



EMERGENCY CONTINGENCY PLAN

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DEFINITIONS

Commercial Airport – The term 'commercial airport' means a large hub, medium hub, small hub, or nonhub airport.

Covered Air Transportation – The term 'covered air transportation' means scheduled or public charter passenger air transportation provided by an air carrier that operates an aircraft that as originally designed has a passenger capacity of 30 or more seats.

Tarmac Delay – The term 'tarmac delay' means the period during which passengers are on board an aircraft on the tarmac:

- A. Awaiting takeoff after the aircraft doors have been closed or after passengers have been boarded if the passengers have not been advised they are free to deplane; or
- B. Awaiting deplaning after the aircraft has landed.

Excessive Tarmac Delay – The term 'excessive tarmac delay' means a tarmac delay that lasts for a length of time, as determined by the Secretary.

OBJECTIVE

The Appleton International Airport (ATW) 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 Abe Weber at aweber@atwairport.com. ATW is filing this plan with the Department of Transportation because it is a commercial airport and 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, Appleton International Airport will:

1. Provide for the deplanement of passengers;
2. Provide for the sharing of facilities and make gates available at the airport; and
3. 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: Appleton International Airport

24-hour contact information for airport: 920.832.1633

Name and title of person preparing the plan: Abe Weber, Airport Director

Date of submission of plan: May 7, 2012

Airport Category: Non-Hub

GENERAL

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

The Appleton 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. We 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 that have incurred excessive tarmac delays as soon as practicable after receiving requests from such airlines at the contact number listed above.

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

The gates at Appleton International Airport are under common use leases to air carriers and are controlled by the airport. Following excessive tarmac delays and to the extent practicable, we will direct our common use air carriers users to make gates and other facilities available to an air carrier seeking to deplane at a gate, to the maximum extent practicable.

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

Appleton International Airport 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 following excessive tarmac delays. 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.

The Appleton International Airport has contacted Custom and Border Protection, Service Port Director William Braun out of the Milwaukee, WI office and we have scheduled preliminary meetings to discuss identifying a suitable area and procedures for establishing a temporary sterile area in the event an aircraft carrying international passengers that have not yet cleared United States Customs and Border Protection were to be diverted to our airport. Along with scheduling preliminary meetings with CBP to establish a plan, Appleton International Airport has also contacted Outagamie County Sheriff's Department and is reaching out to our local Transportation Security Administration Federal Security Director to gain their support and input during creation of our plan.

IV. Public Access to the Emergency Contingency Plan

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

1. Posting in a conspicuous location on the airport website (<http://www.atwairport.com>)