

## SECTION 4

### AIRCRAFT OPERATIONS

#### **4.1 AIRCRAFT PARKING AND GATE ALLOCATION PROTOCOLS** (rev. 12/2019)

These Parking Position Management Protocols provide the framework for the efficient and equitable management of the Aircraft Parking Positions at the Alaska International Airport System (AIAS). The AIAS is comprised of Ted Stevens International Airport in Anchorage, Alaska and the Fairbanks International Airport in Fairbanks, Alaska. These protocols have been developed by the Airport in consultation with the Signatory Airlines through the Airline Operating Committee (AOC) and the Airlines Airport Affairs Committee (AAAC).

These protocols apply to the management of Adjacent Aircraft Parking Positions and Remote Aircraft Parking Positions in which no Signatory Airline has a Preferential Use Privilege (Airport Administered Aircraft Parking Positions). They are subject to change by the Airport from time to time. All capitalized terms used but not defined in these protocols have the meanings provided in the AIAS Operating Agreement and Passenger Terminal Lease (Agreement).

Airport Administered Aircraft Parking Positions are requested and assigned on either a Scheduled Use basis or an Ad-Hoc Use basis.

Scheduled Use applies to recurring, pre-planned use during the same time of day over a specified period of time and is requested in advance.

Ad-Hoc Use is a one-time event which may or may not be pre-planned and is generally requested with short notice ranging from weeks to an immediate need. This includes Irregular Operation (IROP) events.

#### **A. Requesting a Scheduled Use of an Airport Administered Parking Position**

Two times per year Airport Operations will schedule, approve, and publish a master schedule of Scheduled Uses. Requests for Scheduled Use of Airport Administered Parking Positions are to be submitted by:

March 1<sup>st</sup>            for May 1<sup>st</sup> through September 30<sup>th</sup> schedules, and  
August 1<sup>st</sup>            for October 1<sup>st</sup> through April 30<sup>th</sup> schedules.

In addition, requests may be made throughout the year and they will be accommodated on a space available basis. Airport Operations will publish the master schedule within 14 days of the submission due dates noted above.

#### **B. Requesting an Ad-Hoc Use of an Airport Administered Parking Position**

Requests for Ad-Hoc Use of Airport Administered Adjacent Aircraft Parking Positions and Remote Aircraft Parking Positions may be made at any time. Requests for Ad-Hoc Use of an Airport Administered Parking Position with less than 48 (forty-eight) hours notice must be made by phone and will be responded to by Airport Operations as soon as possible.

#### **C. Resolving Conflicting Requests for Uses**

Competing requests for Scheduled and Ad-Hoc Uses shall be resolved using the following priorities (in descending order):

Remote Aircraft Parking Positions

1. Emergency operation including diversionary aircraft (determined by Airport Operations).
2. Scheduled Signatory Airline FIS flight on an international gate
3. Scheduled non-Signatory Airline FIS flight on an international gate
4. Scheduled Signatory Airline cargo flight
5. Scheduled non-Signatory Airline cargo flight
6. Scheduled Signatory Airline passenger flight
7. Scheduled non-Signatory Airline passenger flight
8. Ad-Hoc Signatory Airline cargo flight
9. Ad-Hoc non-Signatory Airline cargo flight
10. Ad-Hoc Signatory Airline passenger flight
11. Ad-Hoc non-Signatory Airline passenger flight

Adjacent Aircraft Parking Positions

1. Emergency operation including diversionary aircraft (determined by Airport Operations).
2. Scheduled Signatory Airline FIS flight on an international gate
3. Scheduled non-Signatory Airline FIS flight on an international gate
4. Scheduled Signatory Airline passenger flight
5. Scheduled non-Signatory Airline passenger flight
6. Ad-Hoc Signatory Airline passenger flight
7. Ad-Hoc non-Signatory Airline passenger flight
8. Scheduled Signatory Airline cargo flight
9. Scheduled non-Signatory Airline cargo flight
10. Ad-Hoc Signatory Airline cargo flight
11. Ad-Hoc non-Signatory Airline cargo flight

Competing requests within a given category for Scheduled Use time periods shall be resolved using the following priorities (in descending order):

1. Year round scheduled service
2. Existing scheduled service
3. The chronological order of the request

Additional conflicts within a given category for Scheduled Use time periods or Ad-Hoc Use will be resolved based on the chronological order of the request

**D. Additional Rules and Regulations**

- Scheduled Uses are not transferable or assignable between Airlines.
- Airlines operating a flight under a mutual handling agreement, and Affiliate Airlines are considered the same as the Scheduled Use holder.
- A Scheduled Use not utilized a minimum of 80% during the preceding month may be revoked.
- Revoked Scheduled Uses cannot accrue historical precedence.
- Airport Operations shall be notified immediately of any use extending beyond a scheduled time period. Airport Operations reserves the right to request an Airline to vacate an Airport Administered Parking Position if extended use will impact subsequent users.
- The fees for each Scheduled Use and Ad-Hoc Use will be as specified in Section 7.01 B 9 of the Agreement – Aircraft Parking Charges. An assigned Scheduled Use or Ad-Hoc Use longer than 4 hours will result in additional fees.

- Requests for Remain Overnight (RON) parking will be accommodated if gate availability permits.

## **E. Conflicting Operational Uses**

To the greatest extent possible, given operational conditions, Airport Administered Parking Position assignments will be honored as originally granted. However, in the event of a conflict, Airport Operations will be responsible for the resolution of conflicting assignments.

Adjacent Aircraft Parking Position and Remote Aircraft Parking Position conflicts will be resolved using the following priorities (in descending order):

1. Emergency operation (defined by Airport Operations).
2. Aircraft providing passenger service displacing a RON aircraft in an Adjacent Aircraft Parking Position, if there are no alternative Adjacent Aircraft Parking Positions available.
3. FIS flight on an international gate, if there are no alternative FIS gates available.
4. Scheduled Use – within allocated period of use.
5. Ad-Hoc flight – on schedule.
6. Scheduled Use outside of allocated period of use - and not impacting another Scheduled Use within its allocated period of use.
7. Ad-hoc flight off schedule - and not impacting another Scheduled Use or Ad-Hoc flight within its allocated period of use.

In the event of a conflict, Airport Operations may be contacted 24 hours a day at 451-2300 to determine the priorities.