Winter Season 2022/2023

De-icing Operations

Airside Operations

Winter Season 2022/2023
Seasonal Aircraft De-Icing Plan

Luftfahrzeugenteisungsplan Frankfurt/Main
Wintersaison 2022/2023

Die Inhalte des Dokuments werden fortlaufend durch eine Arbeitsgruppe, bestehend aus Mitgliedern der relevanten Bereiche der Fraport AG, der FRA-Vorfeldkontrolle GmbH, der Deutschen Flugsicherung GmbH (DFS) und N°ICE Aircraft Services & Support GmbH überprüft, angepasst und weiterentwickelt.

Der Luftfahrzeugenteisungsplan Frankfurt/Main wird zur Referenz ebenfalls in englischer Version veröffentlicht.

Das verbindliche Dokument wird vor jeder Wintersaison durch die Fraport AG in deutscher Sprache veröffentlicht.

Die vorliegende Version ersetzt alle vorher gültigen Versionen. Sämtliche Neuaufnahmen und Änderungen zur vorher gültigen Version sind unterstrichen.

Frankfurt Aircraft Deicing Plan
Winter Season 2022/2023

The contents of this plan are continuously reviewed, updated and developed by a working group consisting of members from the relevant departments of Fraport AG, FRA-Apron Control GmbH, German ATC (Deutsche Flugsicherung GmbH - DFS), N°ICE Aircraft Services & Support GmbH.

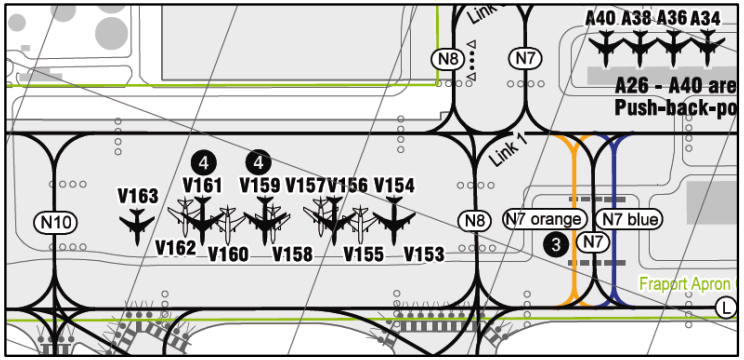
The English Version of the Aircraft Deicing Plan is for reference purposes only. The binding document will be published in the German language before the beginning of every Winter Season by Fraport AG.

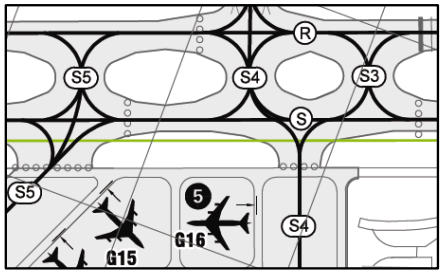
This version replaces all previously valid versions. All new additions and changes to the previously valid version are underlined.

AIP AD2 EDDF

Publications:

- Chapter 11: Procedures for the De-Icing of Aircraft
- EDDF 2-5 Aerodrome Chart
- EDDF 2-9 Aerodrome Ground Movement Chart





Supplementary Information

CAT IIIa and CAT IIIb (MNM RVR 75 m) approved. (EDDF AD 1.1)

TWY edge lights not shown.

1 Service road; in use under CAT I operational condition only.

2 De-icing Pad West (DPW)
- Includes DP1 & DP2
- DP2 East and DP2 West max. Code C
- **Pilot stop aircraft on De-Icing Pad in eyeline with holding point marking/lights**
- After De-Icing intersection take-off out of TWY W3 is required

3 4 5 Other areas for additional de-icing
- Designators are published in the seasonal Frankfurt aircraft de-icing plan
- Taxi instructions to the respective area for aircraft de-icing are given by apron control
- Within the area for de-icing aircraft will be guided to the exact de-icing position by a marshaller. Adhere to the instructions given by the marshaller.

LUFTFAHRTHANDBUCH DEUTSCHLAND
AIP GERMANY

AD 2 EDDF 1-1
29 MAY 2014

EDDF AD 2.1 Aerodrome Location Indicator and Name

EDDF Frankfurt Main

EDDF AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates and site at AD	N 50 01 59.90 E 008 34 13.64 922 m abeam centre line RWY 07C/25C in a southern direction from a point 1567 m W THR 25C N 50 00 47.00 E 008 31 37.00 on centre line RWY 18 in a south-western direction from a point 2600 m S/W THR 18 N 50 02 10.00 E 008 31 16.00 700 m abeam centre line RWY 07L/25R in a southern direction from a point 1225 m S/W THR 25R
2	Direction and distance from city	12 km (6.5 NM) SW Frankfurt city centre
3	Elevation/Reference temperature	364 ft / 24.2°C
4	MAG VAR/Annual change	1.4° E (2014.01) / -
5	AD Administration, address, telephone, telefax, telex, AFTN	Fraport AG 60547 Frankfurt am Main Flughafen Tel.: +49 (0)1806 37 246 36 (24/7) +49 (069) 690-77777 (Airport Duty Manager) +49 (069) 690-77778 / -77779 (General Aviation) Fax: +49 (069) 690-70081 / -73680 +49 (069) 690-71130 (Airport Duty Manager) +49 (069) 690-68448 (General Aviation) Telex: 411933 - 5 fa d AFTN: EDDFYOYC SITA: FRAAFTX
6	Types of traffic permitted	IFR / VFR
7	Remarks	Nil

