

Miami International Airport (MIA) TARMAC DELAY CONTINGENCY PLAN

Miami International Airport has prepared this Tarmac Delay Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Lonny Craven at lcraven@flymia.com. MIA 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, MIA 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).

MIA 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 Miami-Gates Gate Control Tower at the MIA airport at (305) 876-7333 or radio frequency 130.5 for prior coordination of diverted flights, except in the case of a declared in-flight emergency. Specific facility constraints include the following: space depending on capacity at that time. We have noted these constraints in MIA Airport/Facility Directory record. During diversion events MIA 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.¹

Airport Information

Name of Airport: Miami International Airport (MIA)

Name and title of person preparing the plan: Lonny Craven, Director of Airside Operations

Preparer contact number: (305) 876-7038

Preparer contact e-mail: lcraven@flymia.com

Date of submission of plan: May 9, 2022

Airport Category: Large Hub Medium Hub Small Hub Non Hub

¹ The intent of this "Optional Paragraph" is to provide information regarding critical facility constraints that limit your airport's ability to accommodate diverted aircraft. Examples include lack of international passenger processing facilities, limited numbers of aircraft parking positions, inability to accommodate park or service certain types of aircraft, and limited fueling capacity. However, you may prohibit or limit any given type, kind or class of aircraft only if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

Contact Information²

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Duty Manager (Ramp Senior Agent at (305) 815-7390 or the Concourse "E" Aircraft Gate Control Tower at (305) 876-7333.

Plan to Provide for the Deplanement of Passengers Following Excessive Tarmac Delays³

Option 2: MIA does not own or operate any of the equipment (with the exception of a stair truck and an Aviramp mobile boarding bridge and buses as needed to safely deplane passengers from air carrier aircraft and transport them to and from the main terminal. Ground Service Companies are based at MIA that can provide assistance 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. However, we have requested that each airline, ground handler and 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 this inventory and contact information to airlines as soon as practicable after receiving requests from such airlines experiencing excessive tarmac delays at the contact number listed above.

Option 3: MIA has limited equipment (see attached) and personnel needed to safely deplane passengers from air carrier aircraft. We will utilize 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 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. Air Carriers or aircraft may contact the Concourse "E" Gate Control Tower 24 hours a day at (305) 876-7333, radio frequency 130.5.

Plan to Provide for the Sharing of Facilities and Make Gates Available in an Emergency⁴

Option 3 (applies in cases where all gates are common use/airport owned): The gates at MIA are under common use gate leases, permits, or agreements to air carriers and are controlled

² Some airports have indicated a reluctance to provide 24-7 airport contact information in a publicly available contingency plan. If this is the case, we encourage airports to provide an alternative means of distributing such information to diverting airlines and describing this in the plan.

³ Additional text can be added to this section if applicable (e.g., plans to provide busing services from remote parking locations to the terminal, enumeration of specific ground handling capabilities that the airport operates, ground handling agreements that the airport has with third parties, the need for airlines requesting services to sign temporary ground handling agreements).

⁴ Additional text can be added to these sections regarding restrictions on gate use (e.g., The Airport is unable to accommodate aircraft larger than XXX at our gates. Larger aircraft will need to deplane passengers from remote parking positions) or other facility constraints as applicable. You may also want to provide a gate plan showing the locations and sizes of common use/airport gates and parking positions.

by the airport. We direct our common use air carrier users to make gates and other facilities available to an air carrier seeking to deplane at a gate, to the maximum extent practicable.

Option 4 (applies in cases where there is a mix of exclusive use, preferential use, and common use/airport-owned gates): Forty-One (41) gates at MIA are under common use and are assigned by the airport to air carriers and are controlled by the airport. Additionally, one hundred and three (103) gates at MIA are under preferential leases to air carriers and are not fully controlled by the airport. We will direct our Aircraft Gate Control Towers to assign common use gates that are not being used at the time of diversion to be made 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 use gates 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 gate, to the maximum extent practicable.

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

Option 1 (applies if the airport has international passenger processing facilities): MIA 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 Tarmac Delay Contingency Plan

MIA will provide public access to its Tarmac Delay Contingency plan by posting in a conspicuous location on the Airport's website (<http://your miami-airport.com>).

