



TARMAC DELAY CONTINGENCY PLAN

King County International Airport/Boeing Field has prepared this Tarmac Delay Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Micheal Cummins, Operations Manager at mcummins@kingcounty.gov. King County International Airport/Boeing Field 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, King County International Airport/Boeing Field 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).

King County International Airport/Boeing Field has facility constraints that limit our ability to accommodate diverted flights or maintain the airport's safe operation and strongly encourages aircraft operators to contact the airport at +1 (206) 263-8831 for prior coordination of diverted flights, except in the case of a declared in-flight emergency.

Specific facility constraints include the following: King County International Airport/Boeing Field has limited parking available for larger aircraft. As the airport approaches maximum parking capacity, Airport Operations shall notify TRACON via Air Traffic Control Tower that the airport has limited parking available. A Notice to Airmen (NOTAM) may also be issued for a "parking PPR" through Airport Operations.

Once all airport gates are full, Airport Operations shall check with all FBOs to utilize their ramps for additional aircraft parking space. Other airport parking areas to consider are Museum of Flight and Boeing wash pad, all of which require prior approval. Any airport operated gates and all preferential use gates shall be utilized first.

Upon reaching maximum parking capacity on all Airport controlled gates, the parking circumstances should be dealt with as an emergency situation. All preferential use gates shall be utilized per the guidelines outlined in each user Preferential Use Agreement. Airport Operations shall be familiar with the details of each use agreement and coordinate directly with each operator if Airport usage of any preferential use area is required.

NOTAMs will be issued to alert pilots and Air Traffic Control to the limited parking situation with PPR. Airport Operations will remain the main point of contact for all



parking requests. Any aircraft impeding on any FAR Part 77 airspace surfaces at KCIA shall have appropriately issued NOTAMs as warranted. Any aircraft parking on the Alpha or Bravo taxiway will be coordinated by Airport Operations to ensure insure compliance with FAR Part 77 and to minimize any impacts to airfield operations.

We have noted these constraints in King County International Airport/Boeing Field's Airport/Facility Directory record. During diversion events, King County International Airport/Boeing Field issues 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 events.

Airport information

Name of Airport: King County International Airport/Boeing Field (KBFI)

Name and title of person preparing the plan: Micheal Cummins, Operations Manager

Preparer contact number: +1 (206) 263-8831

Preparer contact e-mail: mcummins@kingcounty.gov

Date of submission of plan: 11 May 2017

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 +1 (206) 296-7334 for assistance.

Plan to provide for the deplanement of passengers following excessive tarmac delays

King County International Airport/Boeing Field 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 airport personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers or contract service providers. 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.

Plan to provide for the sharing of facilities and make gates available in an emergency

Gates 3, 4, 5, 5a, 6, 7, 8, 15, and 21 at King County International Airport/Boeing Field are under common use leases to air carriers and are controlled by the airport. Additionally, Gates 3, 4, 5, 5a, 6, 7, 8, 15, and 21 at King County International Airport/Boeing Field are under Airport control or preferential use. We will direct our common use gate lessees, permittees, or users to make



gates available to an air carrier seeking to deplane at a gate, to the maximum extent practicable. If additional gates are needed, we will direct 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, during those time periods when the tenant airline is not using, or not scheduled to use, the gate, to the maximum extent practicable. Depending on the size of the diverted aircraft, specific gates may be utilized that are not located near to airport facilities. Airport Operations personnel will work with Fixed Base Operators, air crew, and parent airline regarding logistics and/or deplaning requirements.

Plan to provide a sterile area for passengers who have not cleared United States Customs and Border Protection

King County International Airport/Boeing Field does not have international passenger processing facilities. We will coordinate with local CBP and law enforcement officials to identify suitable areas and procedures for establishing a temporary sterile area into which international passengers on diverted aircraft who have not yet cleared United States Customs and Border Protection can be deplaned. Once these efforts are complete, we will coordinate with local CBP officials to develop procedures that will allow international passengers who have not yet cleared United States Customs and Border Protection to be deplaned into these sterile areas to the extent practicable.

Public access to the tarmac delay contingency plan

King County International Airport/Boeing Field will provide public access to its Tarmac Delay Contingency Plan by posting it in a conspicuous location on the airport's website (www.kingcounty.gov/airport).