EDDF AD 2.3 Operational Hours

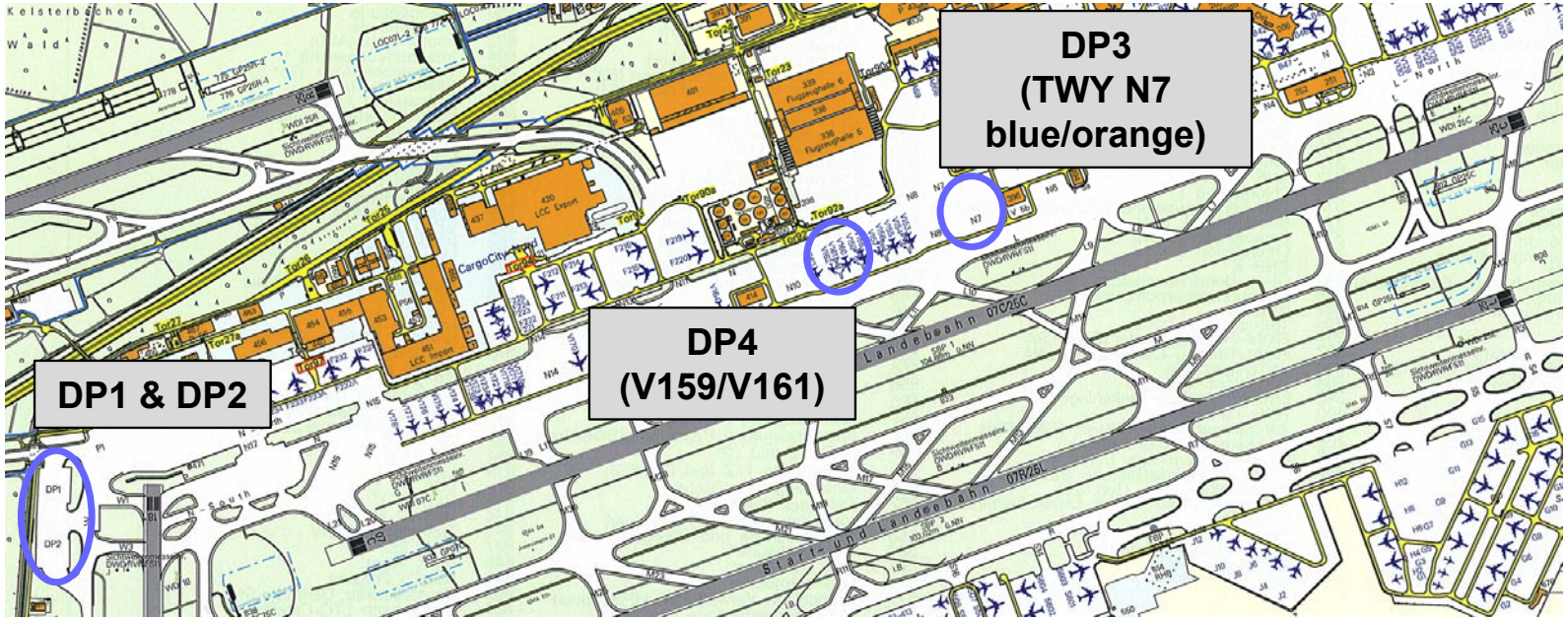
1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office (Self-briefing)	-
5	ATS Reporting Office (ARO)	AIS-C H24 Tel.: +49 (069) 79072 500 Fax: +49 (069) 79072 505
6	MET Briefing Office	See EDDF AD 2.11
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Flight Operations (Fraport AG) Service: Flight planning, meteorological consultation. Availability: H24 Location: Terminal 1, Departure C, room 2092/140 Tel.: +49 (069) 690-73664, Fax: -68864 AFTN: EDDFXHMJX, SITA: FRAFFXH, e-mail: fl-ops@fraport.de

