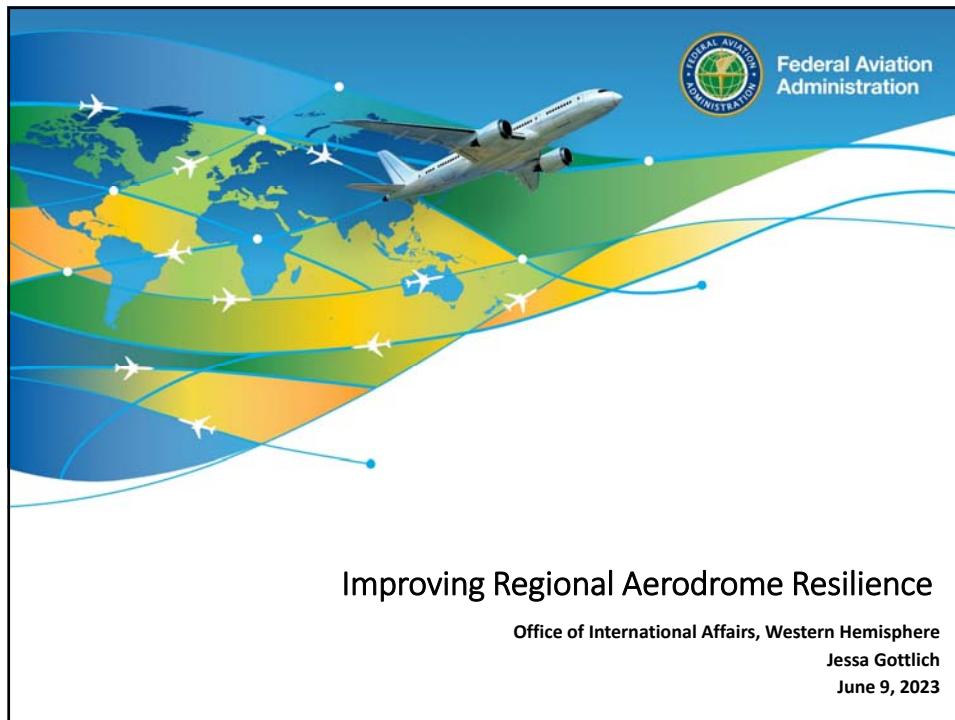




1



2

Office of International Affairs (API)

- Principal advisor to FAA leadership on all international matters
- Manages FAA global leadership and aligns FAA activities with established FAA/US international initiatives and priorities
- Coordinates efforts to advance USG policies internationally
 - Encourages safety oversight and International Civil Aviation Organization (ICAO) compliance
 - Promotes standardization/harmonization where possible
 - Promotes US aviation innovations, technologies, and procedures
- Negotiates, signs and executes bilateral agreements between the FAA and foreign entities
- Serves as FAA's primary international contact with DOT, State, NSC, DHS/TSA, DOC



3

FAA Office of International Affairs

Directors and FAA Sr. Representatives

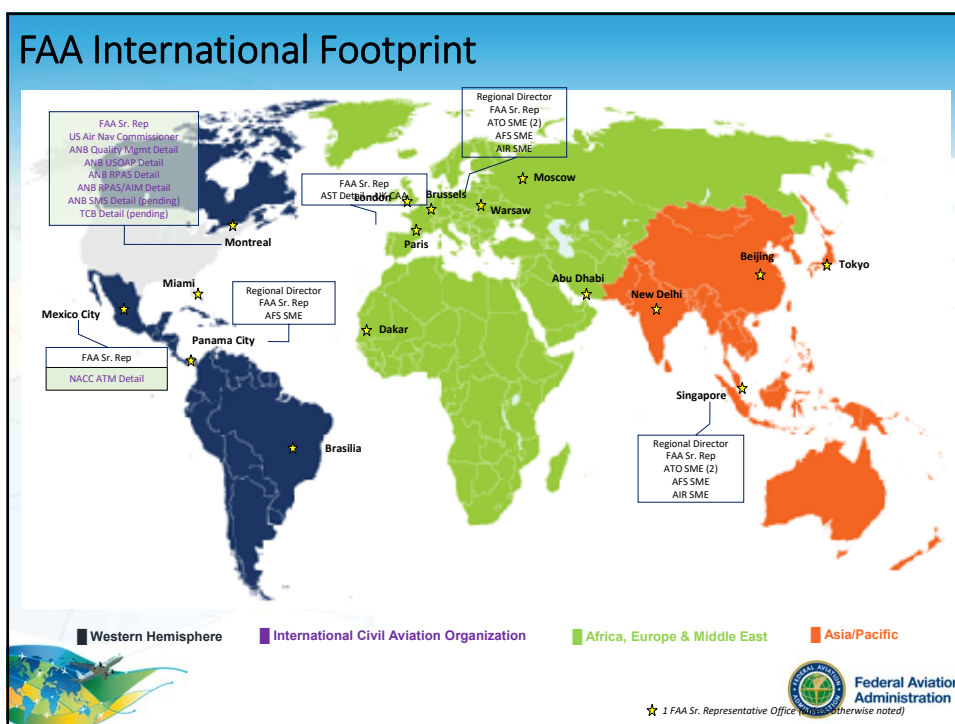
- 15 locations worldwide
- "Head of Agency" in their respective US Embassies
- Primary FAA liaison with foreign civil aviation authorities and US Embassies
- Varied backgrounds, most have technical expertise in FAA lines of business

Managers/Desk Officers

- Washington based foreign affairs specialists
- Liaise w/ USG Agencies, FAA lines of business and staff offices, and foreign embassies in Washington, DC
- Provide continuity of mission
- Support API overseas offices



4



5

Caribbean Aviation Resilience and Recovery Group (CARRG) Background

The Caribbean Aviation Resilience and Recovery Group (CARRG) was formed under the umbrella of the State Department's U.S.- Caribbean Resilience Partnership (USCRP) in response to a series of devastating hurricanes in the region.

