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Lee County Port Authority

Southwest Florida International Airport Emergency Contingency Plan

(As required under section 42301 of the
FAA Modernization and Reform Act of 2012)

Original: May 14, 2012

Revised: August 28, 2015

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Southwest Florida International Airport EMERGENCY CONTINGENCY PLAN

The Lee County Port Authority (Port Authority) operates Southwest Florida International Airport (the airport) and has prepared this Emergency Contingency Plan pursuant to §42301 of the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Al Gulamali, Director of Operations and Safety, at angulamali@flylcpa.com. The Port Authority is filing this plan with the Department of Transportation because it operates a commercial service airport that 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, the Port Authority 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).

Airport Information

Name of Airport:	Southwest Florida International Airport (RSW)
24-hour Contact Information for Airport:	Airport Communications Center (239) 590-4810
Title of Person Preparing the Plan:	Director of Operations and Safety
Date of Submission of Plan:	May 14, 2012
Airport Category:	Medium Hub

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

The Port Authority owns and maintains 27 passenger loading bridges. However, an airline that has a need for a loading bridge to deplane passengers is required to furnish an operator because Port Authority personnel are not trained to operate the loading bridges needed to assist in the deplanement of passengers.

Airline staff may call the Airport Communication Center 24 hours a day/7 days a week for loading bridge requests. The table below identifies the ground support equipment available on the airfield (most owned by the airlines and/or ground handlers) as of August 2015.

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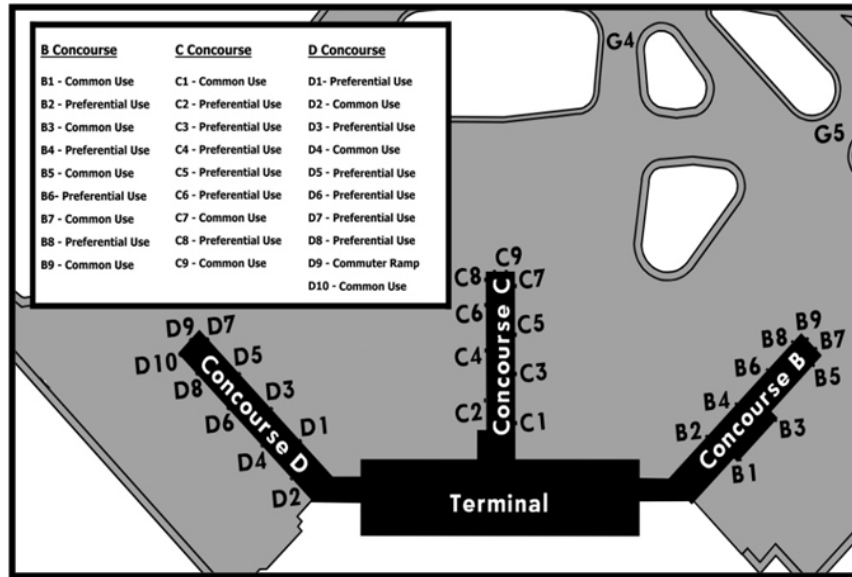
2. Plan to Provide for the Sharing of Facilities and Make Gates Available in an Emergency

Equipment on the Airport					
Air Start			Tow Bars		
	With Pax Air	3		B717	2
	Without Pax Air	5		A340/330	2
	With Turbine Eng.	1		A300	2
	A/C Cart	2		A319/320/321	17
	GPU - 400hz	12		EMB 135/145	0
	GPU - 24hz	2		EMB 170	2
	GPU – 28 Volt	1		EMB 175/190	1
	Air Stairs			EMB 175/190/195	2
	Fixed			EMB 170/190	1
	B767	2		SAAB 340B	1
	A300	3		ATR-44/72	0
	B727	1		MD-80/90/DC9	6
	B737	2		CRJ 900	3
	B757	5		CRJ 200	1
	CRJ	1		CRJ 200/700	2
	Adjustable	0		DC-8	2
	Push/Tow	4		WestWind	1
	Motorized	5		Falcon 10/20	1
				Gulfstream II, III, IV	1
	Human Remains Cart	3		Universal for small A/C	1
	Tow Bars			Falcon 50, 900, 2000	1
	B777	5		Smaller than G550 tow tug	1
	B767	4		Small DPL	2
	B757	11		DPL- Passenger Lift	1
	B737	18		Push Back	23
	B727	1		K-Loader	10
	DC10	1		Deicer – Hot Water	1

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Preferential Use

Approximately 16 of the 27 passenger loading bridges owned and maintained, but not operated, by the Port Authority are assigned to individual signatory airlines for their preferential use under the Port Authority’s Airline Use Agreements. The remainder of the loading bridges are not assigned for preferential use, and are considered “common use.”



The Port Authority will direct preferential airlines, in coordinating with airlines that do not have preferential use gates, to make gates and other facilities available to an air carrier seeking to deplane at these preferential use gates during periods the gates are not in use or scheduled to be in use, to the maximum extent practicable, and pursuant to such Airline Use Agreements.

