

John Glenn Columbus International Airport (CMH)
Irregular Operations (Tarmac Delay) Emergency
Contingency Plan May 2017

The John Glenn Columbus International Airport (CMH) 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 Senior Manager of Emergency Preparedness at dmonell@columbusairports.com. CMH is filing this plan with the Department of Transportation as it is a medium hub commercial airport.

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

- Provide for the deplanement of passengers;
- Provide for the sharing of facilities and make jetbridges 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: John Glenn Columbus International Airport

Name and Title of person preparing the plan: Donna Monell, Sr. Mgr. of Emergency Preparedness

Preparer contact number: 614-239-3326

Preparer contact email:

dmonell@columbusairports.com Date of submission

of plan: May 10, 2017

Airport Category: Medium 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.

Deplanement of Passengers Following Excessive Tarmac Delays

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

CMH does not own or operate any of the equipment needed to safely deplane passengers from a delayed aircraft and is, therefore, unable on its own to provide for the deplanement of passengers. Additionally, airport personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers or contract service providers. However, 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. Airlines requesting assistance should contact the Airport Communications Center, number on back of badge, to request Airport Operations assistance.

CMH has a total of 68 normally designated air carrier aircraft parking positions. Forty (40) aircraft parking positions are located immediately at the terminal building & another 28 aircraft parking positions are located at aprons areas within a 5 to 15 minute shuttle bus ride to the terminal building. If needed, during an extreme irregular operations event (Large hub airport/s closed, or 9/11type event), some additional aircraft could also be parked on various taxiways located on the airfield.

Parking Position Breakdown:

CMH has 40 aircraft parking positions located immediately at the terminal building. Concourse A: 8 positions. Concourse B: 21 positions. Concourse C: 11 positions. Many but not all of the positions are supported by a jetbridge to access the terminal building. Some positions require ground enplaning/deplaning of passengers to access the terminal building.

CMH has an additional 20 aircraft parking positions on three apron areas (Terminal East Apron: 12, Apron North of Taxiway Delta: 6 & Lane Aviation Apron: 2) located within a 5 minute shuttle bus ride to the terminal building.

CMH has an additional 8 aircraft parking positions on aprons remotely located from the terminal building (Southeast Cargo Apron, Runway 10L hold pad & Runway 10R hold pad). These parking positions are approximately a

15 minute shuttle bus ride to the terminal building.

Sharing of Facilities and Gates Available in an Emergency

CMH has a total of 29 jetbridges (not aircraft parking positions) as depicted on the attached diagram (Exhibit A). Of the 29 jetbridges available at CMH, 7 are considered common use (owned by the Airport) and the other 22 are preferentially leased by the air carriers.

CMH will work with our air carriers to make gates available to an air carrier seeking to deplane at a gate to the extent practicable. If additional gates are needed, we will work with tenant air carriers to make preferential gates and other facilities available to an air carrier seeking to deplane at a gate to the 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 CAAA departments, the Airline or designated ground handler, TSA, and Customs and Border Protection (CBP).

CMH has defined sterile areas capable of accommodating limited numbers of international passengers. CMH 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 the Terminal East Apron or Southeast Cargo Apron.

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. Shuttle Buses will be used to transport passengers to the Customs Gate Area C46.

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 FIS facility will be opened or if the C46/C47/C48 interior gate area will be used. The C46/C47/C48 interior gate areas will be the primary area used if the aircraft is a B767 or larger aircraft and does not plan to clear Customs at CMH. The ramp level FIS area may also be used as a secondary area. The ramp level FIS area will be the primary area used if the aircraft is a B757 or smaller and/or any size aircraft that decides to clear Customs at CMH.

If the C47/C48 interior gate area is to be used to hold international passengers, Airport Operations will request that the elevator #17 be shut down. Airport Operations will coordinate directly with the CBP & TSA for any exceptions to this request.

If the C47/C48 interior gate area is to be used to hold international passengers and AirTran is still using the boarding area for outbound flights, CRAA (Operations, Customer Service, Facilities, APD), CBP and TSA staff will have to temporarily barricade a route, using seating or stanchions, to the restrooms near (-checkpoint so that the international passengers will have access to the restrooms, 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 Exhibit B)

If the C47/C48 interior gate area is to be used by a scheduled airline or charter, they may be reassigned to a different gate location, for example Gate C49.

