

Aircraft Accidents for Airport Managers

FAA Safety Team (FAASTeam)

Scott Lynn

769-237-4896

FSDO Main Office 769-237-4930



Federal Aviation
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Objectives

- **Contacts and authority**
- **PPE, your safety comes first**
- **Hazards Associated with Aircraft Accidents**
- **Scene Preservation**
- **The Press and the Public**



Activate 911

Do not hesitate, know that help is on its way!



If you are not certain if 911 has been notified, make the call yourself.



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Who do you Call:



1. 24-hour Southern Region Operations Center

404-305-5180

2. NTSB's 24-hour Response Operations Center

844-373-9922

3. Jackson, MS Flight Standards Office

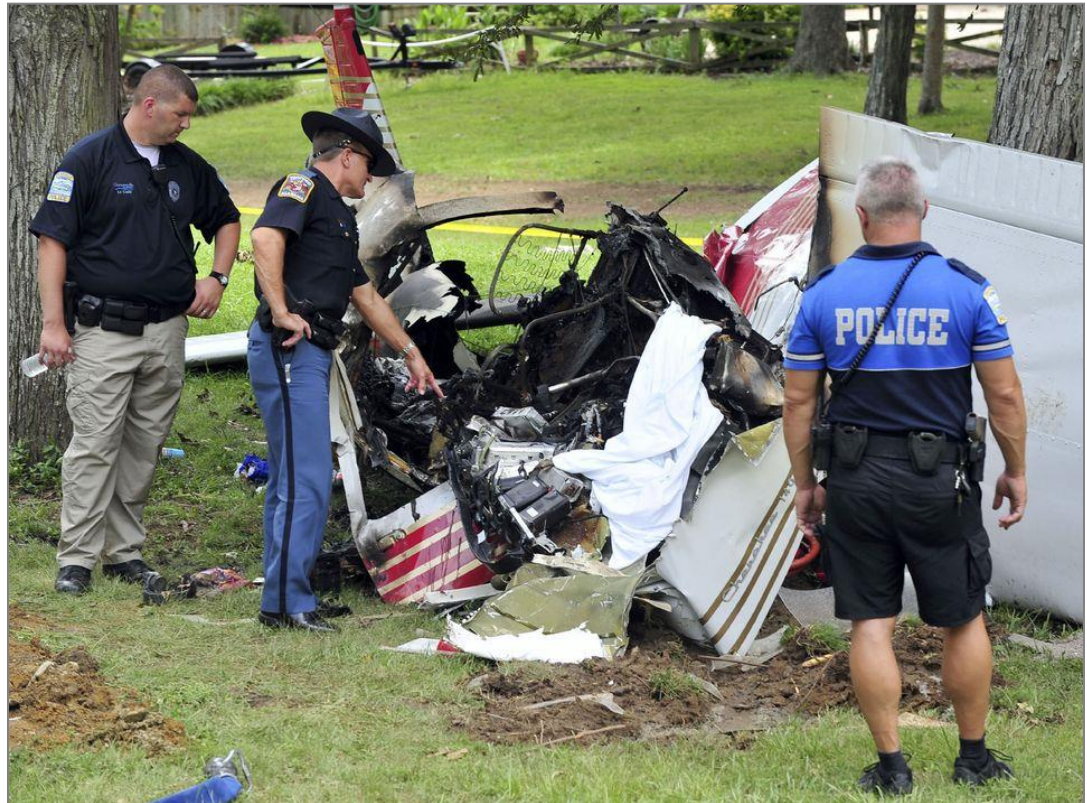
769-237-4930



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WHO'S IN CHARGE?

- ★ First Official on Scene, then
- ★ FAA Inspector In Charge (IIC)
- ★ NTSB (IIC) Investigates all accidents
- ★ Military aircraft - “on-scene commander”



Large or Highly Publicized Accidents



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Accident Response Priorities:

- ***Protection and Safety of the survivors and rescuers***
- ***Protection of the public.***
- ***Identification of potential hazardous materials***
- ***Security of the accident site***
- ***Preservation of evidence***



Limit Access:

