



Lee County Port Authority

Southwest Florida International Airport

Emergency Contingency Plan

(As required under section 42301 of the

FAA Modernization and Reform Act of 2012)

Original: May 14, 2012

Revised: July 17, 2025



Table of Contents

Southwest Florida International Airport Emergency Contingency Plan	10
Airport Information	10
1. Plan to Provide for the Deplanement of Passengers Following Excessive Tarmac Delays	10
2. Plan to Provide for the Sharing of Facilities and Make Gates Available in an Emergency	11
3. Plan to Provide a Sterile Area Following Excessive Tarmac Delays for Passengers Who Have Not Cleared US Customs and Border Protection	14
4. Airport Limitations and Prior Permission Requirements	16
5. Public Access to the Emergency Contingency Plan	16
6. Revision Log	17



Southwest Florida International Airport Emergency Contingency Plan

The Lee County Port Authority (LCPA) operates Southwest Florida International Airport (the airport) and maintains this Emergency Contingency Plan pursuant to §42301 of the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012.

Questions regarding this plan can be directed to Gilbert Forgays III, Director of Operations and Safety, at gjforays@flylcpa.com. LCPA is filing this plan with the Department of Transportation because it operates a commercial service airport that 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, LCPA 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).

Airport Information

Name of Airport:	Southwest Florida International Airport (RSW)
24-hour Contact Information for Airport:	Airport Operations Control Center (239) 590-4810
Title of Person Preparing the Plan:	Gilbert Forgays III, Director of Airport Operations
Date of Submission of Plan:	July 17, 2025
Airport Category:	Medium Hub

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

LCPA owns and maintains 27 passenger loading bridges. Airlines that have a need for a loading bridge to deplane passengers are required to furnish an operator.

Airline staff may call the Airport Operations Control Center (AOCC) 24 hours a day, 7 days a week

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for loading bridge requests. The table below identifies the ground support equipment available on the airfield (most equipment is owned by the airlines and/or ground handlers) as of June 27, 2025.

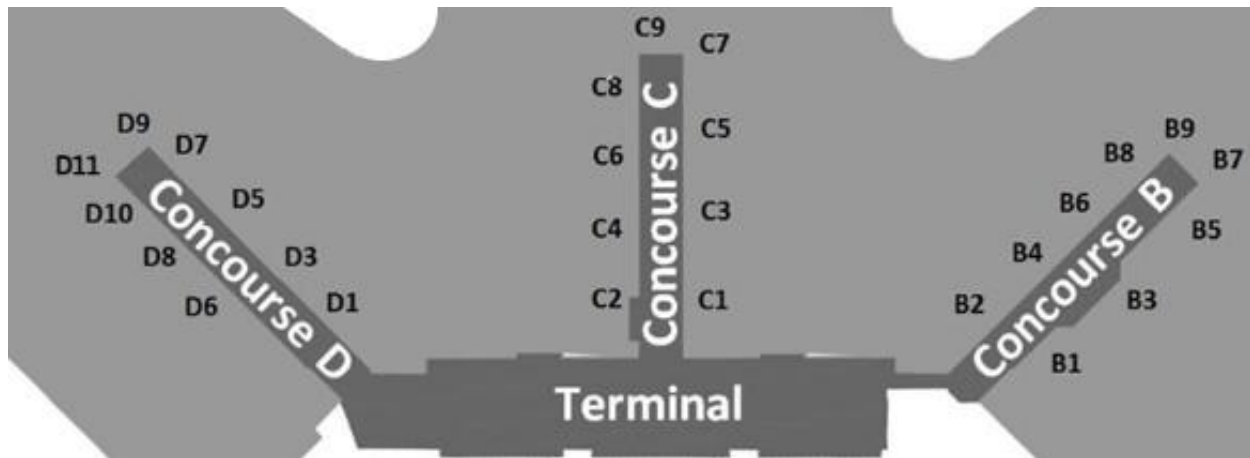
2. Plan to Provide for the Sharing of Facilities and Make Gates Available in an Emergency

Equipment on the Airport			
Tow Bars		Equipment	
A220	7	Air Start	12
A320 Family	25	AC Cart	12
A330	4	GPU	15
A340	2	Air Stairs	26
A350	4	Disabled Pax. Lift	4
717/MD80/90	2	Pushback	36
737	27	K-Loader	13
737-MAX	17	Tail Stands	14
747	1		
757	6		
767	4		
777	5		
787	2		
CRJ100/200	2		
CRJ700/900	3		
DC10/MD11	1		
ERJ145	2		
E170/75/90/95	10		
A300/310	1		

NOTE: 1 Air Stair unit, 2 AC Carts, and 2 GPUs are owned by LCPA.