MIA Station DOT Part 259 Plan Review with Airport Authority

Date of Review – March 2, 2010, updated May 9, 2022

Name & Title of Airport Executive Reviewing –

Lonny Craven
Director of Airside Operations
Miami Dade Aviation Department
Miami International Airport

Information Required

Decision Times – MIA Airport's policy is to offer an alternate gate for aircraft on the ground and holding for a gate for 15 minutes and after 60 minutes, have the Airside Director to park the aircraft if the first alternate gate is not accepted by the carrier.

1st gating option –

- Contact MDAD Aircraft Gate Control to request a gate.

Per airport's Operational Directive:

- Assign the aircraft in the same or close proximity as the carrier's normal operations

2nd gating option –

- Assign the aircraft in an adjacent gate or concourse.

Remote parking locations available to US –

- Assign the aircraft to a remote gate and bus the passengers to the main terminal or FIS.
- Available remote hardstands are: "J" Overflow spots, "E" Remote Spots, Central Base spots, Northeast Base spots, Tract One spots, JJ Taxiway Spots (midfield where VIP aircraft are parked)

Equipment we will need to operate at a remote parking location –

- Stair Truck or air stairs, (MIA airport and airlines have these devices)
- Aviramp, (MIA has available this device as a mobile passenger loading bridge.
- Tug and tow bar
- Baggage tugs, carts and dollies
- Belt and/or cargo loaders

Handling of special needs customers at remote parking (who has equipment, is it available to US) –

- Per FAA Directive, Airlines and Airports must have a device for loading and unloading ADA pax from the ramp to an aircraft and from aircraft to ramp available for aircraft of 50 pax and smaller.
- MIA has a device (Mobi-Lift) capable of reaching a B727 and smaller aircraft available for a fee of \$15 per usage.
- MIA has a device (Aviramp), mobile passenger loading bridge capable of reaching aircraft from A320 to an A380 door height.

If busses required, does airport have adequate supply for all airlines –

- Yes

If not, what options does the airport have (parking lot busses, etc) –

- N/A

Who would trigger that and what is the response time –

- N/A

If no busses available will airport allow chartered busses on field to move pax to terminal –

- N/A, but would require advance notification and vetting of drivers and police sweep of vehicles.

If so, what would be required and what is response time –

- N/A, but can be completed as fast as the transportation company can provide the data and the police could respond with a K-9 unit.

If not, how will pax get from remote parking to terminal building –

- N/A



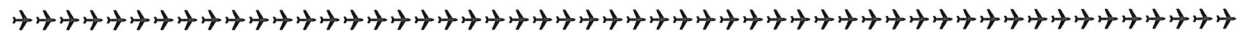
R & I 42 - 22

AIRSIDE NOTICE # 15 - 22

DATE: May 9, 2022

**TO: AIRPORT USERS
MIAMI INTERNATIONAL AIRPORT**

SUBJECT: DOT RULES REQUIRING AIRLINES TO ADOPT CONTINGENCY PLANS FOR TARMAC DELAYS AND PUBLISH THEIR DATA ON WEBSITES FOR ACI-NA



In December 2009, Airports in North America were advised by the Airports Council International-North America, (ACI-NA), that the following new DOT regulations concerning ground delays with aircraft holding on the tarmac and away from the aircraft gates and/or hardstands. The following is the ACI-NA information on the new regulation:

“DOT Secretary LaHood announced final regulations requiring airlines to develop and implement contingency plans for both domestic and international flights using aircraft with 30 or more seats. Secretary LaHood advised that airlines could face fines of as much as \$27,500 per passenger for violating the new regulation and the DOT also advised these airlines to develop customer service plans and to publish these plans of their websites.

The requirements, which are summarized below, become effective 120 days after the regulation is published in the Federal Register.

Adopt and Publish Contingency Plans for Lengthy Tarmac Delays

Passengers on domestic flights must be permitted to deplane after three (3) hours unless there is a safety, security or air traffic control reason preventing such deplanement. While DOT did not specify a time limit for international flights delayed on the tarmac, each airline must determine that limit and include it in their contingency plan. The DOT specifically stated that these, “Are not to be ad hoc decisions made during the course of a flight delay”.

