

Docket No. SA-538

Exhibit No. 6-G

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Birmingham Fire and Rescue Service (BFRS) Command
Activity Log
(16 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 6

Birmingham Fire and Rescue Service (BFRS) Command Activity Log
14 pages

ACTIVITY LOG (ICS 214)

1. Incident Name: Airport Command		2. Operational Period: Date From: 0453 Time From: 0800		Date To: 08/14/2013 Time To: 08/14/2013
3. Name: Incident Commander		4. ICS Position: Incident Command		5. Home Agency (and Unit): Birmingham Fire & Rescue Battalion III
6. Resources Assigned:				
Name		ICS Position		Home Agency (and Unit)
		Cockpit Division		Birmingham Fire & Rescue Battalion IV(captain)
		Resource Unit Leader		Birmingham Fire & Rescue E23
		Staging Officer		Birmingham Fire & Rescue E10
		Safety Officer		Birmingham Fire & Rescue EMS IV
		Safety Officer		Birmingham Fire & Rescue Training Division
		Medical Unit Leader		Birmingham Fire & Rescue Rescue 19
7. Activity Log:				
Date/Time	Notable Activities			
08/14/2013 05:06	Assumed Command from Captain Andy Beardean			
08/14/2013 05:07	Conduct Search and Rescue Operations			
08/14/2013 05:08	Establish Incident Action Plan			
08/14/2013 05:11	Red Bird 22 started Foam Operations			
08/14/2013 05:13	Establish Water Supply E29, E28			
08/14/2013 05:16	Set up Master Stream Device, Apparatus Put OOS Mechanical			
08/14/2013 05:20	Secondary Search Conducted, No Victims Found at Fuselage Division			
08/14/2013 05:20	Primary and Secondary Search Conducted At cockpit Division Two Victims Located DOS			
08/14/2013 05:30	Notifications of Governmental Agencies			
08/14/2013 05:35	Second Access Cut Through Fence			
08/14/2013 05:40	Red Bird 21 Engaged in Foam Operations			
08/14/2013 06:00	Continued Foam Operations Air Sampling			
08/14/2013 06:20	Continued Foam Operations Air Sampling			
08/14/2013 06:40	Continued Foam Operations Air Sampling			
08/14/2013 07:00	Continued Foam Operations Air Sampling			
08/14/2013 07:30	Continued Foam Operations Air Sampling			
08/14/2013 07:35	Fire Brought Under Control			
08/14/2013 07:35	Established Water Supply up hill at Crash Site			
08/14/2013 07:40	Continued Extinguishment of Fire With Hand Lines			
08/14/2013 07:45	Relieved At Scene By Battalion Chief [REDACTED] Relief Briefed on Situation and Progress Toward Mitigation.			
8. Prepared by: Name: [REDACTED] Position/Title: <u>Battalion Chief</u> Signature: [REDACTED]				
ICS 214, Page 1		Date/Time: <u>August 16,2013</u>		

ACTIVITY LOG (ICS 214)

1. Incident Name: <i>Airport Command</i>		2. Operational Period: Date From: <i>13 Aug 2013</i> Date To: <i>14 Aug 2013</i> Time From: <i>0800</i> Time To: <i>0800</i>	
3. Name: <i>R.B. 27</i>	4. ICS Position: <i>[REDACTED]</i>	5. Home Agency (and Unit): <i>B. F. R. S.</i>	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
	<p><i>On Tuesday August 13 2013 the crew assigned to red bird 27 was Apparatus Operator [REDACTED] and I. Around 0500 hours on Wednesday August 14, 2013 a call came in about a U.S Airbus on a three mile final on runway 18/36. I immediately ran to R.B. 27 and started responding to R.B. 27's standby position. A/O [REDACTED] asked the tower if red bird units were clear to go to their standby positions. The tower then informed us the aircraft had crashed on a two mile final at the approach end of runway 18/36. I turned the truck around and started out the gate to respond to the area I believed the plane to be located. As I was leaving the base I could see the fire on the hill. I drove towards it to find a plane crashed in a field on top of the hill. I helped [REDACTED] cut the chain link fence to gain access to the plane. Jim drove R.B. 22 into the field and started fire suppression. I then removed a 1 3/4 hand line from R.B. 22 and carried it up the hill to check for the rest of the aircraft and start fire suppression.</i></p>		
8. Prepared by: Name: <i>[REDACTED]</i>		Position/Title: <i>Fire fighter</i>	Signature: <i>[REDACTED]</i>
ICS 214, Page 1		Date/Time: <i>16 Aug 2013</i>	

