



Bradley International Airport EMERGENCY CONTINGENCY PLAN

Bradley International Airport (BDL) 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 Benjamin Parish at bparish@bradleyairport.com. The Connecticut Airport Authority (CAA), the operator of Bradley International Airport, is filing this plan with the Department of Transportation 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, the CAA 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 CAA has facility and/or equipment constraints that limit our ability to accommodate diverted flights or maintain the airport's safe operation (during multiple diversions) and strongly encourages aircraft operators to contact the airport's Operations Department at 860-627-3001 or 860-292-2089 for prior coordination of diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints include the following:

- The International Arrivals Building used by CBP to process international passengers has only one jet-bridge and an occupancy capability of less than 400 passengers. Only one international flight can be processed at a time.
- The airport has established space for airlines to utilize (using their workforce or their ground service companies' workforce) as a temporary holding area that can accommodate approximately 430 International passengers. This space has been approved for use by CBP.
- There is only one (1) gate at the domestic terminal that is designed and marked to accommodate a 767 wide-body aircraft (gate 7); as noted above, there is only one (1) international gate capable of accommodating a 767 or larger wide-body aircraft.
- There is only one (1) air carrier fueling company providing fuel to scheduled diverted airline aircraft at BDL.

There may be times during diversion events that the CAA will issue NOTAMs for BDL 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: Bradley International Airport

Name and title of person preparing the plan: Benjamin G. Parish, Director of Bradley Operations

Preparer contact number: 860-292-2006

Preparer contact e-mail: bparish@bradleyairport.com

Date of submission of plan: June 21, 2022

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 the Airport Duty Manager at 860-627-3001 or 860-292-2089 for assistance.

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

The CAA 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, CAA personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers or contract service providers.

The CAA 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 numbers listed above.

- The ground handlers and airlines based at BDL may have constraints handling certain types of aircraft i.e., deicing capabilities, tow bar and/or tug constraints, etc.
- The CAA strongly recommends all non-based BDL air carriers to coordinate with the ground handling company and/or airline that will be servicing your aircraft at BDL to ensure they can meet the needs of your aircraft, as well as your customer's needs.

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

Most gates at Bradley International Airport are under preferential lease to air carriers and are not fully controlled by the airport. In addition, the CAA has some gates that are currently not fully leased to any one carrier (but are used daily by airlines) and which are partially controlled by the airport. The CAA will make every effort to have these gates available for use during emergencies and we may also be able to direct a tenant airline to accommodate another air carrier aircraft at its preferentially leased gate during those time periods when the tenant airline is not using, or not scheduled to use, the gates, should an emergency need arise. We will work with our tenant air carriers to make gates and other facilities available to an air carrier seeking to

deplane at a gate that is not fully controlled by the airport during those time periods the gates are not in use or not scheduled to be in use, to the maximum extent practicable.

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

The CAA has a defined sterile area capable of accommodating limited numbers of international passengers (up to approximately 430). The CAA has coordinated with our Regional CBP office (Boston/BDL) on the development of an operating plan for this sterile area that meets all of CBP's written and stated concerns for utilizing the space for accommodating international passengers who have not cleared US CBP. CBP – Boston/BDL approved these plans in December 2014. Furthermore, the CAA has held multiple training classes/exercises throughout the past years with the airport stakeholders (including CBP representatives, TSA, CT State Police, all BDL based airlines, aircraft service handlers, and airport staff), to familiarize members of our airport community with the space, to identify roles and responsibilities for the various entities to perform if the space is used, and to be clear about how it must be operated in the event it is needed to accommodate un-cleared International passengers. During an actual event requiring use of these areas, the CAA will continue to coordinate with local CBP officials on utilization of this sterile area, to the extent practicable.

Public Access to the Emergency Contingency Plan

The CAA will provide public access to its emergency contingency plan through one or more of the following means:

- Posting in a conspicuous location on the airport website (<http://www.bradleyairport.com>).
- Providing notice of the availability of the plan on the airport's social media accounts.