

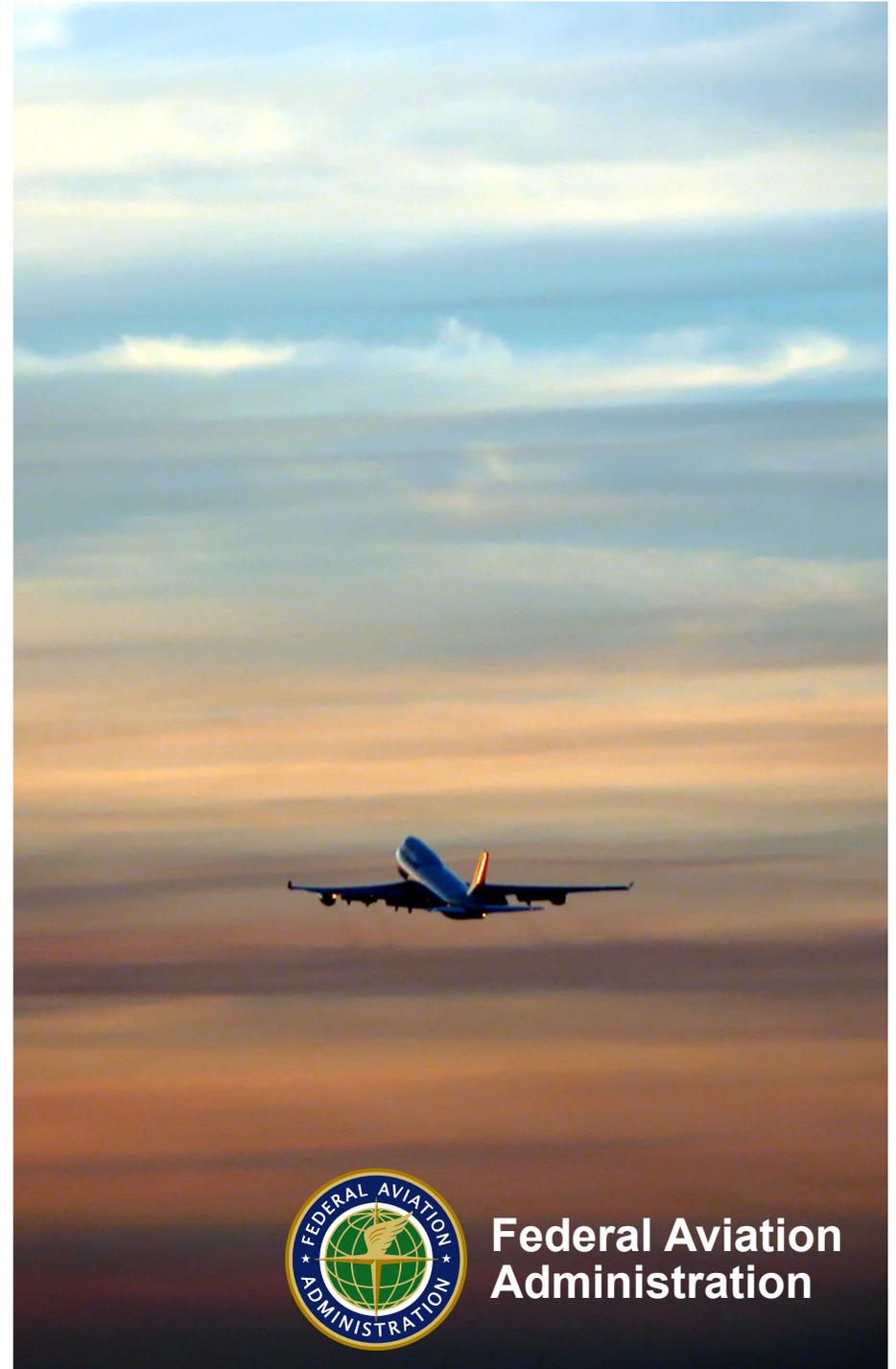
**P/01 Rev. Agenda Item 5.3
Caribbean Aviation
Resilience & Recovery
Group (CARRG)**

**Airport-to-Airport Mutual
Assistance Program**

Presented to: The 10th NACC DCA

By: Michele Merkle, (A) Vice President,
Mission Support Service, Air Traffic Organization

Date: June 23, 2022 -- Martinique, France



Agenda

- The Need
- CARRG Background
- Airport-to-Airport Mutual Assistance Concept
- Participant Benefits
- The Request

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

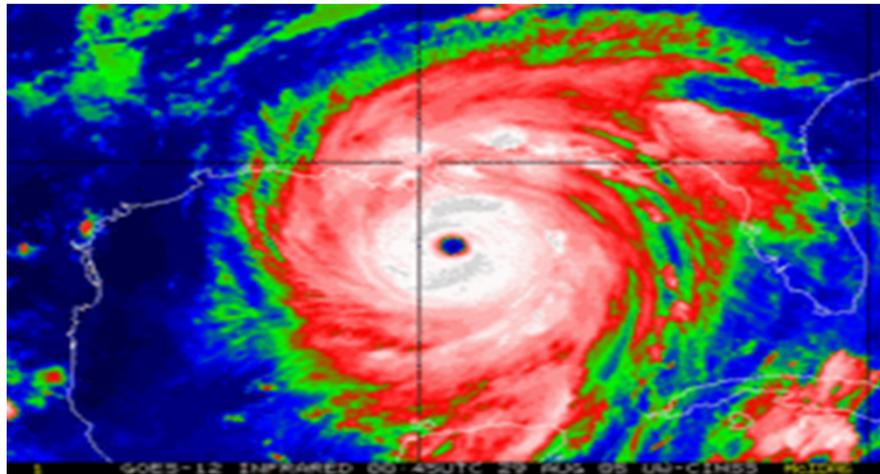
Background

- 16 Caribbean Ministers of Transport, ICAO NACC, and the FAA signed a Declaration of Intent in 2019
- Since 2020, CARRG has met quarterly to share best practices and information
- Held 1st in person meeting in May 2022 to discuss establishing an airport-to-airport mutual assistance program



