

MIAMI (IATA/ICAO)

Elevation 9ft

CATEGORY A

AV brief – not required

GENERAL

- Crew are not permitted to access the ramp area after arrival into MIA without approval. Restrictions do not apply to departing crew.

Threats

Runway Excursion

- The taxiway layout at MIA is complex.
- The published charts are relatively easy to misinterpret.
- At night, the visual picture can be very confusing due to the abundance of taxiway lights in the ramp area
- Careful briefing of the anticipated taxi route is required.
- Exercise caution to ensure correct line up for Rwy 27 departure from Twy Q. This area has many lights and the whole area is concrete, making the runway difficult to define. It is possible to overshoot the Rwy centreline towards Twy Q8 on the south side of Rwy 27.

ARRIVAL

Diversion Airports

FORT LAUDERDALE	FLL/KFLL	18 nm/024°T	CAT A
ORLANDO	MCO/KMCO	168 nm/341°T	CAT A
TAMPA	TPA/KTPA	178 nm/318°T	CAT A
NASSAU	NAS/MYNN	160 nm/107°T	CAT A

Others that may be used: Atlanta.

Arriving aircraft to call Speedbird Miami 129.150 or via ACARS to confirm ETL.

Runway

A32N A350 B747 B777 B787

Not Applicable

A380

- East flow is dominant at MIA (75% of the time)
- Rwy 09/27 is the preferred runway for A380.
- Rwy 08R/26L is designated as the contingency runway to handle A380

Approach

- Requests from ATC to accept a visual approach are common and often lead to shortened routings and potential rushed approaches.
- Rwy 08L/26R is located 800ft N of Rwy 08R/26L. Caution should be exercised conducting approaches to either one of these runways and when crossing the runways during taxi.

GROUND

- BA use Concourse E.
- B747 B777 - E23/24 are the primary stands.

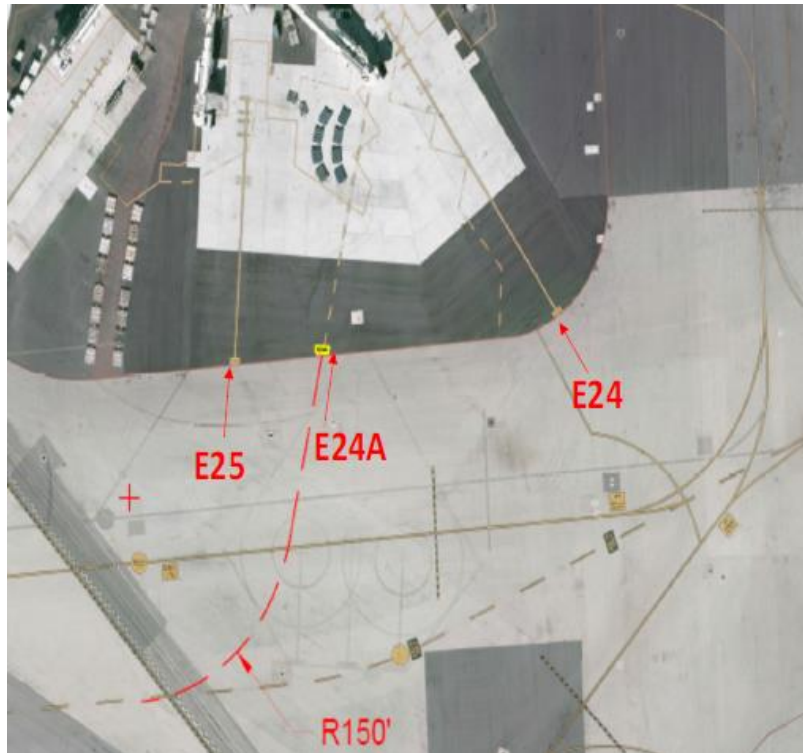
A380

- Gate E24A is the primary A380 gate used by BA at Miami, however the stand is not currently displayed on the A380 OANS or Lido APC. The aerial photograph below is provided as reference of the current stand geometry and markings until the charts are updated.
- E24A is located between E24 and E25 and is marked using dashed yellow lines. A dashed yellow lead-in line to E24A was added in December 2017 (shown in dashed red line in the diagram below).

