

HFD AIRCRAFT RESCUE REORGANIZATION

A joint effort between HFD, HAS, and Local 341

Presented to the Public Safety Committee February 24, 2015

2013 NOTABLE AIRCRAFT INCIDENTS

- ✘ 1/29/13 SCAT Airlines
- ✘ 2/13/13 South Airlines
- ✘ 4/13/13 Lion Airlines
- ✘ 4/26/13 National Airlines
- ✘ 5/16/13 Nepal Airlines
- ✘ 7/6/13 Asiana Airlines
- ✘ 7/7/13 Rediske Air
- ✘ 8/14/13 UPS Cargo



2014 NOTABLE AIRCRAFT INCIDENTS

- ✘ 2/16/14 Nepal Airlines
 - ✘ 18 fatalities
- ✘ 3/8/14 Malaysia Airlines
 - ✘ 239 fatalities
- ✘ 7/17/14 Malaysia Airlines
 - ✘ 288 fatalities
- ✘ 7/23/14 TransAsia Airlines
 - ✘ 48 fatalities
- ✘ 7/24/14 Air Algerie
 - ✘ 116 fatalities
- ✘ 8/7/14 AerCaribe
 - ✘ No injuries / fatalities
- ✘ 8/10/14 Sepahan Airlines
 - ✘ 48 fatalities
- ✘ 12/28/14 Indonesia Airasia
 - ✘ 162 fatalities



FEBRUARY 9, 2015 - BUSH AIRPORT



FEBRUARY 13, 2015

8:18PM

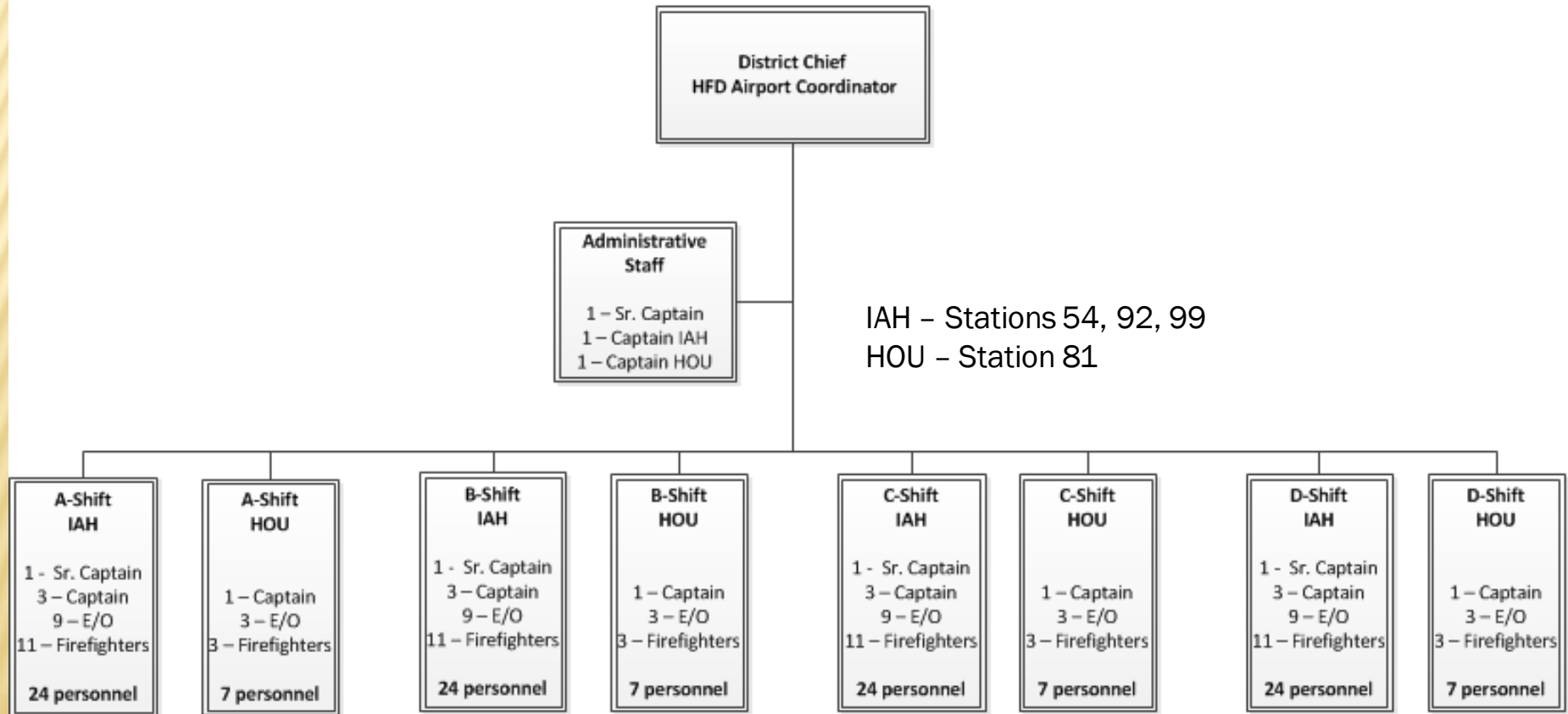
- ✘ Front landing gear not engaged
- ✘ Airbus A-319 with 141 persons on board
- ✘ Response Times:
 - + D-64 – 18:03 to respond and be escorted to AOA
 - + D-102 – 17:10 to arrive at staging location
- ✘ Incident Commander actions prior to landing
 - + Triage, Treatment, Transport teams established in staging area
 - + Fire control team established
 - + Evacuation team established
 - + Search & Rescue team established
 - + HFD & Atascosita AMBUS' were dispatched

