



# **Alaska Department of Transportation & Public Facilities**

## **Fee for Unapproved Parking of Aircraft at ANC Public Meeting**

**April 28, 2022**

**Alex Moss, Deputy Director**

**Ted Stevens Anchorage International Airport (ANC)**

Our mission is to *Keep Alaska Moving* through service and infrastructure.



# Meeting Overview

- **Timeline**
- **ANC Airport Administered Aircraft Parking**
- **Aircraft Parking Challenges**
- **Parking Fee Structure**
- **Prior Permission Required (PPR) program**
- **Fee proposal**
- **Questions / Comments**



# Timeline

**May 12, 2022**

**Proposed date for fee enactment**

**April 28, 2022**

**Public meeting**

**April 12, 2022**

**30-day public notice of fee for unauthorized parking**

**Oct 20, 2021**

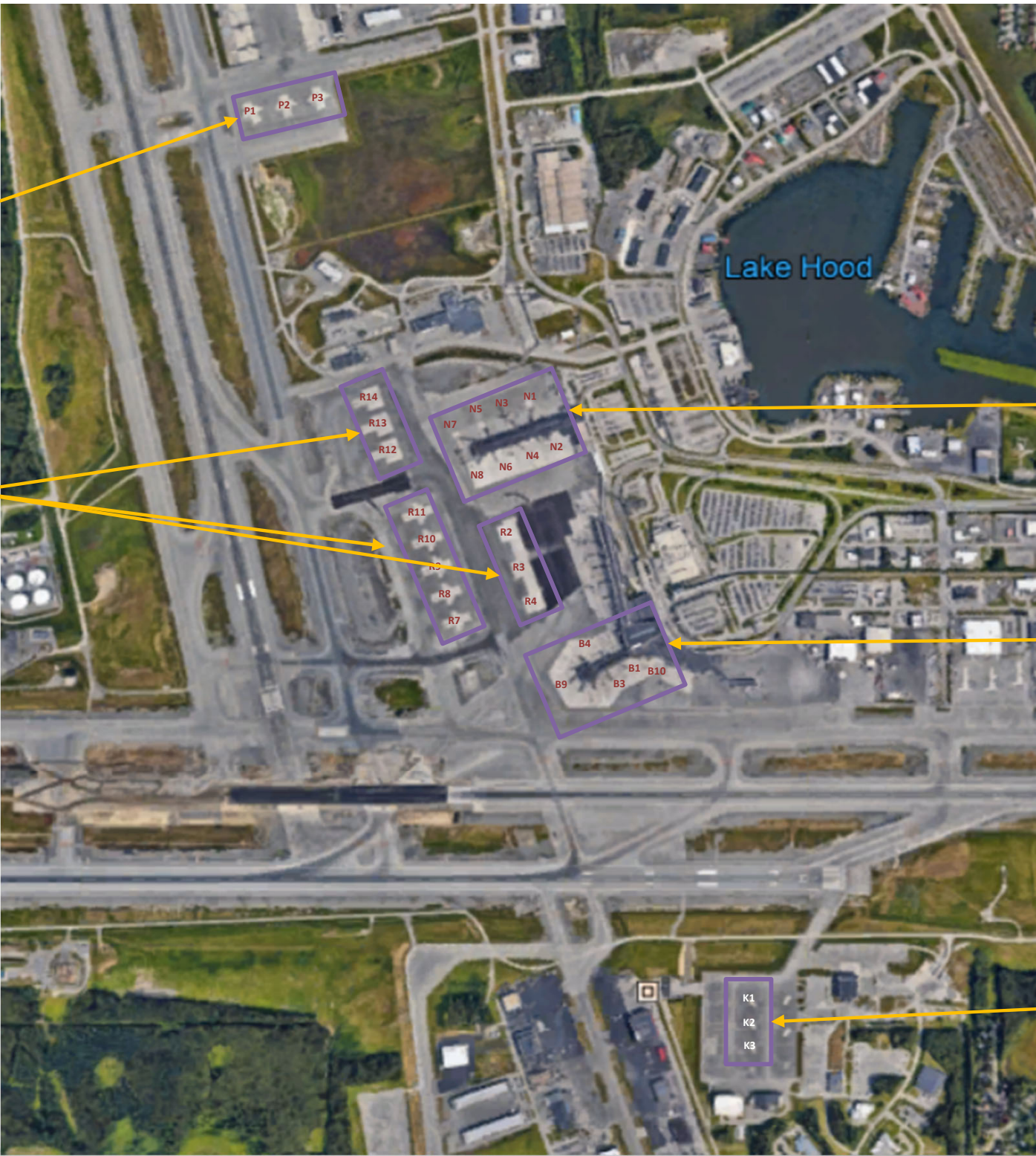
**ANC Ops instituted PPR for >4-hour parking**

