

Docket No. SA-538

Exhibit No. 6-D

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Airport operations personnel statements
(9 Pages)

United Parcel Service
Airbus A-300-600
Birmingham, Alabama
August 14, 2013
DCA13MA133

**National Transportation Safety Board
Washington, DC**

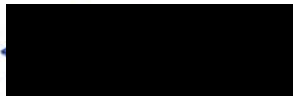
Survival Factors Group Chairman's Factual Report

Attachment 3

Airport operations personnel statements

7 pages

Timeline of Events: August 14, 2013, UPS Flight 1354



Timeline of Events

UPS Flight 1354

Tail #N155UP

August 14, 2013

- 0445 On Tower frequency 119.9, the controller at the Birmingham Tower reported a crash at the approach for Runway 18. Ms. [REDACTED] (AP11, 3rd shift) contacted operations via the Birmingham Airport Authority (BAA) radio of an Alert III.
- 0449 The crash phone rang at Operations notifying Mr. [REDACTED] of an Alert III.
- 0453 Operations contacted Birmingham Fire and Rescue (BFR), Redbird, Birmingham Police Department (BPD); (**Note:** No answer from Redbird initially, but did reach contact with Redbird minutes later.)
- 0455 Mrs. [REDACTED] (AP4) and Ms. [REDACTED] arrived at the scene.
- 0459 BFR, Redbird, and BPD arrived at the scene.
- 0459 Operations was notified that Redbird was within index.
- 0500 Operations started contacting Mr. [REDACTED] (AP2), Mrs. [REDACTED], Mr. [REDACTED], Transportation Security Administration's Coordination Center (TSA), Federal Aviation Administration (FAA), tenant airlines. Positive contact was made with each person and entity.
- 0511 Ms. [REDACTED] went to Zion City Road to verify other entrances to accident location were blocked off by BPD. A command post was setup at East Lake Boulevard and Airport Road near gate 1.
- 0515 Redbird confirmed via phone with Mrs. [REDACTED] that BHM was within index and able to continue operations.
- 0518 Ms. [REDACTED] returned to the command post from inspecting the perimeter of the accident scene.

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- 0529 Mrs. [REDACTED] spoke via phone with Mr. [REDACTED] of the National Transportation Safety Board (NTSB) and Ms. [REDACTED] with the FAA in Atlanta.
- 0531 The NTSB called and confirmed they were mobilizing from Atlanta and Washington, DC.
- 0540 Mr. [REDACTED] with the NTSB called Mrs. [REDACTED] via phone to confirm he will be the investigating officer.
- 0545 Mr. [REDACTED] called Louisville (SDF) and confirmed two (2) souls on board and requested manifest. UPS is faxing to the Operations Supervisor's Office.
- 0549 BFR requested the city utilities be contacted to locate sewer lines.
- 0555 Mrs. [REDACTED] issued a NOTAM for the closure of Runway 18/36
- 0601 A lieutenant with BFR confirmed two deceased individuals were found in cockpit of the aircraft.
- 0605 Mrs. [REDACTED], Ms. [REDACTED] (AP5) and Mr. [REDACTED] arrived at the scene.
- 0609 Mr. [REDACTED] and Mr. [REDACTED] with TSA arrived at the scene.
- 0615 Mr. [REDACTED] with United Parcel Service (UPS) arrived at the scene.
- 0630 BAA maintenance personnel placed the lighted X's on the numbers of Runway 18/36.
- 0640 The Birmingham Utilities confirmed via phone with Mrs. [REDACTED] they were on the way to scene.
- 0709 The BPD Homicide Unit arrived at the scene.
- 0725 Mr. [REDACTED] (AP11, 1st shift) and Mr. [REDACTED] (AP11B, 1st shift) inspected the Runway End Identifier Lights (REILS) and Precision Approach Path Indicator (PAPI) at the approach for Runway 18 to verify the lights were on and operable. The REILS were NOT on, but PAPI were on and operable.

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0810 Mr. [REDACTED] and Mr. [REDACTED] went to Air National Guard (ANG) Base to inspect and retrieve debris reported to BAA by the ANG. Debris found was insulation.

