



INFORMATION REPORT

TO: Mayor and Members General Issues Committee	WARD(S) AFFECTED: CITY WIDE
COMMITTEE DATE: February 14, 2011	
SUBJECT/REPORT NO: Hamilton International Airport Staffing Changes – Potential Implications (CM11001) (City Wide)	
SUBMITTED BY: Chris Murray City Manager	PREPARED BY: David Cunliffe (905) 546-2424 ext 3340 Mike Kirkopoulos (905) 546-2424 ext 3378
SIGNATURE:	

Council Direction:

This report is being provided in response to Item 6 of the Committee of the Whole Report 10-027, specifically regarding staffing changes at the John C. Munro Hamilton International Airport. The direction provided at that time reads as follows:

- (a) That City Council request that Tradeport International restore full emergency fire service to Hamilton International Airport immediately;
- (b) That City Council send a letter to Transport Canada outlining its concerns and requesting that Transport Canada review the fire safety and security levels at the airport with copies forwarded to all local Members of Provincial Parliament (M.P.P.'s);
- (c) That City staff continue their dialogue with Tradeport and report back to the Committee of the Whole at its first regularly scheduled meeting after the Election.

Information:

Item (a) – Restoration of Fire Service

On November 1, 2010 it appears that Tradeport International proceeded with its staffing realignment plans. These new plans are different than the previous structure that was in place. It is our understanding the new plans are not fully equivalent to the previous plans and such may not meet Council's direction in item (a). On December 7, 2010 correspondence was received from Richard Koroscil, President & C.E.O, Tradeport International Corporation

(attached as Appendix B to Report CM11001) responding to the letter from the Mayor's Office dated October 14, 2010 referencing Item 6 of the Committee of the Whole Report 10-027.

Tradeport clarified that Hamilton International Airport continues to maintain full aircraft emergency fire service that meets all Transport Canada regulations. As a result, they believe that they are compliant with the request in Item 6(a) of the Committee Report. Tradeport also maintains that Hamilton Emergency Services' (HES) role as a support agency will remain unchanged as Tradeport will continue to have emergency response staff on site 24 hours per day.

Item (b) – Letter to Transport Canada

The Clerk's office confirms that correspondence under the Mayor's signature was sent out to the airport regulator, Transport Canada, as per the Council directive. No correspondence has been received as of this update.

Item (c) – Dialogue with Tradeport and John C. Munro Airport

At the October 12, 2010 Committee of the Whole meeting, Chief Kay verbally reported during the committee debate that HES staff had met with Airport Management prior to the Committee of the Whole meeting and were informed at that time that Airport Management would consider treating cargo movements similar to how they treat passenger movements and that they would ensure that the airport Emergency Response Service (ERS) person would be positioned in the airport fire hall during scheduled cargo movements. Outside these scheduled timeframes, they would ensure that the ERS person would be given assignments that maintain their proximity to the fire hall so they would always be in a response position prior to HES staff arrival at the airport for an aircraft emergency. This position was provided to HES staff to help alleviate the potential change to the HES-Fire service's primary support role. This response was satisfactory and would alleviate the concerns raised about the potential role reversal and thus would help ensure that the role of HES-Fire remains the same as it has since amalgamation.

The City Manager recently received an email from the John C. Munro Hamilton International Airport with correspondence attached dated October 27, 2010, which was sent with the intention of addressing Council's concerns raised regarding the lease and regulatory compliance.

The email Mr. Murray received stated that it is now the intent of airport management to have their emergency response staff on hand 24 hours per day, 7 days per week that will be capable of assuming command during an incident and providing direction to City emergency responders. It is their prediction that this will not change the current protocols that we have in place today, and should satisfy the concern regarding HES staff arriving on scene and that they will be directed appropriately.

The correspondence that was attached dated October 27, 2010, from the Director of Operations of John C. Munro Hamilton International Airport (attached as Appendix A to Report CM11001), stated that they are meeting the terms and conditions of the Head Lease and are also compliant with the Aeronautics Act and all associated regulations pertaining to aviation security.

As a reminder, the airside location of the Hamilton International Airport is federally regulated and HES-Fire does not have jurisdictional authority. While it is a fact that other municipalities in Canada provide various response services to airports within their respective municipal boundaries through formal service agreements and follow the prescribed Federal Regulations, it appears that each of these municipalities is providing airport fire services under somewhat different circumstances.