ACTIVITY LOG (ICS 214)

1. Incident Name: <i>AirPort Command</i>		2. Operational Period: Date From: <i>Aug. 14/2013</i> Date To: <i>-</i> Time From: <i>0450</i> Time To: <i>-</i>	
3. Name: <i>RB 20</i>		4. ICS Position: [Redacted] <i>FF</i>	5. Home Agency (and Unit): <i>BFRS RB-20</i>
6. Resources Assigned:			
Name	ICS Position		Home Agency (and Unit)
7. Activity Log:			
Date/Time	Notable Activities		
<i>08/14/13 0450</i>	<p><i>On August 14th at 0450 AM I recieved a call on The crash phone. The tower reported a in flight of a UPS Airbus on a three mile final to runway 18-36. The personnel stated UPS Airbus 3--- on a three mile final runway 18-36, he asked if anyone had any questions and personnel from Pemco asked him to repeat what he said. He then said UPS Airbus 3--- two mile final runway 18-36, at that point I dispatched crews to respond to an In flight on runway 18-36. I left the watch tower and reported to redbird 20. I proceeded to building 900, at that point redbird 27 asked if crews could go to standby position. The tower reported that the plane had crashed off the airport on approach to runway 18-36. I then saw the fire and turned around and headed back to the station. When I returned to the watch tower I called the base command post and asked them to Inform the base commander about the crash and ask if we could take vehicles off base to the crash site. I then called chief [Redacted] and chief [Redacted]. I also asked Pemco to stand by because the runway was still opened. I then called</i></p>		
8. Prepared by: Name: [Redacted] Position/Title: <i>FF</i> Signature: [Redacted]			
ICS 214, Page 1		Date/Time: <i>08/16/13</i>	

ACTIVITY LOG (ICS 214)

1. Incident Name: Airport Command	2. Operational Period: Date From: Aug. 14, 13 Date To: Time From: 0450 Time To:
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7. Activity Log (continuation):

Date/Time	Notable Activities
08/14/13 0450	the tower to get more information about the incident. I asked for how many souls were on board, and how much fuel was on board, I received an unknown to both questions. From this point until I was relieved at 0800 I monitored the incident and monitored our index because we still had the runways open.

8. Prepared by: Name: [REDACTED]	Position/Title: FF	Signature: [REDACTED]
ICS 214, Page 2		Date/Time: 08/16/13

ACTIVITY LOG (ICS 214)

1. Incident Name: Airport Command		2. Operational Period: Date From: 14 Aug 2013 Date To: Time From: 0456 Time To:	
3. Name: RB 22		4. ICS Position: FF [Redacted]	5. Home Agency (and Unit): BFRS
6. Resources Assigned:			
Name		ICS Position	Home Agency (and Unit)
7. Activity Log:			
Date/Time		Notable Activities	
14 Aug 13 0456		<p>On 8/14/13 at approximately 0455 hrs. I manned RB 22 and exited RB Station. Turning left and started toward R/W 18. In front of Bld 135, I heard RB 27 call the Tower for information about standby clearance, Tower replied that Plane was down. I and RB 27 turned around in front of Bld. 138. I stopped by RB 27 and told AD. [Redacted] the Plane was down on the hill or the approach and we needed to go out the main gate. We proceeded and on the way I radioed RB 27 on state radio, saying call Tower to get better location. RB 27 replied I see the glow of the fire. RB 27 and RB 22 exited gate and turned right onto Eastlake Blvd. at the bottom of the hill we turned left onto 19th Av. A burning section of the Plane was on my left. Once stopped I saw a BFRS Engine come south on 19th Av. I ran to there location and asked if they were going to the nose section of the Aircraft, they replied yes and began to cut fence. There was no fire in the nose section, I returned to RB 22. Once back I and FF [Redacted] and AD [Redacted] began to cut fence. Once done FF [Redacted] walked in front of RB 22 and lead me down to bottom of ditch. I used the roof turret and applied agent to burning section of Aircraft. Seeing I was not reaching fire with any effect I stopped flow to conserve agent. I got FF [Redacted] and FF [Redacted]</p>	
8. Prepared by: Name [Redacted]		Position/Title: FF Signature [Redacted]	
ICS 214, Page 1		Date/Time: 14 Aug 13 1400	

