

Rickenbacker International Airport Irregular Operations (Tarmac Delay) Emergency Contingency Plan June 2022

The Rickenbacker International Airport (LCK) has prepared this Emergency Contingency Plan pursuant to Section 42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to the Manager of Airport Operations at jherrmann@columbusairports.com. LCK is filing this plan with the Department of Transportation as it is a non-hub commercial airport.

This plan describes how, following excessive tarmac delays and to the extent practicable, LCK will:

Provide for the deplaning of passengers;
Provide for the sharing of facilities and make gates available at the airport; and
Provide a sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs & Border Protection (CBP).

Airport Information

Name of Airport: Rickenbacker International Airport
Name and Title of person preparing the plan: Joe Herrmann, Manager, Airport Operations
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Preparer contact email: jherrmann@columbusairports.com
Date of submission of plan: June 24, 2022
Airport Category: Non-hub

Contact Information

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Communications Center and request Airport Operations assistance.

Deplaning of Passengers Following Excessive Tarmac Delays

LCK stands ready to assist the airlines by providing customer service support upon their request.

Through Rickenbacker Aviation, LCK owns and operates much of the equipment needed to safely deplane passengers from a delayed aircraft and is, therefore able on its own, to provide for the deplaning of passengers. Airport Operations will provide a list of airlines, ground handlers, fixed base operators and others who may have the necessary equipment and personnel to safely deplane passengers to airlines as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays in addition to Rickenbacker Aviation's assets. Airlines requesting assistance should contact the Airport

Communications Center, number on back of badge, to request Airport Operations assistance.

Parking Position Breakdown:

LCK has three, aircraft parking positions located immediately at the terminal building. There are two jet bridges to access the terminal building. Some positions require ground enplaning/deplaning of passengers to access the terminal building.

If needed, during an extreme irregular operations event (Large hub airport/s closed, or 9/11 type event), some additional aircraft could also be parked on various taxiways located on the airfield.

LCK has an additional 13 aircraft parking positions on three apron areas (Ramps 1, 2 and 3) located within a 10 minute shuttle bus ride to the terminal building. On Ramp 1, there are 5 Aircraft Design Group (ADG) IV parking positions. On Ramp 2, there is 1 ADG V space and 2 ADG IV spaces. On Ramp 3, there are 5 ADG V aircraft parking spaces. Some parking positions can accept larger or smaller aircraft, with coordination from Airport Operations. LCK also has the ability to park a limited number of airline and GA aircraft on the Rickenbacker Aviation ramp.

Sharing of Facilities and Gates Available in an Emergency

LCK has a total of 2 jetbridges as depicted on the attached diagram (Exhibit A).

All gates are controlled by the airport. We will direct our common use gate users to make gates available to an air carrier seeking to deplane at a gate, to the maximum extent practicable.

Sterile Area for Passengers Who Have Not Cleared United States Customs and Border Protection

The purpose of this section is to direct the response of Airport Operations during an Irregular Operation involving an international flight. International IRROPS present additional procedures not applicable to domestic IRROPS. A diverted/unscheduled international flight requires specific coordination with various CRAA departments, the Airline or designated ground handler, TSA, and Customs and Border Protection (CBP).

LCK has defined sterile areas capable of accommodating limited numbers of international passengers. LCK will coordinate with local Customs Border Patrol (CBP) officials to develop procedures that will allow international passengers, who have not yet cleared United States Customs and Border Protection, to be deplaned into these sterile areas to the extent practicable.

Upon notification of an International IRROPS, Airport Operations will determine if the aircraft belongs to a Signatory or Non-signatory airline, what the parking/service needs of

the aircraft are and make arrangements with the Airline to contact CBP.

If the aircraft has not already parked, Airport Operations should assign the aircraft to a parking position on Ramp 1 until a terminal gate and CBP are ready to process the arrival.

Airport Operations will confirm that a tow bar, push back tug, and ground crew are capable of handling the size/type of aircraft if brought to a terminal gate. If these resources are not available then the aircraft may have to remain remotely parked.

Once it is determined that the flight requests or needs terminal gate parking, Airport Operations will coordinate with the CBP, TSA and the airline or designated ground handler to determine if the ramp-level access to the CBP facility will be opened or if the Gate 1 interior gate area will be used. The Gate 1 interior gate area will be the primary area used if the aircraft is an ERJ 170 or larger aircraft and does not plan to clear Customs at LCK. The jetbridge will be the primary access method for ERJ170 aircraft or larger, smaller aircraft will have to deplane via air stairs and enter the Customs facility through the ramp level access area. The ramp level access area will be the primary area used if the aircraft is smaller than an ERJ 170 that decides to clear Customs at LCK.

If the Gate 1 interior gate area is to be used to hold international passengers, Airport Operations will request that the elevator at gate 2 be shut down. Airport Operations will coordinate directly with the CBP & TSA for any exceptions to this request.