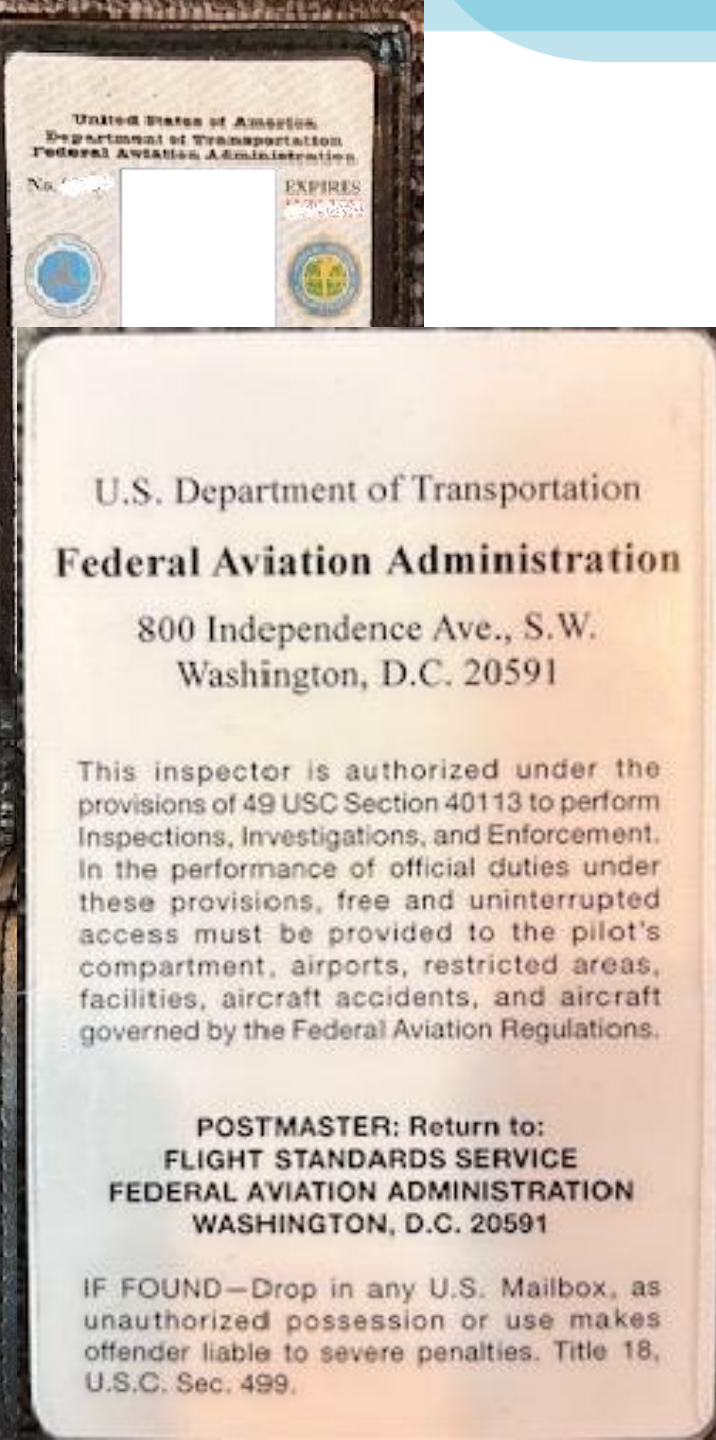
- **FAA Aviation Safety Inspector with Identification (FAA ID)**
- **NTSB Investigator with Identification**
- **Law Enforcement and Crash, Fire, Rescue personnel as required**



FAA Inspector Credentials:

An Inspector must always have Identification available:

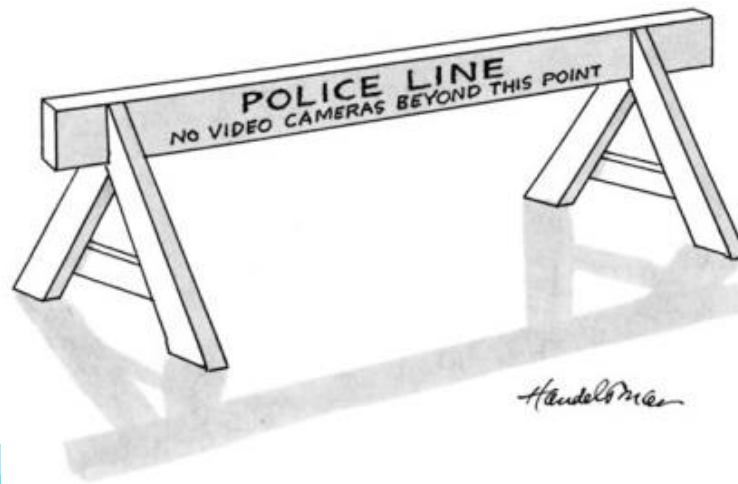
- FAA Issued ID or**
- FAA Issued Form 110A**
- He may also have a badge**



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People Come First:

- Safety of the occupants is your initial concern
- Get help before you enter the scene
- Minimize Collateral Damage
- Limit access to necessary individuals ONLY!!



