

British Airways
Las Vegas, NV
September 8, 2015
DCA15FA185

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

ATTACHMENT 4

CLARK COUNTY FIRE DEPARTMENT STATEMENTS AND SUMMARY

5 Pages

RD41 ARFF unit

On September 8, 2015 station 13 responded to the south end of the airport at the request of the tower. The dispatch time was 1613 hours, arrival at scene of the incident was 47 seconds after receiving the alarm. Red Dog 41 observed a British air 777 commercial airline on the runway. After further observation and an investigation of the situation it was revealed that the fire had originated in the engine adjacent to the left side of the aircraft. Shortly after, positioning RD41 the crew activated both deck guns applying water and then foam, shortly thereafter extinguishing the fire. I firefighter Calvin Hines Sr. then exited the unit and began assisting passenger and crew off of the aircraft by way of the slide that activated via. Crew which was located on the left rear side of the plane. After communicating with crew members both confirmed that the plane had been cleared and evacuated.

RD42 ARFF Unit

I Firefighter Richard Higbee responded on Red Dog 42 with engineer Couture, we set up forward of the wing on the left side of the plane which was the side of the engine fire. We directed our streams into the engine and surrounding fuselage knocking down the fire. Firefighter B. Hall and I was assigned by fire attack to pull the hand line off Red Dog 42 and cool the remaining hot spots that we was unable to hit with the turret streams. Firefighter Hall and I then assisted with laddering the plane for the primary life search. After some time Command was informed that there was a possible discrepancy in the count of passengers and crew we were directed by command to complete a secondary life search. The result of our search was that all passengers and crew had evacuated the plane and no one was left on board. Red Dog 42 remained in standby mode until the plane was move off the runway and into a storage area. Red Dog 42 followed the plane until we was released by Command after the plane had been secured in a storage area. Red Dog 42 returned to quarters and flushed the foam and readied the unit to be placed back into service.

RD44 ARFF Unit

The call came in from the tower that BWA 777 was on fire on runway 7L @ A6. Leaving the station we could visibly see the aircraft, which appeared to have heavy fire and smoke at the wing area. As we approached the runway I could see passengers running from both side of the aircraft. Captain Atchley requested we spot RD44 in front of the aircraft to protect passenger exiting from both sides of the aircraft. Before moving up to final position, Capt. Atchley, and Firefighter Hall got out of RD44, where Capt. Atchley was given fire attack and FF Hall removed wheel chocks from Rd44 and placed them on the front wheels of the 777. I raised RD44s elevated boom and began applying foam to the fire side of the aircraft. Later in the event we followed the aircraft being tugged to storage.

Chad Stringham Engineer Station 13 "A"

RD40 (Captain Michael Holmes)

Station 13 ARFF units responded to an alert 3 BWA 777 was on fire on runway 7L @ A6.

Leaving the station we could visibly see the aircraft, which appeared to have heavy fire and smoke at the wing/ engine area.

I RD40 requested a 2nd alarm and established command.

RD 44 was assigned fire attack, rescue 13 was assigned medical branch.

Engine 19 & truck 18 was assigned to RD 4 Fire attack

Rescue 19 was assigned to Rescue 13 medical group.

B2 arrive we did a face to face meeting.

Chief E. Poleski assumed command and assigned me Captain Holmes Fire Branch, I had all ARFF units (except R13) and E19, E18, and T18.

Fire Branch was left on ARFF channel, and EMS moved to Z3T6.

Both primary and secondary life search were performed and came back all clear.

As the fire portion of the incident was deescalating all necessary representative met up for a unified command meeting to work on getting the Airport back up to index.

After rotating Red Dog unit 1 at a time back to the station to fill up with water and foam the Airport index was back up to E status with Red dog unit remaining on scene available to respond.

Command was then transferred to Red Dog 44 and RD40 returned to quarters. Captain Michael Holmes

R218

R218 arrived on scene was assigned by command to medical group under Rescue 19. R218 provided medical care to four pt's. No pt's transported to the hospital. Please see EPCR for all medical information.

R18

R18 arrived on scene was assigned by command to medical group under Rescue 19. R18 provided medical care to five pt's. One of the five was transported by AMR to the hospital. Please see EPCR for all medical information.

E25

E25 arrived, was escorted from main gate to holding pad by county escort, and was assigned EMS division by B2.

E25 met with rescues already onscene at the holding pad to establish accountability.

B6 arrived and assumed EMS division assigning E25 to Triage and Treatment.

E27 assisted with accounting for all passengers.

3 passengers were transported from the airfield to area hospitals (see EPCR).