Be aware that:

- The follow-me vehicle may continue down the taxilane and not turn onto the gate.
- Marshalling may be non-standard.
- The dashed turn-in line may be difficult to see in wet and/or dark conditions.
- If a pushback and reposition is required after parking, then ensure suitable clearance is obtained from ramp.

See photograph on the following page:



- F15 and J17A are back up gates.
- Crews should ensure they follow the guidance on Lido chart KMIA AGC in reference to Surface Painted Apron Entrance Point Signs (SPOTS). Ensure clearance is received on the correct frequency prior to entrance or pushback to/ from the allocated gate.

Runway Restrictions

A32N A350 B747 B777 B787

Not Applicable

A380

- Runway 12/30 will be closed when A380 is on Twy Q, until the aircraft is east of the bend.
- Runway 12/30 will be closed when A380 is on Twy S between Twy U and P (Due to Rwy object free zone penetrations by the tail).

Arrival

A32N A350 B747 B777 B787

Not Applicable

A380

- Expect follow me on arrival.
- Access to BA's primary A380 gate will be via a new taxilane which is located between spots 17 and 18 and connects Twy V to the Concourse E gates.
- The new taxilane has a designation of "ADG VI ONLY" at its transition from Taxiway V and sporadically along the taxilane.

Unlike the other taxilanes, this line is dashed and is also not represented on the OANS.

- Note the limited wing tip clearance to adjacent stands.
- Ensure strict adherence to the painted ADG VI taxilane centreline.
- Back up gates are F15 (1 Jetty) and J17A (2 Jetties).

Taxiway Restrictions

A32N A350 B747 B777 B787

Not Applicable

A380

- TWYs L and M are restricted to B747-400 and smaller when A380 operates on Rwy 08R/26L.
- Twy N is restricted to B747-400 and smaller when A380 operates on Twy M.
- Twy P is closed east of Twy U when A380 operates on Twy Q.
- ATC may instruct to use Twy T following Rwy 09 arrival, provided that Rwy 09/27 remains vacant.

ALL

Departure

- Expect follow me for departure.
- Refer to Lido AOI 1-50 for Departure Procedures.
- ATC clearance should be obtained from Miami Delivery by voice at least 15 min before departure. No need to call delivery if clearance has been received by datalink.
- Delivery will also give the frequency to call for taxi.

Note: If this clearance includes the phrase “cleared to destination as filed” (or similar) then this, unless subsequently amended, also constitutes the lateral portion of the oceanic clearance in the New York OCA and beyond.

- For pushback clearance and instructions, contact Miami Gates on the frequency specified on Lido AGC 3-70; this lists the relevant frequencies for various “spots”.

