

NFPA[®] 422

Guide for Aircraft Accident/Incident Response Assessment

2010 Edition



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An International Codes and Standards Organization

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NFPA® 422

Guide for

Aircraft Accident/Incident Response Assessment

2010 Edition

This edition of NFPA 422, *Guide for Aircraft Accident/Incident Response Assessment*, was prepared by the Technical Committee on Aircraft Rescue and Fire Fighting. It was issued by the Standards Council on October 27, 2009, with an effective date of December 5, 2009, and supersedes all previous editions.

This edition of NFPA 422 was approved as an American National Standard on December 5, 2009.

Origin and Development of NFPA 422

Originally a manual, NFPA 422 was initially begun in 1963 and was submitted to the Association for adoption at the 1972 Annual Meeting. The document was revised in 1979 and 1984, and the 1989 edition was a reconfirmation of the 1984 edition.

The title for the 1994 edition was changed from *Manual for Aircraft Fire and Explosion Investigators to Guide for Aircraft Accident Response*. The document was completely revised to provide a framework for the accumulation of data relative to the effectiveness of aircraft accident/incident emergency response services in the application of principles found in the standards and guides developed by the Technical Committee on Aircraft Rescue and Fire Fighting.

This document is intended to assist the committee in collecting significant data that can be utilized to facilitate revisions to the NFPA aircraft rescue and fire-fighting documents.

The 1999 edition was a reconfirmation of the 1994 edition. Editorial changes were made to make the forms easier to use.

For the 2004 edition, the document was revised to include only one, simpler form that can be used for all accidents/incidents. Several chapters were added with information for the investigator.

In the 2010 edition of NFPA 422, the Aircraft Accident/Incident Report Form has been reformatted as a checklist, making it easier to fill out. The committee wanted to keep the report form as thorough as possible while still being simple and up-to-date. The committee is hoping that the redesigned form will increase the likelihood that it will be used and submitted, thus ensuring proper data collection and processing. The explanatory sections that accompany the form have been rewritten to reflect the form's revisions. In addition, the committee has made sure that the document follows the *Manual of Style for NFPA Technical Committee Documents* by making the appropriate corrections and updates.



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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents on aircraft rescue and fire-fighting services and equipment, for procedures for handling aircraft fire emergencies, and for specialized vehicles used to perform these functions at airports, with particular emphasis on saving lives and reducing injuries coincident with aircraft fires following impact or aircraft ground fires. This Committee also shall have responsibility for documents on aircraft hand fire extinguishers and accident prevention and the saving of lives in future aircraft accidents involving fire.



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Assessment****2010 Edition**

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Changes other than editorial are indicated by a vertical rule beside the paragraph, table, or figure in which the change occurred. These rules are included as an aid to the user in identifying changes from the previous edition. Where one or more complete paragraphs have been deleted, the deletion is indicated by a bullet (•) between the paragraphs that remain.

A reference in brackets [] following a section or paragraph indicates material that has been extracted from another NFPA document. As an aid to the user, the complete title and edition of the source documents for extracts in advisory sections of this document are given in Chapter 2 and those for extracts in the informational sections are given in Annex C. Extracted text may be edited for consistency and style and may include the revision of internal paragraph references and other references as appropriate. Requests for interpretations or revisions of extracted text should be sent to the technical committee responsible for the source document.

Information on referenced publications can be found in Chapter 2 and Annex C.

Chapter 1 Administration

1.1 Scope. This guide provides a framework for the collection of data that provide information on the effectiveness of aircraft accident/incident emergency response services.

1.2* Purpose. The purpose of this guide is to outline a format for a comprehensive emergency response analysis and to collect significant data that can be utilized to facilitate revisions to applicable NFPA documents.

1.2.1 Chapter 5 of this guide can be effectively used to record and critique airport emergency disaster exercises.

1.2.2 The purpose of Chapter 5 is also to provide the following:

- (1) Information associated with an accident/incident that can be used to update and refine disaster plans for other airports and communities involved in aviation operations
- (2) Data for the revision of NFPA 424, *Guide for Airport/Community Emergency Planning*

1.2.3 Both the positive and the negative consequences of the operation should be emphasized with the objective of improving life safety in future accidents/incidents.

1.3 Application. This guide applies the principles of those standards and guides developed by the Technical Committee on Aircraft Rescue and Fire Fighting.