Barricades will be placed to restrict the sterile and international passengers, and the restrooms immediately adjacent the checkpoint and the entire C46/C47/C48 seating area will be opened for the International flight. (Attached Exhibit C)

In either case, the barricaded area and elevator 17 will have to be continuously guarded by badged personnel authorized by CBP and TSA.

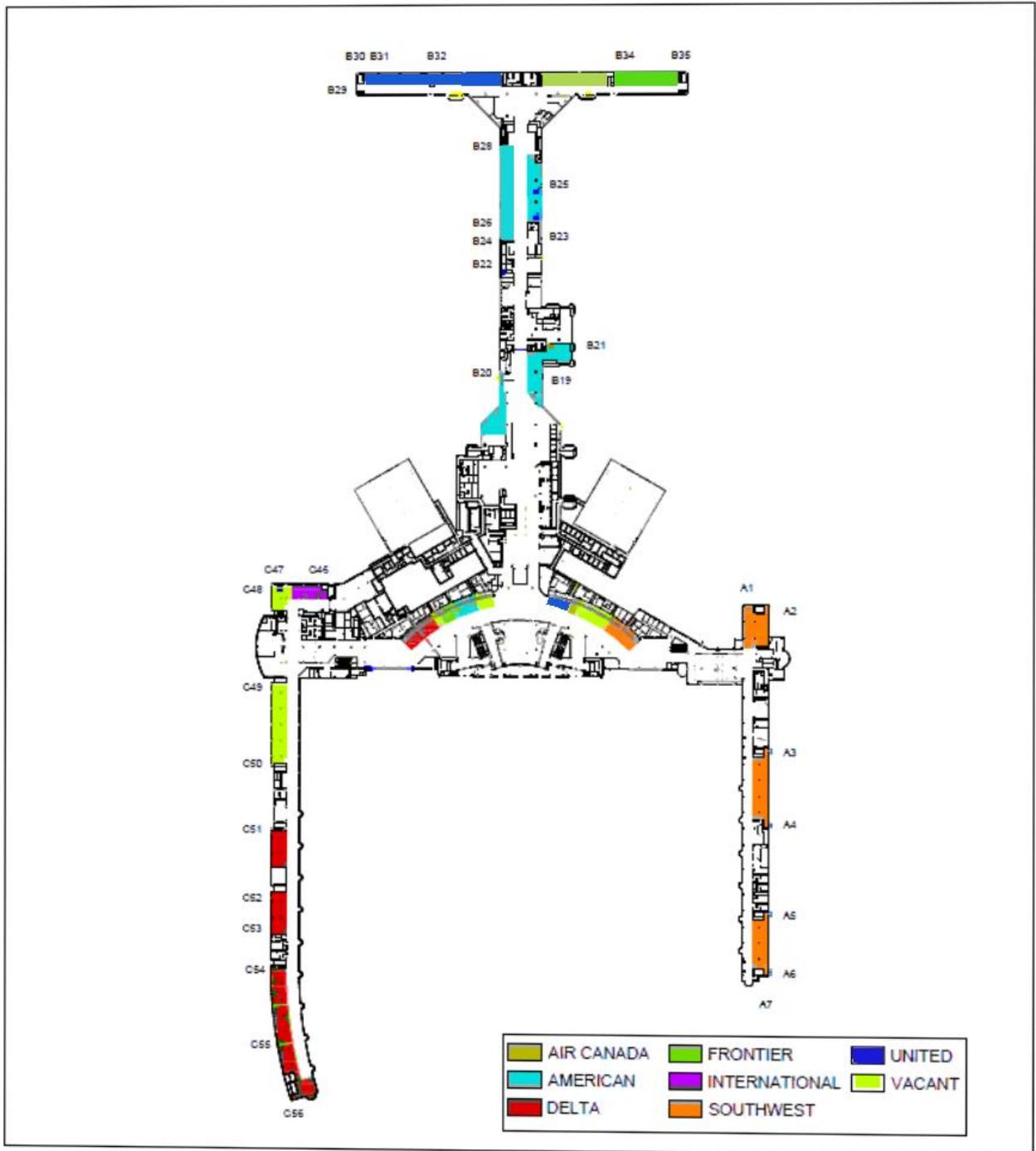
If the ramp level FIS area is to be used, standard procedure will be to have the metal "Customs" gate lowered to segregate the C46 area, just like a regularly scheduled Customs flight. If multiple international flights are using the C46/C47/C48 gate areas CBP will determine if the "Customs" gate will be lowered.

