

Eppley Airfield (OMA) Omaha Airport Authority (OAA) Tarmac Delay Contingency Plan

The OAA, operator of Eppley Airfield, 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 Timothy A. Schmitt, Director of Operations, at 402-661-8000 or tim.schmitt@flyoma.com. The OAA is filing this plan with the Department of Transportation because it is a commercial airport and the 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, the OAA 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).

The OAA has facility constraints that limit our ability to accommodate diverted flights or maintain the airport's safe operation and strongly encourages aircraft operators to contact the OAA's On-Duty Operations Supervisor at 402-661-8070 for prior coordination of diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints which can impact the OAA's ability to handle aircraft diversion activities include the following:

- Some runways, taxiways, ramps and gates are closed during certain activities or events, such as winter snow and ice removal operations or airfield construction.
- Due to the operating limitations of some jetbridges, some gates are not capable of servicing all aircraft types.
- The ability to park certain aircraft types at a specific gate will depend on the type/size of aircraft parked at an adjacent gate(s).
- An international passenger processing facility (Federal Inspection Station) does not exist on the airport.

During diversion events the OAA 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: Eppley Airfield (OMA)

Name and title of person preparing the plan: Matt Aubry, Operations Manager

Preparer contact number: 402-661-8071

Preparer contact e-mail: matt.aubry@flyoma.com

Date of submission of plan: April 11, 2017

Airport Category: Medium Hub

▪ **Contact Information**

In the event of diversion or other irregular operations events, aircraft operators should contact the OAA's On-Duty Operations Supervisor at 402-661-8070 for assistance.

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

Except for the OAA's owned airstair truck and manual airstairs, the OAA does not own or operate any of the other equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable on its own to provide for the deplanement of passengers. The OAA's airstair truck is solely operated by OAA personnel and is capable of mating to aircraft with a sill height of 8'0" to 19'0" (B737 to B747). The OAA's manual airstair unit is solely operated by OAA personnel and is capable of mating to aircraft with a sill height of 7'8" to 16'7" (DC9 to B747). 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 as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays at the contact number listed above.

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

The majority of the gates at Eppley Airfield are under exclusive lease to air carriers and are not fully controlled by the airport. The remaining gates are not leased and are under the full control of the OAA for deplaning operations based on the limitations listed at the beginning of this plan. If additional gates are needed beyond those under the control of the OAA, we will direct tenant air carriers to make exclusive use gates and other facilities available to an air carrier seeking to deplane at a gate, during those time periods when the tenant airline is not using, or not scheduled to use, the gate, to the maximum extent practicable.

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

Eppley Airfield does not have international passenger processing facilities. We have coordinated with local CBP and law enforcement officials for 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. We held a final coordination meeting with CBP Port Director on May 12, 2009 and submitted a draft sterile area plan to the Port Director on May 13, 2009. This plan was approved by the United States Customs and Border Protection on June 27, 2012.

▪ **Public Access to the Emergency Contingency Plan**

The OAA will provide public access to its Tarmac Delay Contingency Plan through one or more of the following means:

- Posting in a conspicuous location on the airport website (<http://www.flyoma.com/airport-authority>)
- Available upon request at the OAA administrative office.