



**Comox Valley Airport Operations Manager Directive**

Directive number: 2023-002

Date: 4 July 2023

To: All Tenants

**Subject: CVAC Apron Taxi Restrictions**  
**(Supersedes Directive 2022-001)**

Reference: ICAO Annex 14 3<sup>rd</sup> Edition

1. This directive has resulted from a recent review of the CVAC Apron Safety Line and Taxi Line separation when 737-800/Max aircraft are parked in Apron Spot #2 or #3. Specifically, the review has revealed a situation where the safety distance of 24.5 m, between the Taxi Line and the Apron Safety Line shown in Fig #1, would be significantly compromised if a 737-800/Max is parked in this spot.

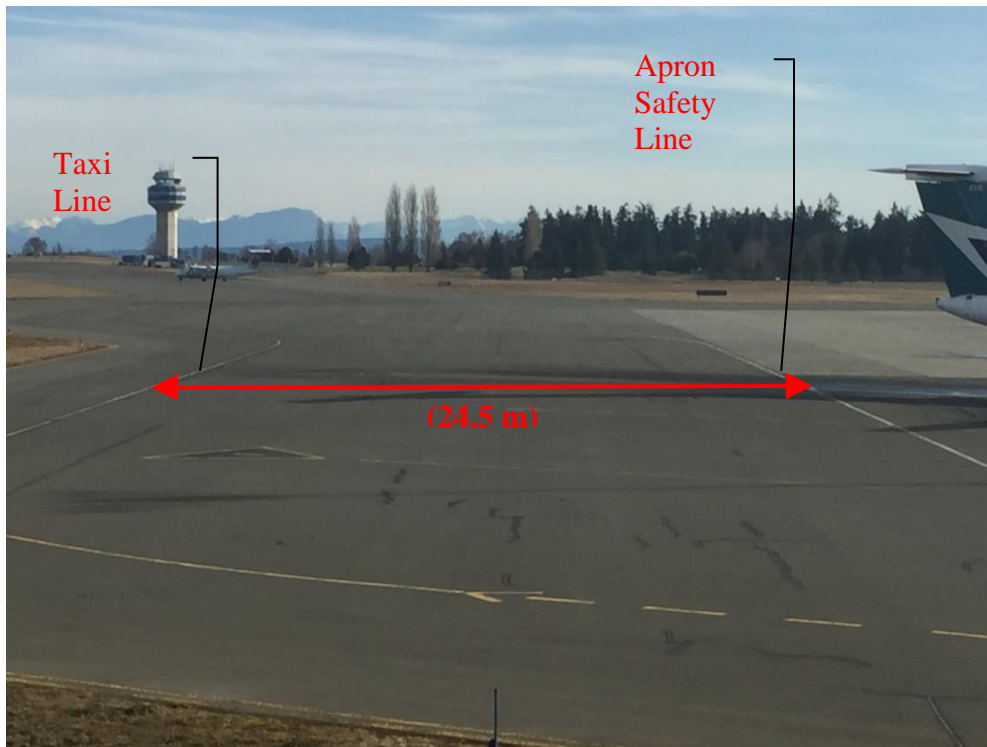


Fig #1

2. The image below Fig #2 shows a 737-800 parked on the “T” on Spot #2 and in this position its right horizontal stabilizer protrudes 4.5 m past the white Apron Safety line. In this position, the safety distance between the lines is reduced by 4.5 m to 20 m. Considering the wingspan of a Class C Aircraft to be up to 36 m, this leaves only 2 m of separation between the wing tip of a taxiing aircraft and the horizontal stab of the parked 737-800 aircraft.



Fig #2

3. CVAC has decided that 2 m of separation between a parked aircraft and a taxiing aircraft is unacceptable. As a result, CVAC directs that none of the following aircraft: 737-700/800/Max, MD-80, A320 shall be permitted to taxi behind 737-800/Max aircraft parked in Apron Spots #2/#3.

4. Q400, Dash 8, EMB -120, Saab 2000, Saab 340 and other aircraft with less than 28 m wingspan may be permitted to taxi behind the 737-800/Max. Q400/Dash 8 aircraft require the assistance of a wing walker at the rear of the parked aircraft.

5. Action addressees to ensure staff are aware of this directive and plan accordingly. This directive is in effect today Friday 13 May 2022.

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