

## **COLUMBIA METROPOLITAN AIRPORT EMERGENCY CONTINGENCY PLAN**

Columbia Metropolitan Airport (CAE) has prepared this Emergency Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this Plan can be directed to Thomas Kutsch at [t.kutsch@columbiaairport.com](mailto:t.kutsch@columbiaairport.com) or Joshua Hite at [j.hite@columbiaairport.com](mailto:j.hite@columbiaairport.com). CAE is filing this Plan with the Department of Transportation because: (1) it is a commercial airport; and (2) this airport may be used by an air carrier described in USC 42301(a)(1) for diversions.

This Plan describes actions CAE will take to prevent excessive delays. These actions include, but are not limited to, the following:

- Coordinate with the aircraft Captain and airline management personnel regarding the handling of passenger;
- Assists with the placement of resources necessary to deplane passengers when requested by the aircraft Captain or airline management personnel;
- Provide for the sharing of facilities/equipment and make passenger-handling gates available;
- Provide a Sterile Area for passengers who have not yet cleared U.S. Customs; and
- Provide aircraft fueling as rapidly as possible. To minimize delays, it is important to provide the FBO with fuel requirements as soon as they are known.

CAE will experience facility constraints that limit our ability to accommodate diverted flights should aircraft quantities exceed manageable levels. CAE strongly encourages aircraft operators to contact the CAE-based Air Carrier Station Manager for your respective airline as well as the Airport Operations Department for prior coordination of diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints include the lack of an international passenger processing facility and limited passenger hold room facilities for multiple international and/or domestic flights.

### **Airport Information**

<b>Name of Airport:</b>	<u><b>Columbia Metropolitan Airport</b></u>
Name and title of person preparing the Plan:	<u>Thomas Kutsch, Operations Manager</u>
Preparer contact number:	<u>803-822-5050</u>
Preparer contact e-mail:	<u>t.kutsch@columbiaairport.com</u>
Date of submission of plan:	<u>November 1, 2012</u>
Airport Category: Large Hub <input type="checkbox"/> Medium Hub <input type="checkbox"/> Small Hub <input checked="" type="checkbox"/> Non Hub <input type="checkbox"/>	

## Contact Information

In the event of diversion or other irregular operations events, aircraft operators should contact one of the following for assistance:

Organization	Contact Name & Phone Number
<b>CAE Operations Department</b>	
Operations Manager	Thomas Kutsch   803-822-5260
Operations Services Specialist	Joshua Hite   803-822-5050
<b>Airline Management</b>	
US Airways Express	Donald Peru   803-822-5093
American Eagle	Nicole Blizzard   803-822-7991
United Express	Valerie Richardson   803-822-7975
Delta Air Lines	Lee Sessions   803-822-0550
<b>CAE Tenant Businesses</b>	
Paradies Shops	Twana Hudson-Willis   803-822-8075
Carolina Concessions	Bertha Coley   803-822-5906
<b>Government Agencies</b>	
TSA Federal Security Director	Eric Beane   803-451-5160
TSA 24/7 Coordination Center	Maria Ramirez   803-451-5181
U.S. Customs & Border Protection	Wayne Henson   803-822-5251
<b>CAE Public Safety Department</b>	
Director of Public Safety	Randy Blackmon   803-822-5024
Deputy Chief, Police Operations	Kim Smith   803-822-5025
Deputy Chief, Fire Operations	Steve Baxter   803-822-5030
<b>Fixed Base Operator Management</b>	
Eagle Aviation	Paul Bass   803-822-5569
Columbia Aviation	Charlie Dickerson   803-822-8332

## Plan to Provide for the Deplanement of Passengers Following Excessive Tarmac Delays

CAE has limited equipment and personnel needed to safely deplane passengers from air carrier aircraft. With multiple aircraft on the ramp, airport equipment must be shared. CAE has included a list below of airport tenant businesses and their ground support equipment:

### American Eagle

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Push Back Tug	1	Up to CRJ/ERJ
Ground Power Unit:	1	Up to CRJ/ERJ

### Columbia Aviation

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Vehicle Transport	1	15 Passenger Van
	1	Cargo Van

