



Operations Memorandum

To: CVG Airlines and Tenants
Subject: Remote Parking Options and Procedures
Date: May 10, 2019

Effective Immediately

REMOTE PARKING OPTIONS AVAILABLE FOR OVERFLOW NEEDS

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 *In accordance with NFPA 410 "Aircraft Maintenance" Chapter 10, an approved and mission-applicable fire bottle must be staged next to the aircraft when maintenance actions are performed.* Two (2) mobile fire bottles are available from KCAB North ARFF station upon request.
 - 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**

- active taxi and roadways
- area to the east of Positions R1 through R4 (red-dashed line as depicted on "T-1 West Apron) is not suitable for parking. Aircraft using Position 1 may taxi through to Ramp 2N Taxilane.
- Object Free Area (OFA) as marked on the ramp as alternating yellow-black dashes.

Positioning

- Depictions based on aircraft type are in the accompanying document
 - Diagrams labeled "APRON 1 - NORTH", "APRON 1 – SOUTH": Positions R1 through R12
 - **Design Aircraft 747-8 or smaller (EXCEPTION: R5 restricted to 767-3)**
 - 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.
 - Nosewheel stops / T-bar are oriented to support OFA clearance
 - Power-in/ Power-out
 - Position R1: nose facing southeast
 - Positions R2, R3, R4, R5, and R9: nose facing southwest
 - Position R12: nose facing west
 - Power-in / Push-out
 - *FedEx using R6, R7 (and R8x as overflow): facing east
 - Position R9 may not be used when 8x is active
 - Position R8, R10, and R11: facing east: *Operator is responsible for provisioning a pushback unit.*
 - Aircraft departure routing
 - Delta Ramp Tower frequency 130.9 (proceed under caution when closed)
 - Position R1: follow lead line to Taxilane Ramp 2N and proceed as directed
 - Positions R2 through R12: depart via Taxiway Echo and proceed to the nearest FAA call spot

- Diagram labeled "APRON 2": Positions R20 through R27
 - **NOTE: Positions R26 and R27 will close effective May 14, 2019**
 - **Design Aircraft 767-300 or smaller**
 - Aircraft will enter positions via Ramp 2N Taxilane, taxi/tow between the middle of the Positions
 - Nosewheel stops / T-bar
 - Even numbered Positions R20, 22, 24, and 26: nose facing west
 - 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
 - Aircraft departure routing
 - Contact Delta Ramp Tower frequency 130.9 (proceed under caution when closed)

- Diagrams labeled "APRON 3" and "APRON 4": Positions R30 through R37 and Positions R40 through R46
 - **NOTE: Seasonal use only; estimated April through September.**
 - **NOTE: Apron 3 and 4 double as CVG's common deice pad 13. Deice queue lines run north to south. RON parking lines are angled off of Lead Lines 13B and 13F**
 - **NOTE: Group IV and V (widebody) aircraft must enter from the northwest corner of Apron 4 from Taxiway Echo. Aircraft must exit from the southeast corner and taxi directly to FAA Call Spot 10 or from the southwest corner and taxi directly to FAA Call Spot 12.**
 - **NOTE: (B777/787/747, A300/330/350 and larger) may be accommodated on special request; this will disrupt the normal parking depiction. Operator will maintain all responsibility for see and avoid principles.**
 - **Design Aircraft 767-300 (6 spaces) or smaller (8 spaces)**
 - Aircraft will enter positions via Ramp 2S Taxilane
 - Aircraft departure routing
 - Contact Delta Ramp Tower frequency 130.9 (proceed under caution when closed)

- Diagram labeled "APRON 7": Positions R70, R71, R72

- **NOTE: A portion of Apron 7 doubles as CVG's deice pad 7**
- **NOTE: Only 2 aircraft may be positioned at one time to allow aircraft access to/from the Delta Maintenance Hangar.**
- **Design Aircraft 767-300 or smaller**
 - Aircraft departure routing
 - Contact Delta Ramp Tower frequency 130.9 (proceed under caution when closed)

Interim Standing Assignments (as of 5/10/2019)

- Due to multiple cargo operators utilizing spare aircraft and/or maintenance opportunities at CVG, the DHL ramp nears capacity at certain times during the week.
- The following interim assignments are intended to ease administrative burden
- All position assignments are subject to change with little to no notice for operational needs

Apron 1 (747-8 or smaller; R5 restricted to 767-3)

- Remote 1 and 2
 - Unassigned; holding for new DHL 777 ops
 - **Remote 1 with nose southeast and authorized to taxi through asphalt on departure**
- Remote R3 and R4 (747), R5 (767 or smaller)
 - **Polar/Atlas**
- Remote 9 (747)
 - **Kalitta**
- Remote 12
 - **FEAM Maintenance**

Apron 2 (767-3 or smaller)

- R20 and R22
 - **ABX** (767-3)
- R24
 - Reserved for pax scheduled airlines
- R21, R23, R25
 - Reserved for pax scheduled airlines

Apron 3

- R31 and R33
 - o **Atlas** pax ops (737-8)
- R35 and R37 unassigned (737-8 or smaller)
- R30, R32, R34 unassigned (767-3 or smaller)

Apron 4

- R40 and R42
 - o **ATI** (767-3)
- R44 and R46 unassigned (737-8 or smaller)
- R41, R43, R45 unassigned (767-3 or smaller)

Apron 7

- R70
 - o **PSA and/or Envoy** morning staging