© DFS Deutsche Flugsicherung GmbH

AMDT 06/14

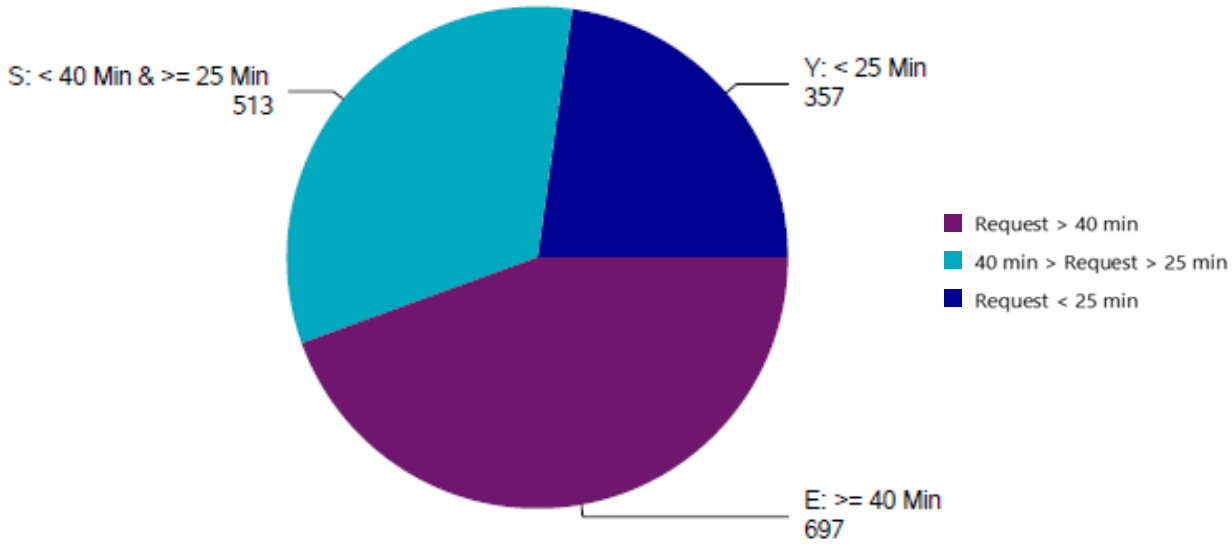
Aircraft De-Icing Pads

De-Icing Pads (DPD) for Remote De-Icing (ICE = R)



DP1	DP2E	DP2C	DP2W	DP3E	DP3W	DP4E	DP4W	DP5
Code F	**Code C**	**Code F**	**Code C**	**Code C**	**Code C**	**Code E (2-Strahler)**	**Code E (2-Strahler)**	**Code C**

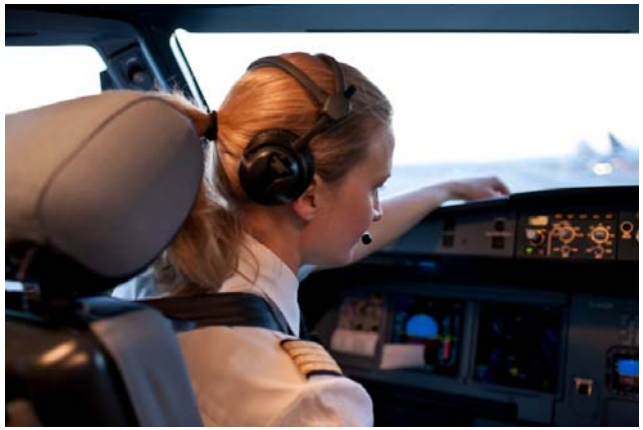
Airport CDM@FRA „De-Icing request"



De-Icing Request (ICE=E)

VHF: 121.985 MHz „Frankfurt De-Icing"
Tel.: (0 69) 6 90 – 3 05 60

ACARS (Data-Link)
Technical infrastructure needed!



De-Icing Request *(ICE = E):*

Due to the influence that aircraft de-icing has on the sequencing process it is highly advised to request aircraft de-icing at the latest **"TOBT – 40 minutes"** (which is the time that the TSAT is published).