The impetus of the CARRG was to:

- Enhance the effectiveness of civil aviation participation of the state/regional contingency activities by strengthening existing partnerships
- Include civil aviation recovery into the states' national contingency/emergency response mechanisms
- Serve as a communication platform for civil aviation authorities, air navigation service providers, airports, and air carriers to share information for planning, response, recovery and reconstitution during emergency events
- Enhance USG Internal Coordination during international emergencies (that involve a civil aviation component)



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CARRG Action Plan for 2023

- A Task Force comprised of representatives from ICAO NACC, ACI-LAC, and the FAA, have been meeting to determine how best to support airports and civil aviation authorities in Latin America and the Caribbean
- Agreed to pursue two concurrent work streams to support resiliency efforts specific to the needs of aerodromes:
 - **Phase 1 Foundational Effort**
 - **Phase 2 Operational Effort**



ICAO



Federal Aviation
Administration

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Foundational Effort: *Strengthen Foundational Aspects of Aerodrome Preparedness*

- Goal of Phase 1 is to identify what guidance and training is needed to allow airport operators to respond effectively to large-scale emergency events
- Sending two versions of "Aerodrome Preparedness Questionnaire" to airports and CAAs in the regional to establish a baseline for preparedness
 - ACI-LAC will send to airports
 - ICAO will send to CAAs
- The questionnaire will determine if there are areas where aerodromes might need additional support
- Sample questions include:
 - Does the State ensure the aerodrome operators/competent State authority develop emergency plans incl. coordination with other entities involved in emergency services?
 - Do you have an AEP? If so, how often is it updated/tested?
 - Does your AEP include additional guidance specific to hurricanes?



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Develop guidance templates

- FAA pledged to share a “sanitized” version of an US airport emergency plan that can be adapted for the Caribbean/Central America
- SMEs will work with AGA regional officer on updates to Doc 9137
- Initial conversations between CADENA and ACI-LAC for reporting options for airports in the LAC region
- One size does not fit all!



The image displays two documents related to airport operations. On the left is the 'Airfield Condition Report' form, which includes fields for Airport Name, ICAO, and Date & Time of this information. It contains several numbered sections for reporting various conditions: 1. Is the AIRPORT OPEN or CLOSED? If closed, when do you expect to re-open? 2. What RUNWAYS are OPEN/CLOSED? 3. What DAMAGE occurred at your airport? 4. Estimated DAMAGE: DISBTS - per estimate for example, terrain, structural damage or wind threat, as applicable, to the airport terminal, and support buildings. 5. Status of your APU vehicle & staffing. 6. DATE of fuel on hand (through estimate is okay). 7. Describe the status of power and airfield lighting. 8. What are your airport staffing levels, operations & maintenance. 9. REMARKS - Please update your NOTAMS. Coordinate with ATIS. On the right is Advisory Circular 137-AN/898, titled 'Airport Services Manual'. It includes a cover image showing an airport scene with a plane and ground service equipment. The FAA logo and 'Federal Aviation Administration' text are visible at the bottom right of the slide.

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Operational Effort: *Airport-to-Airport Hurricane Assistance (AAHA)*

- Volunteer program made up of airport operations, infrastructure, and systems professionals (Team of Experts or ToE)
- Objective of the program is to provide free, remote, practical assistance to airports affected by hurricanes
- ACI-LAC will assemble a group of volunteers with experience in dealing with disasters and emergencies
- Volunteers will make themselves available on a 24/7 basis for communication via WhatsApp/cellphone/email/video call

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Team of Experts (ToE)

- The assistance will be provided remotely (i.e. the experts will not travel to the affected airport)
- Experts will:
 - Provide recommendations / support options
 - Be the point of contact with the outside world at the request of the affected airport
 - Coordinate with other entities by the affect airport, if requested
- AAHA will:
 - Name a lead for specific assistance
 - Establish a communication channel via WhatsApp/phone/email (ahead of hurricane if possible)
 - Coordinate with the airport on recommended actions, needs, etc.



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Next steps

- Foundational:
 - Send questionnaire to CAAs/airports
 - Work with ICAO on a potential workshop to assist CAAs in implementing guidance within their respective States
- Operational:
 - ACI-LAC is soliciting interest from APEX experts
- CARRG plans to reengage with Member States:
 - Continue to build the network in this region
 - Re-engage commitments from States AND expand participations from airports/airport authorities



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Thank You

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Backup



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Why

- Restoring a damaged airport to minimal functionality is essential for the quick receipt of humanitarian aid and evacuation of persons
- Many Caribbean nations only have one international airport, which serves as the operational locus for receiving ground equipment
- Resilient airports infrastructure must be available and reliable in order to provide essential services to communities
- The Caribbean is the 2nd most natural disaster-prone region in the world*

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

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

*Source: UN Regional Office for Latin America and the Caribbean



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Airport-to-Airport Mutual Assistance

- Definition: An arrangement that provides short-term emergency or disaster assistance between international airports
- Action: Airport operators will be trained and equipped to better respond to specific needs of an airport during an emergency
- Needs: Airports request might include
 - Equipment (ramps, Airport Rescue and Firefighting (ARFF), etc.)
 - Personnel (inspectors/assessment teams, ARFF, ops, airport Law Enforcement Officers – LEOs)
 - Generators/fuel
 - Basic needs for airport personnel



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Benefits of Airport-to-Airport Mutual Assistance

- 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 neighbors in the region
- Sharing of information and best practices
- Opportunities for costs savings – travel expenses, equipment loans/donations, communication platform

