

Busing Resources for Aircraft Emergencies and Transportation Outages

Click here to see problem statement in IdeaHub: <http://ideascale.com/t/UKsrZBR2a> (Note: you must be a registered user in myACRP/IdeaHub.)

TAGS: Customer Experience, Emergency Management, Finance Economics, Landside, Sustainability

STAFF COMMENTS

No comments.

AVERAGE INDUSTRY RATING SUMMARY

	Committees¹	Airport Community²
Achievable	3.67	3.88
Applicable	3.33	3.81
Implementable	4.00	3.80
Understandable	5.00	4.06
OVERALL	4.00	3.87

Notes: 1. Includes TRB aviation committees and committees from ACI-NA and AAAE.

2. Includes airport employees serving on active ACRP project panels.

[USE THIS LINK TO SEE DETAILED INDUSTRY RATINGS.](#) Click on the arrow in the Problem Statements dropdown menu in the upper right and select the problem statement number.

[USE THIS LINK TO SEE DETAILED INDUSTRY COMMENTS.](#) Click on the arrow in the Problem Statements dropdown menu in the upper right and select the problem statement number.

ACRP OVERSIGHT COMMITTEE (AOC) DISPOSITION

The average AOC rating among its voting members was 2.5 on a scale of 1 to 5. There was no discussion. The problem statement was not selected for ACRP funding and will be returned to the idea collection phase of ACRP's IdeaHub.

Busing Resources for Aircraft Emergencies and Transportation Outages

TAGS: Customer Experience, Emergency Management, Finance Economics, Landside, Sustainability

OBJECTIVE

To determine best practices for providing backup transportation within an airport for the following situations: - Aircraft emergencies, where passengers must deplane an aircraft and be bused to a terminal
- Planned and unplanned outages of alternative intra-airport transportation systems such as trains.

BACKGROUND

Many airports invest capital resources to maintain bus fleets for irregular operations of their on-airport transportation systems, such as trains, and for passenger transportation during an unplanned aircraft emergency where deplaning is not possible at the terminal or jetbridge. Given that the bus fleets are used infrequently and drivers are not always available, it would be helpful to have a synthesis of best practices and alternatives (eg, mutual aid agreements, on-call contracts with third party operators) and the positives/negatives of each alternative.

APPROACH TO RESEARCH

Many airports invest capital resources to maintain bus fleets for irregular operations of their on-airport transportation systems, such as trains, and for passenger transportation during an unplanned aircraft emergency where deplaning is not possible at the terminal or jetbridge. Given that the bus fleets are used infrequently and drivers are not always available, it would be helpful to have a synthesis of best practices and alternatives (eg, mutual aid agreements, on-call contracts with third party operators) and the positives/negatives of each alternative. Further, it would be good to understand whether airports plan for various scenarios beyond IRROPS (for example power outages). Overall, the operating and capital cost implications of maintaining busing fleets for limited scenarios can be daunting both for large and small airport operators. To the extent that airports have creative arrangements in place for shared resources or mutual aid agreements, this knowledge and these approaches could help airport reduce their costs related to busing resources in the future.

COST AND JUSTIFICATION

\$40,000 synthesis. This should be able to be completed through relatively straightforward survey and outreach work. The project panel will have to carefully define questions to ensure that the desired outcome is achieved.

RELATED RESEARCH

Emergency guidebook for GA Airports:

http://www.airtap.umn.edu/publications/factsheets/documents/emergency_guidebook.pdf

FAA AC 150/5200 31 C:

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwil6t7ctvHZAhVm94MKHQU9A7kQFggxMAE&url=https%3A%2F%2Fwww.faa.gov%2FdocumentLibrary%2Fmedia%2FAdvisory_Circular%2F150_5200_31c_consolidated.doc&usq=AOvVaw39VV35UVNSG1OijYI5xueo

IDEA CREATOR

Person who first shared the idea with the IdeaHub community.

Nate Kimball

Resource Manager (Supervisor / mid-level Manager / Assistant Manager)

Port Authority of New York & New Jersey

OWNER/SUBMITTER

Person who volunteered to be responsible for developing the idea into a problem statement.

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