

## CHICAGO O'HARE INTERNATIONAL AIRPORT (KORD)

### EMERGENCY CONTINGENCY PLAN

February 24, 2015

**Chicago O'Hare International 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 **Airport Operations at (773) 686-2255 and irregularops\_ord@cityofchicago.org**. **Chicago O'Hare International Airport** 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, **Chicago O'Hare International 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 (ORD CBP **773-894-2900**).

**Chicago O'Hare International Airport** has facility constraints that limit the ability to accommodate diverted flights or maintain the airport's safe operation and strongly encourages aircraft operators to contact **Airport Operations at (773) 686-2255 and the O'Hare Communications Center (OCC) at (773) 894-5000** for prior coordination of diverted flights, except in the case of a declared in-flight emergency.

Specific facility constraints include the following: Facility constraints include restricted and limited movements of the Airbus A380 aircraft. Chicago O'Hare International Airport does not own nor has in its possession, a tow bar capable of accommodating the A380 aircraft. As of the initial DOT reporting date for submission of the Emergency Contingency Plan, a Modification of Standard (MOS) to operate the A380 aircraft at Chicago O'Hare International Airport is in process but has not yet been approved by the FAA.

The Chicago Department of Aviation (CDA) has noted these constraints on FAA Form 5010.

Prior to diverting to Chicago O'Hare, to the extent practical, the air carrier representative should communicate to Chicago O'Hare Operations, the airline company, flight operations contact information, number of passengers, type aircraft, international or domestic origin, and any ground servicing agreements/requirements.

### **Airport Information**

Name of Airport: **Chicago O'Hare International Airport**

Name and title of person preparing the plan: **George Lyman, Managing Deputy Commissioner Airport Operations**.

Preparer contact number: **(773) 894-5291**

Preparer contact e-mail: **irregularops\_ord@cityofchicago.org**

Date of submission of plan: **No Later than May 14, 2012**

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 **Airport Operations at (773) 686-2255** and the **O'Hare Communications Center (OCC) at (773) 894-5000** for assistance.

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

**Chicago O'Hare International Airport** has limited equipment and personnel needed to safely deplane passengers from air carrier aircraft. CDA will utilize this equipment to deplane passengers as soon as practicable after receiving requests from such airlines at the contact numbers listed above. CDA will also provide a list of airlines, ground handlers, fixed base operator (FBO) and others who may have the necessary equipment and personnel to safely deplane passengers to airlines as soon as practicable after receiving such requests from airlines experiencing excessive tarmac delays by contacting Airport Operations and OCC at the numbers listed above.

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

Approximately **26 gates** at **Chicago O'Hare International Airport** are under common use leases to air carriers and are controlled by the airport. Additionally, approximately **163 gates** at **Chicago O'Hare International Airport** are under preferential and/or exclusive leases to air carriers and are not fully controlled by the airport. To the maximum extent practicable under the use agreements, the CDA will direct common use gate lessees, permittees or users to make gates available to an air carrier seeking to deplane at a gate. If additional gates are needed, To the maximum extent practicable under the use agreements, the CDA 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 gates.

**One (1) gate located at the International Terminal has been identified to accommodate an Airbus A380 aircraft. Additionally, one (1) hardstand position has also been identified to accommodate an A380 aircraft.**

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

**Chicago O'Hare International Airport** has defined sterile areas capable of accommodating limited numbers of international passengers. CDA 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**

**Chicago O'Hare International Airport** will provide public access to its emergency contingency plan by posting on the airport website <http://flychicago.com>