The Airport Cooperative Research Program

Matt Dowell, ACRP Ambassador

Ambassadors are volunteers, not employees of the National Academies or TRB.



AIRPORT COOPERATIVE RESEARCH PROGRAM

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- What is the Airport Cooperative Research Program
- How Can It Help You
- How You Can Participate in ACRP
- Where to Find ACRP Publications

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• Heard of ACRP?

- Used an ACRP Publication?
- Served on a Panel or as a Consultant?



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The FAA established ACRP in 2005

- ACRP provides airports with unbiased and reliable research to solve:
 - common problems
 - learn about new technologies
 - assess innovations



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\$15 million annual funding

- Sponsored by the FAA
- 600+ research projects authorized since 2006
 - More than 420 ACRP resources are available

700+ industry volunteers participating

 Participants come from airports, airlines, consulting firms, academia, state and federal government agencies, and industry associations

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ACRP Research Areas



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How ACRP Can Help You

FREE Airport Library Research Report Synthesis Report Legal Research Research Digests



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Airport Marketing Plans?

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Research Results

ACRP Report 28 Marketing Guidebook for Small Airports

CRP

Marketing Guidebook for Small Airports



TEANING CONTRACTOR RESOLATION SCALED



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Aircraft Fueling Services?

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Research Results

ACRP Report 192

Management Guide for Providing Aircraft Fueling Services



Airport Management Guide for Providing Aircraft Fueling Services



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Establishing Airport Rent Prices?

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Research Results

ACRP Report 213 Establishing Market Rent at Small Airports



AIRPORT COOPERATIVE RESEARCH PROGRAM

Estimating Market Value and Establishing Market Rent at Small Airports

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100 TIYEARS

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Fuel Farm Problems?

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Research Results

Legal Research Digest 28

Operational and Legal Issues with Fuel Farms

AIRPORT COOPERATIVE RESEARCH PROGRAM

June 2016

Legal Research Digest 28

OPERATIONAL AND LEGAL ISSUES WITH FUEL FARMS

This report was prepared under ACRP Project 11-01, Topic 06-01, "Legal Aspects of Airport Programs," for which the Transportation Research Board (TRB) is the agency coordinating the research. The report was prepared by W. Eric Pilsk, Kaplan Kirsch and Rockwell LLP; David C. Benner, Aviation Management Consulting Group; and Louis M. Timpanaro, Jr., Crystal and Company.

Applications

There are once £300 airwarts in the country and most of Airwarts need to receive a seady source of fael for all of these airports are owned by governments. A 2003 survey condacted by Airports Courcil International-North America conductably Adjustic Courcil Immediated -Sorth America. tion, corporate autoratin operators, and other commension doubled that city womening accurates for B percent, corporate autoration provides that the percent operators. For H arms are an efficient way to provide followed by registral airports at 23 percent, single course; the storage and depending of aviation for leafs to multiple percent operators individual argonical and the percent operators. For H arms are an efficient way to the storage and depending of aviation for the storage and depending of aviation for leafs to multiple percent and the storage and the storage percent and an airport. Bin the storage and depending models for subleving this objective. municipal, county, and state attorneys.

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dysis of existing literature

Some airports may choose to serve as the single source of fuel, while others retain commercial neo still larger aimorts may have an airline fuel con-

murance, evor ngrss, and not lability present cuttag-opel legal issues where research is useful and indeed meteds. Airport legal research, where conducts dimutage meteds. Airport legal research, where conducted through size legal and generation listic start of 2 evoluting it data that usually are not available elsewhere or performs

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> TRANSPORTATION RESEARCH BOARD

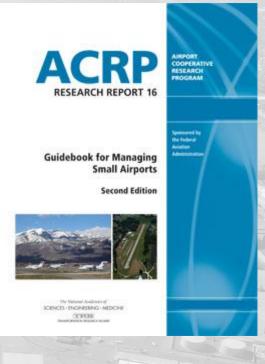
Managing a Small Airport?