Preferential Use

LCPA owns and maintains 27 passenger loading bridges. Approximately 18 of the 27 passenger loading bridges are assigned to individual signatory airlines for their preferential use under the LCPA's Airline Use Agreements. The remainder of the loading bridges are not assigned for preferential use and are considered "common use."



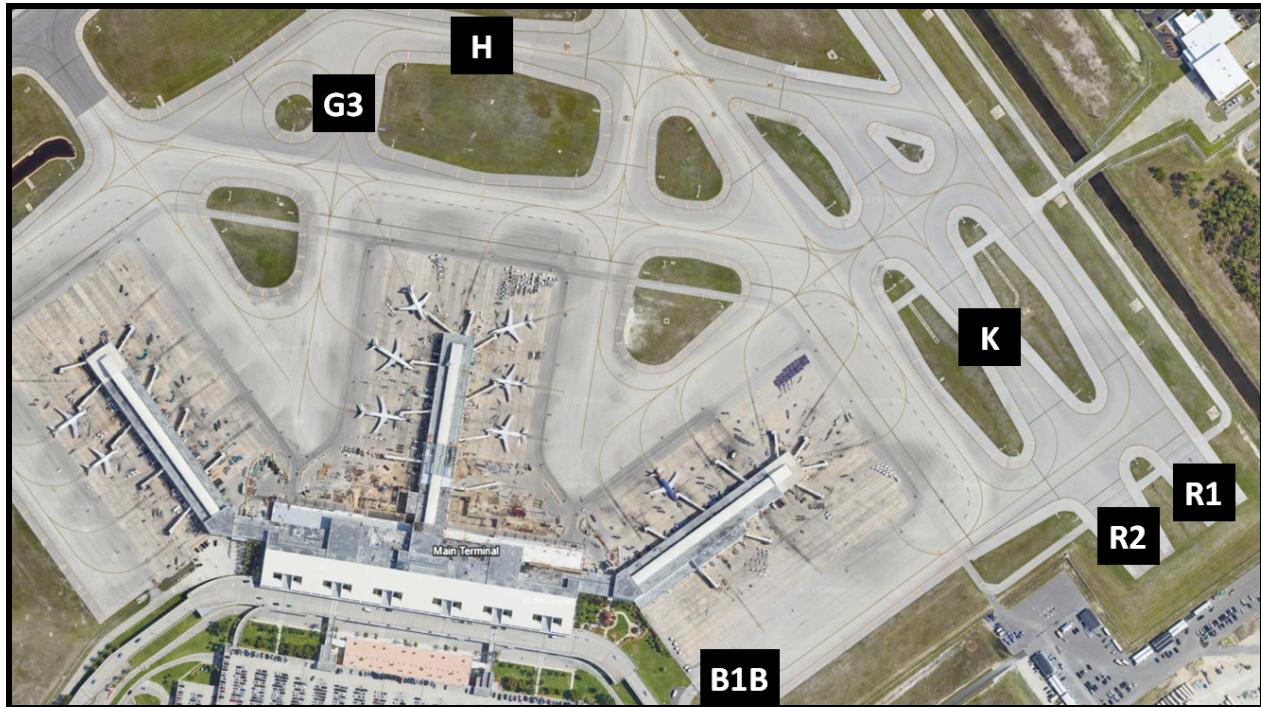
Concourse D	Concourse C	Concourse B
D1 - Preferential Use	C1 - Common Use	B1 - Common Use
D3 - Preferential Use	C2 - Preferential Use	B2 - Preferential Use
D5 - Preferential Use	C3 - Preferential Use	B3 - Common Use
D6 - Preferential Use	C4 - Preferential Use	B4 - Preferential Use
D7 - Common Use	C5 - Preferential Use	B5 - Common Use
D8 - Preferential Use	C6 - Preferential Use	B6 - Preferential Use
D9 - Preferential Use	C7 - Common Use	B7 - Preferential Use
D10 - Common Use	C8 - Preferential Use	B8 - Preferential Use
D11 - Preferential Use	C9 - Common Use	B9 - Preferential Use

LCPA will direct preferential airlines to make gates and other facilities available to an air carrier seeking to deplane at a preferential use gate during periods the gates are not in use or scheduled to be in use, to the maximum extent practicable, and pursuant to such Airline Use Agreements.

Hard Stand Parking Positions

Several hard stand parking positions exist on the airport and may be used by an air carrier at their request. The priority for parking positions (as depicted on the diagram) is:

(1) Preferential Gate; (2) Gate on the same concourse; (3) Gate on any concourse; (4) Holding Spot B1B; (5) Holding Spot R1; (6) Holding Spot R2; (7) Taxiway G3; (8) Taxiway H; (9) Taxiway K; (10) North Ramp (not depicted).