1.4 Units. This guide uses metric units of measurement in accordance with the modernized metric system known as the International System of Units (SI). The liter unit, which falls outside of, but is recognized by, SI is used commonly in international fire protection.

1.4.1 If a measurement value provided in this guide is followed by an equivalent value in other units, the first stated value should be regarded as the recommendation. The equivalent value might be approximate.

1.4.2 SI units have been converted from U.S. customary values by multiplying the U.S. customary value by the conversion factor and rounding the result to the appropriate number of significant digits.

1.5 Report Form. This guide contains a report form that, when completed, is intended to provide the basis for a comprehensive emergency response analysis.

1.5.1 This report form can be photocopied from this guide if it is not available elsewhere.

1.5.2 The form should be completed by persons with knowledge of the pertinent subject matter.

1.5.3 No obtained information should be released to the news media or to any person unless permission has been obtained first from the chief of the official investigating team. The successful collection of information is related directly to its judicious treatment.

1.5.4 This form can be used by any persons or organizations for their internal use. However, when released, a copy should be sent to the Technical Committee on Aircraft Rescue and Fire Fighting.

Chapter 2 Referenced Publications

2.1 General. The documents or portions thereof listed in this chapter are referenced within this guide and should be considered part of the recommendations of this document.

2.2 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471.

NFPA 424, *Guide for Airport/Community Emergency Planning*, 2008 edition.

2.3 Other Publications. Merriam-Webster's *Collegiate Dictionary*, 11th edition, Merriam-Webster, Inc., Springfield, MA, 2003.

2.4 References for Extracts in Advisory Sections.

NFPA 1710, *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*, 2010 edition.

Chapter 3 Definitions

3.1 General. The definitions contained in this chapter apply to the terms used in this guide. Where terms are not defined in this chapter or within another chapter, they should be defined using their ordinarily accepted meanings within the context in which they are used. Merriam-Webster's *Collegiate Dictionary*, 11th edition, is the source for the ordinarily accepted meaning.



3.2 NFPA Official Definitions.

3.2.1* Authority Having Jurisdiction (AHJ). An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

3.2.2 Guide. A document that is advisory or informative in nature and that contains only nonmandatory provisions. A guide may contain mandatory statements such as when a guide can be used, but the document as a whole is not suitable for adoption into law.

3.2.3 Should. Indicates a recommendation or that which is advised but not required.

3.3 General Definitions.

3.3.1 Travel Time. The time interval that begins when a unit is en route to the emergency incident and ends when the unit arrives at the scene. [1710, 2010]

3.3.2 Turnout Time. The time interval that begins when the emergency response facilities (ERFs) and emergency response units (ERUs) notification process begins by either an audible alarm or visual annunciation or both and ends at the beginning point of travel time. [1710, 2010]

Chapter 4 Aircraft Accident/Incident Emergency Response Data

4.1 Fire Data. Reports on accidents/incidents that involve fires should include information on the origin of the fire, its propagation, and the type, quantity, and effectiveness of extinguishing agents and equipment. Methods for managing fires and fighting fires that follow crashes are of interest to the aircraft rescue and fire-fighting (ARFF) community. These facts can be used to identify trends and prescribe corrective action that enhances safety to life.

4.2 Emergency Exit Data. It should be noted whether egress from the aircraft was required and whether emergency exits were available. Where egress was obstructed, factors such as fire location and structural damage should be identified. This information should be developed as a result of interviewing flight crew, passengers, and witnesses.

4.3 Weather Data. It is important to record the weather conditions that existed at the time of the accident/incident.

4.4 ARFF-Relevant Data. Reports should indicate the type of fire-fighting equipment that was available and that was used, the response time and effectiveness of each responding vehicle, the quantity and type of extinguishing agents used, and an inventory of the remaining agent/water. It is critical to developing improvements for life safety that distinctions be made among total agent used, agent used for control of the fire, and, most important, agent quantity used for all life safety requirements. The level of experience and the degree of training of fire-fighting and rescue personnel should be reported. Reports should address identification of problems encountered with communications, command and control, and implementation of emergency plans.

4.5 Medical Data. Records should include medical findings that result from analysis of the accident/incident. This information should identify the effectiveness of medical triage and transportation of casualties.

