

GENERAL MITCHELL INTERNATIONAL AIRPORT - MKE EMERGENCY CONTINGENCY PLAN

General Mitchell International Airport 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 Terry Blue, Deputy Airport Director at tblue@mitchellairport.com. General Mitchell International Airport is filing this plan with the Department of Transportation because (1) it is a commercial airport or (2) this airport may be used by an air carrier described in USC 42301(a)(1) for diversions.

This plan describes how, following excessive tarmac delays and to the extent practicable, General Mitchell International Airport will:

- Provide for the deplanement 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).

Background

Lengthy onboard airline ground delays arise from events that disrupt flight schedules and negatively impact the normal flow of passengers through the air transportation system. Often called IROPS by the airlines for irregular operations, these trigger events generally include, but are not limited to:

- Extreme weather conditions;
- Aircraft diversions from other airports;
- Airport and ATC facility-related outages and causes;
- Government system outages or slowdowns, such as Customs; and/or
- Airline unplanned events.

A review of the history of lengthy onboard ground delay events at the General Mitchell International Airport (GMIA) shows that the vast majority of all extended tarmac delay events have been the result of aircraft diversions from other airports; in particular whenever severe weather impacts Chicago O'Hare International Airport (ORD). Though a few have occurred in the past, excessive departure or arrival tarmac delays of scheduled air carriers serving GMIA have not historically been an issue. Whereas, O'Hare diversions to GMIA often occur with little to no advance notice and range in variety from multiple domestic air carrier narrow body aircraft to a few foreign international wide body aircraft.

Because General Mitchell International Airport has facility constraints that may limit the airport's ability to accommodate numerous simultaneous diverted flights, **GMIA strongly encourages aircraft operators to contact the GMIA Airport Control Center at (414) 747-5325 for prior coordination of diverted flights**, except in the case of a declared in-flight emergency. Some of these facility constraints that may challenge the airport's ability to effectively manage numerous simultaneous diversion aircraft include but are not limited to the following:

- Two wide body aircraft capable gates at the airport, both of which are preferentially leased gates.
- The International Arrivals Building has two narrow body (or one wide body) aircraft parking spots that share a single jet bridge.
- The International Arrivals Building has occupancy capacity of approximately 350 people (one fully loaded wide body aircraft).
- GMIA has limited on site passenger bussing capability. Though available, additional support busses have a one hour response time.
- There is only one (1) FBO on the airport. The FBO, which is also the primary refueler at the airport, has limited resources that during the time of numerous diversions may already be fully engaged providing ground support to its contract customers.
- There are two (2) stair trucks on the whole airport.

During diversion events GMIA issues NOTAMs regarding its ability to accommodate diverted flights to ensure the safe and efficient operation of the airport and its ability to serve the civil aviation needs of the public during irregular operations events.

Airport Information

Name of Airport: General Mitchell International Airport - MKE

Name and title of person preparing the plan: Terry Blue, Deputy Airport Director

Preparer contact number: (414) 747-5300

Preparer contact e-mail: tblue@mitchellairport.com

Date of submission of plan: May 14, 2012

Airport Category: Large Hub Medium Hub Small Hub Non Hub

Airport Contact Information (24hrs.)

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Control Center at (414) 747-5325 or ops@mitchellairport.com for assistance.

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

General Mitchell International Airport does not own or operate any of the equipment needed to safely deplane passengers from air carrier 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, GMIA has requested that each airline, ground handler and FBO operation on the airport provide a list of the equipment and resources they have for deplaning

passengers and contact information. GMIA will provide this inventory and contact information to airlines as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays at the contact number listed above.

For aircraft that are parked at remote locations that require deplaning, a bussing operation can be coordinated through the Airport Control Center at (414) 747-5325. GMIA owns and operates only a small number of 15 passenger shuttles at the airport. Thus, a one (1) hour lead time is necessary to coordinate for the use of contracted or mutual aid resources should it be necessary to bus more than 50 persons from a remote aircraft parking location to one of the terminal buildings.

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

Most of the gates at General Mitchell International Airport are under preferential lease to air carriers and are not fully controlled by the airport during those time periods when the tenant's usage of that gate meets the usage specified in the preferential use lease. GMIA may be able to direct a tenant airline to accommodate another air carrier aircraft at its preferentially leased gate during those time periods when the tenant airline is not using, or not scheduled to use, the gates. GMIA has included into its Master Airport-Airline Use and Lease Agreement the following language regarding Emergency Accommodations at an airline's preferentially leased gates:

"The Airport Director reserves the right, after consultation with Airline's station management, to direct Airline to accommodate at its Gate Position(s), not in use by Airline, the aircraft of another airline for the purpose of deplaning and/or enplaning passengers that cannot be accommodated at the other airline's own Gate Position(s) or at a County-Controlled Facility due to a diversion, an emergency, weather or an irregular operation."

In accordance with the Mater Lease Agreement, GMIA will direct 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.

The few gates at GMIA that are common use and under control of the airport will be made available to an air carrier seeking to deplane at a gate, to the maximum extent practicable. **Coordinating for use of gates can be done through the Airport Control Center at (414) 747-5325.**

Plan to Provide a Sterile Area for Passengers Who Have Not Cleared United States Customs and Border Protection

Option 1 – International Arrivals Building

GMIA's International Arrivals Building (IAB) is capable of accommodating approximately 350 international passengers at one time. GMIA 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 the IAB to the extent practicable. Sheriff's

Deputies, Airport, Airline, Ground Service, and/or other personnel as appropriate may be used to ensure the safety and security of the deplaned passengers until such time as CBP officials are available to clear the flight.

Option 2 – Other Locations

If the International Arrivals Building facilities are unavailable for whatever reason and an international extended tarmac delay aircraft must be deplaned, GMIA will coordinate with CBP officials to deplane the passengers into an alternate location that will be secured through the use of Sheriff's Deputies, Airport, Airline, Ground Service, and/or other personnel as appropriate. Possible alternate locations could include a gate area or section of domestic terminal, empty aircraft hangar, or other airport facility so long as CBP officials are consulted and their requirements are met.