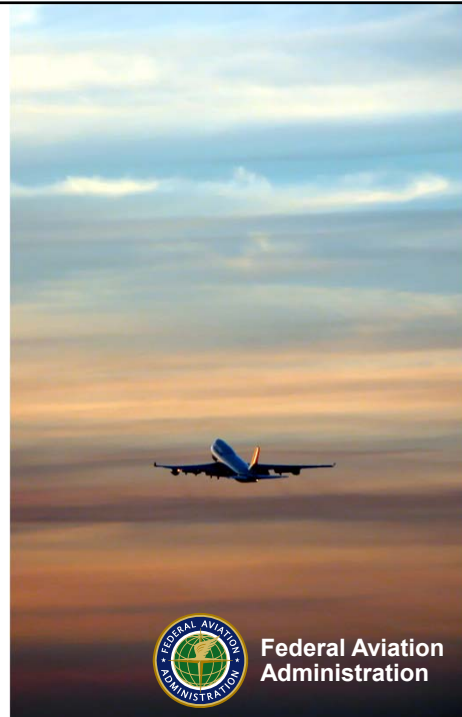


Airport-to-Airport Mutual Assistance in the Caribbean

Presented to: Aviation Safety Campaign

By: Jessa Gottlich, Federal Aviation
Administration Office of International Affairs

Date: July 8, 2022



1

Agenda

- What is an airport-to-airport mutual assistance program (MAP)?
- Basic elements and benefits of a mutual assistance program
- Examples of existing partnerships
- Steps to establishing a program in the Caribbean



2

2

The Need

- Timely response following an emergency saves lives and accelerates response, recovery and reconstitution efforts
- Civil aviation plays a critical role in emergency response

“In a disaster an airport can substitute for almost anything, but nothing can substitute for an airport.”

-Jim Smith, Ph.D., Smith-Woolwine Associates



Federal Aviation
Administration

3

3

Airport-to-Airport Mutual Aid Program (MAP)

- An arrangement that provides short-term emergency or disaster assistance between multiple airports in a country or region
- Airport operators are better trained and equipped to respond to the unique needs of an airport during an emergency event
- Airport specific needs can include:
 - Equipment (ramps, ARFF, etc.)
 - Personnel (inspectors/assessment teams, ARFF, ops, airport LEOs)
 - Generators/fuel
 - Basic needs for airport personnel



Source: FAA; Toussaint Louverture International Airport following 2021 earthquake



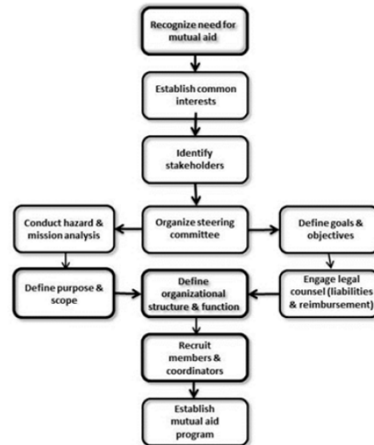
Federal Aviation
Administration

4

4

Basic elements of a MAP

- Willingness of airports and operating companies to participate
- Mutually agreed upon framework
- Effective communications system
- Coordination of the timing and type of assistance available



Source: ACRP Report 73; Steps for establishing MAP

Benefits

- Expedited resumption of “normal” airport operations for commercial relief/evacuation flights
- Affected airports get resources to respond to influx of emergency assistance and increased traffic flow
- May provide employees in affected country time to attend to their families during an emergency
- Closer coordination with Caribbean neighbors
- Sharing of information and best practices across the region
- Lower costs – travel expenses, equipment loans/donations, communication platform

Existing Mutual Assistance Programs

Southeast Disaster Operations Group (SEADOG)

- Established in 2005 after Hurricanes Ivan and Katrina
- A non-formalized NGO with coordinating disciplines maintaining leadership roles
- Has a large group of general members who contribute resources and disciplines necessary to the speed up the recovery of an airport



Federal Aviation
Administration

7

7

SEADOG & WESTDOG Partnerships



SEADOG



Coordinators



WESTDOG



Federal Aviation
Administration

8

8

Jamaica Emergency Response Group (JAMERG)