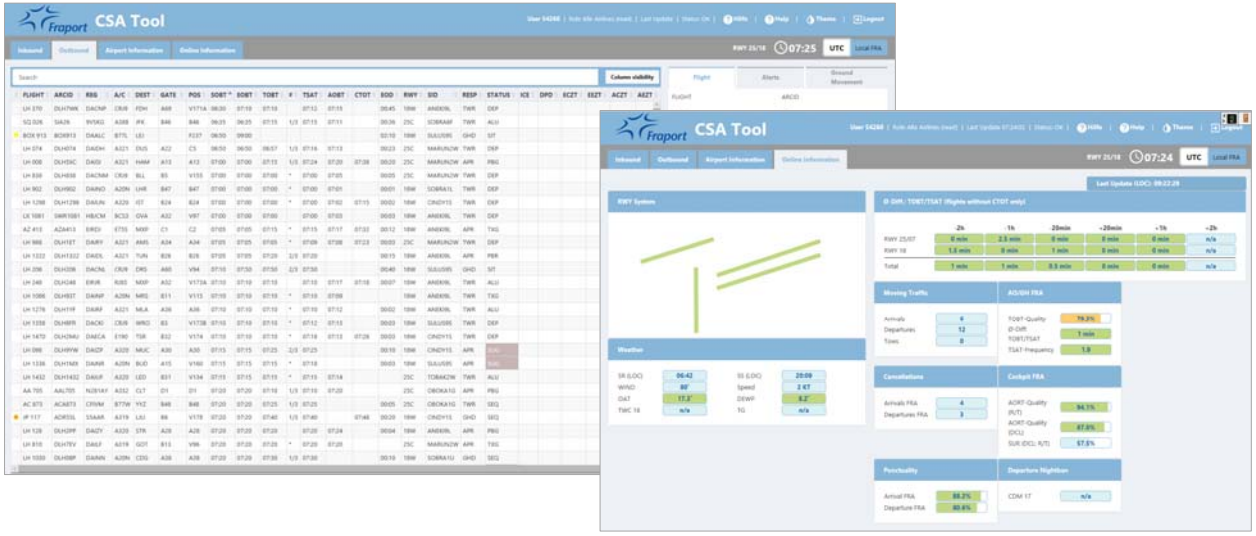
DFS Deutsche Flugsicherung

Fraport

Airport CDM@FRA
„Data exchange & Information Sharing"

Information tools:

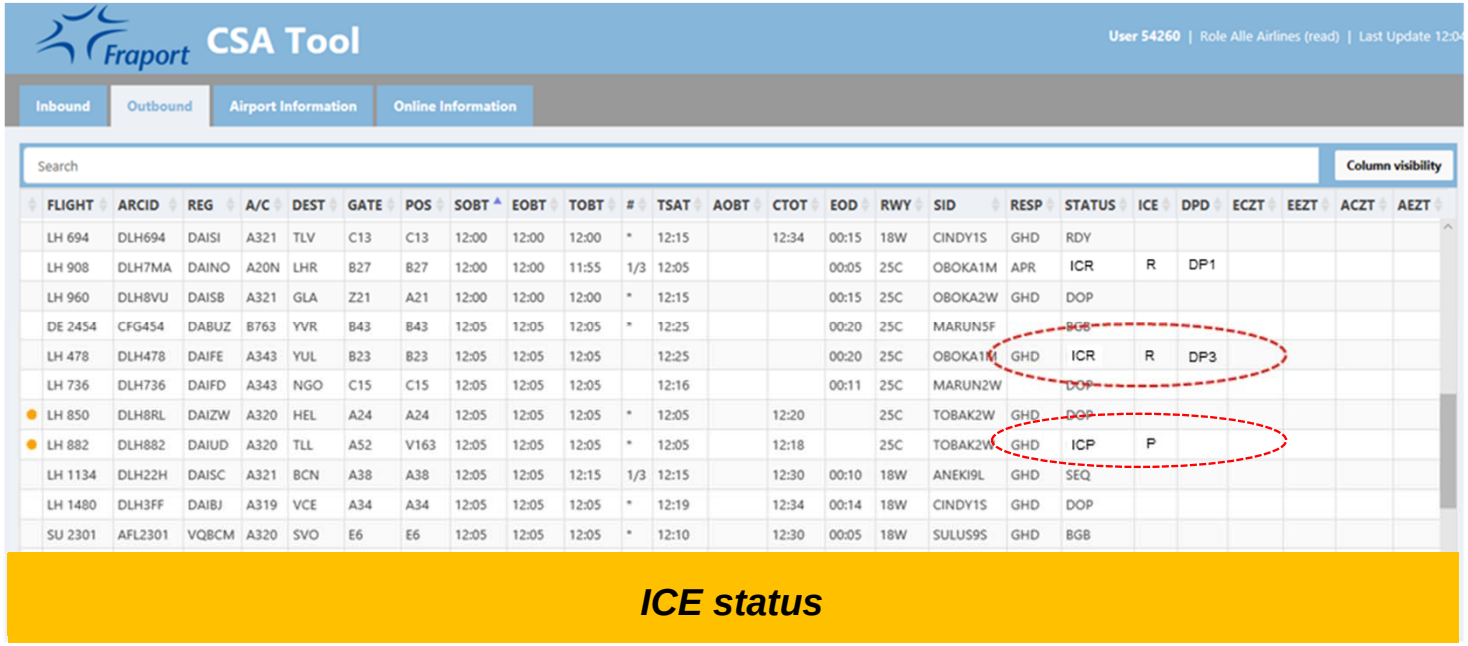
- CSA-Tool flight details incl. de-icing data
- CSA-Tool Airport Information (e.g. SNOWTAM or Snow Removal)
- CSA-Tool Online Information (e.g. Delays, current de-icing or pads opened)
- A-VDGS: De-Ice on Position – ECZT 1030 / De-Ice on Pad - DPW



DFS Deutsche Flugsicherung

Fraport

Airport CDM@FRA
„CSA Tool – De-Icing display Data"



