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Dusseldorf airport fire report

the fire was caused by welding works carried out to an expansion joint on the high access road of the terminal a, which began around 13:00. molten metal drops began to smouldering within the polystyrene insulation on the fallen ceiling of the arrival hall below. this slow fire spreads over a large area without being noticed. at 15:31, a taxi driver informed the fire department that had observed some sparks falling from the ceiling in the arrival zone. two members of the airport fire brigade arrived on the scene a few minutes later, initially suspecting an electrical failure. about 15:45, they learned the welding work directly above, finally identifying the probable origin. at that time, smoke could be seen emanating from vents to ceiling. the situation is completely out of control at 15:58. a flashover occurred, setting ablaze about 100 square meters 1.100 square feet of the ceiling in seconds. this was accompanied by an intense accumulation of dense and black smoke. a total of 11 tons of burnt polystyrene, as well as numerous pvc cable coatings, releasing highly toxic substances including carbon monoxide, dioxins, hydrogen cyanide and hydrogen chloride. because there was neither an irrigation system nor fire doors that was not mandatory at that time, a wall of smoke spread through the terminal building. at 16:00 about the airport fire brigade headquarters was informed about the extension of fire, and reacted by callingassistance from firefighters in adjacent municipalities. at 16:06, a general call for evacuation was put on the airport's public address system. until then, people in those parts of the airport who were not directly affected by smoking were unaware of the situation. Flight operations were arrested at 16:36. Many of the firefighters had no experience with fireworks of that kind, and the necessary supplies were missing. airport firefighters had only been trained to deal with aviation accidents, not as a response to a fire within the airport building. at 19:20, the fire was under control, and it was declared to be put out at 21:30. On April 11, 1996, a fire began within the passenger terminal of the airport of düsseldorf, in germany, killing 17 people. [1] from 2013(update), is the worst structural fire that occurred in any commercial building of the airport. [2] According to various sources, between 62[2] and 88[1] people were wounded. catastrophic conflagration is considered a first example of a polystyrene fire, which illustrates the flammability of this material. About 1,000 firefighters were involved in the extinction of blaze, which at the time was the largest fire response in the history of North Rhine-Westphalia. [3] cause and timeline the fire was caused by welding works carried out at an expansion joint on the high access road of Terminal A,[3] which began around 13:00. [1] molten metal drops started to smouldering within the polystyreneon the fallen ceiling of the room arrives below. [2] This slow fire spreads over a large area without being noticed. [1] at 15:31, a taxi driver informed the fire department that had observed some sparks falling from the ceiling in the arrival area. [1][2] Two members of the airport fire brigade arrived on the scene a few minutes later, initially suspecting an electrical failure. [1] to 15:45, they learned of the welding work directly above, so that they can finally identify the probable origin. [3] at that time, smoke could be seen emanating from vents to ceiling. [2] The situation is completely out of control at 15:58. [2] a flashover occurred, setting ablaze about 100 square meters of the ceiling in seconds. this was accompanied by an intense accumulation of dense and black smoke. [1] a total of 11 tons of burnt polystyrene,[1] as well as numerous pvc cable coatings, releasing highly toxic substances including carbon monoxide, dioxins, hydrogen cyanide and hydrogen chloride. [3] since there was neither a sprinkler system nor fire doors[2] (which was not mandatory at that time)[3] a wall of smoke spread through the terminal building. [1] at 16:00 about the headquarters of the airport fire brigade was informed about the magnitude of the fire, and reacted calling for assistance of the room firefighters in adjacent municipalities. [1] at 16:06, a general request for evacuation on the public address system of theUntil then, people in those parts of the airport who were not directly affected by smoking were unaware of the situation. [1] Flight operations were arrested at 16:36. [3] Many of the firefighters had no experience with fires of that kind, and the necessary supplies were missing. The airport firefighters had only been trained to deal with aviation accidents, not as a response to a fire within the airport building. [1] At 19:20, the fire was under control,[2] and was declared out at 21:30. [3] Victims All the victims died of smoking inhalation rather than the wounds caused by fire. [3] Due to the dense smoke, nine passengers were trapped inside the Air France airport lounge at the mezzanine level above the arrival hall of Terminal A.[2] The self-service Salon was not personal; Passengers eligible to use the services were given a check-in access code. This may have contributed to the lack of knowledge of the nearest escape route that was only 8 meters from the exit of the salon. He took a flat roof through two half stairs. [1] Numerous phone calls were made from the inside of the salon, the last at 16:19. [1] Although one of the victims described the position to be above the Lufthansa check-in, none of the staff involved was aware of the exact location of the salon, preventing it from being evacuated in time. Everyone except a suffocated occupant. A French businessman managed to escape by destroying a window with aand falling 4 meters to the lower level. He was saved around 17:00, suffering from severe head injuries. He's completely recovered from the wounds. [1] Seven people died in two lifts bringing people from the airport garage to the arrival hall of Terminal A, which at the time was completely ablaze. [2] The victims had entered the unknowing fire lifts, only to find themselves exposed to dense and toxic smoke that destroyed the optical door sensors, causing the elevator doors to remain open. [1] A British soldier died inside a cabinet at the arrival level of Terminal A.[1] The last victim, an elderly woman, had initially escaped the fire but died two weeks later due to the consequences of smoking inhalation. [1] Due to the effects of fire and smoke, terminals A and B were rendered unusable, and total damage was estimated at 1 billion DM. [1] Various airlines temporarily moved their operations to the nearby Cologne/Bonn airport, until the curtains were put at Düsseldorf airport to provide intermediate check-in and baggage complaint services. [4] These were then replaced by light-metal barracks (Terms D and E). By 1 July 1996, Düsseldorf airport had returned to 90 percent of its original passenger capacity. [2] Terminal A has been extensively renovated, and Terminal B has been demolished completely and rebuilt; terminals reopened in 1998 and 2001 respectively. [5] Survey The official accident investigation revealed a series of safety and proceduresand possible criminal offences: The airport firefighters had not been informed about welding work, otherwise a fire clock would be shipped. [1] The highly flammable polystyrene sheet inside the ceiling has been installed illegally. [1] There were no operating procedures for a fire within the terminal building. Firefighters lacked plans and access keys.[1] and communication problems were encountered among members of the airport fire brigade and external forces. [2][3] The lifts were not put out of service once the general fire alarm was called. [1] At the end of 1996 a court process was opened, loading a number of people including the two welders, the airport technical director, the architect, as well as inspectors and construction supervisors and. Following long arguments on procedural issues, the case was postponed several times and finally abandoned in 2001, without a verdict identifying the responsible for the disaster. [1] See also the fire of Nairobi airport, which occurred on August 7, 2013 and destroyed a large part of the terminal building at Jomo Kenyatta International Airport References ^ a b c d e f h i j k l m n o p q r s t u v w x y Frank Bürgin. "Der Flughafenbrand von Düsseldorf." youtube.com: Westdeutscher Rundfunk. Retrieved 22 May 2013. CS1: discouraged parameter (link) ^ a b c d e f g i j k l m "Fire Invest Summary" (PDF). National Association for Fire Protection. Archived from the original (PDF) on 122011. Retrieved 22 May 2013. CS1 maint: discouraged parameter (link) ^ a b c d e f h i "Mitten ins Inferno". Der Spiegel (16/1996): 22–25. Archived from the original on 9 March 2013. Retrieved 21 May 2013. CS1: discouraged parameter (link) "Der Flughafen nach dem Brand von 1996". rp-online.de. 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