



Operations Memorandum

To: CVG Airlines and Tenants

From: Brian Cobb, VP - Customer Experience

Subject: Revised: Remote Parking Options

Date: December 1, 2016

[Added safety remarks and new service road expectations.]

This Operations Memorandum incorporates prior guidance regarding CVG's remote parking options for excess aircraft. All prior guidance should be removed from airline and ground operators' reference materials. Please review in detail as options have changed.

Requests

- Kenton County Airport Board must be notified and approve an assignment prior to aircraft positioning
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Responsibilities

- Daily fees apply
- Operator must
 - o make radio frequency calls to appropriate ground controller prior to aircraft movement
 - o take Safety precautions and aircraft access (i.e. cones, FOD walks)
 - o secure any safety and access equipment when not in use (chocks, cones, stairs); equipment must be removed during snow events to support clearing. Ground Support Equipment (GSE) must be removed from the ramp when operator's aircraft is not parked. GSE may be staged in the designated area outside of the Concourse A bag makeup area. NOTE: all equipment in the staging area must remain clear of the fire exit door leading from upper-level Gate A1 (currently meeting space).

- **Aircraft must remain clear of**
 - o active taxi and roadways
 - o deice pads 8 and 10; seasonal restrictions may apply to Positions 1 through 5 to facilitate dual taxi and/or queuing into both pads
 - taxi flow will be South to North into the Pads, exiting at call Spot 17/Echo 9
 - o area to the east of Positions 1 through 4 (red-dashed line as depicted on "T-1 West Apron") is not suitable for parking. Aircraft using Position 1 may taxi through to Ramp 2 N Taxilane.

Positioning

- Depictions based on aircraft type are on succeeding pages
 - o Diagrams labeled "South Apron" and "T-1 West Apron"
 - **Design Aircraft 747-800 or smaller**
 - For parking locations to the right (east) of Taxilane Echo, the Yellow/Black dashed line indicates Object Free Area (OFA); wingtips must remain clear, left (west) of the line.
 - o Nosewheel stops / T-bar are oriented to support OFA clearance
 - o Power-in/ Power-out
 - Position 1: nose facing southeast
 - Positions 2, 3, 4, 5, and 9: nose facing southwest
 - Position 12: nose facing west
 - Power-in / Push-out
 - o *FedEx using 6, 7 (and 8x as overflow): facing east
 - Position 9 may not be used when 8x is active
 - o Position 8, 10, and 11: facing east
 - o Diagram labeled "T1-T2 Apron"
 - **Design Aircraft 767-300 or smaller**
 - Aircraft will enter positions via Ramp 2 N Taxilane, taxi/tow between the middle of the Positions
 - Nosewheel stops / T-bar
 - o Even numbered Positions R20, 22, 24, and 26: nose facing west
 - o Odd-numbered Positions R21, 23, 25, and 27: nose facing east
 - Aircraft will exit Positions joining the Taxilane immediately forward of the nosewheel stop / T-bar

- The new service road running east – west along the fence line will provide access to the triturator/lavatory waste site. All airline/ground operations personnel shall use this road when accessing remote parking to service aircraft. NOTE: this service road will stop prior to joining the service road near the old cargo facilities; this is due to planned construction related to Concourse C demolition.