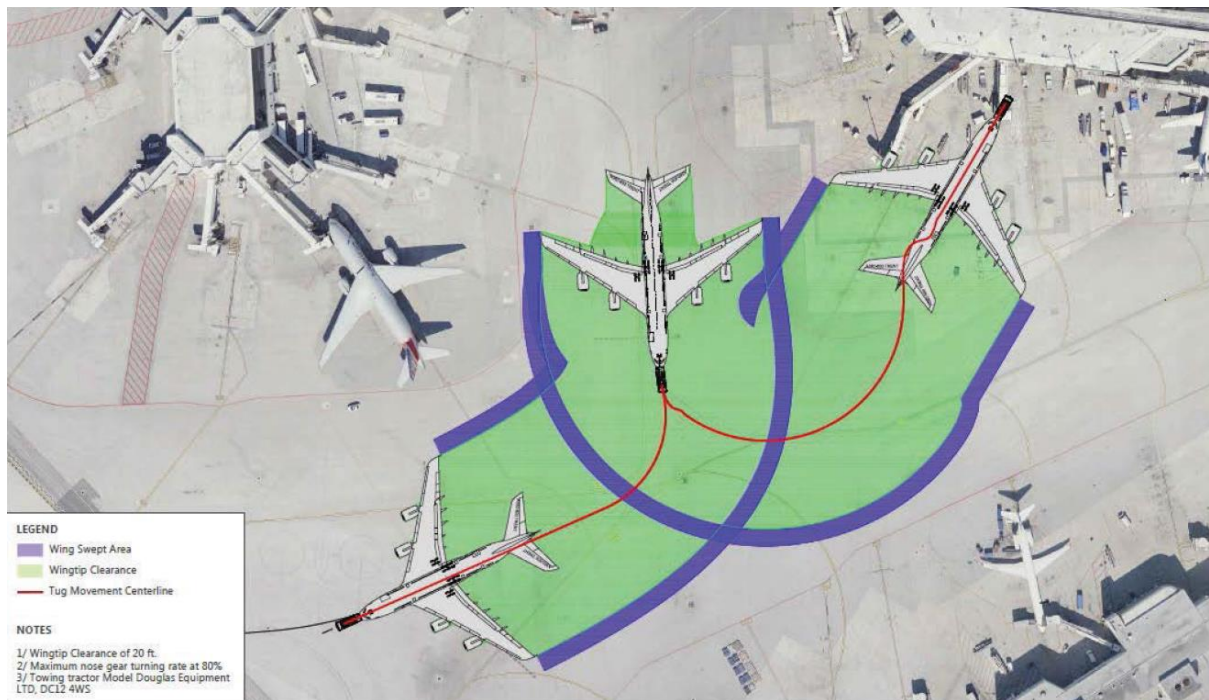
Pushback

A32N A350 B747 B777 B787

Not Applicable

A380

- The following A380 pushback procedure has been produced by Miami, for use when A380 is parked on Stand E6A. (See next page).



- The aircraft will be pushed back into the cul-de-sac between E10 and E20, before being pulled forward onto the new ADG VI taxilane (“Group six line”).
- Note the limited wing tip clearance to adjacent stands.
- A tug movement centreline has been painted in green to distinguish it from the rest of the pavement markings in this area.
- Wing walkers will be provided.
- Once the pushback is finished and the aircraft has been pulled to the end of the Group 6 line, the “Follow Me” vehicle will lead the aircraft out of the apron area to the runway.

Note: ATC will issue taxi instructions to the “Follow Me” vehicle, and the A380 will be instructed to simply follow it.

B777

- **B777** Gate E8 – B777-200 aircraft must be shut down and towed onto stand. Follow marshallers instructions and expect to halt short of final stopping position. B777-300 can power on to gate E8. Gate E10 – B777-200 and B777-300 aircraft must be shut down and towed onto stand. Follow marshallers instructions and expect to halt short of final stopping position.

B747

- **B747** can power on to gate E8 and E10

ALL

- Twy P between U and Q8 limited to aircraft with wingspan less than 51 m (Refer to taxi chart).
- See charts for frequencies for apron/gate control.
- Rwy 30 – for night operations aim to turn off at the last RET (Twy Q1) which is well lit. At the full length exit the lead off lights and yellow taxi line are missing from the runway centre line to the runway edge. If in doubt about taxiing at full-length request a ‘follow me’ truck.

BAV Crew Reports

- B747 and other widebody traffic taxiing from the north side of the E concourse exit can be parked on E30. American Airlines ramp will clear aircraft to push tail easy onto the centre line and then disconnect abeam D47. The centre line in this case is the dashed yellow line. On taxi out the, the dashed yellow taxi line takes aircraft straight ahead to spot 14, but this is not shown on the Lido charts. The solid yellow taxi lines north and south of the dashed yellow centre line take aircraft to spot 13 and 15 respectively, however there is insufficient clearance for wide body aircraft to use these taxi lines.

DEPARTURE

- Call Speedbird Miami 129.150 prior to requesting pushback clearance to check ops are satisfied and compliant with all necessary figures.

WEATHER

- Early morning fog occurs from Nov to Apr; this usually clears within two hours after sunrise.
- Thunderstorms are the main cause of poor conditions in Summer.
- Hurricanes are a possibility Jun to Oct.
- Prevailing wind E'ly.

OPERATIONAL INFORMATION

Handling Agent	BRITISH AIRWAYS
Handling Agent VHF	130.5
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (keep ground power connected according to guidance above to reduce fuel burn)