FLIGHT	ARCID	REG	A/C	DEST	GATE	POS	SOBT	EOBT	TOBT	#	TSAT	AOBT	CTOT	EOD	RWY	SID	RESP	STATUS	ICE	DPD	ECZT	EEZT	ACZT	AEZT
LH 694	DLH694	DAISI	A321	TLV	C13	C13	12:00	12:00	12:00	*	12:15		12:34	00:15	18W	CINDY1S	GHD	RDY						
LH 908	DLH7MA	DAINO	A20N	LHR	B27	B27	12:00	12:00	11:55	1/3	12:05			00:05	25C	OBOKA1M	APR	ICR	R	DP1				
LH 960	DLH8VU	DAISB	A321	GLA	Z21	A21	12:00	12:00	12:00	*	12:15			00:15	25C	OBOKA2W	GHD	DOP						
DE 2454	CFG454	DABUZ	B763	YVR	B43	B43	12:05	12:05	12:05	*	12:25			00:20	25C	MARUN5F		BGB						
LH 478	DLH478	DAIFE	A343	YUL	B23	B23	12:05	12:05	12:05		12:25			00:20	25C	OBOKA1M	GHD	ICR	R	DP3				
LH 736	DLH736	DAIFD	A343	NGO	C15	C15	12:05	12:05	12:05		12:16			00:11	25C	MARUN2W		DOP						
LH 850	DLH8RL	DAIZW	A320	HEL	A24	A24	12:05	12:05	12:05	*	12:05		12:20		25C	TOBAK2W	GHD	DOP						
LH 882	DLH882	DAIUD	A320	TLL	A52	V163	12:05	12:05	12:05	*	12:05		12:18		25C	TOBAK2W	GHD	ICP	P					
LH 1134	DLH22H	DAISC	A321	BCN	A38	A38	12:05	12:05	12:15	1/3	12:15		12:30	00:10	18W	ANEKI9L	GHD	SEQ						
LH 1480	DLH3FF	DAIBJ	A319	VCE	A34	A34	12:05	12:05	12:05	*	12:19		12:34	00:14	18W	CINDY1S	GHD	DOP						
SU 2301	AFL2301	VQBCM	A320	SVO	E6	E6	12:05	12:05	12:05	*	12:10		12:30	00:05	18W	SULUS9S	GHD	BGB						

ICE status

DIR | ICR | ICP | DVA | DVP | DCR | ADB | ADE

- DIR → De-Icing requested
- ICR → De-Icing Remote
- ICP → De-Icing Position
- DVA → De-Icing Vehicles allocated
- DVP → De-Icing Vehicles on position
- DCR → De-Icing company ready
- ADB → Actual De-Icing Begin
- ADE → Actual De-Icing End

