



**FAA  
Great Lakes Region, Airports Division  
Safety Standards Branch**

## **Airport Certification Information Bulletin (ACIB) 12-05**

### **Subject: Airport Tarmac Delay Contingency Plans**

The FAA Modernization and Reform Act of 2012 requires U.S. carriers that operate scheduled passenger service or public charter service using any aircraft with a design capacity of 30 or more seats, and operators of large, medium or small hubs, or non-hub U.S. airports to submit a contingency plan for lengthy tarmac delays to Department of Transportation for review and approval no later than **May 14, 2012**. The plan has three required elements: (1) provide for the deplanement of passengers following excessive tarmac delays; (2) provide for the sharing of facilities and make gates available at the airport in an emergency; and (3) provide a sterile area following excessive tarmac delays for passengers who have not yet cleared U.S. Customs and Border Protection.

The Department of Transportation issued a Notice on this requirement:

[Docket No. DOT-OST-2012-0028](#)

A follow-up Notice will be issued by DOT to explain how carriers and airports can submit their plans.

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A Notice was also issued by FAA Deputy Associate Administrator for Airports, Catherine M. Lang, regarding the Diversion Forum that was held in November 2011 and an ACRP Project 10-10 which will result in a "Guidebook for Airport Irregular Operations Contingency Planning." We recommend this guidebook be referenced as you formalize your tarmac contingency plans.

<http://www.faa.gov/airports/acrp/media/ACRPnotice10-10.pdf>