Airport-to-Airport Mutual Assistance

- Intent: Restore an airport to operational capacity for civil operations as quickly as possible
- Establish in advance, define protocols, processes, and procedures for aiding affected airports



Airport-to-Airport Mutual Assistance

BENEFITS:

- Provides short-term emergency assistance between airports within a country or region
- Provides airport operators and CAAs with tools to respond to the needs of an airport during an emergency event



PROVEN CONCEPT:

- Framework exists in Jamaica, Costa Rica, Mexico, and the USA



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

Action Needed from Caribbean States

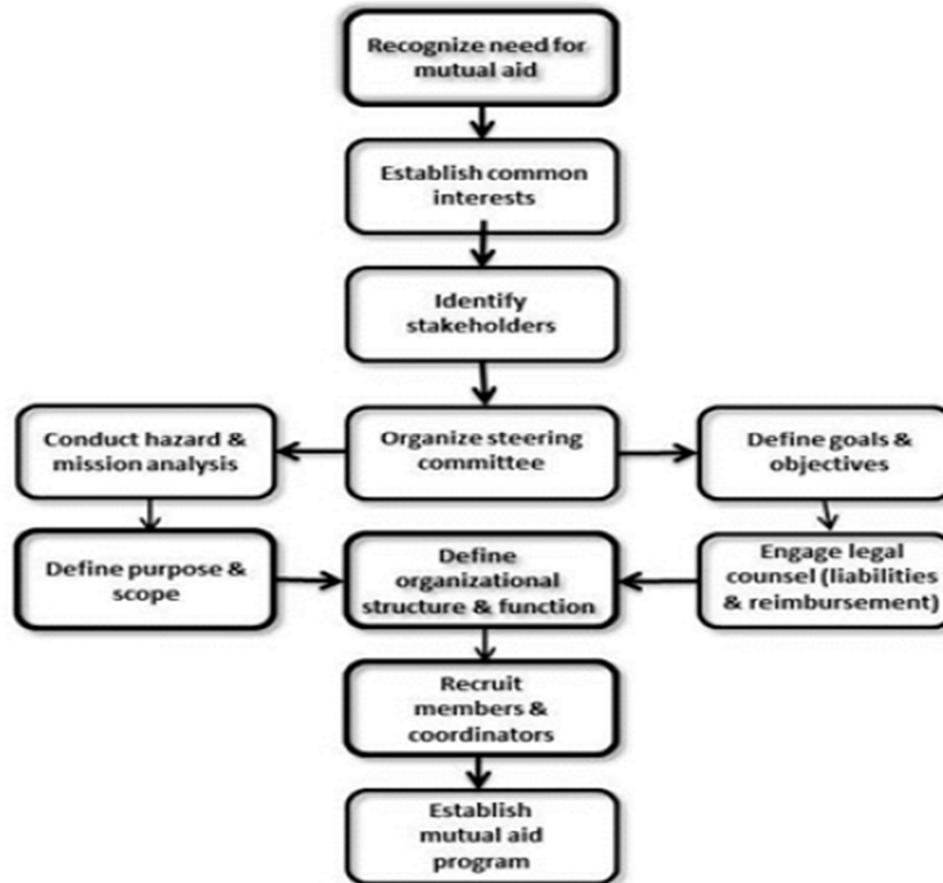
1. Seeking concurrence of Caribbean Directors General to support this concept in their respective CAAs
2. Identify 2-3 airport/emergency operations personnel from each state to participate in CARRG task force
 - Task Force will meet to develop the strategy, conduct pilot test, and implement
3. Request that DGs engage with respective airport operators to participate in program

**At this time, this is being piloted in the Caribbean. Once this becomes operational similar constructs can be implemented in Central America and Mexico.*

Thank You

Questions?

Steps to establish a mutual assistance program



Task Force Details

- **Members include:**
 - 2-3 members from each CARRG member state – can be from CAA, airport authority, emergency management organization, etc.
 - ICAO NACC
 - ACI-LAC
- **SMEs:**
 - Representative from SEADOG/WESTDOG
 - 2-3 members from airport authorities
 - Commercial airlines- IATA & ALTA
 - Cargo airlines –FedEx, UPS, DHL
 - Emergency management SME (CDEMA)
 - Aircraft rescue and firefighting (ARFF) SME
- **Proposal:**
 - FAA take initial Task Force lead
 - Lead position will rotate after the first 1-2 years

Major Issues Needing Early Attention by Task Force

- Functional structure of CARRG
- Resolution of logistical hurdle
- Resolution of reimbursement issues
- Resolution of potential liability issues
- Resolution of badging/access issues
- Resolution of visa and work permit issues