

MEMORANDUMSTAFF REVIEW SESSION

DATE November 3, 1981

TO Richard D. Ford, Executive Director

FROM Oris W. Dunham, Jr., Director of Aviation

SUBJECT Crash Fire Rescue (CFR) Vehicles, Information Regarding

The two major pieces of Crash Fire Rescue (CFR) equipment at the Airport (Red 193 and Red 196) have had a continuous history of maintenance problems. To correct known, outstanding deficiencies and problems with these vehicles, expenditures of approximately \$170,000 per vehicle are required. The purpose of this memorandum is to familiarize the Commission members with background information on these vehicles prior to the submittal of a Commission Agenda request for procurement of replacement vehicles.

BACKGROUND

On July 1, 1977 two new CFR vehicles were put into service at Sea-Tac Airport. These vehicles were purchased from a Canadian firm at a cost of approximately \$350,000 per vehicle. The vehicles delivered were essentially prototypes and to the best of our knowledge there is only one other similar vehicle (located at Spokane International Airport).

Starting shortly after their delivery, these vehicles have been out of service for maintenance approximately 20 percent of the time. While the majority of this time was related to the redesign, manufacture and installation of new front wheel spindles (one of which failed completely) the scope of repairs have covered the entire vehicle from the front to rear bumper.

Current outstanding deficiencies in the water tank, electrical system, transmission, front axle, pumps and miscellaneous items would require an estimated \$170,000 per vehicle to correct. Even with these improvements, it is doubtful that the vehicles could obtain the reliability and dependability necessary for primary crash fire rescue vehicles. To put it briefly, we have lost confidence in these vehicles and their capability to ever function satisfactory.

DISCUSSION

The Fire Department has, during the past several months, documented the history of outstanding and remaining deficiencies of Red 193 and Red 196. At the same time they conducted a survey to determine the types and cost of suitable replacement vehicles. Based on a survey result from ten airports plus on-site visits to two airports and one manufacturer, we have identified three companies that could provide suitable vehicles at costs ranging from \$335,000 to \$425,000 per vehicle (less communication equipment).

Richard D. Ford, Executive Director
November 3, 1981
Page Two

While the immediate problem is replacement vehicles for Red 193 and Red 196, we strongly recommend the procurement of a new Rapid Intervention Vehicle (RIV). The RIV is a light weight, fast response type vehicle capable of delivering 500 pounds of dry chemical extinguishing agent at the scene of a disaster. FAA Inspection reports in each of the last two years have recommended acquisition of such a vehicle for Sea-Tac Airport.

FUNDING

The Airport 5 Year Capital Budget includes \$1 million in 1982 for new firefighting equipment. This amount plus proceeds from the sale of Red 193 and Red 196 should be sufficient to provide for two new replacement vehicles plus a new Rapid Intervention Vehicle.

The capital budget, including these vehicles, has been reviewed by the Airport Affairs Committee.



CAR/se

cc: C. A. Richmond, Jr.
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