ACRP Problem No. 12-04-02

International (Transborder) Airport-to-Airport Mutual Aid

ACRP Staff Comments: The proposed research has some overlap with ACRP Project 04-10, Airport-to-Airport Mutual Aid Programs, which includes the response to Haiti as a case study.

TRB Aviation Group Committees Comments: AVIATION SECURITY & EMERGENCY MGT CMTE: Recommended. The issues related to providing international support have very little to do with airport operators and a very great deal to do with governmental relationships. Airport operators are well aware of how to provide technical and human resources support. The barriers to these programs exist in the international relations, public health and welfare, and strategic national interest fields. The focus of the research is only valuable in identifying those instances where creative minds and willing governments find ways to work within existing international relationships.

Review Panel Comments: Not recommended — A similar study, ACRP 04-10, Airport-to-Airport Mutual Aid Programs, is underway. An international focus would be applicable to only a limited number of airports. This is more of an intergovernmental relationship issue; the industry will have guidance on domestic airport-to-airport mutual aid programs when ACRP 04-10 is complete, and any airport can always participate in those.

AOC Disposition: No funds allocated. No discussion.
I. PROBLEM TITLE
International (transborder) airport-to-airport mutual aid

II. RESEARCH PROBLEM STATEMENT
Haiti response, relief, and recovery showed the potential and difficulties of international airport-to-airport mutual aid. It also showed the potential for other partners (airlines, federal agencies, international agencies, and non-governmental organizations) to work with and through airport-to-airport mutual aid. Conventional wisdom is that language, cultural, and regulatory barriers make international airport-to-airport too difficult or even impossible. However, international airlines work successfully in the face of exactly these same barriers. The first example of non-U.S. airport-to-airport mutual aid occurred this winter with emergency de-icing fluid sharing among German airports and in other EU countries. Even in Katrina, Calgary International Airport sent aid to Louis Armstrong New Orleans International Airport.

III. OBJECTIVE
Provide a guidebook and final report, using ACRP 04-10 as the model.

IV. RESEARCH PROPOSED
Using literature searches, interviews, workshops/focus groups, and site visits,
1. Define need.
2. Define barriers.
3. Find means to overcome barriers.
4. Develop organizational system(s).
5. Design effective communications protocols.
6. Develop feedback mechanisms for continuous improvement.

V. ESTIMATE OF THE PROBLEM FUNDING AND RESEARCH PERIOD
Recommended Funding: $500,000
Research Period: 24 months

VI. URGENCY AND PAYOFF POTENTIAL
Severe winter weather in recent years, the ripple effects of the Iceland volcanoes, the 2004 Indian Ocean tsunami, and other major disasters and catastrophes show the interconnectedness of all parts of the global aviation system, including airports.

VII. RELATED RESEARCH
ACRP 04-10
ACRP 03-18
My research 2007-present:


VIII. PERSON(S) DEVELOPING THE PROBLEM
James F. Smith
Principal, Smith-Woolwine Associates Inc.
385 Sam Reed Rd NW, Floyd, VA 24091
540-763-3068
Cell 540-239-1206
Fax 540-763-2068
jfsmith@swva.net

IX. PROCESS USED TO DEVELOP PROBLEM STATEMENT
This problem statement was developed by an individual (James F. Smith).

X. DATE AND SUBMITTED BY
James F. Smith
Principal, Smith-Woolwine Associates Inc.
385 Sam Reed Rd NW, Floyd, VA 24091
540-763-3068
Cell 540-239-1206
Fax 540-763-2068
jfsmith@swva.net
February 24, 2011

Submit to: Michael R. Salamone, C.M.
Manager—ACRP
Transportation Research Board
500 Fifth Street., N.W.
Washington, D.C. 20001
202/334-3224
FAX 202/334-2006