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*Office of Aviation Safety*

# Survival Factors and Airport Emergency Response

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# Safety Issues

- ARFF cargo aircraft familiarization
- ARFF HRET/SPN training
- Cargo emergency exit requirements

# ARFF Cargo Familiarization

- ARFF personnel could not open main cargo door
  - Forced lockpin handle
  - Rendered door inoperative
- No scheduled cargo aircraft familiarization training

# ARFF Cargo Familiarization

- Emergency Response Diagrams
- Before the accident
  - PHL ARFF only had passenger DC-8 configuration, not cargo
- After the accident
  - UPS provided PHL ARFF with DC-8 cargo Emergency Response Diagram, which was inaccurate

# Emergency Response Diagram Inaccuracies

- Stated that 2-inch bands indicated all externally operable exits
- Depicted deactivated exits as externally operable
- Did not mention opening vent door for main cargo door operation

# ARFF HRET/SPN Use and Training

- Thermal imaging camera was used by PHL ARFF to locate hot spots
- ARFF had trouble operating piercing device
  - Tip of piercing turret slipped and moved out of place
  - HRET/SPN training inadequate

**Snuzzle Piercing Picture Here**

**Snuzzle Discharging Agent  
Through Burnthrough Holes Picture  
Here**



# UPS DC-8 Emergency Exits

- L1 door primary means of entry and exit
- Two cockpit windows and L1 door
- Flight crew evacuated via L1 door
- L1 door not marked on exterior
- Floor level emergency exits needed



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