ACTIVITY LOG (ICS 214)

1. Incident Name:	2. Operational Period: Date From: Time From:	Date To: Time To:
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7. Activity Log (continuation):	
Date/Time	Notable Activities
	telling them to get right side preconnect and start up the Hill. I got the left side preconnect and connected to the right. That accomplished I charged the line. I used roof turrent again not getting good results. Getting low on water I and Radioed RB 27 advising him I was getting low on water, he replied they were trying to get RB 22 a water supply. Once water was supplied, I continued to apply agent, until I got low on foam. Foam was brought to RB 22 by 5 gal buckets and RB 22 was resupplied. After a time, not sure how long, RB 22 was relocated to top of hill, after a route was located. Once relocated RB 22 handline was reestablished and agent was applied. Once on coming shift was brought in, I briefed them on RB 22 set up. After I briefed next shift I returned to RB station

8. Prepared by: Name [REDACTED]	Position/Title: <u>EF</u>	Signature [REDACTED]
ICS 214, Page 2		Date/Time: <u>16 Aug 13 1400</u>

ACTIVITY LOG (ICS 214)

1. Incident Name: <i>Airport Command</i>		2. Operational Period: Date From: <i>8-14-13</i> Date To: Time From: <i>0456</i> Time To:	
3. Name: <i>RB 27</i>	4. ICS Position: [REDACTED] <i>AO</i>	5. Home Agency (and Unit): <i>BFRS</i>	
6. Resources Assigned:			
Name	ICS Position	Home Agency (and Unit)	
7. Activity Log:			
Date/Time	Notable Activities		
	<i>ON 8-14-2013 at approximately 0455 we were dispatched to AN aircraft emergency. I contacted the tower to see if we were cleared to our standby positions, that's when the tower informed me the plane was down on the approach end of runway 18-36. At this time fire alarm started to dispatch a full response to TARRANT-Huffman Rd. + Airport Rd. I informed Redbird 20 + Redbird 21 could return to the station to cover the index on the airfield. Redbird 27, Redbird 22 + Redbird 24 continued on the call. Redbird 27, 22 + 24 arrived on the scene of a plane crash on Airport Rd. [REDACTED] + I cut the fence to gain access to the plane. Redbird 22 then pulled through the fence to the ditch. Redbird 22 started using the roof turret which was ineffective. [REDACTED] + the crew from Redbird 24 advanced a hand line to the top of the hill. Redbird 22 driver [REDACTED] informed me he was almost out of water. I informed Battalion 3 we needed water. I called for Redbird 21 to come to the scene. [REDACTED] + I got on the hand line for fire suppression. When Redbird 22 driver [REDACTED] informed me he was almost foam. I informed command we needed more foam. After Redbird 22</i>		
8. Prepared by: Name: [REDACTED] Position/Title: <i>AO</i> Signature: [REDACTED]			
ICS 214, Page 1		Date/Time: <i>8-16-13</i>	

ACTIVITY LOG (ICS 214)

1. Incident Name: Airport Command		2. Operational Period: Date From: 8/14/13 Time From: 0453 hrs.		Date To: 8/14/13 Time To: 0830 hrs.
3. Name: Heavy Rescue 10		4. ICS Position: [REDACTED] Apparatus Operator		5. Home Agency (and Unit): Birmingham Fire- Heavy Rescue 10
6. Resources Assigned:				
	Name	ICS Position	Home Agency (and Unit)	
[REDACTED]		Team Leader	Birmingham Fire- Heavy Rescue 10	
[REDACTED]		Rescue Technician/ Fire Suppression	Birmingham Fire- Heavy Rescue 10	
[REDACTED]		Rescue Technician/ Fire Suppression	Birmingham Fire- Heavy Rescue 10	
[REDACTED]		Fire Suppression	Birmingham Fire- Heavy Rescue 10	
7. Activity Log:				
	Date/Time	Notable Activities		
0453 hrs.		Dispatch		
0456 hrs.		Enroute		
0507 hrs.		Arrived on scene		
0509 hrs.		Relocated to North East Lake Blvd. and 19th Street North to establish the staging location.		
0605 hrs.		Reported to Command Post and assigned the task of transporting foam from Foam Truck 9 to Red Bird 21.		
0640 hrs.		Assigned the task of suppression. Walked up the hill to assist Red Bird 21 with offensive suppression.		
0720 hrs.		Reported to Rehab.		
0740 hrs.		Left Rehab and reported back to the Command Post for further tasks.		
0810 hrs.		Oncoming crew reported on scene. Walked from Command Post down to the staging area.		
0830 hrs.		Left scene.		
8. Prepared by: Name: [REDACTED] AO _____ Position/Title: Team Leader Signature: _____				
ICS 214, Page 1		Date/Time: 8/16/13- 2030 hrs.		

