

WILL ROGERS WORLD AIRPORT (OKC) EMERGENCY CONTINGENCY PLAN

OKC 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 Jim Thrash at Will Rogers World Airport, 7100 Terminal Dr, Unit 937, OKC, OK 73159-0937. OKC 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, OKC 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).

OKC has facility constraints that limit our ability to accommodate diverted flights or maintain the airport's safe operation and strongly encourages aircraft operators, through their local stations, to contact the Airport Operations Duty Officer for prior coordination of diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints include the following: lack of international passenger processing facilities; limited number of non-leased gates, and limited number of gates that can accommodate wide-body aircraft.

Airport Information

Name of Airport: Will Rogers World Airport (OKC)

Name and title of person preparing the plan: Jim Thrash, Airport Operations Manager

Preparer contact number: 405-316-3287

Date of submission of plan: June 3, 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 Operations Duty Officer for assistance at 405.623.3007.

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

OKC does not 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 airport personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers or contract service providers. OKC owns one set of self-propelled stairs suitable for mainline aircraft up to B-747-400 size aircraft. Airlines may request to use these stairs, however, the airline must provide its own driver and is responsible for proper placement of the stairs against the aircraft. 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.

The OKC Airport Operations Duty Officer controls two (2) fifteen (15) passenger, ADA compliant busses that airlines may use to transport deplaning passengers. These busses are available on a first-come, first-served basis. The requesting airline must provide its own driver and busses will not be allowed outside the airport perimeter fence. If necessary, and depending on availability, Airport parking shuttle busses can be diverted to help transport deplaning passengers.

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

Eighteen (18) gates at OKC are under preferential leases to air carriers and are not fully controlled by the airport during those time periods when the tenant's usage of the gate(s) meets the usage specified in the preferential use lease. We may be able to direct a tenant airline to accommodate another air carrier aircraft at its preferentially leased gate(s) during those time periods when the tenant airline is not using, or not scheduled to use, the gate(s). Additionally, three (3) gates at OKC are not under leases to air carriers and are controlled by the airport. We will direct our tenant air carriers to make gates available to an air carrier seeking to deplane at a gate during those time periods the gates are not in use or not scheduled to be in use, to the extent practicable. If additional gates are needed, we will work with tenant air carriers to make preferential use gates and other facilities available to an air carrier seeking to deplane at a gate to the maximum extent practicable.

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

OKC does not have international passenger processing facilities staffed by CBP. Gate 32 has a defined sterile holding room that is designed to accommodate limited numbers of international passenger traffic. International passengers on diverted aircraft who have not yet cleared United States Customs and Border Protection can be deplaned into the temporary sterile holding room and remain segregated from domestic passengers.

Public Access to the Emergency Contingency Plan

OKC 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.flyokc.com>)
- Providing notice of the availability of the plan on the airport's social media accounts.