



Federal Aviation Administration

National Part 139 Cert Alert

****Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive****

Date: 3/20/2020 **No. 20-02**

To: All Title 14 CFR Part 139 Airport Operators

Subject: Temporary Parking of Overflow Aircraft

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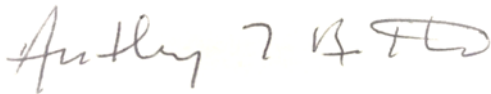
- 1. Purpose.** This CertAlert is to provide recommendations to airport operators when parking overflow aircraft. To combat the unique situation, which arose as a byproduct of the pandemic of COVID-19, airport operators are reaching out to the FAA for assistance in finding a solution to safely park thousands of airplanes. To assist, the FAA developed a list of recommendations an airport operator should consider when making decisions for overflow aircraft parking.
- 2. Background.** On March 13, 2020, President Trump declared a state of national emergency, due to the pandemic of COVID-19. Due to the global pandemic and restrictions of flights, airlines have reduced capacity in the National Airspace System. As domestic airlines worked to find space to park up to 50% of their fleet, airport operators are working to find locations to support temporary overflow aircraft.
- 3. Recommendations.** Below are considerations when temporarily parking overflow aircraft at an airport due to overcapacity during the COVID-19 emergency.

This list should be considered a minimum list of considerations and not a complete list. Safety to the public and aircraft operations should remain the highest priority.

- **Establish an Aircraft parking plan committee:** For proposed temporary parking of aircraft on aprons and taxiways, airport operators are encouraged to work collectively as a committee with airline representatives, fixed base operators, airport traffic control tower (ATCT) representatives, local FAA technical operations personnel, airport tenants, and Aircraft Rescue Firefighting (ARFF)/law enforcement representatives.
- **Document the Aircraft parking plan considerations:** The airport operator, or aircraft parking plan committee under the direction of the airport operator, should include or consider the following items when developing the plan.
 - Consider long-term, intermediate, and short term parking of aircraft.
 - Exhaust all space at gates, ramps and aprons first to the fullest extent possible. If using ramps/aprons, recommend parking overflow aircraft as to not impede aircraft movement between operations and the terminal area.

- Parking on runways must be avoided due to the potential of increased safety risk of inadvertent landings on a closed runway during this long-term duration of the COVID-19 situation. NOTE: Runways that have already been permanently closed or abandoned can be made available for overflow parking, as long as, the aircraft parking meets the standards identified below.
 - Maximize the use of intermediate taxiway(s) for potential parking.
 - Review all potential airport design or facility impact to include but not limited to: airport design standards including penetration to any surfaces (ROFA, TOFA, OFZ etc.); ATCT line of sight, communications equipment, glare impacts, impact to NAVAIDs, ILS Critical Areas, Visual Aids, and Part 77 surfaces. NOTE: If there is an impact to any of these surfaces from the parked aircraft, a FAA Form 7460-1 must be filed to ensure that an appropriate FAA safety analysis is completed.
 - If nonstandard parking locations are utilized, normal notification procedures for closing taxiways long-term must be followed, including, but not limited to: NOTAMs, ATIS updates, barriers, night markings, de-energize lighting, operations notification, etc.
 - All movement area closures must not impact ARFF, law enforcement and other emergency response deployment. Extensive coordination should occur with ARFF, law enforcement and other emergency response officials, as well as tower personnel on any changes to emergency operation routes.
 - The temporary parking plan should have a defined start and end date, which can be updated if required. During the COVID-19 situation, local parking plans should be evaluated, and agreed to by the committee, at least once every 90 days.
 - Update any Air Traffic MOUs/MOAs/ LOAs as appropriate.
- **Coordination of Plan:** Coordinate the plan for temporary parking of overflow aircraft on the airport with all airport users as appropriate. The plan should not adversely impact any user of the airport. If it does, appropriate accommodations should be made.

For assistance or questions, please contact your local FAA Airports District Office or Regional Office.



3/20/2020

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Date