ACTIVITY LOG (ICS 214)

1. Incident Name: AIRPORT	2. Operational Period: Date From: 08-14-2018 Date To: 08-14-2013 Time From: 0456 Time To: 1030
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3. Name: [REDACTED]	4. ICS Position: RESOURCE UNIT LEADER	5. Home Agency (and Unit): BIRMINGHAM FIRE & RESCUE
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6. Resources Assigned:

Name	ICS Position	Home Agency (and Unit)
[REDACTED]	FUSELAGE COMMAND	BIRMINGHAM FIRE
[REDACTED]	COCKPIT COMMAND	BIRMINGHAM FIRE
[REDACTED]	RESOURCE UNIT LEADER	BIRMINGHAM FIRE
[REDACTED]	MEDICAL UNIT	BIRMINGHAM FIRE

7. Activity Log:

Date/Time	Notable Activities
08-14-2013 0456	ARRIVED ON THE SCENE
08-14-2013 0500	ASSIGNED RESOURCE UNIT LEADER
	TRACKED RESOURCES ON THE SCENE
	CALLED FOR PAR
	CALLED IN ADDITIONAL RESOURCES
	CALLED FOR OUTSIDE AGENCIES

8. Prepared by: Name: [REDACTED]	Position/Title: CAPTAIN	Signature: [REDACTED]
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ICS 214, Page 1	Date/Time: 08/16/2014 2000
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ACTIVITY LOG (ICS 214)

1. Incident Name: Airport Command	2. Operational Period: Date From: 8/14/13 Date To: 8/14/13 Time From: 0453 hrs. Time To: 0830 hrs.
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3. Name: Heavy Rescue 10	4. ICS Position: [REDACTED] Apparatus Operator	5. Home Agency (and Unit): Birmingham Fire- Heavy Rescue 10
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6. Resources Assigned:		
Name	ICS Position	Home Agency (and Unit)
[REDACTED]	Team Leader	Birmingham Fire- Heavy Rescue 10
[REDACTED]	Rescue Technician/ Fire Suppression	Birmingham Fire- Heavy Rescue 10
[REDACTED]	Rescue Technician/ Fire Suppression	Birmingham Fire- Heavy Rescue 10
[REDACTED]	Fire Suppression	Birmingham Fire- Heavy Rescue 10

7. Activity Log:	
Date/Time	Notable Activities
0453 hrs.	Dispatch
0456 hrs.	Enroute
0507 hrs.	Arrived on scene
0509 hrs.	Relocated to North East Lake Blvd. and 19th Street North to establish the staging location.
0605 hrs.	Reported to Command Post and assigned the task of transporting foam from Foam Truck 9 to Red Bird 21.
0640 hrs.	Assigned the task of suppression. Walked up the hill to assist Red Bird 21 with offensive suppression.
0720 hrs.	Reported to Rehab.
0740 hrs.	Left Rehab and reported back to the Command Post for further tasks.
0810 hrs.	Oncoming crew reported on scene. Walked from Command Post down to the staging area.
0830 hrs.	Left scene.

8. Prepared by: Name: [REDACTED] AO Position/Title: Team Leader Signature: _____

ICS 214, Page 1	Date/Time: 8/16/13- 2030 hrs.
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Statement from Battalion Chief [REDACTED]
Received via email 8-28-2013

Upon arrival to the scene I witnessed firefighters from Engine 19 and Rescue 28 advancing up the hill side toward the cockpit. The cockpit was sitting on the ground and was not actively burning. Approximately 100 yards away, Battalion 3 was engaged in fire suppression, encountering massive flames and intermittent large explosions. Because of the close proximity of the explosions and a limited vantage point of the hazards at the cockpit, I decided to stage all units in my immediate vicinity at my Command Vehicle on airport road. This location was approximately 75 yards downhill from the cockpit. As I was unable to make radio contact with Engine 19 and Rescue 28, I followed them until they were able to hear my voice. I ordered them to return to the Command Vehicle. They obeyed the order and reported that Rescue 28 had attempted to gain access to the cockpit through the side door of the fuselage but could not fit with turnout gear and SCBA.

