

GREENVILLE-SPARTANBURG AIRPORT DISTRICT EMERGENCY CONTINGENCY PLAN

The Greenville-Spartanburg Airport District has prepared this Tarmac Delay Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Direct questions regarding this plan to the Senior Director of Operations & Public Safety, Michael Kossover, at (864) 848-6220 or mkossover@gspairport.com. The Greenville-Spartanburg Airport District is filing this plan with the Department of Transportation because the Greenville-Spartanburg International Airport (GSP) is a commercial airport and 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 Greenville-Spartanburg Airport District 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 Greenville-Spartanburg Airport District has facility constraints that limit abilities to accommodate diverted flights and strongly encourages aircraft operators to contact local airline station management or the Airport Operations Department at (864) 414-6422 prior to diverting; except in the case of a declared in-flight emergency. Specific facility constraints include a limited number of terminal gates and limited station manning/GSE; Airlines should limit the number of diversions to the number of assigned terminal gates they have open. GSP has limited remote parking positions, which include six ADG-III size and three wide-body remote stands. During diversion events the Greenville-Spartanburg Airport District will issue capacity 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.

Airport Information

Name of Airport: Greenville-Spartanburg International Airport (KGSP)

Name/Title of person preparing the plan: Mike Kossover (Sr. Director of Ops & Public Safety)

Preparer contact number: (864) 848-6220

Preparer contact e-mail: mkossover@gspairport.com

Date of submission of plan: September 10, 2019

Airport Category: Large Hub Medium Hub Small Hub Non Hub

Contact Information

In the event of diversion or other irregular operations events, aircraft operators should contact their local airline station management or the Airport Operations Department at (864) 414-6422 (ops@gspairport.com).

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

The Greenville-Spartanburg Airport District has limited equipment and personnel needed to safely deplane passengers from non-tenant air carrier aircraft. We will utilize this equipment to deplane passengers as soon as practicable after receiving requests from such airlines at the contact numbers listed above. We will also provide a list of airlines and ground handlers who may have the necessary equipment and personnel to safely deplane passengers as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays at the contact number listed above. Neither the Airport District or tenant airlines have buses readily available to deplane remotely parked aircraft; local transportation companies must be contracted to supply and response time varies based on short notice availability.

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

There are 13 common use gates with boarding bridges at Greenville-Spartanburg Airport terminal assigned to tenant air carriers for use up to ADG-III sized aircraft; 3 gates can support up to a B757 (wingspan 125 feet) sized aircraft. All 13 terminal gates are used by based tenants for aircraft remaining overnight so typically no gates are available between 2200 and 0600 local Eastern Standard Time daily. There are six ADG-III size remote gates next to the terminal on the south cargo apron. There are three wide-body remote gates on the center cargo ramp that can support up to three B747-8 (wingspan 224 feet) simultaneously. If all the terminal and remote gates are in use, aircraft will be held on the parallel taxiway until a gate is available. The Airport Operations Department will coordinate use of a gate as they become available.

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

The Greenville-Spartanburg Airport District has a Federal Inspection Station (sterile area) capable of holding up to 200 international passengers. Use must be prior coordinated with local CBP officials to allow international passengers who have not yet cleared customs to be deplaned into this sterile area. Terminal Gate A7 is the only gate with direct access to the Federal Inspection Station (up to B757 sized aircraft); if A7 is not available or aircraft is larger than a B757, passengers will have to be bused from remote parking position to the FIS, in coordination with CBP. Again, neither the Airport District or tenant airlines have buses readily available to deplane remotely parked aircraft; local transportation companies would have to be contracted.

Public Access to the Emergency Contingency Plan

The Greenville-Spartanburg Airport District will provide public access to its emergency contingency plan through the airport website. (<http://www.gspairport.com>)