The final rule also specified that each airline contingency plan include:

- 1. An assurance that the domestic flights will not remain on the tarmac for more than the three (3) hours unless the pilot in command (PIC) determines that there is a safety-related or security-related impediment to deplaning passengers or Air Traffic Control (ATC) (in conjunction with MDAD) advises that returning to the

gate or permitting passengers to disembark elsewhere would significantly disrupt airport operations.

2. An assurance that international flights that depart from or arrive at a U.S. airport will not remain on the tarmac for more than a set number of hours, as determined by the carrier in its plan, before allowing passengers to deplane, unless there is a safety-related or security-related reason precluding the aircraft from doing so, or ATC advises that returning to the gate or permitting passengers to disembark elsewhere would significantly disrupt airport operations.
3. An assurance (on all flights) that the airline will provide adequate food and potable water no later than two (2) hours after the aircraft leaves the gate (in the case of a departure) or touches down (in the case of an arrival) if the aircraft remains on the tarmac, unless there is a safety-related or security-reason precluding such service.
4. An assurance (on all flights) of operable lavatory facilities, as well as adequate medical attention if needed, while the aircraft remains on the tarmac.
5. An assurance of sufficient resources to implement the plan.
6. An assurance that the plan has been coordinated with airport authorities' at all medium and large hub diversion airports. (MIA is a large hub airport)

DOT also recommended that airlines coordinate with Customs and Border Protection (CBP) and the Transportation Security Administration (TSA) in their plans.

DOT will also require that each air carrier post its entire contract of carriage and contingency plan on its website in easily accessible form. (As of December 2009, airlines were only required to have copies of their contract of carriage available at airports.)”

While each airline will develop their own plans to comply with the DOT regulation, MDAD Airside Operations wants to remind airline station managers at MIA of the new regulations listed in this Notice to Airport Users.

MDAD has a Aircraft Gate Assignment Policy that when an aircraft arrives at MIA and sits on the tarmac waiting for a gate for fifteen (15) minutes, our Aircraft Gate Control staff must make contact with the airline and/or the aircraft and offer another gate or hardstand, logging in the response. If after 60 minutes, the aircraft is still waiting on the tarmac, the Aircraft Gate Control staff is required to contact the Director of Airside Operations in order to make a determination on parking the aircraft. For departing aircraft, it is up to the airline and/or aircraft to contact one of the three (3) Aircraft Gate Control Towers and request a Gate or Hardstand Assignment for the aircraft to park. The aircraft will then contact the ATC Tower (when in the FAA Controlled Movement Area), or the Aircraft Gate Control Tower (when operating in the Non-Movement area controlled by MDAD Airside Operations).

The MDAD Aircraft Gate Control Tower contact frequencies and phone numbers are as follows:

<u>Aircraft Gate Control Tower</u>	<u>Phone Number</u>	<u>Radio Frequency</u>
North Terminal (Concourse D)	(305) 876-7978	128.275
Central Terminal (Concourses E, F, G)	(305) 876-7333	130.5
South Terminal (Concourses H, J)	(305) 869-4018	132.375

MIA wants to be advised of any delays that your airline might be incurring, so that we can assist your airline with possible solutions to mitigate these delays. As soon as you determine that a delay exists, please contact the proper Aircraft Gate Control Tower for your flight so that we can start planning some solutions based on our Gate Assignment Policy.

If you have any questions, please feel free to contact Airside Gate Control Supervisor, Dino Leonardi (305) 876-7838 or the Ramp Control Supervisor, Jim Murphy at (305) 876-7516, Access Control Supervisor, Heidi Anthony (305) 769-1505 or myself.

Attached: US DOT Questionnaire Part 259

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lonny Craven', with several loops and flourishes.

Lonny Craven
Division Director, Airside Operations
Miami-Dade Aviation Department
(305) 876-7038

MIA Station DOT Part 259 Plan Review with Airport Authority

Date of Review – March 2, 2010, updated May 9, 2022

Name & Title of Airport Executive Reviewing –

Lonny Craven
Director of Airside Operations
Miami Dade Aviation Department
Miami International Airport

Information Required

Decision Times – MIA Airport's policy is to offer an alternate gate for aircraft on the ground and holding for a gate for 15 minutes and after 60 minutes, have the Airside Director to park the aircraft if the first alternate gate is not accepted by the carrier.

