

**RALEIGH-DURHAM
INTERNATIONAL AIRPORT**

RALEIGH-DURHAM AIRPORT AUTHORITY



**DEPARTMENT OF TRANSPORTATION
EMERGENCY CONTINGENCY
PLAN**

**May 1, 2017
June 1, 2025 - UPDATE**

TABLE OF CONTENTS

REVISION LOG.....	3
INTRODUCTION	4
AIRPORT INFORMATION	4
CONTACT INFORMATION	5
PLAN TO PROVIDE FOR THE DEPLANEMENT OF PASSENGERS FOLLOWING EXCESSIVE TARMAC DELAYS	5
PLAN TO PROVIDE FOR THE SHARING OF FACILITIES AND MAKE GATES AVAILABLE IN AN EMERGENCY	5
PLAN TO PROVIDE A STERILE AREA FOR PASSENGERS WHO HAVE NOT CLEARED UNITED STATES CUSTOMS AND BORDER PROTECTION	6
PUBLIC ACCESS TO THE EMERGENCY CONTINGENCY PLAN	6

REVISION LOG			
REVISION NUMBER	AIRPORT STAFF	SUBMITTED TO DOT	CHANGES
	John Graves	May 1, 2017	N/A
1	Rob Peterson	June 24, 2022	Pages 3-6
2	Rob Peterson	June 1, 2025	Pages 2-6

INTRODUCTION

Raleigh-Durham International Airport which is owned and operated by the Raleigh-Durham Airport Authority (Authority), has prepared this Emergency Contingency Plan pursuant to §42301 of the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012. Raleigh-Durham International Airport is filing this plan with the Department of Transportation (DOT) 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, Raleigh-Durham International Airport will:

- Provide assistance for the deplanement of passengers;
- Provide for the sharing of facilities and make gates or remote parking locations 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).

Raleigh-Durham International Airport through close coordination with Dynamic Science, Inc., who manages the Authorities ramp tower operations, notifies Airport Operations when multiple diversions or any other type of irregular operations are anticipated and/or when any of these aircraft are actually being received. This notification process allows the Authority time to prepare for any future requests for assistance or support from the air carriers. The notification also allows the Authority to provide up-to-date and current information to the passengers and flying public. The success of any and all operations involving excessive delays, an unusually high number of diversions or irregular operations, dictates the need for open dialogue between the air carriers, Dynamic Science, Inc., the Authority, as well as the other tenants and governmental agencies at the airport.

AIRPORT INFORMATION

Name of Airport:	<u>Raleigh-Durham International Airport</u>
Name and title of person preparing the plan:	<u>Robert K. Peterson, Director of Operations</u>
Preparer contact number:	<u>919-840-7528</u>
Preparer contact e-mail:	<u>Rob.Peterson@rdu.com</u>
Date of submission of plan:	<u>June 1, 2025</u>
Airport Category:	<u>Medium Hub</u>

CONTACT INFORMATION

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Duty Manager's Cell at 919-455-6791 or the Airport Operations Duty Officer at 919-397-4416 for assistance. For general question regarding this plan during normal business hours, please contact Rob Peterson, Director of Operations at Rob.Peterson@rdu.com, 919-840-7526 or John Connell, Senior Vice President and Chief Operating Officer at John.Connell@rdu.com or 919-840-7856.

PLAN TO PROVIDE FOR THE DEPLANEMENT OF PASSENGERS FOLLOWING EXCESSIVE TARMAC DELAYS

As described below, the Authority owns two (2) passenger terminal facilities and the passenger boarding bridges necessary to safely deplane passengers from air carrier aircraft. The Authority leases these facilities to various air carriers but does not operate any of the equipment needed to safely deplane passengers from air carrier aircraft. Therefore, the Authority is unable on its own to provide for the deplanement of passengers. Additionally, Airport Authority personnel are not trained to assist in the deplanement of passengers using equipment either owned by the Authority or owned by air carriers or contract service providers. The Authority can 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. The Authority will assist the airlines in the coordination of transportation for passengers of aircraft parked at remote locations to the terminal facilities.

PLAN TO PROVIDE FOR THE SHARING OF FACILITIES AND MAKE GATES AVAILABLE IN AN EMERGENCY

The Raleigh-Durham International Airport terminal facilities encompasses 19 gates, which are under preferential leases to air carriers and are controlled by the Airport Authority. An Additional 26 gates at Raleigh-Durham International Airport are under the direct control of the Airport and are not leased to any air carrier. The Authority will work with our tenant air carriers to make gates available to another air carrier seeking to deplane at a gate to the extent practicable. If additional gates are needed, the Authority will work with tenant air carriers to make preferential and/or exclusive use gates and other facilities available to an air carrier seeking to deplane at a gate to the extent practicable. The Authority is unable to accommodate aircraft larger than the Airbus 350-900 at any terminal gates. Larger aircraft will need to be parked and deplaned from remote locations, such as the West Remain Over Night apron with equipment provided by an air carrier or other contract service provider.

PLAN TO PROVIDE A STERILE AREA FOR PASSENGERS WHO HAVE NOT CLEARED UNITED STATES CUSTOMS AND BORDER PROTECTION

Raleigh-Durham International Airport has defined sterile areas capable of accommodating limited numbers of international passengers. The local Customs Border Protection (CBP) officials at the Airport have established procedures that will allow international passengers who have not cleared United States Customs and Border Protection to be deplaned into the terminal's sterile area to the extent practicable. CBP has limited staffing and facilities available and can only accommodate one international diversion at any international gate. In the event all FIS gates at Terminal 2 are occupied, multiple international diversions will be required to remote park at the West RON apron and can expect extensive processing delays.

PUBLIC ACCESS TO THE EMERGENCY CONTINGENCY PLAN

Raleigh-Durham International Airport will provide public access to this emergency contingency plan by the following means:

- Provide copies of the Plan to all airlines operating at the Airport.
- Publish the Plan on the Airport's website for public view.