R & I 46 -10

AIRSIDE NOTICE # 05 - 10

DATE: June 7, 2010

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.

<u>Adopt and Publish Contingency Plans for Lengthy Tarmac Delays</u>

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 that 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 that 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 reasons 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).

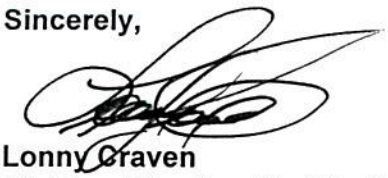
The MDAD Aircraft Gate Control Tower contact frequencies and phone numbers are as follows:

Aircraft Gate Control Tower	Phone Number	Radio Frequency
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, Karen Wright at (305) 876-7838 or the Ramp Control Supervisor, Jim Murphy at (305) 876-7516 or myself.

Sincerely,



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

Attachment: DOT Questionnaire

MIA Station DOT Part 259 Plan Review with Airport Authority

Date of Review – March 2, 2010

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
- 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 capable of reaching a B727 and smaller aircraft available for a fee of $15 per usage.

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