**Jan 25, 2021**

**ANC Ops took over parking assignments for all common use parking**

**Pre-2021**

**Swissport conducted aircraft parking assignments w/ ANC Ops guidance  
Airlines supported airport management of parking assignments**



AIRPORT  
MANAGED  
AIRCRAFT  
PARKING

Papa

North  
Terminal

Romeo

South Terminal  
B Concourse

Kulis



# Aircraft Parking Today at ANC

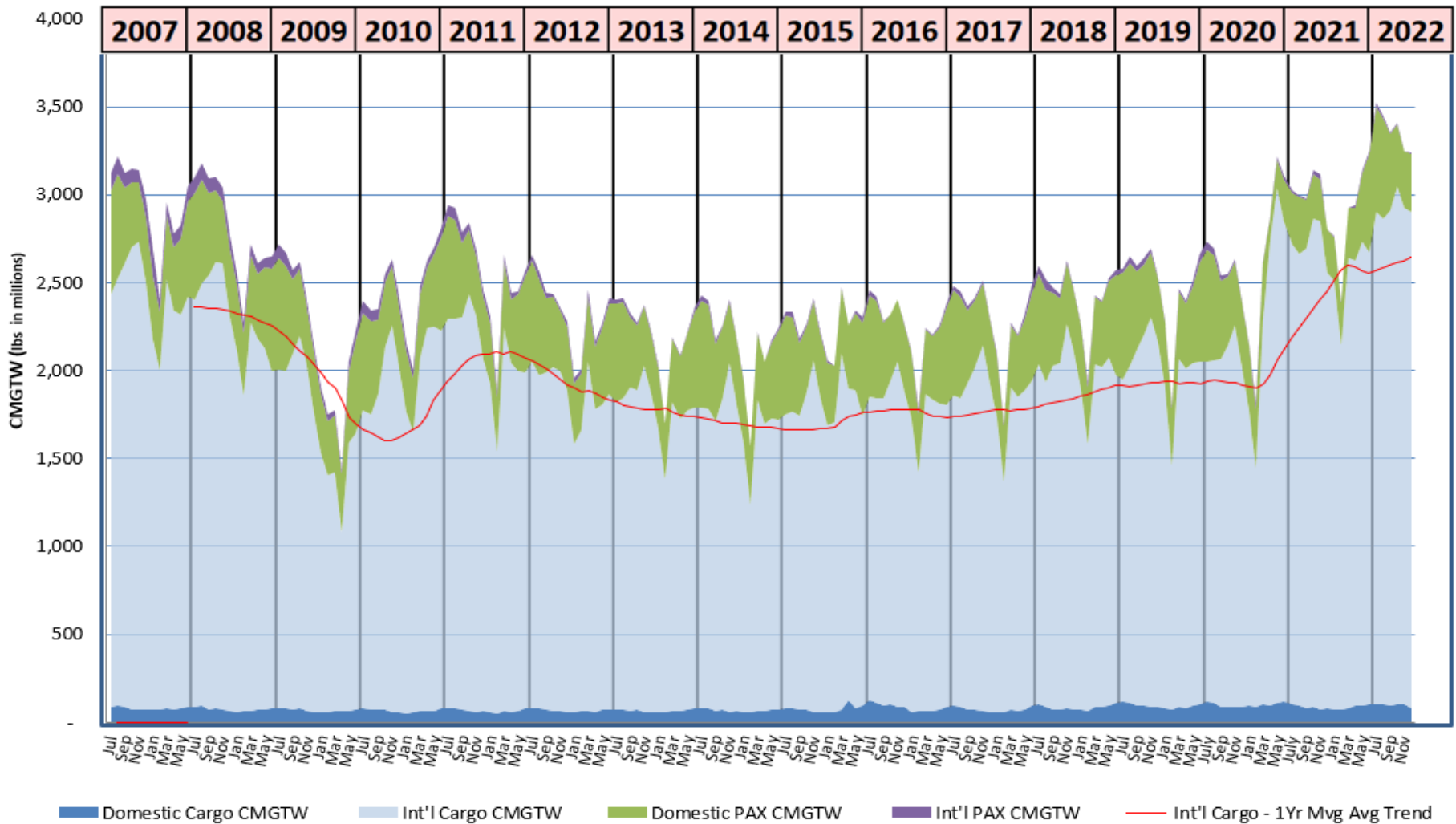
- **Limited parking space inventory is managed to keep cargo moving**
  - **14 flow through parking spots**
  - **Ground handlers generally turn aircraft within two hours**
  - **Current average is 4 aircraft turned / spot / day**
  - **Each day, parking demand peaks 2-4 times**
- **Parking is assigned from carrier or ground handler requests using airline approved protocols**
- **Overflow requires daily use of non-standard cargo aircraft parking areas**
  - **Engine runup/hot load pad**
  - **North Terminal passenger gates**

