



CITY OF HOUSTON

Fire Department

Interoffice

Correspondence

To: Public Safety Committee Members

From: Richard Mann
Executive Assistant Fire Chief

Date: March 2, 2015

Subject: Follow up to HFD ARFF
Presentation

Thank you for the opportunity to present our proposed staffing revisions for our ARFF (Aircraft Rescue Fire Fighting) Special Operations Division. As stated during the presentation, this proposal has been a joint effort of HFD, HAS, and Local 341. The information contained within this document is intended to answer the questions that arose following the presentation and were unable to be fully answered at that time.

1. Funding details

- HFD Staffing increases would be funded by CPE (Cost Per Emplaned Passenger). This is passed to the airlines when they are billed for ramps, gates, landings, etc. This is increased only if needed. It does vary, just as the quarterly bill to HAS varies based on what HFD spends on supporting ARFF. The staffing proposal is estimated to increase the CPE 3 cents at IAH and 9 cents at HOU.
- Another cost discussed during the follow-up questions was the PFC (Passenger Facility Charge). The PFC in Houston is currently \$3.00 per ticket and is being increased to \$4.50 per ticket to pay for major airfield and terminal improvements. The PFC would not be used to fund HFD ARFF staffing and, therefore, would not be impacted.
- Additional cost calculations provided by finance are attached.

2. Current ARFF cost of operations

- The current HFD FY15 budget for the airport is \$16,049,936 of which 99.2% of the costs are related to personnel expenses.

3. Incident Command response time to HOU

- District 26 is the first-in District Chief to HOU. The distance from Station 26 to the HOU flex response point is 2.8 miles per Google Maps. Dispatch records from a recent Alert II on 2/23/15 dispatched at 5:04pm showed a 6 minute response time to the flex response point (at a gate outside the fence). They did not respond inside the fence on this incident.
- Because HOU airfield is much smaller, a reasonable travel time would be 2 minutes to get to any point on the airfield from the flex response point, assuming HOU Operations is not delayed.
- The ARFF staffing proposal would place an ARFF trained Sr. Captain at HOU 24/7. Sr. Captains are trained as intermediate Incident Commanders and able to initiate command procedures until the arrival of a District Chief. Upon arrival of a District Chief, the ARFF Sr. Captain would supplement the command post as the technical expert and liaison with airport operations. Due to the size of HOU, the reasonable response time of D-26, and the FAA Index C status of HOU, we feel this is an adequate recommendation at this time, but will reevaluate after the completion of HOU expansion.

4. Impact of future expansion and traffic at HOU

- HOU has experienced a steady increase in passenger counts for the past 5 years and movement counts for the past 3 years. Southwest Airlines business model is to use only the Boeing 737 aircraft. SWA represents over 90% of the market at HOU. The longest 737 model is 138' and holds 220 passengers and, therefore, falls in the Index C.

- HFD anticipates an increase in the medical calls and Alert II (on-ground emergencies) with the anticipated growth of HOU. However, in order to move from an Index C to an Index D airport, the airlines would have to routinely utilize aircraft 160' or longer (such as the Boeing 757) with at least 5 daily departures or lengthen the runways to accommodate larger aircraft.

5. Amendments to federal legislation

- HFD would support any legislation that reduces our response time, increases firefighter safety, and increases service delivery to the community.
- Since the events of September 11, 2001, federal legislation has tightened security of FAA airfields.
- Even if additional access gates were placed in fences on airfields, there will always be a need for tightly controlled movements within the airfield perimeter due to additional air traffic. In the event of a catastrophic emergency at IAH, it is expected that only the affected runway would be shut down and remaining runways will remain in operation. Therefore, there will always be a requirement for escort by HAS Airport Operations of HFD suppression apparatus responding from outside the airport when moving within the perimeter for clearance and coordination with the control tower.

6. Anticipated impact on HFD Personnel Budget

- Through support of the Mayor and City Council, HFD has increased the number of cadet classes to address understaffing. Thus far, we have graduated 131 new cadets in FY15 and anticipate a total of 253 new cadets by the end of FY15. In addition, 5 cadet classes are being budgeted for in FY16. Therefore, although the ARFF staffing proposal will increase the minimum staffing of ARFF from 31 to 33 members and thus shift those personnel cost from HFD to HAS, there will not be a decrease in the HFD personnel budget due to increased number of cadets.

7. Current Promotional List impact

- The proposed staffing proposal would require the creation of 1 Deputy Chief position, 3 District Chief positions and 4 Senior Captain positions.
- The current District Chief promotion list expires 7/31/15. We have currently promoted through #10 on this list at this time. See attached list.
- The current Senior Captain promotion list expires 8/13/15. We have currently promoted through #81 on this list at this time. See attached list.
- There is currently no active promotion list for the rank of Deputy Chief. Classified testing has indicated they will not be able to schedule this promotional exam until February 2016. Therefore, to avoid back pay issues, we would not request the creation of this position in excess of 125 days prior to the exam.

8. Additional supplemental data:

Airports Council International - North America					
Top 50 Airports, Report Data					
HOU			IAH		
	Passengers	Movements		Passengers	Movements
2014	11,945,825	214,622	2014	41,251,015	503,696
2013	11,109,449	182,056	2013	39,799,414	496,908
2012	10,437,647	170,636	2012	39,891,144	502,677
2011	9,843,302	272,840	2011	40,128,953	517,262
2010	9,054,001	273,031	2010	40,479,569	531,347

HFD Airport Responses							
HOU Event Totals				IAH Event Totals			
	Fire	Medical	Total		Fire	Medical	Total
2014	102	1058	1160	2014	397	2796	3193
2013	110	835	945	2013	412	2539	2951
2012	95	848	943	2012	405	2648	3053
2011	95	812	907	2011	430	2585	3015
2010	66	625	691	2010	372	2714	3086
2009	82	678	760	2009	422	2584	3006

ARFF Standards						
FAA Index	NFPA/ICOA	Aircraft lengths	ARFF FAA	ARFF NFPA	FAA Gallons	NFPA Gallons
C	7	126-160'	2	2	3,000	4,880
D	8	160-200'	3	3	4,000	7,780
E	9	200-250'	3	4	6,000	9,570
E	10	250-295'	3	4	6,000	14,260

If there are any questions I failed to answer or any additional data needed, please contact my office at 832-394-6712.



Richard Mann
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attachments