Since amalgamation, the Hamilton International Airport has provided airport fire fighting and the City has played a support role. It is staff's recommendation that this service level arrangement is maintained regardless of the staffing model employed at the Airport.

As you may recall, the concern expressed by HES-Fire at the time that these staffing changes were revealed is that the role of the Hamilton Fire Service **could** be changed and **could** become the primary responder to airside crash emergencies. HES-Fire does not have the capability of substituting a structural fire response for air crash rescue trained response without additional training and equipment and a mandate by Council to provide this additional service. Currently Hamilton Fire is not capable of providing additional services at the airside portion of the airport beyond first aid and water supply.

HES-Fire has implemented new response protocols that will ensure HES-Fire only sends resources to assist the airport fire personnel with the supply of water for the fire apparatus and first aid for passenger aircraft emergencies consistent with its support role. Hamilton Emergency Medical Services is not impacted by these airport staffing changes and thus no changes to the Paramedic response are required at this time.

HES-Fire staff continue to have dialogue with Tradeport staff and are in the process of setting up testing of Tradeport's response protocols that allow for their immediate response to emergency situations.

Staff were also asked by Councilor B. Clark at the same October 12, 2010 Committee of the Whole meeting to provide a comparison of the NFPA Airport regulations versus The Transport Canada regulations. The chart below provides that overview.

COMPARISON OF REQUIREMENTS FOR AIRCRAFT FIREFIGHTING / RESCUE OPERATIONS

For the purpose of the comparison, it is assumed that the largest passenger plane utilizing a designated airport would be a Boeing 737-800 series which is typical of the Westjet fleet. Hamilton's airport is not considered to be a Designated Airport as it relates to Canadian Aviation Regulations (CARs). The relevant airport fire fighting Standards are Standard 323 which lists required training and Standard TP312 which details recommended practices that the airport is required to follow. Further details are found in Part III, Subpart 3. All on Transport Canada site <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part3-menu-156.htm#standards>

	NFPA 403	Transport Canada – CAR 303
Required Services	Firefighting and Rescue Operations	Exterior Firefighting
Objectives	Aircraft Firefighting – The control or extinguishment of fire adjacent to or	To provide from the exterior a fire free evacuation route from the

	<p>involving an aircraft following ground accidents or incidents. Aircraft firefighting does not include the control or extinguishment of airborne fires in aircraft.</p> <p>Aircraft Rescue – Action taken to save or set free persons involved in an aircraft incident/accident by safeguarding the integrity of the aircraft fuselage from an external/internal fire, to support self-evacuation, and to undertake the removal of injured and trapped persons.</p>	<p>aircraft. Standard does not mandate interior firefighting or rescue operations</p>
Staffing	<p>A total of 9 personnel (3 ARFF personnel per vehicle, an Incident Commander and 2 ARFF trained personnel for Rapid Intervention)</p>	<p>A total of 2 personnel (1 per vehicle)</p>
Response Times	<p>First responding vehicle to reach any point on the operational runway within 2 minutes or less. Additional must be able to reach any point within the on-airport portion of the rapid response area within 2 ½ minutes. Other ARFF vehicles necessary to achieve the agent discharge rate listed shall arrive at intervals not exceeding 30 seconds</p>	<p>Within 3 minutes of the alarm, ARFF vehicle must be able to reach the midpoint of the runway that services commercial passenger flights. Other ARFF vehicles must reach the midpoint of the runway within 4 minutes of the alarm being sounded.</p>
Hours Of Operation	<p>Requirements based on category which is governed by size of aircraft regardless of the type of flight (i.e. commercial passenger, cargo, etc.)</p> <p>During flight operations, 15 minutes prior and 15 minutes following, a sufficient number of trained personnel shall be readily available to staff the rescue and firefighting vehicles and to perform firefighting and rescue operations.</p>	<p>Required to provide ARFF operations for commercial passenger flights exceeding 20 or more passengers.</p> <p>Operator of airport shall provide ARFF for take-off, landing or until flight is cancelled.</p> <p>303.03(5) explicitly exempts the providing ARFF for cargo flights, ferry flights, repositioning flights, training flights, flights arriving as a result of a diversion</p>

Due to expanded duties under the NFPA standard the training requirements differ significantly as compared to the minimum requirements set out under Transport Canada.