DFS Deutsche Flugsicherung

Fraport

De-Icing@FRA
Position De-Icing

ECZT

EDIT

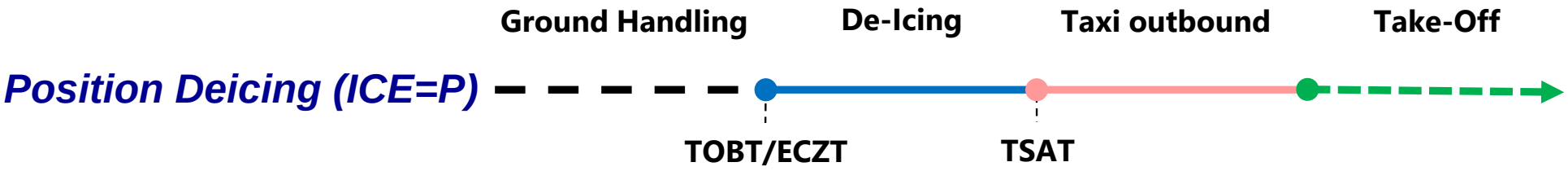
ACZT

AEZT

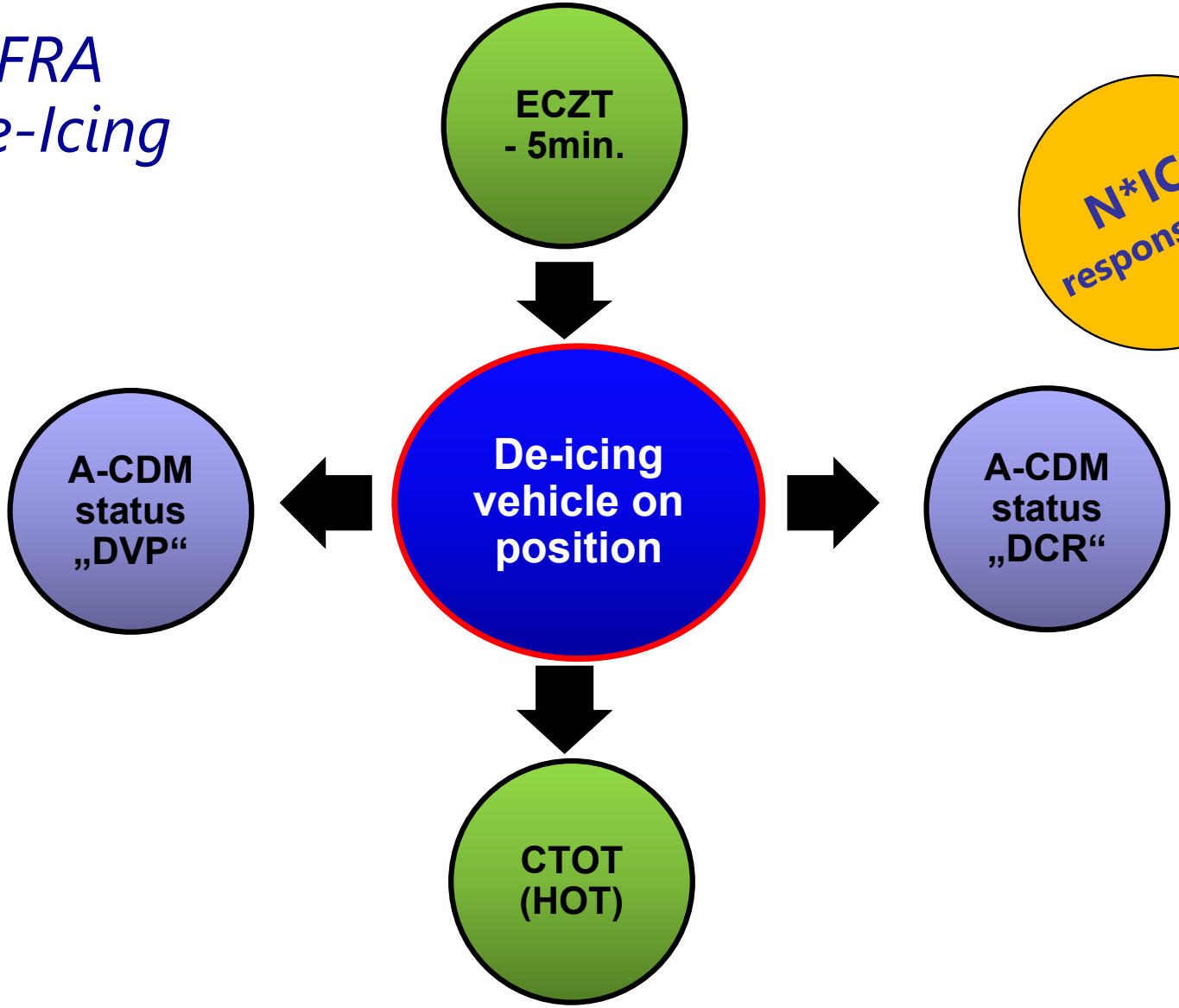
TSAT=De-Icing end

Exception: regulated flight with CTOT!

