

Northwest Arkansas Regional Airport EMERGENCY CONTINGENCY PLAN

Northwest Arkansas Regional Airport 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 Kelly Johnson at Kelly.Johnson@flyxna.com. Northwest Arkansas Regional 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, Northwest Arkansas Regional Airport 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).

Northwest Arkansas Regional Airport 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 479-205-1020 for prior coordination of diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints include the following: limited number of jet bridges that will accommodate narrow body aircraft, limited trained staff to work flight, airport has no GSE to work with the aircraft; this means no tugs, lav carts, chocks, etc.. During diversion events Northwest Arkansas Regional Airport 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: _____ Northwest Arkansas Regional
Airport _____

Name and title of person preparing the plan: __ Kelly L. Johnson, Airport
Director _____

Preparer contact number: __ 479-205-1000 _____

Preparer contact e-mail:
____ Kelly.Johnson@flyxna.com _____

Date of submission of plan: _____ 5/11/2012 _____

Airport Category: Large Hub Medium Hub Small Hub Non Hub

Contact Information¹

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

Northwest Arkansas Regional Airport 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

Northwest Arkansas Regional Airport has 5 gates available that are not leased for aircraft which will be utilized in an emergency.

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

Northwest Arkansas Regional Airport has defined sterile areas capable of accommodating limited numbers of international passengers. 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 Emergency Contingency Plan

Northwest Arkansas Regional Airport 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.flyxna.com>)

¹ Some airports have indicated a reluctance to provide 24-7 airport contact information in a publically available contingency plan. If this is the case, we encourage airports to provide and alternative means of distributing such information to diverting airlines and describing this in the plan.