

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7110.65T

**CHANGE:** 2

**EFFECTIVE DATE:** March 10, 2011

**TRACKING #:** 52- 3-1-15

**SPECIALIST/ROUTING:** Robert Law AJR-53 (202) 267-9326

**1. PARAGRAPH NUMBER AND TITLE:**

3-1-15. GROUND OPERATIONS RELATED TO THREE-HOUR TARMAC RULE

**2. BACKGROUND:** In response to numerous instances of passengers experiencing lengthy tarmac delays, the Department of Transportation (DOT) has issued a final ruling titled "Enhancing Airline Passenger Protections," also referred to as the Three-Hour Tarmac Rule, effective April 29, 2010. In order to reduce coordination and/or confusion, requests for an aircraft to return to the ramp, gate, or alternate deplaning area from entities other than the pilot-in-command of that aircraft will not normally be accepted unless the aircraft operator is unable to contact the flight crew via radio or ACARS. The intent is to have a single source initiating the request and a single focal acknowledging receipt.

**3. EXPLANATION OF CHANGE:** This change helps facilitate the successful management of the requirements contained in the "Enhancing Airline Passenger Protections" rule through the addition of the Three-hour Tarmac Rule procedures and phraseology to FAA Order JO 7110.65. This change cancels and incorporates N JO 7110.524, Enhancing Airline Passenger Protections (Three-hour Tarmac Rule), effective April 29, 2010.

**4. CHANGE:**

**OLD**

Add

Add

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**NEW**

**3-1-15. GROUND OPERATIONS RELATED TO THREE-HOUR TARMAC RULE**

**When a request is made by the pilot-in-command of an aircraft to return to the ramp, gate, or alternate deplaning area due to the Three-hour Tarmac Rule:**

**a. Provide the requested services as soon as operationally practical, or**

**b. Advise the pilot-in-command that the requested service cannot be accommodated because it would create a significant disruption to air traffic operations.**

**NOTE-**

**Facility procedures, including actions that constitute a significant disruption, vary by airport and must be identified in the facility directive pertaining to the Three-hour Tarmac Rule.**

**PHRASEOLOGY-**

**(Identification) TAXI TO (ramp, gate or alternate deplaning area) VIA (route).**

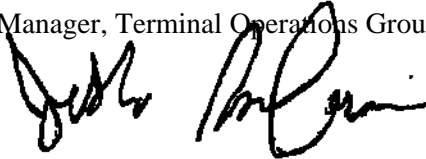
**or**

**(Identification) EXPECT A (number) MINUTE DELAY DUE TO (ground and/or landing and/or**

Add departing) TRAFFIC,  
or  
Add (Identification) UNABLE DUE TO OPERATIONAL  
DISRUPTION.  
Add REFERENCE-  
DOT Rule, Enhancing Airline Passenger Protections, 14 CFR, Part  
259, commonly referred to as the Three-hour Tarmac Rule.

No further changes to paragraph.

5. **INDEX CHANGES:** None
6. **GRAPHICS:** None
7. **GENOT/NOTICE:** N JO 7110.524, Enhancing Airline Passenger Protections (Three-hour Tarmac Rule), effective April 29, 2010
8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 3/19/2010
9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).  
☐ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.  
☒ **SRMDM.** Proposed change is not safety related.
10. **ICAO DIFFERENCES:** YES ☐ NO ☒

For  
David J. Dodd  
Acting Manager, Terminal Operations Group  


Date: 3/23/18