



Directive # 2020-D-001

Subject Temporary Parking of Overflow Aircraft (COVID-19)

From: Aviation Services

Contact: Manager Operations – Airport Flow, (416) 776-2236, or,
manageroperationsairportflow@qtaa.com

Date of Issue: 2020-03-21

Effective Date: 2020-03-21

Expected Action: Air Operators requiring temporary parking for their aircraft as a result of the COVID-19 global pandemic must contact the Manager Operations – Airport Flow to request assignment of a temporary parking space on GTAA controlled surfaces.

Temporary parking spaces will be prioritized for Canadian based Air Operators above all other requests; however, all other requests will be taken into consideration and will accommodate if able.

Air Operators are expected to prioritize aircraft parking on their leased areas (e.g. hangars, hangar aprons) prior to requesting a temporary overflow parking spot.

If demand for temporary parking spaces exceeds the available capacity, Air Operators will be required to make alternate arrangements for parking of their aircraft.

Background and Impact: Due to the global pandemic related to COVID-19 and reduced demand for air travel, airlines have reduced capacity resulting in a significant number of excess aircraft requiring temporary parking accommodations.

Procedure to request Temporary Parking Areas

An inventory of Temporary Parking Areas has been established to facilitate the parking of aircraft, while concurrently providing adequate parking capacity to maintain and facilitate normal operations.

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Procedure to request Temporary Parking Areas (...continued)

Air Operators are to contact the Manager Operations – Airport Flow (see contact info above) and provide the following information to facilitate the parking of their aircraft with as much notice as possible; however, a minimum of 24-hours notice is requested:

- i. Aircraft Type and Series (e.g. A330-300, B737-700, B787-9, B777-300ER);
- ii. Registration; and
- iii. Anticipated date, time, and duration of request;

Temporary Parking Areas

The GTAA has established provisions for the temporary parking of overflow aircraft within defined parking areas as outlined below in no particular order:

- i. Hardstand gates (i.e. 'H' gates)/apron areas;
- ii. Terminal 1 – designated gates/apron areas;
- iii. Terminal 3 – designated gates/apron areas;
- iv. Infield Concourse (IFC) – designated gates/apron areas;
- v. Central Deicing Facility (CDF)
 - Pad 4 (short term, <48hrs);
 - Pads 5, 6 (long term, ≥48hrs);
- vi. Taxiway November (between Taxiways 'F' and 'E') [Available until April 15, 2020];
- vii. Taxiway Delta (between apron entry/exit points);
- viii. Taxiway Alpha (between apron entry/exit points); and
- ix. Runway 06R/24L

Note: Aircraft parking assignments will be prioritized to areas that enable nose-to-tail parking configurations to reduce risk of weathervaning. Runway parking will be prioritized last after all other available areas have been exhausted.

Restrictions

The following restrictions are applicable to parked temporary overflow aircraft utilizing non-gate areas (i.e. aircraft stand taxilanes/open apron, Central Deicing Facility (CDF), Taxiways, and Runways):

- i. Tow crews need to contact the AMU Tow Coordinator on 136.525 prior to movement of any aircraft to/from assigned positions;
- ii. Nose or main gear tires must not be positioned on top of inset pavement lights;
- iii. Tow Crew and a minimum of two wing-walkers;
- iv. Aircraft must be chocked at nose and both main gear positions (e.g. triple-chocked);
- v. No ground power units (GPUs) or pre-conditioned air units (PCA);

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- vi. No fueling or defueling or fuel sampling;
- vii. All inflight catering, water, waste, and lavatory content must be properly removed/emptied prior to parking the aircraft;
- viii. No cabin cleaning;
- ix. Idle power run requirements must be requested from Airport Operations Control at (416) 776-3056; and
- x. Access to temporary overflow aircraft parking areas on the manoeuvring area surfaces is restricted to the access points and procedures outlined below; and
- xi. The Air Operator will be responsible for any spills that require clean-up.

Note: Any additional restrictions, as required, will be issued via amendment to this Directive.

Access to Temporary Overflow Aircraft Utilizing Non-Gate Areas

Access to parked temporary overflow aircraft utilizing non-gate areas (i.e. aircraft stand taxilanes / open apron, Central Deicing Facility, Taxiways, Runways) will be restricted to the following locations, and to personnel with a need and right, with a valid AVOP D, or, escorted by an AVOP D holder. For access to a parking location the appropriate Ground/Apron/CDF frequency must be contacted prior to accessing the area:

- i. Taxiway November – access via Taxiway November Service Road;
- ii. CDF Pads – access via apron entry/exit TC, or, 5th Line Road;
- iii. Taxiway Delta between DT and the Holding Bay of Runway 24R – access via apron entry/exit point DV;
- iv. Taxiway Delta between DT and DQ – access via apron entry/exit DR;
- v. Taxiway Delta between DQ and DP – controlled access via appropriate Ground Control Frequency;
- vi. Taxiway Alpha – controlled access via appropriate Ground Control Frequency; and
- vii. Runway 06R/24L – access via '24L Access Road' at South Maintenance Road

For any additional questions please contact the Manager Operations, Airport Flow at (416) 776-2236.



Craig Bradbrook
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