Airspace Protection

Memphis Center ARTCC
Watch Desk 901-368-8234

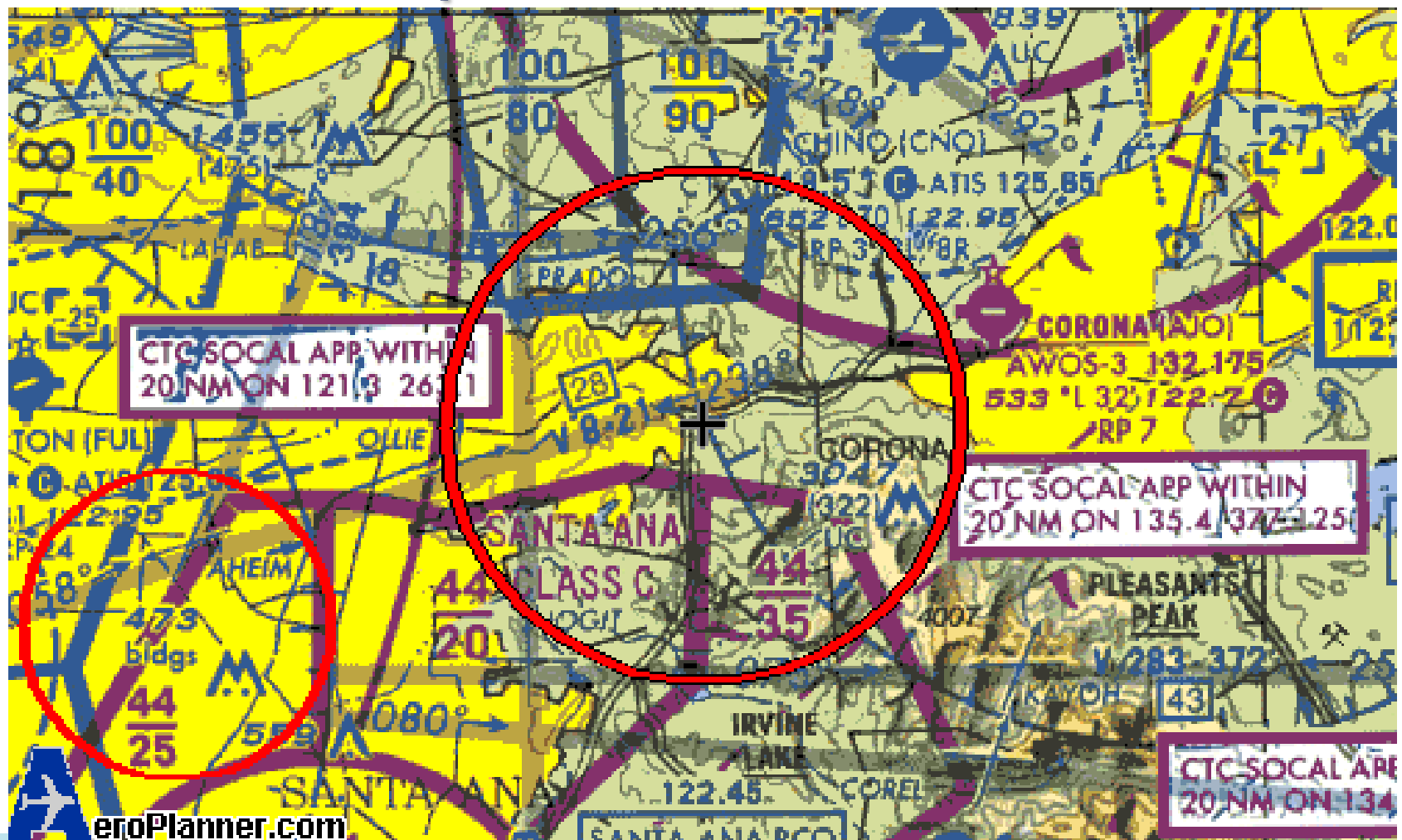


Houston Center ARTCC
Watch Desk 281-230-5560



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Airspace Protection



eroPlanner.com



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Do Not Disturb!