1st gating option –

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Per airport's Operational Directive:

- Assign the aircraft in the same or close proximity as the carrier's normal operations

2nd gating option –

- Assign the aircraft in an adjacent gate or concourse.

Remote parking locations available to US –

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Equipment we will need to operate at a remote parking location –

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- Aviramp, (MIA has available this device as a mobile passenger loading bridge.
- Tug and tow bar
- Baggage tugs, carts and dollies
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Handling of special needs customers at remote parking (who has equipment, is it available to US) –

- Per FAA Directive, Airlines and Airports must have a device for loading and unloading ADA pax from the ramp to an aircraft and from aircraft to ramp available for aircraft of 50 pax and smaller.
- MIA has a device (Mobi-Lift) capable of reaching a B727 and smaller aircraft available for a fee of \$15 per usage.
- MIA has a device (Aviramp), mobile passenger loading bridge capable of reaching aircraft from A320 to an A380 door height.

If busses required, does airport have adequate supply for all airlines –

- Yes

If not, what options does the airport have (parking lot busses, etc) –

- N/A

Who would trigger that and what is the response time –

- N/A

If no busses available will airport allow chartered busses on field to move pax to terminal –

- N/A, but would require advance notification and vetting of drivers and police sweep of vehicles.

If so, what would be required and what is response time –

- N/A, but can be completed as fast as the transportation company can provide the data and the police could respond with a K-9 unit.

If not, how will pax get from remote parking to terminal building –

- N/A



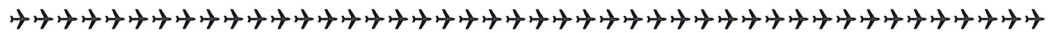
Airside Operations R & I # 43 – 22

AIRSIDE NOTICE # 16 - 22

DATE: May 9, 2022

**TO: AIRPORT USERS
MIAMI INTERNATIONAL AIRPORT**

SUBJECT: AVIRAMP – Remote Passenger Loading Bridge



In order to meet US DOT and ADA requirements on passenger boarding for aircraft, MDAD has purchased an Aviramp Remote Passenger Boarding Ramp. This unit can be used for remote hardstand boarding for A319, A320, A321, A300, A330, A340, A350, A380, B757, B767, B787, B777, B747 aircraft. The Aviramp cannot be used for any low aircraft like Commuters, RJs, B707, B717, B727, B737, DC9 or MD80.

The Aviramp (see photo below) is a boarding ramp and unlike a stair truck, the Aviramp offers a series of ramps, instead of steps. The Aviramp has an enclosed canopy that protects the passengers from inclement weather. The Aviramp allows passengers, wheel chairs, strollers, wheeled suitcases, pets and service animals to transition between the aircraft and the apron.



The Aviramp will be stationed on a centrally located terminal hardstand that will be striped for all aircraft that the Aviramp will accommodate. The stop bars will be painted so that minimal, if any adjustment of the Aviramp will be needed. **In order to use the Aviramp, the airline or service company will contact their assigned Aircraft Gate Control Tower for a hardstand assignment. The airline or service company may request the use of the Aviramp at that time, or they may not need it and elect to use their own stair truck. The MDAD Aviramp is available for the same fee as the MDAD Stair Truck.**

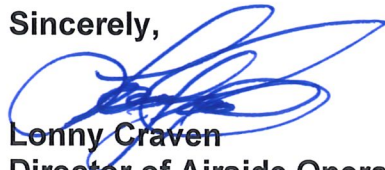
Airside Operations tries to avoid the assignment of live aircraft flights to remote hardstands because of the logistics in transporting large amounts of passengers to and from remote locations and the Notice to Airport Users

terminal. In light of this, the airline or service company may still request a live flight to be assigned to a remote hardstand.

Prior to using the Aviramp, the airline or service company must go through a training session that can be accomplished in less than 60 minutes for 5 persons or less. In order to schedule training, the Airside Training Senior Agent, Al Tubella can be contacted at (305) 876-0158.

If additional information is needed, please do not hesitate to contact the Airside Operations Supervisors, Jim Murphy (305) 876-7516, Dino Leonardi (305) 876-7838 or Heidi Anthony (305) 869-1505 or myself.

Sincerely,



**Lonny Craven
Director of Airside Operations, General Aviation Airports, Noise
Abatement and Wildlife
Miami-Dade Aviation Department
(305) 876-7038**