If requested by an airline, LCPA may approve an airline's request to deplane passengers from remote parking positions as long as the airline demonstrates its ability to maintain passenger safety and the ability to transport their passengers to the airline's desired location. Due to this, the airport should not receive an aircraft larger than a B747-400 because of the lack of tow bars and air stairs available to safely deplane passengers.

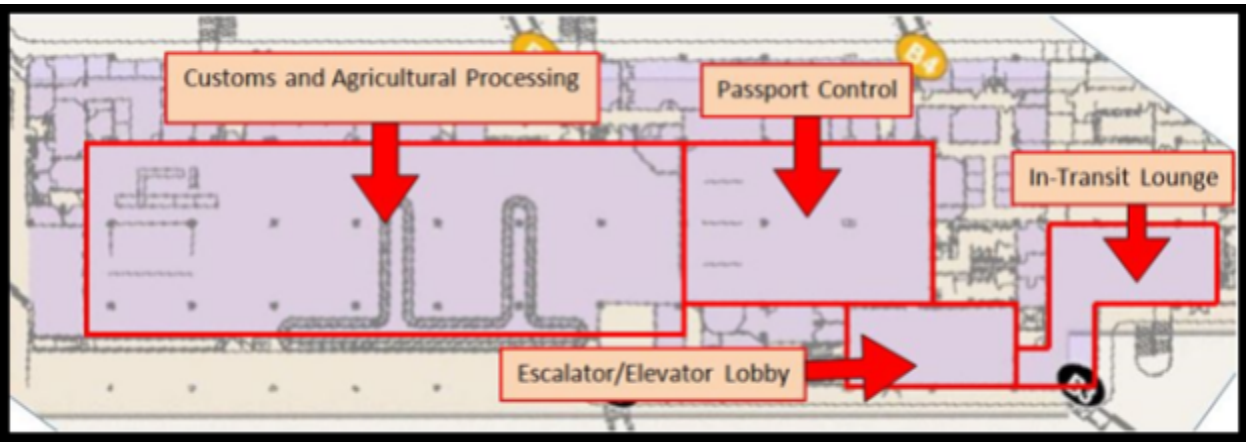
3. Plan to Provide a Sterile Area Following Excessive Tarmac Delays for Passengers Who Have Not Cleared US Customs and Border Protection

The airport terminal has a defined Federal Inspection Services (FIS) sterile area capable of accommodating up to 434 international passengers (see diagrams below). The Port Authority will coordinate with local United States Customs and Border Protection (USCBP) officials to allow international passengers who have not yet cleared USCBP to be deplaned into these sterile areas following an excessive tarmac delay. All actions related to the aircraft, persons and cargo on board will be coordinated with USCBP.

Reporting Requirements for all International Flight Diversions:

Per USCBP, the following information shall be provided by the diverting airline to USCBP as soon as possible:

- a. Flight number, original destination and passenger count;
- b. Departure location, estimated time of arrival (ETA) at original airport, ETA at diverted airport and actual block time;
- c. Type of security at the gate to ensure passengers remain on board, or if deplaned, remain in the secure/sterile area while awaiting USCBP processing and clearance;
- d. Any type of special requests/needs by the pilot, passengers or assistance offered by USCBP personnel;
- e. In the event of an emergency (medical or other situation), appropriate action(s) will be taken and USCBP will be notified;
- f. Additional informational updates for the aircraft (e.g., aircraft fueling, new departure time), as required;
- g. Closeout information pertaining to flight departure time.



Regulated Garbage Processing

In the event that an international flight is diverted to RSW and responding USCBP officers determine that regulated garbage on board the aircraft must be removed and managed, and there is no assigned local ground handler permitted to do so, airport operations staff will contact LSG Sky Chefs to handle the regulated garbage. LSG Sky Chefs is an air carrier catering concessionaire on the airport that has been approved by USCBP to handle and dispose of regulated garbage.

4. Airport Limitations and Prior Permission Requirements

The airport is able to reasonably accommodate and handle up to 12 diversions at a time without prior permission. Other than an aircraft operator facing an urgent situation requiring it to land immediately, any additional diversions should make prior arrangements with the Airport Operations Control Center (AOCC) (which is staffed 24 hours a day).



5. Public Access to the Emergency Contingency Plan

Southwest Florida International Airport will provide public access to its Emergency Contingency Plan by posting the plan in a conspicuous location on the airport website (<http://www.flylcpa.com>).

6. Revision Log

Date	Section Revised	Approval
05/14/12	Original	05/21/12 REJECTED
05/22/12	Revision Submitted	APPROVED – C.E. Smith
12/12/14	Revision Submitted	APPROVED – C.E. Smith
09/08/15	Revision Submitted	APPROVED – C.E. Smith
05/23/17	Revision Submitted	APPROVED – ZIQBAL
06/08/21	Revision Submitted	APPROVED – VNGUYEN
07/21/22	Revision Submitted	APPROVED – AK