If the Gate 1 interior gate area is to be used to hold international passengers and Allegiant is still using the boarding area for outbound flights, CAA (Operations, Customer Service, Facilities, APD), CBP and TSA staff will have to temporarily barricade a route, using seating or stanchions, to the elevator upstairs so that the international passengers will have access to the restrooms down stairs in the customs area, but will not be able to exit the area or interact with domestic passengers. Domestic passengers will then be directed to other restrooms on the concourse. (Attached Exhibits B1, B2)

The barricaded area will have to be continuously guarded by badged personnel authorized by CBP and TSA.

Public Access to LCK's Irregular Operations Emergency Contingency Plan

LCK will provide public access to its emergency contingency plan through one or more of the following means:

www.columbusairports.com

Exhibit A



Exhibit B1(First Floor) Highlighted areas show international passenger holding areas. Stars mark people stationed to control isolated areas.

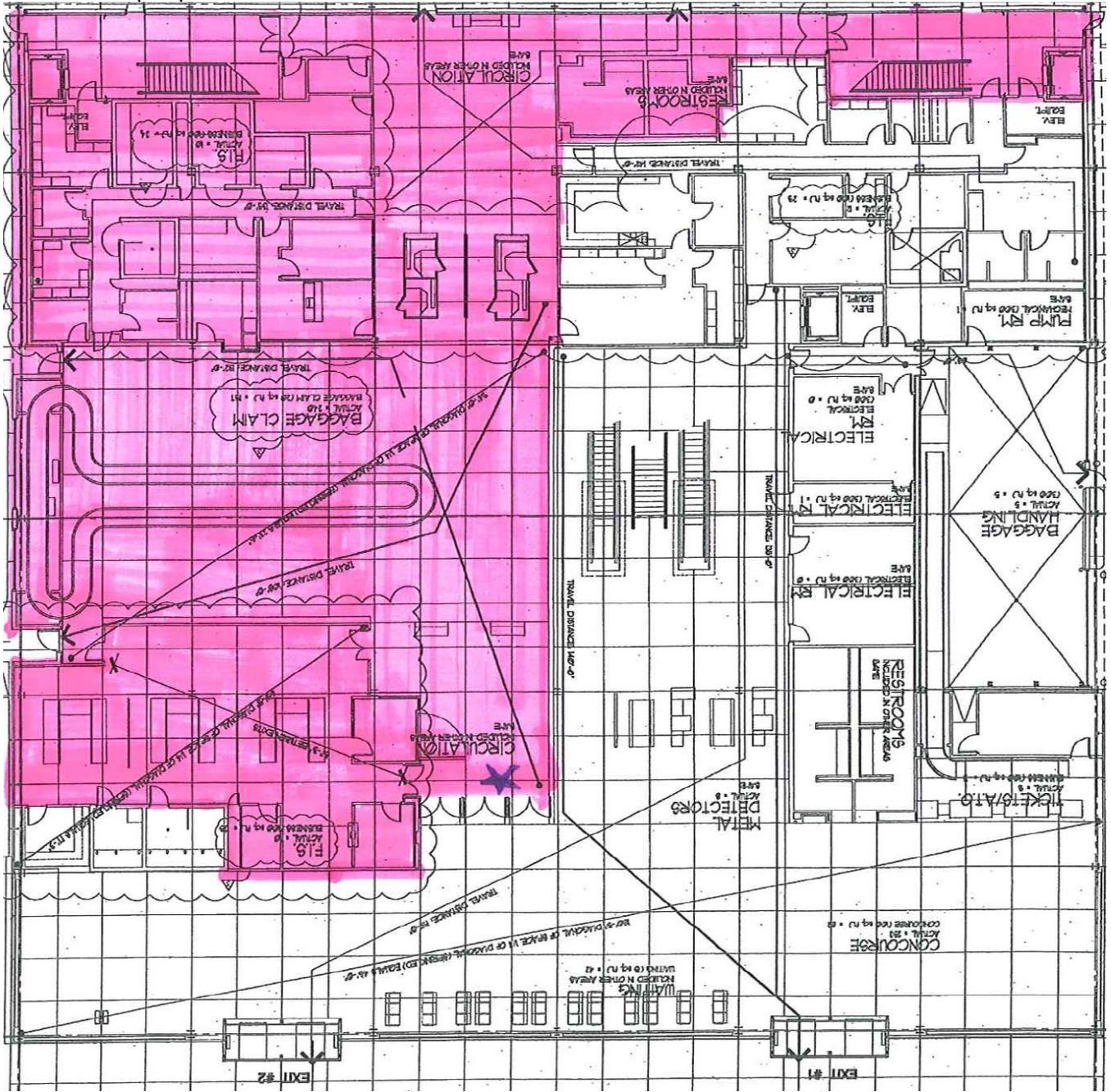


Exhibit B2 (Second Floor) Highlighted areas show international passenger holding areas. Stars mark people stationed to control isolated areas.