Public Access to CMH's Irregular Operations Emergency Contingency Plan

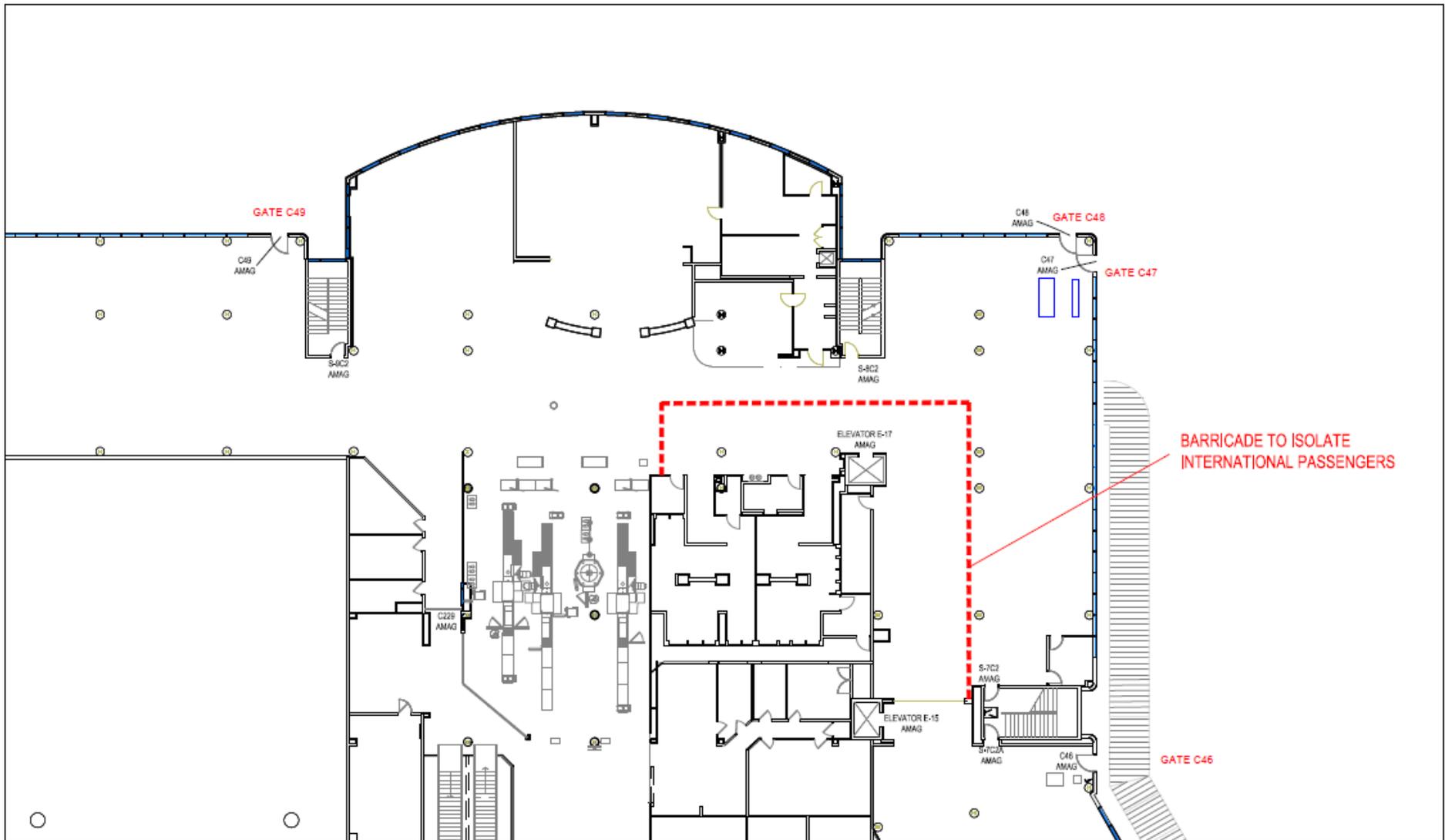
CMH will provide public access to its emergency contingency plan through one or more of the following means:

- Posting in a conspicuous location on the airport website <http://www.columbusairports.com>.
- Providing notice of the availability of the plan on the airport's social media accounts.
- Posting signs in conspicuous locations in the terminal.
- Advertising the availability of the plan in local newspapers of record.