- Initiated by Jamaica Civil Aviation Authority (JCAA) and the FAA in 2015 to be applied to Norman Manley Int'l Airport (Kingston) and the Sangster Int'l Airport (Montego Bay)
- Table top exercises (TTX) and trainings were conducted as part of the implementation of the JAMERG
 - Jamaica Office of Disaster Preparedness and Emergency Management (ODPEM) and Jamaica Defense Force both participated
- Formal MOU was signed between two airports



Resources Needed for a CARRG MAP

- Logistics “network”
- Resolution potential liability issues
- Resolution of badging/access issues
- Resolution of visa and work permit issues
- Dedicated funding source
 - Start-up costs:
 - Initial travel to meetings/workshops to scope the group should be covered from individual organizations
 - Production of briefing materials
 - Communications costs
 - On-going programmatic costs:
 - Dedicated program coordinator
 - Travel costs to get assistance to affected airports
 - Development and delivery of training materials
 - Other administrative costs, etc.

CARRG MAP Task Force

- **Establish a Task Force**
- **Targeted members include:**
 - 2-3 members from each CARRG Member State –can be from CAA, airport authority, emergency management orgs., etc.
 - ICAO NACC
 - ACI-LAC
- **SMEs:**
 - Representative from SEADOG/WESTDOG
 - 2-3 members from airport authorities Airlines
 - Commercial airlines- IATA & ALTA
 - Cargo airlines –FedEx, UPS, DHL
 - Emergency management SME (e.g. CDEMA)
 - Aircraft rescue and firefighting (ARFF) SME
- **Recommend FAA be the initial facilitator or interlocutor of the group, with that duty to rotate after the first 1-2 years.**



Federal Aviation
Administration

11

11

Next Steps

- Received Caribbean CAA support to nominate participants for the Task Force during the NACC DCA meeting
- 1st Task Force meeting will be end of July
 - Goal of the meetings is to scope mutual aid construct for the Caribbean and work through issue areas
 - Will meet virtually on bi-monthly basis
- FAA will host 2nd Working Session in 2023 to finalize the MAP framework



Federal Aviation
Administration

12

12

Summary

- Existing mutual assistance programs have helped impacted airports to receive humanitarian aid, support evacuations, and enable the restoration of normal commercial operations more quickly
- Liability, financial, and logistical challenges will need to be worked through and agreed upon by all CARRG members
- The CARRG will need support from CAAs, airport authorities, regional organizations, and industry to make mutual assistance a reality.



Federal Aviation
Administration

13

13

Appendix



Federal Aviation
Administration

14

14

Construct Considerations

- **Formal Plan vs. Framework**
 - Vetting and approval process?
 - Who signs for the airport?
- **Voluntary vs. Mandatory**
- **No reimbursement vs. Some reimbursement**
- **Participant Eligibility**
 - Caribbean and Central American Airports only?
 - Any airport that flies to Caribbean and Central America?
- **Resource Eligibility**
 - Personnel only vs. Personnel and equipment
 - Any equipment limitations



Federal Aviation
Administration

15

Operational Considerations

- **Who will convene participants?**
 - Permanent vs. Rotating responsibility
- **What are the triggers to convene?**
 - Any storm 120, 96 or 72 hours before landfall?
 - Upon request of a signatory? (*no-notice incidents*)
- **Developing and maintaining a Communications Directory**
 - Who will participate?
 - Any limitations?



Federal Aviation
Administration

16

Operational Considerations

- **Process (and documentation) development:**
 - How to request MA resources?
 - How to acknowledge receipt of MA resources?
 - How to demobilize and return resources?
 - How originating organization accepts returned resources?
 - What if MA resources are damaged or lost during incident?
 - Can you coordinate customs clearance in advance?
 - Personnel access (badging) approvals
 - Visa or work permits



Federal Aviation
Administration

17

Operational Considerations

- **Process (and documentation) development:**
 - What is the public information / social media process?
 - Who is the authorized spokesperson?
 - Can photos be leveraged by requesting airport?



Federal Aviation
Administration

18