with markings "R0032-2027".  
Also contained 4 "Signal Distress Day & Night - No.1 Mk 4"

Dewars Container (heavily damaged):

Had bar code tag with markings:

"The Oregon Health Sciences University 235103"

Other markings:

Taylor-Wharton  
SN: 502044-P2  
Part No. ---P-30  
Another part number R006 9C23

1.4S Explosives:

Recovered 3 military metal containers – somewhat damaged.  
Inside each container we recovered 2 "Fuze, Guided Missile".  
Other markings on the "FMU":

Fuze, Guided Missile  
FMU – 156(T-2)/B  
(Functional Trainer)  
PN: 029K9SOCN7960039Z-010  
MFR: 30163  
Serial Number \_\_\_\_\_  
Contract No. JADA S98036  
DOM 2002/07  
NEW: 188mg

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1.4S (continued):

Shipper information recovered from one of the metal containers:

Kaman Dayron  
J.P. Kossler Jr.  
[REDACTED]  
Orlando, FL 32807  
[REDACTED]

On Sat. July 27<sup>th</sup> within 10 minutes after we recovered the three metal containers, I contacted the company using the telephone number listed on the container. Within a few minutes I was able to talk to the Explosive Safety Officer, Don Ceasar For Kaman Dayron. He assured me that each fuze contained a minimal amount of explosive (188 mg) and that they were completely safe to handle. I informed him that although the outer metal containers were damaged, the fuzes showed very little damage.

Two (2) items were recovered from the wreckage that appear to be undeclared DG. The following is the information obtained from those two items:

One 1-gallon metal can (round paint can) (3.78 liters).  
Tempo Aerospace Inc.  
Flammable liquid Class 3  
Paint Related Material UN1263

One 1-gallon metal container (rectangular can) (3.78 liters)  
Tempo Aerospace Inc.  
Flammable liquid Class 3  
Paint Related Material UN1263  
Thinner

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**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Railroad, Pipeline, and Hazardous Materials Investigations**

**ORAL INTERVIEW**

<b>Person Conducting Interview:</b>	<b>Place of Interview:</b>	<b>Date:</b>
<b>Name</b> <u>James E. Henderson</u>	Washington, DC	8/7/02
<b>Code</b> <u>RPH-30</u>		
<b>Title</b> <u>Haz. Mat. Accident Inv.</u>		

<b>Type of Interview:</b>	<b>Location of Interview: (Check one)</b>
<input checked="" type="checkbox"/> Telephone <input type="checkbox"/> Personal	<input checked="" type="checkbox"/> Office <input type="checkbox"/> Field

<b>Name of Person Interviewed:</b>	<b>Title:</b>
Bill Wilkening	Manager

<b>Name and Address of Firm:</b>	<b>Type of Operation:</b>
FAA/ TSA Office of Dangerous Goods And Cargo Security Washington, DC	U.S. Government

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(Statements are paraphrased)

The FAA Office of Dangerous Goods and Cargo Security is "on loan" to the Transportation Security Administration (TSA). Because the money is incorporated in the FAA budget, the FAA still funds the program but the orders come from the TSA. When the program went to TSA, the (Congressional) authority went with it. The TSA plans to have Federal Security Directors at each major airport. That would mean about 460 directors. They also plan to have a DG (specialist?) at each airport with an FSD. That would result in a net of over 300 new DG investigators. They are planning to hire 200 in the near future, and the remainder shortly after that.

He is unsure of the effect of the new Homeland Security Agency. It is likely that TSA and Coast Guard will be a part of that agency, and it will be independent of DOT. This may change the plans and focus of the dangerous goods and cargo security program.

Michael Jackson, Deputy Secretary of Transportation and highest-ranking Republican in the Department is playing a strong role in developing policy. He is seeking to retain the DG authority within the DOT.

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United States Department of Transportation  
Transportation Security Administration

# Memorandum

Subject: **ACTION:** Continuation of the FY-02  
Dangerous Goods and Cargo Security  
Work Plan

Date: JUL 2 2002

From: Associate Under Secretary for  
Aviation Operations

Reply to Wilkening [REDACTED]  
Attn. of:

To: Federal Security Directors

One of the regulatory programs the Transportation Security Administration (TSA) is responsible for is the Dangerous Goods and Cargo Security (DG/CS) program formally administered by the Federal Aviation Administration. This program is staffed by approximately 150 specialized DG/CS agents and is on track to grow by the end of this fiscal year. Following the tragic events of September 11, 2001 many of these agents were diverted to security checkpoint oversight and Interim Federal Security Representative duties.

The DG/CS program is currently operating under the attached FY-02 work plan. This plan addresses per-agent work targets for compliance inspections and outreach visits. These planned work targets, combined with the unplanned dangerous goods incident and discrepancy processing, form the bulk of the DG/CS inspection agent's expectations. Assessments, outreach visits, incidents and discrepancies are recorded in the web-based DG/CS data base. A feature of this web-based system is that national trends for each aspect of compliance is immediately available to each agent.

Please ensure that these specialized DG/CS inspection agents continue to apply the work targets outlined in the FY-02 work plan. As we fully implement the FSD structure, we will seek your input as we develop successive work plans and targets.

  
[REDACTED]  
Mike Robinson

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