WRECKAGE MAY NOT BE DISTURBED
WITHOUT NTSB PERMISSION EXCEPT;

- To remove injured or trapped persons
- To protect wreckage from further damage
- To protect the public



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We all carry these...

First on scene?

**Take as many
photos as you can!**

**Advise the FAA that
you have photos
please.**



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Consider This:

**Before you enter
the accident
scene...**



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STOP!!! Read the signs!



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First things first...



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NOTICE

**PERSONAL PROTECTIVE
EQUIPMENT REQUIRED
BEYOND THIS POINT**





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www.giuseppe-sartori.com

Installation Examples:



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AmSafe Support and Hotline:

AmSafe Contacts

James Crupi
Manager, Programs & Technical Support
(602) 850-2836 - Office
(602) 628-0349 - Mobile
jcrupi@amsafe.com

Lee Langston
Airbag Systems Technical Support
(602) 850-2844 - Office
(602) 628-0336 - Mobile
llangston@amsafe.com

Airbag Support Hotline
(602) 850-2787

***Note:** For access to additional AmSafe Seatbelt Airbag system information, please visit www.amsafe.com and select the AmSafe Aviation Customer/Partner Site link to register. Please be sure to specify "First Responder" in the NOTES section of the registration form to expedite access.*

Additional First Responder Safety Reference Training Information is now available on the FAA website. The training material on this site is comprehensive to include a variety of potential hazardous material considerations when responding to an aircraft accident, to include: airbags, parachutes, medical supplies, oxygen, etc.

Please go to http://www.faa.gov/aircraft/gen_av/first_responders/ for this information.

**AmSafe, Inc., 1043 N 47th Avenue
Phoenix, AZ 85043**



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WARNING

**Look for Ballistic
Parachute
Recovery Systems**



DANGER

**BALLISTICALLY DEPLOYED
PARACHUTE BEHIND THIS
PANEL.**



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Things that go BOOM!!!



- **Dead or Alive, this one is alive, the parachute is still in the bag.**
- **It will require disarming and removal of the Rocket Motor**



Remember, Various Aircraft Can Have:



Disposing of BRS Rockets:

DISPOSTION OF ROCKET MOTOR

Later, after immediate concerns have been addressed, emergency workers are advised to remove the rocket motor and to completely disarm it by removing the rocket fuel, and firing the igniter. Alone, separated from the igniter, the rocket poses very little danger, but it should be stored in a secure location. BRS will provide assistance for this effort which can be obtained by calling:

BRS AIR SAFETY PHONE

763-226-6110 (U.S.) **EMERGENCY ONLY**

or;

Alternatively, contact Cirrus Design at:

800-279-4322 or 218-727-2737.