# Aircraft Parking Challenges

- **Non-standard cargo aircraft parking incurs safety/operational risks**
- **Some parking spots are closed during summer construction**
- **No restriction on arrivals**
- **Parking area is uncontrolled**
- **Majority of cargo carriers rely on quick turnarounds (<4 hours) to support business model**
- **Increased cargo activity is stressing limited parking space inventory**
  - **ANC cargo activity increased 13% in FY21**
  - **Tracking to increase an additional 9% in FY22**
  - **FY23 is expected to also increase**

# Cargo/Pax Activity

AIAS  
 Monthly Cargo & PAX CMGTW  
 - Domestic & Int'l -  
 FY07 - FY22 ytd (Dec '21)



# Standard Aircraft Parking Fee

- **The standard fee for aircraft parking is a cost recovery fee**
  - **Determined by estimating operations and maintenance costs and expected activity levels**
  - **Designed to cover costs - *not* to make a profit or influence demand**
- **The fee formula is agreed to in the ten-year Operating Agreement the Airport System has with its 31 Signatory carriers**
- **Current Aircraft Parking Charge Rate**
  - **Narrow Body Aircraft (single aisle) up to 4hrs - \$47.08 per use**
  - **Wide Body Aircraft (2 or more aisle) up to 4hrs - \$94.16 per use**
  - **Narrow Body Aircraft (single aisle) 4hrs to 24hrs - \$141.24 per use**
  - **Wide Body Aircraft (2 or more aisle) 4hrs to 24hrs - \$188.32 per use**



# PPR Program – How it Works

- **Prior permission from the airport is required for aircraft to park longer than 4 hours in an airport administered space**
- **PPR process**
  - **Carriers contact Airport Operations at least 48 hours prior to aircraft departing prior station to request parking permission**
  - **Airport operations assesses parking availability**
  - **Based on availability, a PPR number is issued to the carrier identifying the time that extended parking is permitted**
  - **Generally, the airport can accommodate three long ground times at once**
- **Parking with less than 48 hours notice currently does not receive a PPR**
  - **Aircraft unscheduled maintenance**
  - **Weather delay**
  - **Operational delay (e.g. crew duty day/illness)**



# Fee Proposal

- **The intent of the fee at ANC is to discourage planned or intended unauthorized long ground times**
- **Immediate efforts by carriers to alleviate unplanned delays are necessary to maximize airfield availability for all carriers**
- **ANC proposal lower first day (\$4K), higher subsequent days (\$6K)**
  - **Carriers regularly incur unintended short delays**
  - **Regular peak congestion requires aircraft movement**
- **This is a non-standard fee, not intended for cost recovery**



# Fee Public Notice

The proposed fees as follows are subject to change by further public notice at any time and are in addition to published aircraft parking charge rates:

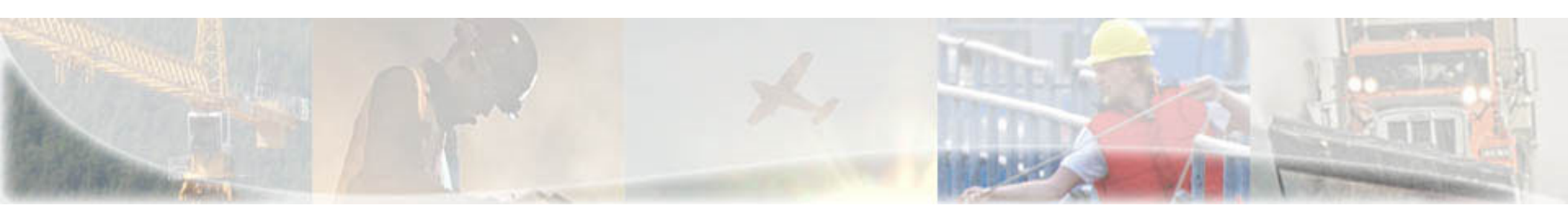
- **4hrs to 24hrs with no PPR**                    **\$4,000.00 plus published rate per use**
- **Each additional 12 hours over 24 hours with no PPR**                    **\$3,000.00 plus published rate per use**
- **Each additional 12 hours after expiration of PPR**                    **\$3,000.00 plus published rate per use**

## Full Public Notice

<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=206231>

# Fee Comparisons at Other Airports

- **Seattle - \$5,000 each 12-hours (after 28hrs)**
- **Los Angeles - \$100 each 15-minutes (after told to move)**
- **Halifax - \$785 per hour if no prior approval**
- **San Francisco - \$748 first 8-hours, \$385 each 8-hours after**



# Questions and Comments