HFD AIRCRAFT RESCUE MISSION

- ✘ Maintain FAA Part 139 requirements
- ✘ Provide for the safety of the public through response to aircraft emergencies
- ✘ Mitigate all fire and EMS emergencies on airport property
- ✘ Ensure a high level, efficient, and professional response to high national profile aircraft incidents to positively reflect on the City of Houston

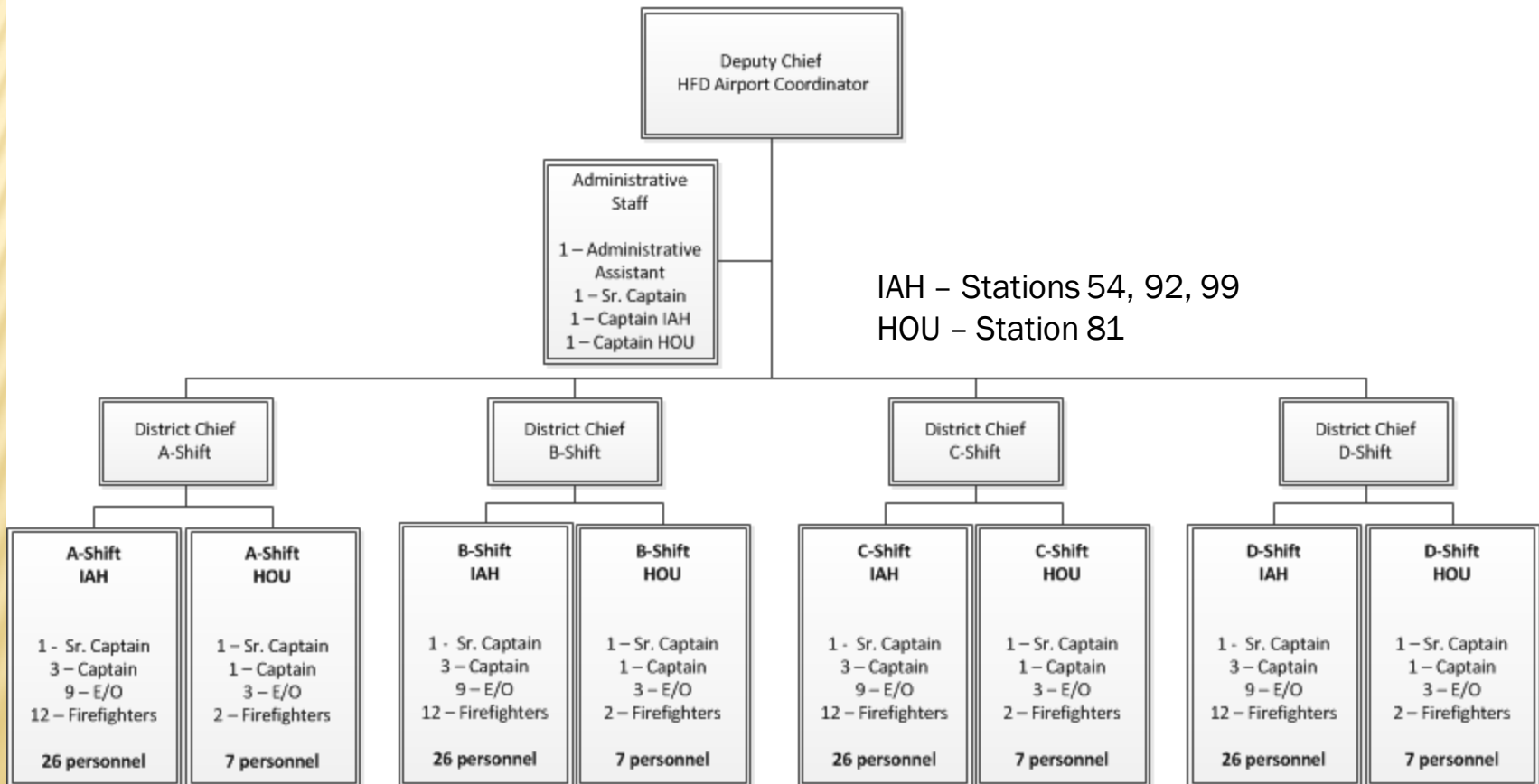
CURRENT ARFF ORGANIZATION

Current Airport Staffing: Minimum Shift Staffing – 31 members



PROPOSED ARFF ORGANIZATION

Proposed Airport Staffing: Minimum Shift Staffing – 33 members



ADVANTAGES OF REORGANIZATION PROPOSAL

- ✘ Enhanced public safety through better incident management
- ✘ Resolves administrative span of control problems and provides for increased supervision
- ✘ Dedicated Sr. Captain for initial Incident Command at HOU
- ✘ Dedicated airport Chief officer at IAH
- ✘ Consistent with Incident Command staffing of other Index E airports nationally
- ✘ Immediate on-site ARFF certified Chief Officer as Incident Commander within the Area of Operations at IAH rather than waiting for off-site non-ARFF trained Chief to respond

NATIONAL TRANSPORTATION AND SAFETY BOARD

- ✘ Asiana Airlines Flight 214, July 6, 2013 (San Francisco)
 - + Summary finding:
 - ✘ *“Aircraft rescue and firefighting (ARFF) training for officers placed in command of an aircraft accident. The arriving incident commander placed an officer in charge of fire attack who had not received ARFF training, and this individual made decisions that reflected his lack of ARFF training. Although no additional injuries or loss of life could be attributed to the fire attack supervisors lack of ARFF training, it demonstrates the potential strategic and tactical challenges associated with having non-ARFF trained personnel in positions of command at an airplane incident.”*

COST OF PROPOSED REORGANIZATION

- ✘ Total personnel cost \$1,000,618
- ✘ ARFF Proximity Gear Savings - \$100,000
- ✘ Net cost - \$900,618
- ✘ All cost financed through an increase in rates & charges passed on to the airlines.

COUNCIL ACTION REQUIRED

- ✘ Ordinance 1 additional Deputy Chief position
- ✘ Ordinance 3 additional District Chief positions
- ✘ Ordinance 4 additional Sr. Captain positions