### Delta Air Lines

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	3	CRJ
	2	ERJ
	1	EMB
	1 each	B737, B757, B767
	1	MD88
Push Back Tug	1	Up to A330
	1	Up to CRJ/ERJ
Air Stairs	1	Up to B767
Ground Start Unit	1	Up to B767
Aircraft HVAC Unit	1	Up to B767
Ground Power Unit	2	Up to B767
Belt Loader	4	Up to B767

### Eagle Aviation

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar (Universal Commercial)	1	Up to B767
(Universal Military)	1	Up to C-5 Galaxy
Push Back Tug	8	Up to B767
Air Stairs	1	Up to B747
Belt Loader	1	Up to B767
Vehicle Transport	1	7 Passenger Van
	1	8 Passenger Van

### Federal Express

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	1 each	B727, B757
	1	A300

Push Back Tug	2	Up to A300
Ground Start Unit	1	Up to A300
Ground Power Unit	1	Up to A300
Belt Loader	5	Up to A300

### **United Express**

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	3	CRJ/ERJ
Push Back Tug	2	Up to CRJ/ERJ
Aircraft HVAC Unit	1	Up to CRJ/ERJ
Ground Power Unit	1	Up to CRJ/ERJ

### **United Parcel Service**

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	1	MD-11
	1 each	B727, B747-100/200
	1 each	B757-200, B767-300
	1	A300F4-622R-300
	1	DC8-71-73
Push Back Tug	1	Up to B747-100/200
Air Stairs (Manual)	1	B747-100/200, MD-11
	1	B727, DC-8-71-73
	7	B757-200
	5	B767-300, A300F4-622R
Ground Start Unit	5	Up to B747
Aircraft HVAC Unit	5	Up to B747
Ground Power Unit	3	Up to B747 if two are used, then MD-11
Portable Light Carts	2	2 Diesel
Belt Loader	11	Up to B747

### **US Airways Express**

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	1 each	CRJ/ERJ/EMB
	1	B737
	1	A319
Push Back Tug	1	Up to CRJ-700
Air Stairs	1	Up to B737
Ground Start Unit	1	Up to B737
Ground Power Unit	1	Up to B737

Should CAE exhaust all aircraft parking positions, passenger hold room facilities, and resources necessary for use by diverted air carrier aircraft, the Airport Operations Department will issue an appropriate NOTAM.

## **Plan to Provide for the Sharing of Facilities and Make Gates Available in an Emergency**

The gates at CAE are under preferential use leases to air carriers and are controlled by the Airport. We will work with our tenant businesses to make gates and other facilities available to an air carrier seeking to deplane at a gate to the extent practicable. Depending upon the size and gate availability, smaller and larger aircraft may need to deplane passengers from remote parking positions.

Additionally, CAE has an onsite full service restaurant located in the Sterile Area. In the event of a long delay, and during normal business hours, airline tenants will coordinate with the tenant concessionaire to provide food & beverages for the convenience of the passengers.

If an event occurs after normal business hours, air carrier tenants will make contact with the tenant concessionaire manager to provide food & beverages, if necessary. In the event that the tenant concessioner may not be able to accommodate passenger load, CAE will coordinate with air carrier tenants for additional resources.

## **Plan to Provide a Sterile Area for Passengers Who Have Not Cleared U.S. Customs**

In the event of an international flight diversion requiring the need to deplane the passengers; CAE will coordinate with U.S. Customs and Border Protection (CPB) and TSA to determine the most appropriate action to follow. CAE, with coordination from air carrier tenants, can vacate passenger hold areas to create a temporary Sterile Area into which international passengers on diverted aircraft can be held. If it is not feasible to vacate the passenger hold areas, the SCAC (South Carolina Aeronautics Commission) Hangar can be used.

CAE has limited passenger hold room facilities; therefore, multiple international flight diversions where it becomes necessary to deplane the passengers may not be feasible.

## **Public Access to the Emergency Contingency Plan**

CAE will provide public access to its Emergency Contingency Plan through one or more of the following means:

- Posting in a conspicuous location on the Airport website;
- Provide notice of the availability of the Plan on the Airport's website;
- [www.columbiaairport.com](http://www.columbiaairport.com)