



Supersedes: 2022-D-002

Directive # 2024-D-003

Subject: Restriction to Operational & Non-Operational Aircraft Parking

From: Airport Operations

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The GTAA has introduced operational restrictions for flight types P, K, T, and X. These flights are now required to utilize leased aprons and hangar facilities. Exceptions to these restrictions will be granted under certain conditions, including:

- Ferry and positioning flights linked to arrivals or departures may use GTAA-controlled stands if they align with minimum turnaround times based on seat capacity.
- Flights requiring USCBP pre-clearance may be allowed on GTAA-controlled stands, with all efforts made to utilize leased areas first.

Approval for these exceptions must be obtained from either the Manager of Operations, Airport Flow or the Manager, Resource Management Unit.

Furthermore, parking on GTAA-controlled surfaces is limited to a maximum duration of 24 hours.

- Operators must inform the GTAA Capacity Allocation Team and the Resource Management Unit of their alternative parking arrangements at least three business days in advance.
- The use of leased spaces and hangars for parking and planned maintenance must be utilized to full capacity prior to requesting the use of GTAA controlled parking stands.
- The 24-hour parking limit for a selected aircraft will reset after the completion of a scheduled flight.
- Airlines requesting to use a GTAA stand will be assigned the same stand as company aircraft that have exceeded the 24-hour parking limit.

- Approval for towing new aircraft onto GTAA-controlled stands will not be granted until aircraft that have exceeded the 24-hour parking limit are moved to non-GTAA controlled stands.



Dwayne MacIntosh,

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