Hard Stands

Several hard stand positions exist on the airport and may be used by an air carrier at their request. The priority for parking positions (as depicted on the two diagrams below) is:
 (1) Preferential Gate; (2) Gate on the same concourse; (3) Gate on any concourse; (4) Holding spot D1A; (5) Holding Spot B1A; (6) Holding Spot B1B; (7) Holding Spot R1; (8) Holding Spot R2; (9) Taxilane G3; (10) Taxilane H; (11) Gate D9; (12) North Ramp (not depicted)



If requested by an airline, the Port Authority may approve an airline’s request to deplane passengers from remote parking positions as long as the airline demonstrates its ability to maintain passenger safety and the ability to transport their passengers to the airline’s desired location. As such, the airport should not receive an aircraft larger than a B747-300 due to the lack of air stairs and tow bars available to safely deplane the passengers.

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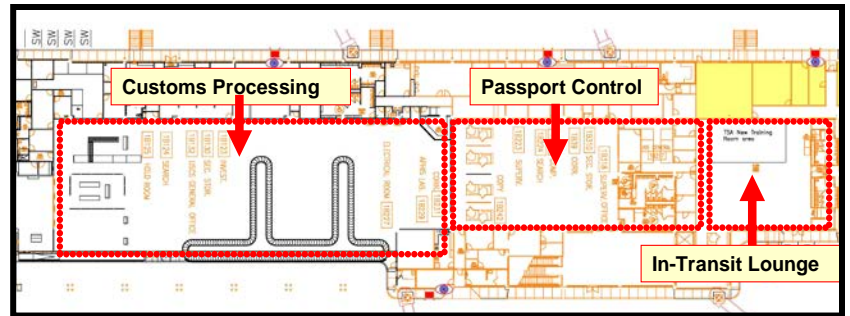
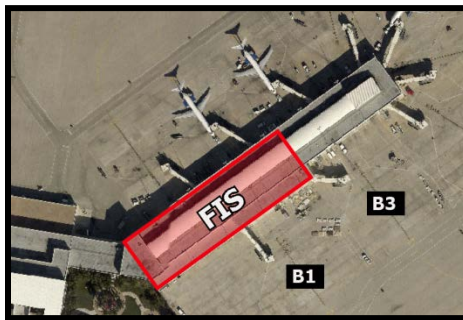
3. Plan to Provide a Sterile Area Following Excessive Tarmac Delays for Passengers Who Have Not Cleared US Customs and Border Protection

The airport terminal has a defined sterile area capable of accommodating up to 400 international passengers (see diagrams below). The Port Authority will coordinate with local CBP officials to allow international passengers who have not yet cleared United States Customs and Border Protection to be deplaned into these sterile areas following an excessive tarmac delay. All actions related to the aircraft, persons and cargo on board will be coordinated with CBP.

Reporting Requirements for all International Flight Diversions:

Per CBP, the following information shall be provided by the diverting airline to CBP as soon as possible:

- a. Flight number, original destination and passenger count
- b. Departure location, ETA at original airport, ETA at diverted airport and actual block time
- c. Type of security at the gate to ensure passengers remain on board, or if deplaned, remain in the secure/sterile area while awaiting CBP processing and clearance
- d. Any type of special requests/needs by the pilot, passengers or assistance offered by CBP personnel
- e. In the event of an emergency (medical or other situation), appropriate action(s) will be taken and CBP notified.
- f. Additional informational updates for the aircraft (i.e., aircraft fueling, new departure time) as required
- g. Closeout information pertaining to flight departure time]



Regulated Garbage Processing

In the event that an international flight is diverted to RSW and responding CBP officers determine that regulated garbage on board the aircraft must be removed and managed, and there is no assigned local ground handler permitted to do so, airport operations staff will contact LSG SkyChef to handle the regulated garbage. LSG SkyChef is an air carrier catering concessionaire on the airport that has been approved by CBP to handle and dispose of regulated garbage.

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4. Airport Limitations and Prior Permission Requirements

The airport is able to reasonably accommodate and handle up to 12 diversions at a time without prior permission. Other than an aircraft operator facing an urgent situation requiring it to land immediately, any additional diversions should make prior arrangements with the Airport Communication Center (which is staffed 24 hours a day).

5. Public Access to the Emergency Contingency Plan

Southwest Florida International Airport will provide public access to its Emergency Contingency Plan by posting the plan in a conspicuous location on the airport website (<http://www.flylcpa.com>).

6. Revision Log

Date	Section Revised	Approval
05/14/12	Original	05/21/12 REJECTED
05/22/12	Revision Submitted	APPROVED – C.E. Smith
12/12/14	Revision Submitted	APPROVED – C.E. Smith
09/08/15	Revision Submitted	APPROVED – C.E. Smith

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