



PITTSBURGH
INTERNATIONAL AIRPORT

ALLEGHENY COUNTY AIRPORT AUTHORITY

PITTSBURGH INTERNATIONAL AIRPORT

D.O.T.
EMERGENCY CONTINGENCY PLAN

Revised July 2024



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Introduction

Pittsburgh International Airport (PIT) operates as a Class I, Medium Hub airport with scheduled air carrier service with aircraft designed for more than nine (9) passenger seats.

PIT, operated by the Allegheny County Airport Authority (ACAA), is located approximately 13 miles northwest of downtown Pittsburgh, Pennsylvania. The mailing address is—

Pittsburgh International Airport
Landside Terminal, 4th Floor Mezzanine
P.O. Box 12370
Pittsburgh, PA 15231-0370

This Emergency Contingency Plan has been written pursuant to -
49 USC 42301: Emergency Contingency Plans

Questions regarding this plan can be directed to:

James Moorhead, Vice President, Airport Operations
jmoorhead@flypittsburgh.com

ACAA has filed this plan with the Department of Transportation (D.O.T.) because:

- (1) it is a commercial airport
- (2) this airport may be used by an air carrier described in 49 USC 42301(a)(1) for diversions.

This plan describes how, following excessive tarmac delays and to the extent practicable, Pittsburgh 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 (CBP).

Pittsburgh International Airport requests that all air carriers notify Airport Operations when multiple diversions or any other type of irregular operations are anticipated and/or when any of these aircraft are actually being received. While this notification does not force the air carrier to take any further action at the time of notification, it allows ACAA staff time to prepare for future requests for assistance or support from the air carriers.



The notification also allows ACAA to provide up-to-date and current information to the passengers and flying public.

Operations involving excessive delays or an unusually high number of diversions or other irregular operations, punctuates the need for open dialogue among the air carriers, ACAA, government agencies, and other tenants at the airport.

Airport Information

Pittsburgh International Airport (KPIT)
Class 1 Airport
Medium Hub

James Moorhead
Vice President, Airport Operations
jmoorhead@flypittsburgh.com
412-472-5654

In the event of diversion or other irregular operations events, air carriers should contact the Airport Operations Duty Manager at 412-472-5630 for assistance.

Emergencies 911
Custom and Border Protection 412-472-0808
TSA Coordination Center 412-714-0562

Note: ACAA Airport Operations and the TSA Coordination Center are available at all times for immediate assistance to any situation, inquiry, or emergency.



Definitions

Commercial Airport - a large hub, medium hub, small hub, or non-hub airport.

Covered Air Transportation - scheduled or public charter passenger air transportation provided by an air carrier that operates an aircraft that as originally designed has a passenger capacity of 30 or more seats.

Tarmac Delay - the period during which passengers are on board an aircraft on the tarmac:

- 1) awaiting takeoff after the aircraft doors have been closed or after passengers have been boarded if the passengers have not been advised they are free to deplane; or
- 2) awaiting deplaning after the aircraft has landed.

Excessive Tarmac Delay - means a tarmac delay of more than -

- 1) 3 hours for a flight in interstate air transportation; or
- 2) 4 hours for a flight in foreign air transportation.



Deplanement of Passengers following excessive Tarmac Delays

The Allegheny County Airport Authority (ACAA) does not own or operate any portable equipment required to safely deplane passengers onto the ramp or at a remote parking location. Some air carriers and ground handlers do maintain the necessary equipment to conduct remote deplaning of passengers. While the remote deplaning of passengers is possible, ACAA recommends passengers be deplaned through a contact gate and jetway to maximize passenger safety. ACAA personnel are not trained to assist in the deplanement of passengers using equipment exclusively owned and operated by air carriers or contract service providers (*except in emergency situations involving life safety*).

ACAA has requested that each airline, ground handler, and Fixed Base Operator (FBO) operation on the airport provide us with a list of the equipment and resources they have for deplaning passengers and contact information. We will provide a list of air carriers, ground handlers, and FBOs who may have the necessary equipment and personnel to safely deplane passengers as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays at the contact number listed above.

Sharing of Facilities and to make Gates available in an emergency

ACAA maintains approximately 50 gates at PIT. Several of these gate are designated as common use gates and are readily available for use by any carrier. International gates are available providing direct customs access. Additional 'hardstand' areas are available providing no jetway.

For maximum safety, ACAA recommends passengers be deplaned through a Jetway.

Several air carriers have regular operations at PIT and operate additional gates (*signatory or preferred use*) for their exclusive operation. Air carriers without regular operations at Pittsburgh International Airport and have code share or other pre-arranged agreements with air carriers, may utilize gates or the services of that air carrier.

PIT has several de-icing pads, holding pads, taxiways and ramp space which can be utilized for the temporary holding of aircraft. The use of these areas or scheduling of gates should be coordinated through Airport Operations at 412-472-5630.



We will direct our common use gate lessees, permittees, or other 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 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, to the maximum extent practicable.

Sterile Area for passengers who have not cleared United States Customs and Border Protection (CBP)

Pittsburgh International Airport has defined sterile areas capable of accommodating a limited numbers of international passengers. We have also coordinated with local CBP and law enforcement officials to identify an area and procedure for establishing an additional temporary sterile area into which international passengers on diverted aircraft who have not yet cleared United States Customs and Border Protection can be deplaned.

We have worked with local CBP officials to develop a procedure that will allow international passengers who have not yet cleared United States Customs and Border Protection to be deplaned into one of these sterile areas (*permanent or temporary*) to the extent practicable.

Public access to the Emergency Contingency Plan

Pittsburgh International 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 (www.flypittsburgh.com).
- Providing notice of the availability of the plan on the airport's social media accounts.