

# **COLUMBIA METROPOLITAN AIRPORT TARMAC DELAY CONTINGENCY PLAN**

Columbia Metropolitan Airport (CAE) has prepared this Tarmac Delay Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this Plan can be directed to Ryan Kreulen at [r.kreulen@flycae.com](mailto:r.kreulen@flycae.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 passengers;
- Assist 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;
- 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>Ryan Kreulen – VP of Operations</u>
Preparer contact number:	<u>803-822-7815</u>
Preparer contact e-mail:	<u>r.kreulen@flycae.com</u>
Date of submission of Plan:	<u>May 2017</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:

<b>Organization</b>	<b>Contact Name &amp; Phone Number</b>
<b>CAE Operations Department</b>	
Operations Manager	Cameron Zimmerman   (717) 574-4171
Operations Supervisor	Roger Allen   (954) 560-6527
<b>Airline Management</b>	
American Airlines	Donald Peru   (850) 774-4385
United Express	Chris Smith   (850) 348-3027
Delta Air Lines	Michael Sickles   (843) 813-2990
<b>CAE Tenant Businesses</b>	
Paradies Shops	Twana Hudson-Willis   (803) 749-8834
Carolina Concessions	Bertha Coley   (803) 955-9837
<b>Government Agencies</b>	
TSA Federal Security Director	David McMahon   843-302-8001
TSA 24/7 Coordination Center	843-767-6032
U.S. Customs & Border Protection	Kyle Collins   803-822-5251
<b>CAE Public Safety Department</b>	
Director of Public Safety	Daniel Ruggiero   803-822-5013
Deputy Chief of Public Safety	Vacant
<b>Fixed Base Operator Management</b>	
Eagle Aviation	Robert Thomas   (803) 429-7408
Columbia Aviation	John Dickerson   803-822-8832

## 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:

### 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
	2	B717
	1 each	A319/320/321
Push Back Tug	1	Up to B767
	1	Up to CRJ/ERJ
Air Stairs	2	Up to B747
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
Push Back Tug	1	Up to B737
Air Stairs	1	Up to B737
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	B757
	1	A300
Push Back Tug	2	Up to A300
Ground Start Unit	1	Up to A300
Ground Power Unit	2	Up to A300
Belt Loader	5	Up to A300

**United Express**

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	2	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
Belt Loader	2	CRJ/ERJ

**United Parcel Service**

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	2	MD-11
	1	B727
	2	B747-100/200
	2 each	B757-200, B767-300
	2	A300F4-622R-300
Push Back Tug	1	Up to B747-800
	1	Up to MD-11
Air Stairs (Manual)	2	B747-400/800, MD-11
	6	B757-200
	3	B767-300, A300F4-622R
Ground Start Unit	2	Up to B747
Ground Power Unit	3	Up to B747 if two are used, then MD-11
Portable Light Carts	3	2 Diesel, 1 Gas
Belt Loader	8	Up to B747

**American Airlines**

<u>Equipment</u>	<u>#</u>	<u>Type/Capacity</u>
Tow Bar	1 each	CRJ/ERJ/EMB
	1	B737
	1	A319/320/321
Push Back Tug	2	Up to A321
Air Stairs	2	Up to A321
Ground Start Unit	1	Up to A321
Ground Power Unit	1	Up to A321
Passenger Lift Device	1	Up to A321

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 common use lease to air carriers and are fully controlled by the airport. We may be able to direct a tenant airline to accommodate another air carrier aircraft at its common use leased gate during those time periods when the tenant airline is not using, or not scheduled to use, the gates. We will direct our tenant air carriers to make gates and other facilities available to an air carrier seeking to deplane at a gate during those time periods the gates are not in use or not scheduled to be in use, to the maximum extent practicable.

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**

CAE does not have international passenger processing facilities. We will coordinate with local CBP and law enforcement officials to identify suitable areas and procedures for establishing a temporary sterile area into which international passengers on diverted aircraft who have not yet cleared United States Customs and Border Protection can be deplaned. Once these efforts are complete, we will coordinate with local 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.

Prior to the event of an international flight diversion requiring the need to deplane the passengers, CAE will coordinate with U.S. Customs and Border Protection and the Transportation Security Administration 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 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 Tarmac Delay Contingency Plan**

CAE will provide public access to its Tarmac Delay Contingency Plan by posting in a conspicuous location on the Airport's website (<http://www.flycae.com>).