



LAWA AIRCRAFT TERMINAL PARKING POSITION STRIPING DESIGN CHECKLIST

Los Angeles World Airports

Before Beginning Design of a Striping Plan:

- Obtain existing as-built striping plan.
- Request survey of taxiway and ramp area. Survey to include curbs, building lines, utilities, fuel pits, power pit, all obstructions. Survey to include verification of existing striping, lead in and nose marks.
- Acquire all Ground Service Equipment (GSE) Operation information.
- Conduct a site walk with the existing plans and survey in hand and verify location of all ground obstructions, such as: sidewalks, vehicle parking areas, equipment installations not shown on plans.
- Meet with Airport Operations, Terminal Operations, and Airlines and inquire about any special needs concerning aircraft parking / operations. Determine aircraft mix.
- Will planes be able to power in/out? Consider arrival and departure procedures. Pushback procedures from the departure gate and surrounding gates should be taken into account.
- Consider jet blast effects.
- Provide a minimum of twenty five (25) foot clearance between aircraft wingtips. (See LAWA Airfield Standard Plan 50.08)
- Provide a minimum of five (5) foot clearance between the tail of a parked aircraft and the vehicle service road edge marking. (See LAWA Airfield Standard Plan 50.08)
- Determine if operational restrictions at adjacent gates are acceptable. (Example of an Operational restriction: "May park a 737-700W (winglet) at Gate 13, only when a 737-300 or smaller aircraft is at Gate 14").
- Submit proposed striping plan to LAWA Planning & Development Group, Airport Operations and Terminal Operations for review and approval.

Special Considerations – Passenger Boarding Bridges, (PBB):

- Determine minimum/maximum PBB extension radius (measured from center of column to center of cab).
- Determine angle of operation limits (this is set by the PBB maintenance crew by limit switches).
- Determine if sections can be added (or removed) to PBB's.
- Provide striping to ensure proper clearances for bridge attachments, such as stairs, baggage chutes.
- Consider painted wheel squares.
- Provide at least seven (7) foot clearance from aircraft fuselage side for PBB parking and maneuvering to aircraft – speak with PBB operators / maintenance to confirm this is adequate for their operation.

Special Considerations – ARFF Equipment - Ground Service Equipment:

- Provide enough clearance for Aircraft Rescue and Fire Fighting (ARFF) equipment.
- Verify and provide enough clear room in front of aircraft for towing/tug equipment to operate – (tow trucks can be long: (30') + tow bar (10') = 40' minimum clearance from nose wheel of aircraft).
- Provide adequate space surrounding aircraft for GSE and catering trucks to maneuver, and to service aircraft– note where sidewalks and other obstructions on ramp may hinder this. Consider the proximity to the next gate, and its service equipment.



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Before Commencement of Painting/Striping:

- Discuss with LAWA Operations/Terminal Operations, the recommended order each Gate is to be painted – it may be best to paint Gates in sequence since any change in the striping plan will have a domino effect on the rest of the Gates (may be more complicated if Gates are restriped randomly).
- Once Survey has marked out new striping / parking lines, and before new striping is painted: Airport Operations or Terminal Operations staff, in conjunction with PBB maintenance/operator should test aircraft for clearances for tugs, ground service equipment, and any stress to PBB pre-set limits (may need adjustment).