

Hartsfield-Jackson Atlanta International Airport

Emergency Contingency Plan

Hartsfield-Jackson Atlanta 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 Darrin Barth at Darrin.Barth@atl.com. Hartsfield- Jackson Atlanta International Airport is filing this plan with the Department of Transportation because it is a commercial airport.

This plan describes how, following excessive tarmac delays and to the extent practicable, Hartsfield-Jackson Atlanta International Airport will:

- Provide for the deplanement of passengers;
- Provide for the sharing of facilities and make gates available at the airport;
- Provide a sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs & Border Protection (CBP).

Airport Information:

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| Name of Airport | Hartsfield-Jackson Atlanta International Airport |
| Name and Title of person preparing the plan: | Darrin Barth, Director of Airside Operations |
| Preparer contact number: | (404) 382-1980 |
| Preparer contact email: | Darrin.Barth@atl.com |
| Date of submission: | July, 2025 |
| Airport Category: | Large Hub |

Contact Information

In the event of diversion or other irregular operations events, aircraft operators should contact:

1. Airport Operations Supervisor: (404) 787-6095, or (404) 787-5992, or (404) 530-6800
2. Common Use Equipment Manager: (404) 530-2020, or (404) 382-2665
3. Customs and Border Protection Administration (24/7): (404) 765-2248

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

Hartsfield-Jackson Atlanta International Airport has limited equipment and personnel needed to safely deplane passengers from air carrier aircraft. We will use this equipment to deplane passengers as soon as practicable after receiving requests from such airlines at the contact number listed above. We will also provide information regarding 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. Exhibit A contains information about hardstands, as well as airport owned and operated equipment that may be available for deplaning and transporting passengers.

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

Hartsfield-Jackson Atlanta International Airport has 2 aircraft hardstands and 41 common use gates controlled by the airport. Additionally, 156 gates at Hartsfield-Jackson Atlanta International Airport are preferential to air carriers and are not fully controlled by the airport. We will use the hardstands to the maximum extent possible. If hardstands are not available, we will direct our common use gate 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 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, to the maximum extent practicable.

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

Hartsfield-Jackson Atlanta International Airport has defined sterile areas capable of accommodating limited numbers of international passengers. We will coordinate with local CBP officials to 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.

For passengers deplaning on the hardstands:

- International arriving passengers must not have access to their checked baggage prior to processing through CBP.
- Baggage must not be transported in the same vehicle as the passengers.
- Any personnel required to escort passengers must have the appropriate CBP seal affixed to their ATL SIDA badge.

Airport Surface Management System

Hartsfield-Jackson Atlanta International Airport uses the Aerobahn Surface Management System to provide a real-time, highly accurate display of aircraft taxiing on the ground. Aerobahn combines operational information with surveillance data resulting in improved situational awareness in all weather conditions. This allows users to know the precise location of aircraft at all times with the ability to set event alerts, such as time elapsed during taxi, for more accurate, proactive management of critical situations.

Public Access to the Emergency Contingency Plan

Hartsfield-Jackson Atlanta International Airport will provide public access to its emergency contingency plan through one or more of the following means:

- Airport website at www.atl.com
- Providing notice of the availability of the plan on the airport's social media accounts

Exhibit A

Hardstand Areas and Airport Equipment



Hartsfield-Jackson Atlanta International Airport (ATL) owns and operates the necessary equipment available for passenger transportation in the event of tarmac delays. There are two aircraft hardstands located on Ramp 6 South. The hardstands may be used for:

- Aircraft in a holdout situation (any arriving aircraft on the ground in excess of 20 minutes waiting for a gate)
- Distressed aircraft (aircraft that experience lengthy delays when arriving or departing from ATL that wish to deplane passengers)
- Scheduled or charter operations (airlines must submit their requests in accordance with the ATL Terminal Common Use Regulations)
- Excess RON aircraft parking as available
- Aircraft deicing operations as necessary during winter weather (typically October-April)

The two hardstands on Ramp 6 South are capable of accommodating Group V aircraft or smaller, up to and including the B747-400 and A350-1000. These hardstands are identified as Parking Pad J and Parking Pad K, and will be collocated with existing de-icing pads J and K.

Passengers and crew operating from the hardstands will typically be transported to Gate F6 via the COBUS 3000 bus or PlaneMate vehicles.



There are four COBUS 3000 vehicles with a 75-passenger capacity.



There are two PlaneMate vehicles with an 85-passenger capacity.



There are two towable passenger stairs capable of accommodating aircraft ranging from the E170 to the B737/MD-88.



There are two vehicle-mounted passenger stairs capable of accommodating aircraft ranging from the B737/MD-88 to the B747-400.



The ambulatory lift is capable of accommodating aircraft ranging from the E170 to the B747-400.