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#1

Operational Directive No. 04 - 01
Effective: February 20, 2004

**SUBJECT: POSITIVE APRON AND PUSHBACK CONTROLS FOR THE
TERMINAL AREAS OF MIAMI INTERNATIONAL AIRPORT**

PURPOSE: To establish policy and guidelines to enhance safety and airfield efficiency by controlling aircraft traffic in the non-movement (non-FAA controlled) areas of Miami International Airport (MIA).

I. AUTHORITY:

- A. [Chapter 25, of Miami-Dade County Code, Aviation Department Rules and Regulations.](#)
- B. [Operational Directives \(OD\) No. 99-03, Written Directive System.](#)

II. DEFINITIONS:

Alley / taxilane – A non-movement non-FAA controlled area of MIA terminal.

Positive Apron Control – Permission granted to an aircraft to enter a particular gate or non-movement area of the terminal.

Pushback Control – Permission granted to an aircraft to exit a particular gate to enter movement areas (controlled by FAA) of the terminal.

III. POLICY:

Aircraft traffic in movement areas of the airport terminal is controlled by the FAA. Non-movement (non-FAA-controlled) apron areas are controlled by Miami-Dade Aviation Department, Airside Operations.

- A. It is the intent of this Operational Directive (OD) to establish policy and guidelines to improve Positive Apron and Pushback Controls in the non-FAA apron areas of the terminal. The objective of these guidelines is to effectively coordinate aircraft traffic and enhance safety in the alleys.

- B. The Gate Control Section of Airside Operations Division is the authority in charge of the implementation and administration of the MIA Positive Apron and Pushback Control policy and guidelines.
- C. The three sub-sections of the Gate Control Section, Pushback Control, Advance Planning/Scheduling and Real-Time Operations, will work independently and in concert with each other to ensure that all MDAD controlled taxilanes, gates, hardstands, remotes, and Federal Inspection Station (FIS) facilities are optimized with the least inconvenience to airlines and passengers.

IV. GUIDELINES:

- A. Planned schedule for MIA Positive Pushback Control for taxi lanes, aircraft gates, hardstands:
 - 1. *January 2004: Spot 0, 1, and 7* – Central Base apron and spots, and the south side of Concourse A.
 - 2. *February 2004: Spot 8* – The taxi lane and all gates located between Concourses F and G.
 - 3. *March 2004: Spot 10* – The taxi lane and all gates located between Concourses G and H.
 - 4. *April 2004: Spot 11* – The taxi lane and all gates located between Concourses H and J.
 - 5. *January 2006: Spot 12* – The taxi lane and all gates located between Concourse J and the remote hardstands.
- B. Apron and pushback control:
 - 1. *Aircraft arrival and aircraft under power* will be given priority over aircraft under pushback or being towed. Exceptions:
 - a. If the occupied gate or spot is needed for an inbound aircraft.
 - b. If there is a medical emergency aboard the aircraft.
 - 2. *Permission for pushback* will be granted in the order in which requests are received.
 - 3. *Airfield efficiency and safety* will be enhanced by allowing aircraft in FAA-controlled areas (movement areas) to be expedited into

taxi lanes (non-movement and non-FAA controlled areas) and into the aircraft gates.

4. *Aircraft requesting permission to push back onto the movement area or being released from a non-movement area*, must contact the FAA Ground Control prior to entering the movement area. Aircraft in the non-movement area will only contact FAA Ground Control when they are #1 at the spot the aircraft has been assigned to.
5. Aircraft will be advised of *ramp closure due to lightning or inclement weather* and will be instructed to contact FAA Ground Control for a safe place in a controlled movement area to hold the aircraft until the ramp is reopened.
6. *Aircraft requesting pushback in a taxilane already congested with other aircraft* may be advised to hold on the gate or spot until the traffic is cleared.
7. *Aircraft requesting permission to enter a taxilane already congested* will be advised to contact FAA Ground Control for a safe place to hold until traffic clears.

V. EFFECTIVE DATE:

This amended OD shall become effective 15 days subsequent to its being filed with the Clerk of the Circuit Court as required by Sections 2-3 and 2-4 of the County Code.

VI. AMENDMENTS:

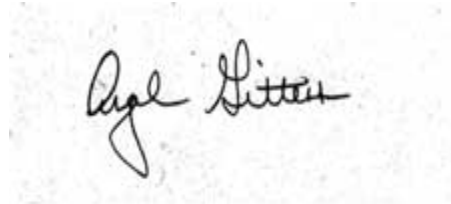
MDAD reserves the right to amend this OD at any time and from time to time, and notice of such amendment will be furnished to all affected parties who register with MDAD. Such amendment shall become effective 15 days subsequent to its being filed with the Clerk of the Circuit Court.

VII. SEVERABILITY:

If any court of competent jurisdiction determines that any provision in this OD is illegal or void, the remainder of the OD shall continue in full force and effect.

REVOCATION: None.

CROSS REFERENCE: None.

A handwritten signature in cursive script, reading "Angela Gittens". The signature is written in black ink on a light-colored, slightly textured background.

Angela Gittens, Aviation Director

Date: February 4, 2004