Agenda item 15 – Approval of Resolution on airports and Emergency Humanitarian Response

The Resolution below has been approved by the Governing Board and is submitted to the General Assembly for approval.

Action by the General Assembly

The General Assembly is invited to approve the Resolution, as follows:

RESOLUTION No. 4

The Twenty-ninth ACI World Annual General Assembly:

Noting that airports are lifelines for humanitarian aid to reach people quickly and efficiently in the event of a disaster;

Noting that in the aftermath of a disaster, relief almost always needs to arrive by aircraft for an initial period of days or weeks until alternative supply lines are established;

Noting that in the event of a disaster occurring in the area adjacent to the airport, it will play a vital role in handling goods, aid workers and evacuees, acting as a logistics hub for the affected area;

Noting that the airport also needs to stay open to regular traffic;

Noting that the airport also needs to maintain safety during relief operations when it may be operating above its normal level of movements;

Noting that an airport which is damaged needs to regain operational capability as soon as possible and may function at reduced capacity while facilities are being repaired;

Resolves to:

a) Proposes that member airports include disaster relief in the situations covered in their Emergency Response and Business Continuity Plans, prioritized according to an assessment of the risk of different types of disasters occurring in the area of the airport;

b) Suggests that nearby airport operators that receive a request from an affected or damaged airport be ready to help;

c) Suggests that in case of crisis, airports have in place the ability to provide additional "surge" capacity such as ability to handle larger aircraft than normal, overflow areas for aircraft parking, storage space for goods, security measures, personnel, equipment and logistics capability;

d) Suggests that if the airport is damaged, it should be able to make a rapid assessment of the damaged areas, the reduction in capacity and the type and volume of traffic can it still handle, as well as find solutions to keep the airport open, e.g. if part of the runway has been damaged, it may continue to operate with a displaced runway threshold;

e) Suggests that its member airport operators work with governmental agencies such as the national disaster management agency (if existent), the civil protection agency, the civil aviation authority and other relevant authorities, including military, to plan how to act as a logistics hub for disaster relief;

f) Suggests that member airports assess and increase their resilience to natural disasters;

g) Suggests that members share their experience and lessons learnt in the handling of disasters with ACI, so that best practices can be developed and improved over time.

END