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Research Results

ACRP Report 16 Guidebook for Managing Small Airports



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1	Chapter 1 Introduction
2	1.1 Approach to Project
5	1.2 Intended Audience
6	1.3 Industry Survey
7	1.4 Common Resources
12	Chapter 2 Airport Roles—Key Classifications and Regulations in the Airport System
12	2.1 Airport Classification and Why It Matters
21	2.2 Key Types of Regulations for Airport Management
23	Chapter 3 Business—Financial and Administrative Management
23	3.1 Revenue Generation and Use
28	3.2 Budgets
32	3.3 Managing the Airport as a Stand-Alone Business
37	3.4 Revenue Generation and Diversification
42	3.5 Rates and Charges
45	3.6 Leases
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95	4.2 NOTAM Management

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Airport Hangar Rental Agreement

THIS AGREEMENT is made between the **OWNER NAME**, hereafter **Lessor**, and the undersigned **LESSEE NAME**, hereafter **Lessee**. The **Lessor**, in consideration of the conditions set forth, leases to **Lessee** that portion of the **AIRPORT NAME** situated in the County of **COUNTY**, State of **STATE**, known and described as **"T" Hangar/Tie-Down Number HANGAR NUMBER** (the "Premises") commencing on **DATE** (Commencement Date).

Lessor and Lessee, in consideration of the conditions set forth, agree as follows:

- 1. TERM: Except as otherwise provided herein, the Premises are leased for ONE YEAR, staring the commencement date. Provided the Lessee is not in default under the Lease, the Lease will automatically be extended for one year unless either party gives the other sixty (60) days written notice to terminate. Either party may terminate the lease with sixty (60) days written notice, provided Lessee is not in default. Lessee will be liable for rental charges until possession is delivered to Lessor or for sixty (60) days after written notice of election to terminate whichever is longer.
- RENTAL FEE: The rent of <u>\$RENT</u> per month shall be paid in advance on or before the first day of each calendar month beginning <u>START DATE</u> and shall continue to be paid as long as this Agreement remains in full force and effect. The rent amount per month includes <u>DEFINE INDCLUDED UTILITIES</u>. The rent will be adjusted annually in the sole discretion of the Lessor.

INSERT ANY OTHER FEES ASSOCIATED WITH THE AGREEMENT HERE

Lessee agrees to pay a late fee of \$ per day for each day the rent amount is due and remains unpaid.

All rent payments, security deposit, and late fees shall be made by certified check, personal check or money order payable to the "**PAYEE NAME**" and delivered to one of the following addresses on or before the due date and without demand:

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240	Chapter 6 Communication—Promoting the Airport and Connecting with the Community
240	6.1 Community Relations
244	6.2 Branding
245	6.3 Marketing Plans
248	6.4 Communication Tools
251	6.5 Economic Impact
254	6.6 Emergency Communication
257	Chapter 7 Commercial Service—Attracting Airlines and Transitioning to Airline Service
257	7.1 Transitioning to Commercial Air Service
266	7.2 Airline Use Agreements
269	7.3 Customer Service
272	7.4 Air Service Development
278	7.5 Essential Air Service Program
280	7.6 Common-Use Facilities
282	7.7 PFC and CFC Funding Sources
284	7.8 Planning for Irregular Operations
286	Aviation-Related Abbreviations
297	Glossary
339	Bibliography

Note: Photographs, figures, and tables in this report may have been converted from color to grayscale for printing. The electronic version of the report (posted on the web at www.trb.org) retains the color versions.



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Basic Plan

Purpose

The purpose of this plan is to ensure the safe and efficient handling of any emergency situation that may arise at _______ Airport. It is intended to assist the Airport Manager, airport staff, and emergency organizations with carrying out their responsibilities efficiently in case of an airport emergency.

Note that, in addition to this document, a brief reference guide titled *Airport Emergency Procedures* is included in the emergency kit located at the airport, which provides additional guidance to specific emergency situations.

Introduction

We recognize that all emergency situations cannot be anticipated. If an emergency situation arises that is not covered in this plan, the Airport Manager has the authority to direct such actions as he or she may deem necessary.

This plan was approved and adopted on _____.