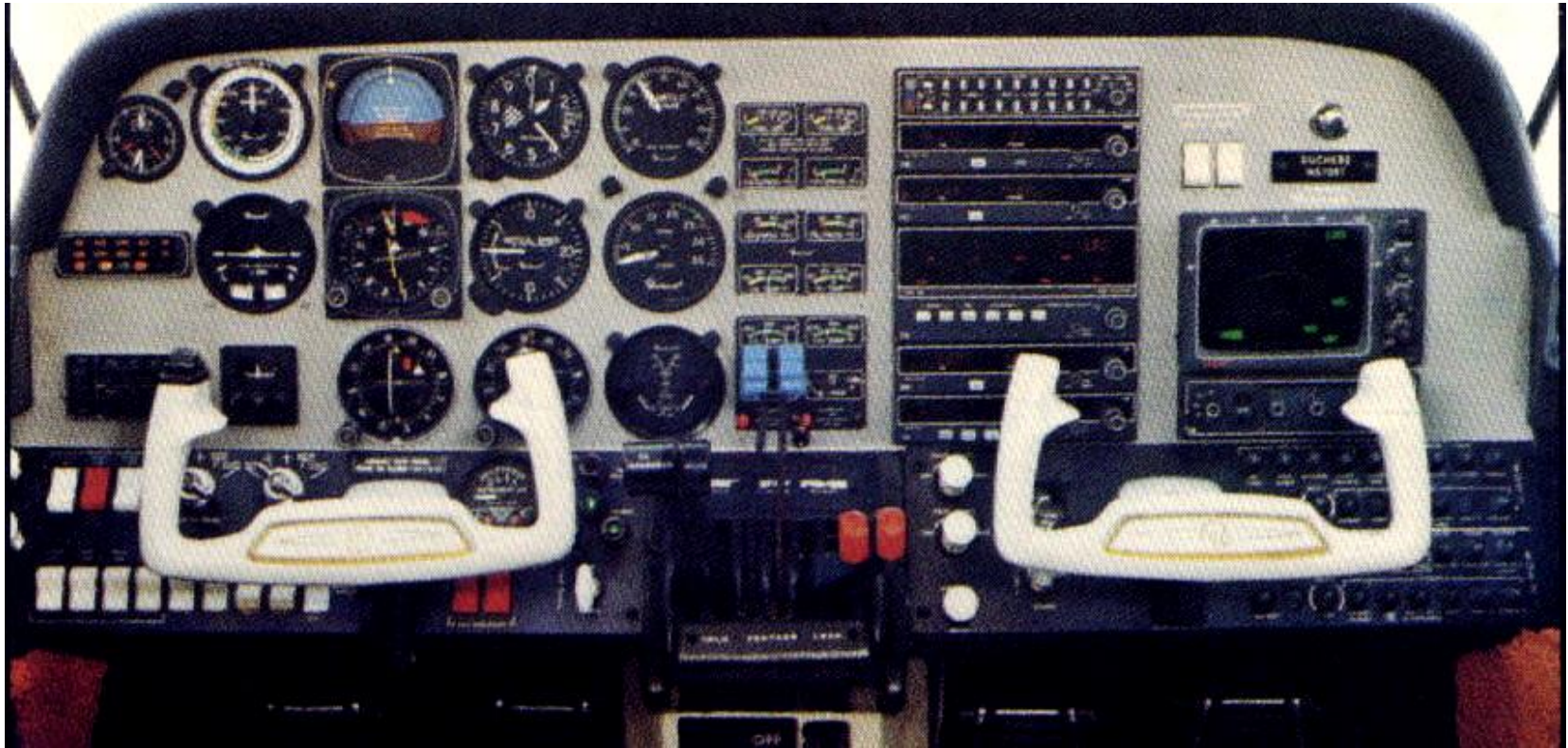
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PRESERVATION OF EVIDENCE



**Do not disturb any instruments
or controls...if possible!**



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PRESERVATION OF EVIDENCE



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

IV NAME
JOHN Q PUBLIC XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

V ADDRESS
XX
XX
XX

SA 1977 SEX HEIGHT WEIGHT HAIR EYES
M 75 230 BROWN BROWN

TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
PILOT

16 MAY 2002

ADMINISTRATOR

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration
MEDICAL CERTIFICATE Third CLASS

This certifies that (Full name and address):

Date of Birth Height Weight Hair Eyes Sex

has met the medical standards prescribed in Part 67, Federal Aviation Regulations for this class of Medical Certificate.

Holder must wear corrective lenses for near and distant vision while exercising the privileges of his airman certificate.

Limitations

Date of Examination 5/23/92 Examiner's Serial No.

Signature

Typed Name Anthony Baratta M.D.

AIRMAN'S SIGNATURE

FAA Form 8500-9 (1-91) Supersedes 8

Pilot and aircraft documents



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N66421	2. MANUFACTURER AND MODEL BEECH AIRCRAFT CORP. - V35B	3. AIRCRAFT SERIAL NUMBER D-10267	4. CATEGORY UTILITY
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5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 9 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

6. TERMS AND CONDITIONS
Unless so this airworthiness certificate is

DATE OF ISS June 2

Any alteration or modification without the approval of the FAA is prohibited.

FAA Form 8130-1

REGISTRATION NOT TRANSFERABLE
UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AIRCRAFT REGISTRATION

This certificate must be in aircraft when operated.

NATIONALITY AND REGISTRATION MARKS N 12345	AIRCRAFT SERIAL NO. 6969
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MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT
CESSNA C-150L
ICAO Aircraft Address Code:

ROBERT E. BARO
300 MOERKLE ST
ANYTOWN, OHIO
12345

This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.