Exhibit A

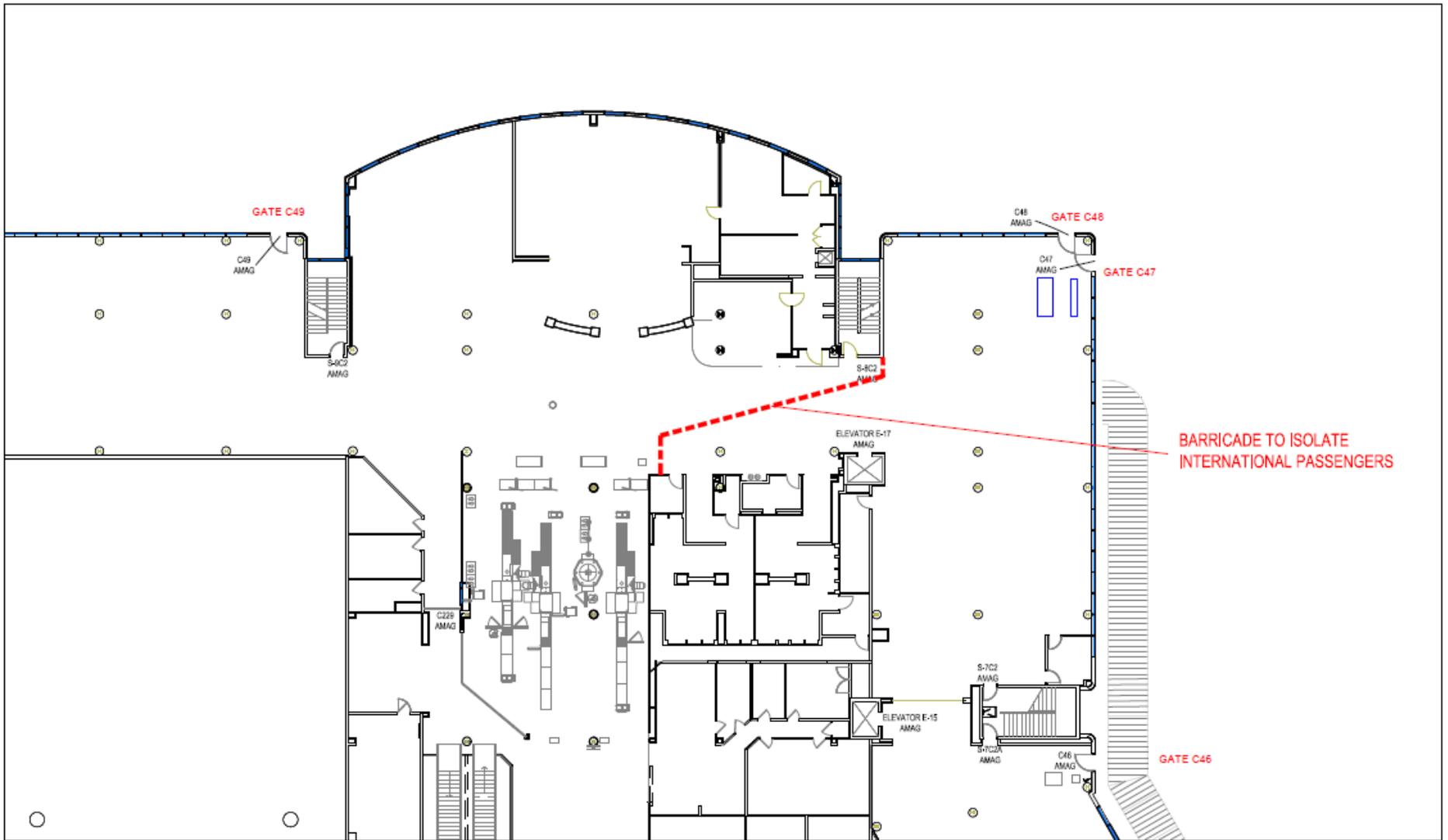


JOHN GLENN INTERNATIONAL AIRPORT
AIRLINE LOCATIONS



JOHN GLENN INTERNATIONAL AIRPORT - CMH
 GATE C-46 INTERIOR FOR IROPS
 4-28-2017 NTS

Exhibit B



JOHN GLENN INTERNATIONAL AIRPORT - CMH
 GATE C-46 INTERIOR FOR IROPS
 4-28-2017 NTS