At the staging area I had assembled Engine 19, Engine 28, Rescue 28, and Rescue 27. I ordered them to stay at staging until I could make contact with Battalion 3. Radio contact was impossible due to traffic so I reported to him face to face. I gave him a brief report and he decided split the incident and declare me the Incident Commander of Cockpit Command. He switched my incident to TAC 2 for better communication. I returned to my staging area and began to give orders to the units in my area. Engine 28 was ordered to go find the closest hydrant and return to my location with a supply hose. Engine 19 was ordered to make access in the fence along the roadway. Both rescue units assisted in these functions.

Upon Engine 28's return to my location with a supply line, all companies were ordered to advance a five inch line from a two and a half inch discharge up the hillside toward the cockpit. A Portable Hydrant was to be placed at the end and then connected to a three inch hand line for fire protection prior to performing a primary search of the cockpit. All personnel were ordered to wear full PPE and have SCBA on and available if needed. The time was approximately 0545. Engine 2 joined operations at the cockpit area at this time. When this task was complete, crews brought up a scuttle hole ladder to visually inspect in interior of the cockpit. It was noted that the outside escape handles would not function which prevented them accessing the interior through the windows. Two victims were reported to be in the cockpit. Both were lifeless and reported to have severe entrapment from equipment displacement inside. No sounds were noted coming from the interior. Entry into the fuselage was still determined to be unsafe at this time for firefighters not wearing SCBA due to continued explosions in the area. This concluded the primary search. The time was approximately 0555.

The secondary search was immediately started. This was done of the debris field to the north of the cockpit and included searching for hotspots in the immediate area, and searching for more victims. Explosions continued on the fire ground to the south. It is during this period that I realized that the Red Bird Chief was on the scene but not at my location. The secondary search revealed numerous engine parts in various sizes from shoebox size to complete engine assemblies, along with an unknown number of packages.

One "Hot spot" was reported approximately 30 yards north of the cockpit. No other victims were located. It was confirmed that only two souls were onboard the aircraft. Crews then reported a strong odor of fuel in the debris field. A large fuel slick approximately 30 yards across and 200 yards long was discovered in our immediate area leading up to and possibly including the cockpit. This discovery supported the decision to not commit resources to the interior of the cockpit. I ordered all crews to move to a safe distance, rehab, and await further orders. I requested the Red Bird Chief to come to my location to evaluate the condition of the fuel spill. On his arrival, we discussed options which included foam resources that might be available. He advised to have a HAZMAT Team respond to my area to monitor air quality. That order was placed at that time.

Conditions on the fire ground to the south began to improve at that time and the explosions had stopped. The decision was made to make entry into the cockpit to confirm the condition of the two victims. The time was approximately 0615. An EMT Basic from Engine 2 was chosen because of her small size to make entry. She reported to her Officer In Charge that the two individuals had no signs of life. That information was then relayed to me.

Engine 19 was reassigned to the fire ground to the south. HAZMAT 30 arrived and after surveying the location, gave us an all clear on the atmosphere in our area. The Red Bird Chief then requested that all line firefighters return to the original staging area to allow the investigation to progress.

Entry was made to the cockpit once more at approximately 0745 by Engine 28's Officer In Charge. This individual is an EMT Paramedic. While inside he took photos for Birmingham Police Investigators, evaluated the condition of the cockpit area for future extrication, and checked the victims once more. He gave recommendations for extrication and confirmed all of the EMT Basic's findings from earlier. The Red Bird Chief was at the cockpit location during this time.

Battalion Chief [REDACTED] arrived at approximately 0800 to relieve me. It was decided at that time by oncoming crews that the incident could be combined under one command.

All decisions at the cockpit area were made with the highest regard for the rescue of viable victims and life safety of fire crews working in the area. Decisions were made based on information available to me at the time.