Attachment 8

to Operational / Human Factors Group Report

DCA07MA310

TRANSCRIPT OF AARF TRAINING VIDEO

Attachment 7

ARFF Training Video Transcript

The following is a transcript of video labeled ARFF that was used during training at American Airlines during HFST training in 2007. Appearing on the video is an interviewer identified as "Anna" and a firefighting training specialist from DFW named Mr. Jeff Jarecke The video captures depicts an edited interview between these participants that takes place in the aircraft rescue and firefighting facility at DFW. The duration of the video is 7 minutes 52 seconds. The transcript is as follows:

ANNA – When faced with the possibility of evacuating the aircraft many factors play into the final decision. The cockpit members must determine if and when evacuation should begin. Flight attendants also have authority to begin an evacuation if faced with life threatening circumstances. Educating ourselves of the dangers of fires outside the aircraft can help us make the right decisions. Today we've got the privilege of talking with Jeff Jarecke. He is a firefighting training specialist with the DFW aircraft rescue and firefighting training academy. Welcome Jeff.

JEFF – Thank you. Welcome to my world.

ANNA – When the aircraft rescue and firefighting team responds to an emergency, how are you going to communicate with the pilots?

JEFF – It's up to the pilots to go ahead and establish communication with either the air traffic controller or operations people or the firefighters. Now we do have what's called a discrete emergency frequency here at DFW. DFW is one of the few airports that's signed an agreement letter saying that we can use that channel and it is operable and we train on it too. Now again it is up to the pilots to initiate that. We will not make an attempt to contact the pilots 'cause we know they're busy and a lot of things going on and we don't want to interfere with their emergency procedures on the aircraft.

Attachment X

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ANNA – Now, when pilots configure an aircraft for emergency evacuation does this interfere with your team's response? For example, will lowering the flaps hamper a fire truck?

JEFF – No. On our response, when we are in an alert two status and maybe the aircraft all of a sudden got an emergency or has actually crashed, we are going to respond and we're trained to either respond to the forward part of the aircraft off the nose or to the aft part of the aircraft with our crash trucks. Our initial response is going to be with mass application of foam and we're going to start applying it and our first established priority is to maintain a path of egress for the evacuating passengers. So, they may get some foam and stuff like that but we don't try to reconfigure the aircraft or anything like that or interfere with any kind of evacuation of the aircraft.

ANNA – Will a firefighter ever open an aircraft door or lower the aft stairs from the outside during an emergency?

JEFF – We do not attempt to open the doors because of the type of devices on the doors. The only time we may attempt to open a door is if the crew has been incapacitated and we feel there is immediate danger or we need to get inside because the crew's been incapacitated to assess the situation on the inside of the aircraft. But as a general rule we do not open doors.

ANNA – Now, what assistance will you offer the passengers as they evacuate the aircraft?

JEFF – Our number one priority again is to maintain that life safety corridor or that egress corridor. So our priority is to make sure that they can evacuate out and we will assist in the evacuation. That means either standing at the bottom of the aircraft slides or chutes and helping them off the chutes and getting out of the way and then we will take and shelter them either upwind away from the aircraft or to a safe location. But that is our primary responsibility, is getting everybody off the aircraft.

ANNA – Does a member of the aircraft rescue and firefighting team have the authority to stop an evacuation?

JEFF – No. That is strictly up to the flight crew and the pilot. We do not have the authority to do that. Unless, the only time we might say something is if we see a dangerous situation and we feel that it's a danger we will recommend stopping the evacuation but we will never take authority to stop the evacuation.

ANNA – If the aircraft declares an emergency involving landing gear will the runway be foamed – to reduce the hazard of fire upon landing?

JEFF – No we do not foam the runways because the type of foam we use is called AFFF foam and what it does is it forms a film of bubbles on the runway, it does not blanket the runway so it is not effective, especially with newer runways that have deep grooves to take the runoff away it's really proven not to be that effective so as a general rule we don't do that.

ANNA – If a flight attendant sees a fire outside the aircraft and the fuselage is intact should they delay starting the evacuation?

JEFF – Most of the time we recommend that because if we are on scene and we are able to apply foam and agent to the– we will do everything we can to contain the fire and we've been able to contain some very big fires and stuff on the aircraft without having evacuation in recent incidents. But it's a big effort and cooperation effort with the pilots or the flight attendants and the actual firefighting crew because they are the ones that either make an incident worse or better because usually we can contain and control a big situation and by doing that we might be able to eliminate the situation quicker or make it safer without having to actually evacuate the passengers. But a lot of it is going to be determined by our progress is made and how we can advise the crews.

ANNA – Jeff, this is such a great facility. Tell us a little bit about the equipment that is used when responding to an emergency?

JEFF – Well, we have, like on an initial response if you declare like alert two, we're going to respond with at least three pieces of apparatus such as these strikers here. These strikers are made by Oshkosh. They are forty-five-hundred gallons of agent on each piece of apparatus. They weigh about a hundred and sixteen-thousand pounds. But with that hundred and sixteen-thousand pounds they will do zero to fifty in about thirty-two seconds so they have a very high powerful engine in them and that's so we can get rapid response out there because FAA does require us to respond to the midpoint of our furthest runway in our response area in three minutes. On a normal response you might have up to three of these crash vehicles plus what's called a rapid intervention vehicle which can get in and around the aircraft and maneuver and stuff and what they use, they'll use what's called a thermal imaging device. And they will look on the outside of the aircraft and what they're doing is they're not looking for normal heat signatures on the aircraft they're looking for unusual heat signatures. And how we determine if it's unusual heat signatures is we go out and practice. We go out and look at the airplanes when they're landing. We go out and look and we take that thermal imager and we look at different things on the aircraft, engine heat, pitot tube heat so we know locations like that and we're able to scan it and know when there is something unusual there and something out of normal. On top of the vehicle itself we've got the FLIR device. That FLIR device there is used for low visibility situations, say if it is raining or something like that, 'cause planes don't always crash on a beautiful day like today, they crash in bad weather and things like that, so we need special tools because low visibility situations we don't know when those people have actually self evacuated end up out on the runway, we don't want to run them over and it creates a larger hazard so we have those so that we'll be able to see them out on the runway. They'll look like ghost images but they will actually appear on the screen and we'll be able to see – and we'll be able to see debris on the runway too because that is known to puncture tires and incapacitate the first responding vehicle.

ANNA – Jeff, thank you so much for letting us share this rare opportunity and such a great facility. We thank you so much for your time.

JEFF – Well, we appreciate you coming out here and we have a great working relationship with American Airlines and hopefully we can continue to share that.

ANNA – Thank you very much Jeff.

JEFF – Thank you.

ANNA – This is Anna reporting from the aircraft rescue and firefighting training facility at DFW. Now back to you.