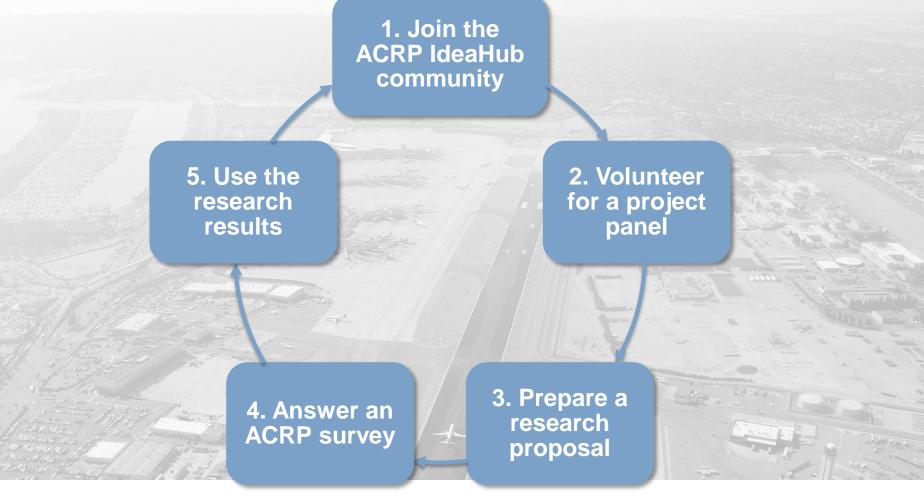
Airport Emergency Plan Coordinator

The coordinator of this plan will be the Airport Manager or his or her designated representative, who will be responsible for the administration and review processes of this plan and who will ensure full implementation of these procedures during any emergency or disaster condition. Emergency response will vary depending on hazard-specific conditions as contained herein, and Incident Command will be

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Five Ways to Get Involved



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(1) Join the ACRP IdeaHub Community

- Visit ACRP's website to register yourself in IdeaHub
- Submit your research idea(s)
- ideahub.trb.org



Do you have an idea for airport research or a synthesis of practice?



If you know an industry-wide problem that could use some attention, enter it into IdeaHub! **To share** your idea, click on the "Create New Idea" button at the top of the navigation sidebar on the right. You will then be asked to provide some information, including if you think your idea lends itself as a traditional research project or a synthesis of practice, a title, summary, objective, and background to help the industry understand the situation. You can also select tags to draw attention to any crosscutting topics of your idea.

We conduct two types of studies: research projects and syntheses of practice.





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(2) Volunteer for a Project Panel

- Project panels provide technical guidance to projects from start to end
- Nominations usually due in August or September
- Nominate yourself or a colleague



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(3) Prepare a Research Proposal

- Anyone may submit a proposal in response to an RFP
- Detailed instructions are available on <u>ACRP's</u> website

Information and Instructions

for Preparing Proposals

for the

Transportation Research Board's Cooperative Research Programs

Updated August 2016

Transportation Research Board

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(4) Answer an ACRP Survey

 ACRP needs input from industry stakeholders to improve the value of its research products



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TRB and ACRP seek to learn from your experience as a presenter or moderator for the ACRP webinar titled "Guidance and Considerations for Improving Airport Terminal Amenities" conducted August 27, 2015. Your feedback is very important and will help improve ACRP's support for future webinar presenters and moderators.

This brief survey should take less than 10 minutes to complete. Questions requiring a response are denoted by a red asterisk (*). Your responses will remain anonymous for reporting purposes.

Thank you for participating in this survey. Please click the NEXT button to begin.

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(5) Use the Research Results!

- Reports and Guidebooks
- Syntheses
- WebResources
- Legal Research Digests

- Research Results Digests
- Impacts on Practice
- Tools

All are FREE at www.TRB.org/ACRP

Most Downloaded in Airport Cooperative Research Program (last 30 days)



Public-Private Partnerships: What Are the Lessons Learned?



Airport Risk Identification and Prioritization Practices



Airport Passenger Terminal Planning and Design, Volume 1: Guidebook



Legal Issues Related to Large-Scale Airport Construction Projects



ACRP

WebResources

1

egal Research Digest 33

Estimating Market Value and Establishing Market Rent at Small Airports



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Are You Using ACRP Research at Your Airport?

ACRP WANTS TO HEAR HOW YOU USE THE RESEARCH!





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Other Ways to Participate



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Get Social

• Participate in online discussions with our LinkedIn group



Share YOUR success #ACRPImpact



Get program updates @ACRPImpact



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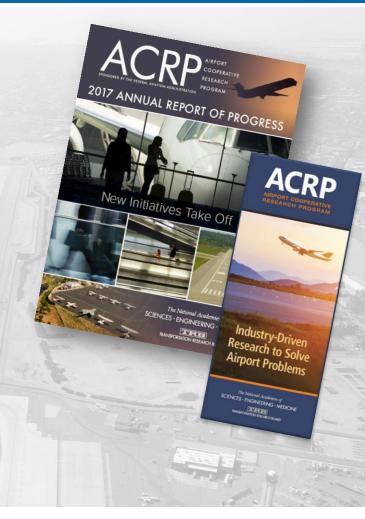


For More Information

www.TRB.org/ACRP

Regular news and updates on...

- Upcoming and ongoing research projects
- New publications
- Success stories
- Announcements
- And more!





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Questions?

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