

## **PORTLAND INTERNATIONAL AIRPORT (PDX) IRREGULAR OPERATIONS CONTINGENCY PLAN**

Portland International Airport (PDX) has prepared and updated this Irregular Operations Contingency Plan pursuant to §42301(d)(2) of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Airside Operations Manager Danny Garcia at [danny.garcia@portofportland.com](mailto:danny.garcia@portofportland.com). PDX is filing this plan with the Department of Transportation because (1) it is a commercial airport and (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, PDX will:

- Provide for the deplaning of passengers;
- Provide for the sharing of facilities and gates available at the airport; and
- Provide a secure sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs & Border Protection (CBP).

PDX has facility constraints that limit its ability to accommodate diverted flights and maintain the airport's safe operation and strongly encourages aircraft operators to contact the on-duty Airport Operations Supervisor (AOS) for airside to coordinate details for diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints include the following:

- Limited concourse gate parking positions (loading bridge-equipped gates)
- Limited wide-body concourse gate parking positions
- Limited remote parking facilities
- Limited contract ground handling personnel and equipment
- Airline and ground handling personnel not staffed 24-hours per day
- Limited Federal Inspection Station (FIS)-accessible concourse gate parking positions
- FIS not staffed 24-hours per day

These constraints are referred to in the FAA's PDX Chart Supplement.<sup>1</sup>

During diversion events, PDX will notify FAA Air Traffic and air carriers regarding its ability to accommodate diverted flights in order to ensure the safe and efficient operation of the airport and its ability to serve the public's civil aviation needs.

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<sup>1</sup>

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/dafd/search/results/?cycle=1703&ident=kpdx&navaid=](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/results/?cycle=1703&ident=kpdx&navaid=)

## **Airport Information**

Name of Airport:	<u>Portland International Airport (PDX)</u>
Name and title of person preparing the plan:	<u>Danny Garcia, Airside Operations Manager</u>
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Date of submission of plan:	<u>May 15, 2017</u>
Airport Category:	<u>Large Hub</u>

## **Contact Information**

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Operations Supervisor for airfield (Airfield 1) to communicate details and, if appropriate, request assistance. This position is staffed 24/7. Specific details on contacting PDX Operations personnel have been provided to all aircraft operators, ground service providers, and on-site federal agencies.

## **Plan to Provide for the Deplaning of Passengers Following Excessive Tarmac Delays**

PDX does not own or operate any of the equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable to independently provide for the ground handling of aircraft and deplaning of passengers. Additionally airport personnel are not trained to assist in the deplaning of passengers using equipment owned or operated by air carriers or contract service providers. However, the Port of Portland has requested that each airline, ground handler, and fixed base-operator (FBO) operation on the airport provide the Airport Operations department with a list of the equipment and resources on site or immediately available for deplaning passengers, as well as contact information for personnel responsible for the equipment's use and disposition. PDX Airport Operations staff will provide this inventory and contact information to airlines experiencing excessive tarmac delays as soon as practicable after receiving requests at the contact listed above.

In the event that concourse-accessible parking positions are unavailable for deplaning passengers, airlines experiencing extended tarmac delays may coordinate with PDX Airport Operations staff for use of remote aircraft parking facilities. PDX Airport Operations staff will facilitate passenger transportation to the terminal as necessary.

## **Plan to Provide for Sharing of Facilities and Gates During Irregular Operations**

19 loading bridge-equipped gates at PDX are "common use" and are managed by Port of Portland Airport Operations. Additionally, 27 loading bridge-equipped gates are under preferential use leases to air carriers and are managed by the leasing airline. To the extent practicable, Airport Operations staff will make common use gates available to an air carrier seeking to deplane at a loading bridge-equipped gate. If additional gates are needed beyond available common use gates, Airport Operations and Aviation Business and Properties staff will direct tenant air carriers to make leased gates and other facilities available to an air carrier

seeking to deplane at a loading bridge-equipped gate during those periods when the tenant airline is not using or scheduled to use the preferential use gates.

PDX is unable to routinely accommodate aircraft larger than the Boeing 747-400 at loading bridge-equipped concourse gates.<sup>2</sup> Aircraft larger than the Boeing 747-800 will need to deplane passengers at remote parking positions. In this scenario, PDX Airport Operations staff would work with the affected airline to facilitate the transport of passengers, baggage, and ground service equipment (GSE) to terminal or concourse facilities.

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

PDX has a Federal Inspection Station (FIS) with defined sterile areas capable of accommodating limited numbers of international passengers. PDX Airport Operations will coordinate with local United States Customs and Border Protection (CBP) officials to develop procedures that will allow international passengers who have not yet cleared CBP to be deplaned into these sterile areas to the extent practicable.

PDX has a limited number of gates that directly access the FIS. If the FIS facility is fully occupied or should it become necessary to deplane an international flight prior to the arrival of CBP personnel, PDX Airport Operations staff will coordinate with both internal Port of Portland departments and federal agencies to facilitate the transport of passengers and baggage to the FIS or to coordinate use of alternate facilities to accommodate unscreened international passengers and bags.

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

PDX will provide public access to its emergency contingency plan by posting the electronic document in a conspicuous location on the airport [website](#).

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<sup>2</sup> Boeing 747-8 aircraft may be accommodated at loading bridge-equipped gates based on the activity taking place at adjacent gates. Additionally, taxiway restrictions may be instituted to accommodate the greater aircraft dimensions.