It is worth noting that no airport in Canada follows the NFPA guidelines in their entirety. However Pearson Airport does augment the Transport Canada requirements with the NFPA components and thus exceeds these minimum requirements.



October 27, 2010

Mr. Chris Murray
City Manager
Hamilton City Hall
71 Main Street West
Hamilton, ON
L8P 4Y5

Dear Chris,

This letter is a follow-up to our meeting of October 14, 2010 regarding the recent staffing changes at the John C. Munro Hamilton International Airport. During this meeting, we discussed the resolution from City Council requesting clarification on Hamilton International's compliance to Transport Canada regulations and the Head Lease. The following information is provided to assist in clarifying these items.

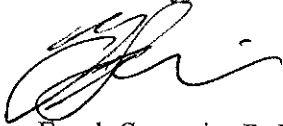
Under the terms and conditions of the Head Lease, we are required to provide crash, fire and rescue services that meet Transport Canada Crash Firefighting and Rescue Services Standards. Tradeport is also required to be compliant with the Aeronautics Act and all associated regulations pertaining to aviation security.

Within the above mention regulations, the requirements for firefighting at Canadian Airports are governed by the Canadian Aviation Regulations Part III (Aerodromes and Airports), Subpart 3 (Aircraft Rescue and Firefighting at Airports and Aerodromes). These regulations are very prescriptive respecting the requirements for providing service, the level of service required, the qualifications for staff, and the schedule for which the service is to be provided. Tradeport meets these requirements by utilizing fully trained personnel which are certified on an annual basis according to the Transport Canada standards. The service hours are determined based on commercial passenger aircraft movement schedules in accordance with the requirements in the regulation. In addition, Transport Canada has been advised on our plan to meet the regulatory requirements, and is satisfied that the regulations are being adhered to.

Requirements for airport security are regulated by the Canadian Aviation Security Regulations and the Aerodrome Security Measures. For the purposes of these regulations, airports are subdivided into Class 1, Class 2 and Class “Other” airports. While Hamilton is currently classified as an “Other” airport, we comply with the more stringent requirements of Class 2 facilities with the exception of biometric access cards for controlled areas which are not required. Our Security staff is trained in accordance with the regulations, and we routinely pass security inspections conducted by Transport Canada. Compliance to these regulations will not be compromised through the staffing changes that are being made.

I trust that this information is sufficient to address the concerns raised regarding lease and regulatory compliance. Please don't hesitate to contact me should you require additional information.

Yours truly,



Frank Scremin, P. Eng.
Director, Operations
John C. Munro Hamilton International Airport

c.c. Richard Koroscil, Hamilton International Airport
Jim Kay, City of Hamilton Emergency Services

December 7, 2010

The City of Hamilton
Office of the Mayor
71 Main Street West, 2nd Floor
Hamilton, Ontario
L8P 4Y5

File #C10-024

Dear Mayor Bratina,

This letter is in response to correspondence received from the Mayor's Office dated October 14, 2010 referencing Hamilton City Council approval of Item 6 of Committee of the Whole Report 10-007 (Hamilton International Airport Lay-off pertaining to security, maintenance and the elimination of the firefighter role). In this report, item 6 (a) was a request from City Council that Tradeport International restore full emergency fire service to Hamilton International Airport immediately.

Tradeport would like to clarify that Hamilton International Airport continues to maintain full aircraft emergency fire service that meets all Transport Canada regulations. This is provided utilizing fully trained and qualified staff, certified on an annual basis according to Transport Canada standards. As a result, we believe that we are compliant with the request indicated in Item 6 (a) of the Committee report.

We have also continued our dialogue with City Staff respecting the potential changed role for Hamilton Emergency Services. Tradeport maintains that HES's role as a support agency will remain unchanged as we will continue to have emergency response staff on site 24 hours per day, and have established protocols that allow their immediate response to emergency situations.

Please feel free to contact me should you require further information. Representatives of Tradeport would be pleased to attend a future Committee meeting to address any questions that Council may have respecting this matter.

Yours truly,

Richard Koroscil
President & C.E.O
Tradeport International Corporation