4.6 In-Flight Fire Data. Complete information on in-flight fires is essential in order to improve and develop adequate fire-warning and fire-extinguishing systems. Comments on fire behavior, from discovery to extinguishment, should be included in the report. A complete, step-by-step description of the procedure used by the crew for extinguishing the fire should be recorded.

4.7* Responsibilities Regarding Data Collection. Investigation of an accident/incident by an authority having jurisdiction (AHJ) is normally limited to determination of the probable cause. The collection of vital data needed for improving ARFF effectiveness and efficiency generally is beyond the AHJ's investigational process.

4.7.1 To improve ARFF services, the data collector should identify the accident/incident, document the tactics and strategies employed, and determine the effectiveness of existing techniques. These efforts will serve to identify the requisite correctness actions that will improve the quality and efficiency of existing ARFF services.

4.7.2 Upon arrival, the data collector should immediately contact the accident/incident investigator in charge. For on-airport accidents/incidents, the airport authority or the AHJ can provide the location of the investigator in charge. For off-airport accidents/incidents, the local enforcement authority should be contacted.

Chapter 5 Data Collected Using NFPA Aircraft Accident/Incident Report Form

5.1 Using the Report Form. This chapter provides information on how to complete the NFPA Aircraft Accident/Incident Report Form, which is reproduced in Figure 5.1. The order of the sections in this chapter corresponds directly to the order of the sections on the report form. Sections 5.3 through 5.8 contain instructions for answering the questions in each section of the form.

5.2 Instructions for Using the Form. The report form can be used in either an electronic format, a feature to be added at a later time, or a nonelectronic format to complete the six categories of information.

5.2.1 Electronic Format. This format is reserved for future use.

5.2.2 Nonelectronic Format. After the form is filled out, it must be mailed or faxed to the current Chair for the Technical Committee on Aircraft Rescue and Fire Fighting.

5.3 General Information. This section of the form is designed to collect the general information regarding the accident/incident with respect to the airport three- or four-letter designator, who is the person filling out the form, and whether that person was on scene during the accident/incident. Other vital information collected in this section is who provided the ARFF services and who was the incident commander (IC) at the scene, if neither of them filled out the form.

5.4 Aircraft and Accident/Incident Characterization. This section of the form provides aircraft accident/incident information on type, aircraft involved, location, persons on board/injuries, cargo HAZMAT, wild/exotic/livestock animal(s), the use of evacuation slides, and first responders injured.

NFPA AIRCRAFT ACCIDENT/INCIDENT REPORT FORM

The NFPA Aircraft Accident/Incident Report Form is designed to collect data on aircraft accidents/incidents. This scientific and statistical information will provide empirical data to assist in the consensus standards-making process with the development of effective NFPA standards and guides. The ultimate goal is to continue to study the challenges faced by responders during significant aviation events and, to improve the effectiveness of ARFF operations and passenger safety during future accidents/incidents.

The questionnaire is divided into six categories of information:

- General Information
- Aircraft and Accident Incident Characterization
- Time of Day and Weather Conditions
- Incident Notification
- Fire Factors
- Response Characterization

In the future, the questionnaire might be available online through the NFPA 422 document web site. Until such time, it must be completed manually and submitted to the current Chair of the Technical Committee for Aircraft Rescue and Fire Fighting for data collection and use in further editions of this document.

GENERAL INFORMATION

- (1) The airport three- or four-letter designator? _____
- (2) Your name, email address, and a contact phone number. _____
- (3) ARFF services are provided by:
 - ☐ Municipal/county department
 - ☐ Authority
 - ☐ Hybrid authority and municipal department
 - ☐ Private
 - ☐ Other
- (4) Were you on scene during the incident being reported?
 - ☐ Yes
 - ☐ No
- (5) What was your position within the incident command organization?
 - ☐ Incident command
 - ☐ ARFF group supervisor
 - ☐ Other
- (6) If you were not on scene at the time of the accident, enter the name of the ARFF/Fire Service Incident Commander. _____

AIRCRAFT AND ACCIDENT/INCIDENT CHARACTERIZATION

- (7) Select the best description of type of accident/incident.
 - ☐ High impact
 - ☐ Low impact
 - ☐ Ground collision
 - ☐ Runway excursion
 - ☐ Runway overrun
 - ☐ Runway undershot
 - ☐ Other

FIGURE 5.1 NFPA Aircraft Accident/Incident Report Form.