



## PERSONAL EFFECTS (PE) BEST PRACTICES

On a major aviation/transportation accident the following suggested protocols would be implemented. It is understood that the unique factors at the accident location will influence the application of these protocols.

### 1 PE TEAM MEETS AT ACCIDENT SITE

Prior to the PE recovery process, a PE survey team will meet at the crash site approximately 24-36 hours (depending on the accident) after the accident. The team will be comprised of:

- Personal Effects Vendor Representative
- NTSB-TDA Specialist
- FBI ERT Team Leader (at the request of the NTSB)
- Local Law Enforcement Representative
- Air Carrier Representative
- Underwriter Representative (optional)
- Medical Examiner/Coroner Representative

The survey team will inspect the crash site and perform the following tasks:

- Locate the PE item farthest from the main wreckage.
- Based on a standard approach to crime scene investigation methodology, search an area twice the distance and depth from the location of the farthest and deepest PE item recovered.
- Examine the influence of terrain and environmental issues (mud, sand, trees, etc.) on PE search and recovery.
- Discuss and agree upon the recovery plan offered by the PE Vendor.
- Brief air carrier management on the recovery plan.

### 2 SURVEY TEAM FINAL INSPECTION

Once the PE Vendor has cleared the scene of PE and is ready to terminate on-scene operations, the survey team members will reassemble at the accident scene for a final inspection of the crash site, ensuring the scene is clear of all visible PE and that all reasonable recovery actions have been completed.

The survey team will be comprised of:

- Personal Effects Vendor Representative
- NTSB-TDA Specialist
- FBI ERT Team Leader (at the request of the NTSB)
- Local Law Enforcement Representative
- Air Carrier Representative
- Underwriter Representative (optional)

### 3 MONITOR CRASH SCENE

Monitoring the crash scene for a period of time following the initial cleanup may reveal additional PE. The following is recommended:

- A site survey by the PE Vendor and the Air Carrier Representative 30-60 days following environmental remediation.
- A site survey by the PE Vendor and the Air Carrier Representative following the first significant environmental, geological, or meteorological events likely to alter the site conditions (such as heavy rains, snow melt, flooding, crop planting/clearing, windstorms, or earthquakes). Local weather conditions should be monitored for meteorological events. The landowner may also provide information on these events, so contact should be maintained with the owner or his representative.

Once completed, survey results are to be provided to the Office of Transportation Disaster Assistance. TDA staff can be reached at 202-314-6185.

### 4 ONE YEAR ANNIVERSARY

At the one-year anniversary (regardless of any planned visitation at the crash site), it is recommended the following action take place approximately 30 days before the anniversary.

- PE Vendor and Air Carrier walk the crash site to locate any PE that has moved to the surface because of changes in the site condition.

Once the PE Vendor and Air Carrier Representative have completed this survey, results are to be provided to the Office of Transportation Disaster Assistance. TDA staff can be reached at 202-314-6185.

Should the event be categorized as criminal/terrorism then these protocols will not be used. FBI ERT will direct the documentation and recovery of all evidence in accordance with FBI protocols.



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