Pilot: „REQUEST START-UP AFTER DE-ICING“



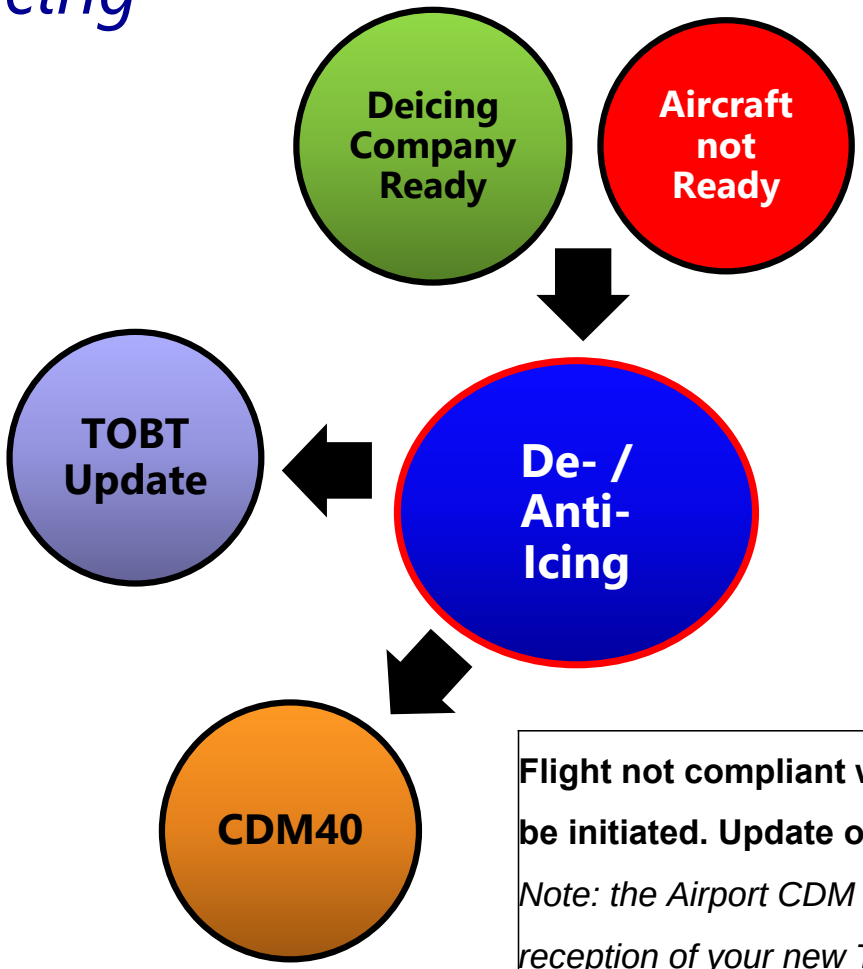
De-Icing@FRA
Position De-Icing



DFS Deutsche Flugsicherung

Fraport

De-Icing@FRA
Position De-Icing



<u>Flight not ready for deicing</u>

XYZ1AB/XY123

CDM40

1110050930UTC

FRA/EDDF

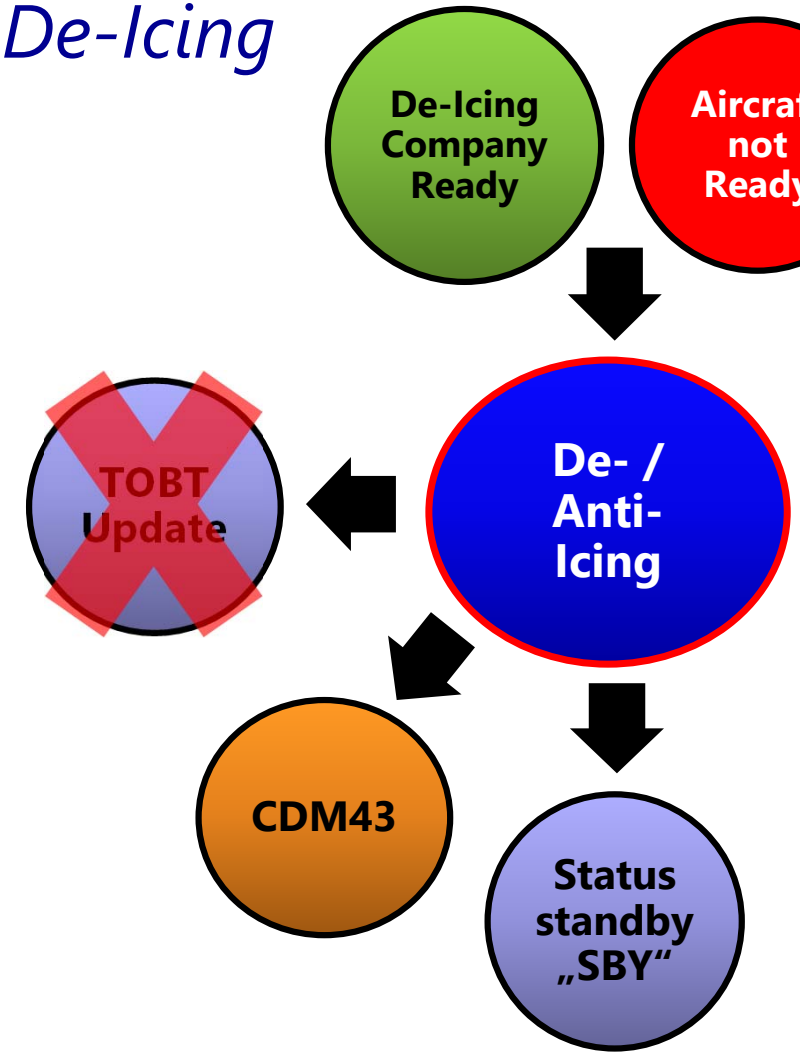
Flight not compliant with TOBT 0925. Deicing could not be initiated. Update of TOBT needed.

Note: the Airport CDM process may be suspended until reception of your new TOBT.

DFS Deutsche Flugsicherung

Fraport

De-Icing@FRA
Position De-Icing



DEICING CANCELLED AND TOBT

DELETED XYZ1AB/XY123

CDM43

1110050930UTC

FRA/EDDF

AIRCRAFT WAS NOT READY FOR DEICING. DEICING IS CANCELLED AND TOBT IS DELETED. FIRST NEW TOBT NEW TOBT AND THEN NEW DEICING REQUEST REQUIRED.

Note: The Airport CDM process is suspended until reception of your new TOBT.

DFS Deutsche Flugsicherung

Fraport

De-Icing@FRA
Remote-Deicing

Ground Handling **Taxi outbound** **De-Icing** **Take-Off**

Remote De-Icing (ICE=R)

TOBT / TSAT

Pilot: „REQUEST START-UP FOR REMOTE DE-ICING“

ECZT will not be published – display of ACZT / AEZT

Operation Mode "simplified sequencing"

AVIATION WORLD EXPRESS (AWE) + CSA-Tool - Airport Information

Activation A-CDM Operations Mode "simplified sequencing"

DUE TO SNOWFALL OR HIGH DEICING DEMAND THE FOLLOWING PROCEDURES ARE IN USE UNTIL FURTHER NOTICE.

A SIMPLIFIED SEQUENCING IS USED FOR THE PLANNING OF DEICING AND ALLOCATION OF A DEICING LOCATION.