0821 Mr. [REDACTED] and Mr. [REDACTED] initiated an airfield inspection on Runway 18/36. Insulation and pieces of cardboard were picked up north of Runway 6/24 on Runway 18/36. Some of the debris withered to ash when attempted to be removed. The specialists also removed insulation and cardboard on Taxiway Bravo, North of Runway 6/24. The airfield inspection was completed at 0850.

Responding person: [REDACTED]

Phone: [REDACTED]

Title/Position: Operations Specialist II

Admin. Review: [REDACTED]

Phone: [REDACTED]

Title/Position: Operations Supervisor

#11

Statement for [REDACTED] concerning UPS #1354, 14Aug2013

I was sitting on ramp at PEMCO around 0443, when I heard a loud boom. Tower called on iCOM radio channel 119.9 reporting a crash. I then asked AP15 ([REDACTED]) if I heard what I thought I just heard. Then the BHM Tower called again stating the crash line would not work. At this time, I (AP11) contacted Operations and stated that we had an Alert III at the approach end of Runway 18. Myself (AP11) and AP4 ([REDACTED]) responded immediately to the accident site. Supplemental report and timeline of events was documented by myself (AP11) and [REDACTED] (AP4).

[REDACTED]

BHM Operations Specialist II

08/14/13

Alert III ups Flight 1354

- 04:49 Initial incident of ^{UPS} AB306 Down at the Approach end of Rwy 18 (3 mile final) 4:49 - crash
- 04:53 operations Contacted BFR, BPD or Redbird Notified. (Note! - No Answer from Redbird initially, but did reach contact several minutes later. Redbird had been notified.)
- 04:59 - BFR and BPD Arrived to the scene of incident. (Operations was notified that Redbird was within Index)
- (- Unknown Time) AP2, [REDACTED], TSA Coordination, FAA, Tenant Airlines Contacted. operations Received answer from these contacts listed.

0442 - Advised contract airfield light crew that they had 15 Min.; they stated that they only needed 5 to 10 min info relayed to tower.

0449L – (RWY 06 departure end) I am in the ops vehicle with my back toward RWY 18 watching airfield light contract crew. I observed a fire orange color change in the night sky and heard a loud boom. I turned to look at the direction of the incident and immediately asked tower if they saw what I saw. Tower then advised me of what happened. AP11 confirmed via tower radio our previous conversation and stated on ops net that there was an alert III in effect.

0455 Runway 06 open, tower advised

0458L – I and two other vehicles are off RWY 06 and clear of the ILS on the service road.



Alert III Statement

On the morning of August 14, 2013, when we received notification of the UPS Alert III at BHM, I was working in operations. At approximately 04:49 AP11 made the radio transmission that there was an Alert III at the approach of RWY 18. She also stated that Tower was unable to reach Redbird. Almost immediately after this transmission, Tower made their call over the emergency crash line. I immediately started to contact each individual and company on our emergency call list and sent out our emergency tone over the radio. The first call that I made was to BFR. I then tried to contact Redbird to make sure they were contacted by BFR since it was stated earlier that Tower could not get any contact with them. I made this call twice and did not get any response. I then proceeded to alert BPD, AP2 ([REDACTED]), TSA Coordination Center, and the FAA. I then found out that Redbird was aware of the situation and had arrived at the site alongside BFR and BPD.

At this point, since I was the only one in operations, AP15 ([REDACTED]) came inside to help me make some calls. She alerted BAA's PR Manager [REDACTED], and we split up the calls to each individual airline tenant. We also attempted to contact UPS several times and at several different numbers to find out any info that we could regarding the flight, such as the number of flight crew and the tail number, but were unable to get any contact with anyone. It was around this time that most of the phone calls started to come in. We started to receive phone calls from individuals and tenants on our call list that wanted to find out more info, and also from the media. These phone calls went on for the duration of the shift. In the mean time we continued to try to contact someone from UPS. AP4 eventually called operations to let us know that UPS was sending a fax that contained the flight manifest and other info on the flight. When AP5 ([REDACTED]) came into the office, I let her know about the fax and that they needed it up at the crash site. Other than phone calls from media, individuals wanting to know about the incident and if there flights were going to be delayed, and also calls from residents near the airport wanting info on the loud "booms" that they had just heard, this was all that took place between the time of the crash and the time I left out of operations at 07:00.

[REDACTED]