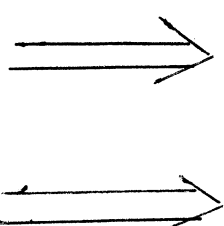


## 1.15.2 Fire Fighting and Rescue

At the time of the accident and according to landing and take-off routine, two vehicles were on standby for prevention and assistance for the movements. The vehicle first intervention - OSKOSH T-15 nr. 05 - had on board a team-chief and a fireman. The second intervention vehicle - OSKOSH T-12 nr. 01 - was crewed by two fireman.

The remaining members of the shift, the Shift Chief, a teamchief and a fireman were waiting for sunrise to perform the routine equipment daily inspection. The rescue service chief was in his office.



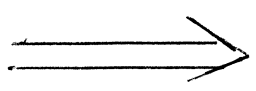
At 07.32.00 UTC (approx) the crew of the first intervention vehicle, positioned with the engine running in the external park of the firebrigade building, observed the approach, apparently normal, of Flight MP495, when they saw an explosion followed by flames that envelopped the aircraft.

The vehicle immediately departed, switching on the lights and sirens.

The second intervention vehicle, parked on the same place, took off immediately afterwards, simultaneously with the Faro control tower aural alarm.

Shortly afterwards the vehicles Protector C-2 nr. 3, driven by a fireman and the Shift Chief operating the cannon, the Command and Rescue vehicle, driven by the rescue services chief and finally, the vehicle OSKOSH T-12 nr. 2, crewed only by the teamchief, left the building.

From the recordings on the emergency channel and statements from the rescue people and other witnesses, as well as the timing made over the same routes and with the same vehicles, the rescue service intervention chronogram was as follows: (annex 14)



At 07.33.22 UTC.  
Accident

At 07.33.31 UTC.  
Faro Control Tower transmits by radio the accident warning.

At 07.34.45 UTC (approx).  
Vehicle T-15 in standby starts driving to the accident place before the alarm was given, positioned itself close to the aircraft tail left side and starts fire-fighting.

At 07.35.15 UTC (approx).  
Vehicle T-12 in standby arrives at the place and positions itself close to the tail section, longitudinally in relation to the fuselage.

At 07.35.18 UTC.