START-UP PROCEDURE ACCORDING TO TSAT IS STILL VALID. START-UP CLEARANCE VIA DATALINK IS NOT POSSIBLE (CHECK ATIS).

PLEASE BE ADVISED, THAT THE TSAT MAY BE DELETED FOR FLIGHTS WITH STATUS "DE-ICING REQUESTED".

THE INFORMATION TO PILOTS IN THIS CASE WILL BE: "YOU ARE LISTED FOR DE-ICING, WAIT FOR DE-ICING LOCATION"

AS SOON AS TARGET TIMES FOR YOUR FLIGHT ARE AVAILABLE, THE TSAT IS PUBLISHED AGAIN.

<u>WE WOULD LIKE TO REMIND YOU, THAT IT IS MANDATORY TO UPDATE THE TOBT.</u>

<u>PLEASE MAKE SURE THAT YOUR COCKPIT IS INFORMED ABOUT ACTIVATION AND PURPOSE OF THIS OPERATIONS MODE!</u>

WE WILL INFORM YOU UPON RESUMPTION OF NORMAL A-CDM OPERATION.

DFS Deutsche Flugsicherung

Fraport

Operation Mode "A-CDM Emergency Mode"

AVIATION WORLD EXPRESS (AWE) + CSA-Tool - Airport Information

Activation A-CDM Emergency Mode

DUE TO SYSTEM DISTURBANCE OR IRREGULAR OPERATIONS FOLLOWING A-CDM PROCEDURES ARE IN USE UNTIL FURTHER NOTICE:

START-UP PROCEDURE ACCORDING TO TSAT IS STILL VALID. START-UP CLEARANCE VIA DATALINK IS NOT POSSIBLE (CHECK ATIS).

TSAT CALCULATION AND DEICING PLANNING BASED ON SIMPLIFIED PRE-DEPARTURE SEQUENCE

FOR FLIGHTS WITH DEICING, DEICING SEQUENCE IS BASED ON TOBT. TSAT FOR REGULATED FLIGHTS IS BASED ON CTOT.

PLEASE BE ADVISED, THAT THE TSAT MAY BE DELETED FOR FLIGHTS WITH STATUS "DEICING REQUESTED".

THE INFORMATION TO PILOTS IN THIS CASE WILL BE: "YOU ARE LISTED FOR DE-ICING, WAIT FOR DE-ICING LOACTION."

AS SOON AS TARGET TIMES FOR YOUR FLIGHT ARE AVAILABLE, THE TSAT IS PUBLISHED AGAIN.

FOR FLIGHTS WITHOUT DEICING:
- TSAT = TOBT FOR NON-REGULATED FLIGHTS
- TSAT = CTOT-EXOT FOR REGULATED FLIGHTS

<u>WE WOULD LIKE TO REMIND YOU, THAT IT IS MANDATORY TO UPDATE THE TOBT.</u>

WE WILL INFORM YOU UPON RESUMPTION OF NORMAL A-CDM OPERATIONS.

Operation Mode "Start-Up procedure according to TSAT is suspended"

AVIATION WORLD EXPRESS (AWE) + CSA-Tool - Airport Information

Start-Up procedure according to TSAT is suspended

DUE TO NON-RELIABLE QUALITY OF TARGET TIMES FOR DEPARTURE CLEARANCE, **„START-UP PROCEDURE ACCORDING TO TSAT"** IS SUSPENDED.

PILOTS REQUEST START-UP CLEARANCE VIA R/T WHEN ACTUALLY READY.

DATALINK REQUEST FOR DEPARTURE CLEARANCE MIGHT NOT BE POSSIBLE (CHECK ATIS).

WE WOULD LIKE TO REMIND YOU, THAT IT IS MANDATORY TO UPDATE THE TOBT.

WE WILL INFORM YOU, WHEN "START-UP PROCEDURE ACCORDING TO TSAT" IS VALID AGAIN.

DFS Deutsche Flugsicherung

Fraport

Your Flight – Your Contribution

Requirements for punctual de-icing:

- Timely de-icing request…
- Valid TOBT as a forecast of…

... "Aircraft ready for De-Icing"

AO / GH
responsibility

N*ICE
responsibility

Summary

- We need process reliability:
  - early de-icing request
  - **high quality of TOBT at all times**
- Transparency and exchange of information support decision making.
- **We all get better predictability and stability of processes during winter operations.**
- **One question remains: How strong is a winter event really?!**

Adverse Conditions

Chaotic Situation

Severe Disruption

Airport CDM@FRA
We gladly support you!

Service

- Requests concerning specific flights
- -> We need flight number and date of flight
- Aircraft Operator Performance Report
- -> For Airlines and staff responsible for TOBT
- Registration for CSA Tool and changes of TOBT Responsibility
- Customized consulting and training
- Registration of A-CDM Alert email addresses
- Procedure documents and information
- Documents and training material
- Actual information

https://cdm.frankfurt-airport.com

DFS Deutsche Flugsicherung

Fraport

Fraport

Gute Reise!
We make it happen