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Responsibility of all First Responders:

FAA Advisory Circular 150/5200-12C

Title 49 CFR 830



U.S. Department
of Transportation

Federal Aviation
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Advisory Circular



Subject: FIRST RESPONDERS'
RESPONSIBILITY FOR PROTECTING
EVIDENCE AT THE SCENE OF AN
AIRCRAFT ACCIDENT/INCIDENT

Date: 9/28/2009
Initiated by: AAS-300

AC No.: 150/5200-12C
Change:

1. **PURPOSE.** This advisory circular (AC) furnishes general guidance for airport employees, airport management, and other personnel responsible for aircraft rescue and firefighting (ARFF) operations at the scene of an aircraft accident on the proper preservation of evidence. It explains the need for preservation of evidence and details operational actions which may be permitted if performed in the interest of preserving life.
2. **CANCELLATION.** AC 150/5200-12B, *Fire Department Responsibility in Protecting Evidence at the Scene of an Aircraft Accident*, dated September 3, 1999, is cancelled.
3. **APPLICATION.** The material contained in this AC is applicable for use on all civil airports. The Federal Aviation Administration (FAA) recommends the guidance and specifications in this Advisory Circular be used by First Responders responsible for protecting evidence at the scene of an aircraft accident/incident. In general, use of this AC is not mandatory. However, use of this AC is mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charges (PFC) Program. See Grant Assistance No. 34, *Policies, Standards, and Specifications*, and PFC Assurances No. 9, *Standards and Specifications*.
4. **PRINCIPLE CHANGES.**
 - a. Title change: replaced *Fire Department* with *First Responders*.
 - b. Section 4: added new Related Reading Material.
 - c. Section 6: added figures showing representative Flight Data Recorders and Cockpit Voice Recorders.
5. **RELATED READING MATERIAL.**
 - a. **International Civil Aviation Organization (ICAO)**, Annex 13.
 - b. **International Fire Service Training Association (IFSTA)**, *Aircraft Rescue and Fire Fighting*, Fifth Edition CHAPTER 10.
 - c. **National Fire Equipment System (NFES) 2659**, *Interagency Aviation Mishap Response Guide and Checklist*.



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Fatalities:

- Remove Bodies
(FAA or NTSB must approve first)
- **Document everything** prior to and after removal:
 - Location (Photo of body before moving)
 - Condition (Frozen, cyanotic, etc.)
 - Position Prior to removal
(even if outside the aircraft)

FAA will provide a toxicology container or

“TOX BOX” for the MS Crime Lab

The bodies will be sent to the MS Crime Lab for autopsy

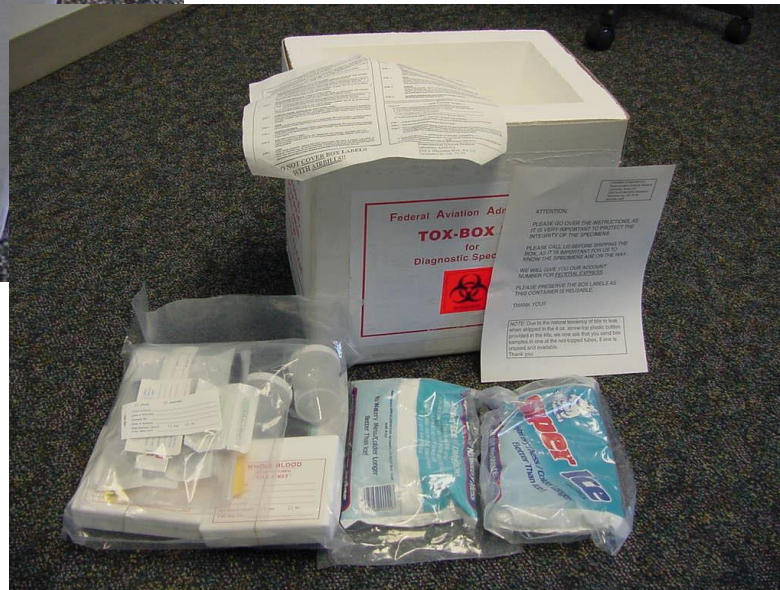


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**Toxicology report on
fatal crewmembers
only.**