All other passengers were loaded into McCarran busses and transported back to the terminal. Once all passengers were removed from airfield E25 was released by B6.

E25 cleared.

T18

T18 arrived onscene and was assigned to fire branch. T18 provided a second means of egress for FA and RIT operations. Once operations were complete T18 was released by command, accounting for all tools, equipment and personnel.

E33

E33 arrived at the main gate and was escorted to holding pad 4. E33 staged and waited for assignment. E33 was then released by command. E33 cleared and returned to service. nfi.

B6

B6 assumed EMS Branch and assigned E25 Triage and Treatment and assigned 270 Transport. E32 accounted for passengers boarding buses. E25 had E32, R218, R18, R19, and R13 working under him. 3 patients were transported and 2 family members rode in with them to the hospital. All who had medical needs were attended to and many denied transport. All passengers were accounted for and moved off the runway area. Units were released. B6 returned to service.

B2

Personnel at 13 heard a boom while this aircraft was departing on 7L. I heard 280 on the ARFF channel reporting an alert 3 in a 777 aircraft.

RD40 requested a 2nd alarm. Rd40 was in command.

B2 requested a TAC channel and was assigned Z3TAC6. A strike team of ambulances along with a supervisor was requested. I also asked for E29 to bring the MCI unit to the airport.

B2 arrived at Main Gate and was escorted to 7L where the aircraft was.

I parked next to command RD40 and talked to Captain Holmes. I took command, and gave Captain Holmes Fire Branch. He had all ARFF units (except R13) and E19, E18, and T18.

Fire Branch was left on ARFF channel, and EMS moved to Z3T6.

I assumed command and EMS Branch. I assigned E25 and 270 to supervise EMS branch, and they had R19, R18, R218, R13 and E32. B6 assumed this role as a Branch supervisor.

All other ambulances and fire apparatus was directed to stage in holding pad 4.

The aircraft fire was mostly out on my arrival. Passengers had been moved north on the aircraft and buses were on the way. EMS set up at this location.

4 people were transported from the AOA. Later, some passengers who were moved to T3 requested medical. Ultimately (270) 27 people were transported, including 12 crew members

E18

E18 was called to a alert three with Red Dog 40 in command. E18 was assigned to RIT and we set up on the south side of the aircraft. We had T18 set up the aerial for secondary access on the south side and had ladder thrown on the east side. E18 staged until command released E18 and E18 returned to service.

T11

T11 arrived and staged. T11 was not given an assignment.

E19

E19 responded to an Alert 3 at McCarran Airport.

E19 found RD40 in-command of an aircraft on fire on runway 07L. E19 was assigned to Fire Attack with RD44.

FA requested E19 conduct PLS and check for extension. E19 accessed the aircraft with a 24' extension ladder. E19 interior with 4, PLS was all clear and no extension to the interior of the aircraft.

E19 was reassigned to assist R19 with medical at Terminal 3. E19 assisted with Triage, Treatment and transfer of patients to AMR for Transport.

E19 was released and returned to service.

E32

E-32 arrived and was assigned to assist E-25 who was medical group.

E-32 was assigned to assist with triage and get a count of the intermediate, delayed and non injured passengers and crew from the plane.

E-32 completed their assignment and was released by command (B-2).

E-32 available.

E29

E29 was dispatched to 5757 Wayne Newton Blvd to an Alert-3. Upon arrival E29 staged behind other structure units at the main gate. E29 followed structure units with an escort onto the runway where Command was established. Upon arrival on scene of the Alert-3, incident, E29 staged to the east of Command. After it was determined E29 personnel were not needed, E29 was released by Command and escorted by airport personnel back to the main gate. E29 returned to service available.

250 (BC Chris Blackburn)

Arrived to command post (B2) after fire was out and all occupants were evacuated. Assisted command. Later assigned to oversee Triage, Treatment and Transport of occupants in terminal E3. About a dozen patients were complaining of minor scrapes and bruises, several SOB pts. All pts were assessed and treated by R19 and/or care transferred to AMR. Scene left w/R19.

E11 Captain Don Price

E11 arrived, staged and was released without assignment.

270 (EMS Supervisor Pat Foley)

Initially assigned EMS Division with E25, I was in contact with the AMR supervisor to coordinate the staging location for the initial strike team of ambulances. I was also in contact with Sunrise Hospital for bed availability and to initiate their MCI registration process. I was reassigned to transport coordinator, I continued to manage the number of available ambulance resources, bed availability, and the number of patients transported.

When the incident on the runway was mitigated, I relocated to T3 to assist R-19 with their transport needs. When command was terminated at T3, all passengers and crew had either been transported to the hospital, or taken by bus to the hotel.