

**MIAMI INTERNATIONAL AIRPORT
EMERGENCY CONTINGENCY PLAN**

Miami 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 Lonny Craven at lcraven@miami-airport.com. Miami International Airport 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, Miami 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).

Airport Information

Name of Airport: MIA (Miami International Airport)

Name and title of person preparing the plan: Karen Wright, Airport Operations Supervisor

Preparer contact number: 305 876-7838

Preparer contact e-mail: kwright@miami-airport.com

Date of submission of plan: May 11, 2012

Airport Category: Large Hub Medium Hub Small Hub Non Hub

Contact Information

In the event of diversion or other irregular operations events, aircraft operators should contact the Airport Aircraft Apron and Gate Control Main Tower - E Tower - at 305 876-7333 or email gatecontroltowers@miami-airport.com for assistance. Also please note additional contact information listed below:

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

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

Miami International Airport does not own or operate any of the equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable on its own to provide 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. We will 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.

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

The gates at Miami International Airport are under common use gate permits, or agreements to air carriers and are controlled 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.

The Miami Dade Aviation Department has an Aircraft Gate Assignment Policy in effect that when an aircraft arrives at MIA and sits on the tarmac waiting for a gate for fifteen (15) minutes, the MIA Aircraft Gate Control staff must make contact with the airline and/or the aircraft and offer another gate or hardstand and log 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) for further instructions.

In instances where a remote parking assignment is provided, MDAD will provide buses to transport the passengers to the main terminal.

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

Miami International Airport 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 Emergency Contingency Plan

Miami 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 (<http://miami-airport.com>)
- Providing notice of the availability of the plan via the airport's blast distribution lists (fax and/or email).