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Cockpit Recorders



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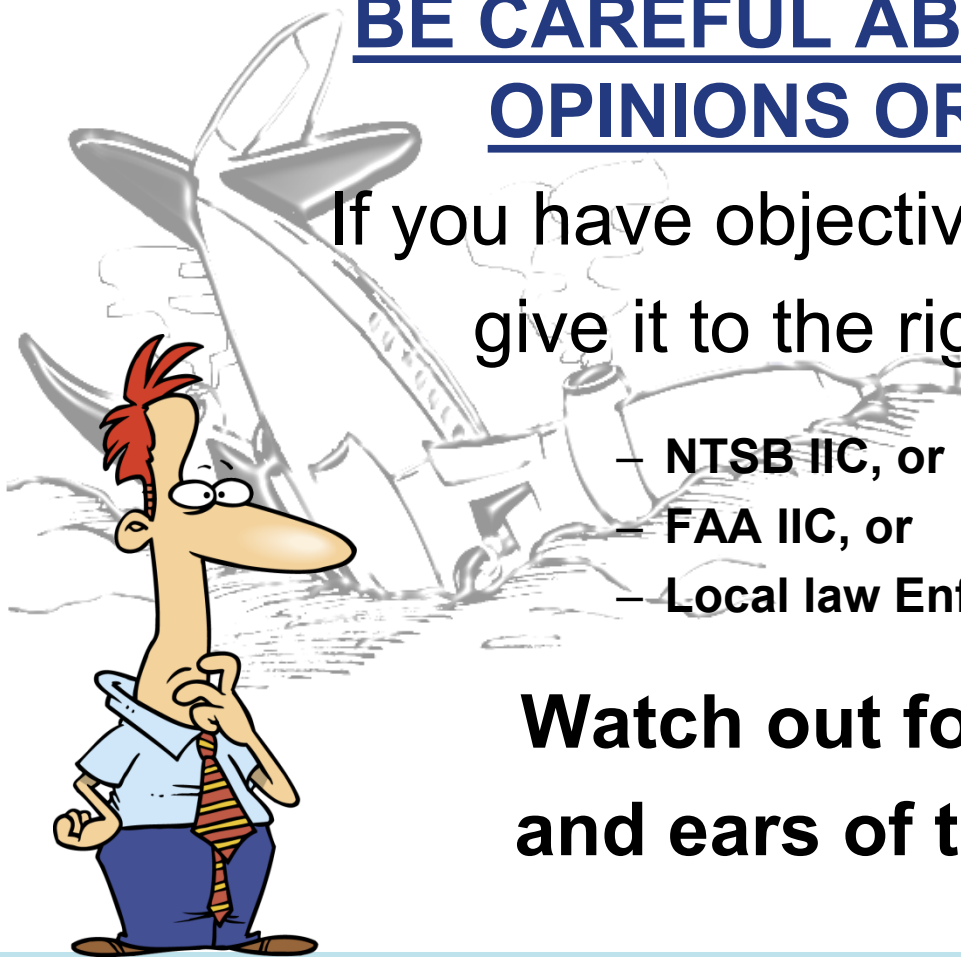
JUST THE FACTS MA'AM...

BE CAREFUL ABOUT EXPRESSING OPINIONS OR SUSPICIONS!

If you have objective information,
give it to the right people:

- NTSB IIC, or
- FAA IIC, or
- Local law Enforcement

**Watch out for the eyes
and ears of the Media!**



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The Media Listens:

Long range microphones can hear a whispered conversation up to 90 degrees either direction and up to 300 feet away.





A pageant contestant who was also a pilot died after crash landing a plane

By [Deanna Hackney](#) and [Hollie Silverman](#), CNN
 Updated 11:12 PM ET, Mon July 8, 2019



Lake Little died after crash landing a plane she was piloting.

(CNN) — An 18-year-old pageant contestant who was also a pilot died after crashing her plane while practicing takeoffs and landings on a golf course Saturday.

More from CNN

- Cameron Boyce, Disney star, dies at 20 after a seizure, family...
- Jeffrey Epstein's arrest shows the power of one newspaper's...

BIG SAVINGS ON OVER 40 BRANDS
[SHOP NOW](#)

Lake Little

Here's what we've discussed...

- **Contacts and authority**
- **PPE, your safety comes first**
- **Hazards Associated with Aircraft Accidents**
- **Scene Preservation**
- **The Press and the Public**



Thank you!

Questions?????

Scott Lynn
769-237-4896



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