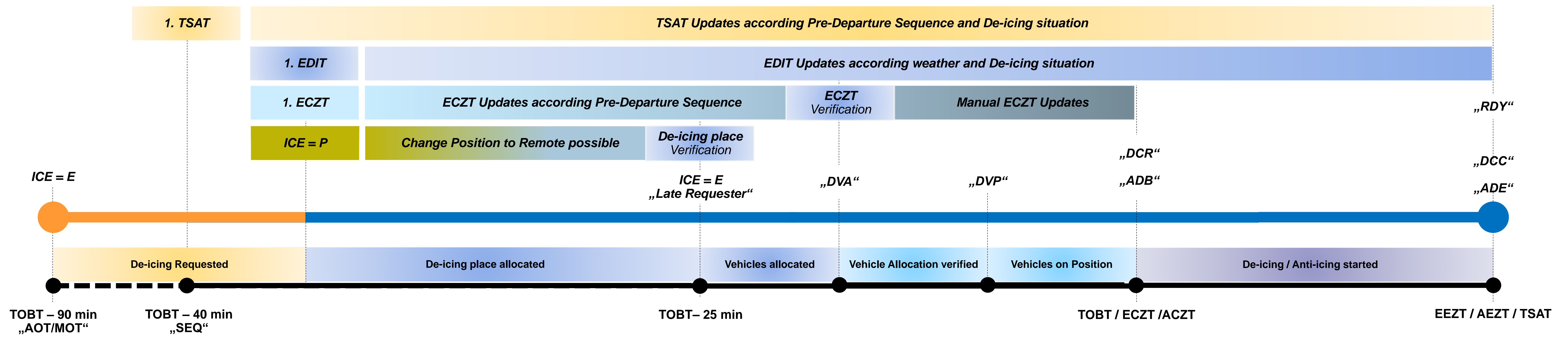


Position De-icing & Pre - Departure Sequence



Communication - Information

Info via	VHF / CSA-Tool	VHF / CSA-Tool	Ramp Display / VHF / ACARS / CSA-Tool	Ramp Display / VHF / CSA-Tool
Pilot	REQ VIA VHF / ACARS	MONITORING FREQUENCY	CALLING ICEMEN VIA VHF TO CLARIFY PROCEDURE	A/C READY FOR DE-ICING VIA VHF
N ^o ICE	FLIGHT LISTED 1ST INFO VIA VHF / ACARS	UPDATE (IF NECESSARY)	HANDOVER TO ICEMEN VIA VHF / PROCEDURE VIA VHF	TRANSMITTING ANTI-ICING CODE VIA VHF

Planning of De-icing / Anti-icing

Qualified Pre-Planning

When? ➔ After De-Icing Request from Pilot or Aircraft Operator

Important dependencies:

- Runway configuration
- De-Icing Demand
- De-Icing Capacity

Allocation of De-Icing Place

- Where? ➔ Position de-icing on aircraft parking stand (ICE = P)
 ➔ Remote de-icing on de-icing pad (ICE = R)

Planning of De-icing and pre-departure sequence

Verification of De-icing Place

- When? ➔ ECZT -25min or DVA
 What? ➔ De-icing place might be updated

Verification of Estimated Commencement of De-icing Time (ECZT)

- When? ➔ De-icing vehicle is allocated (Status „DVA“)
 How? ➔ Operator needs to monitor e.g. ECZT & CTOT
 What? ➔ ECZT might be updated

General calculation of Estimated Commencement of De-icing Time (ECZT)

➔ ECZT = TSAT - EDIT

De-icing / Anti-icing

Status „ADB“ De-icing started

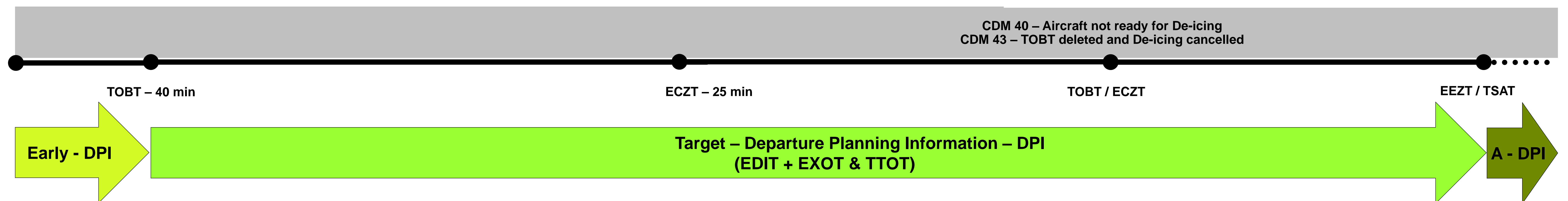
- When De-icing truck starts spraying the aircraft
- The Actual Commencement of De-icing Time (ACZT) is set

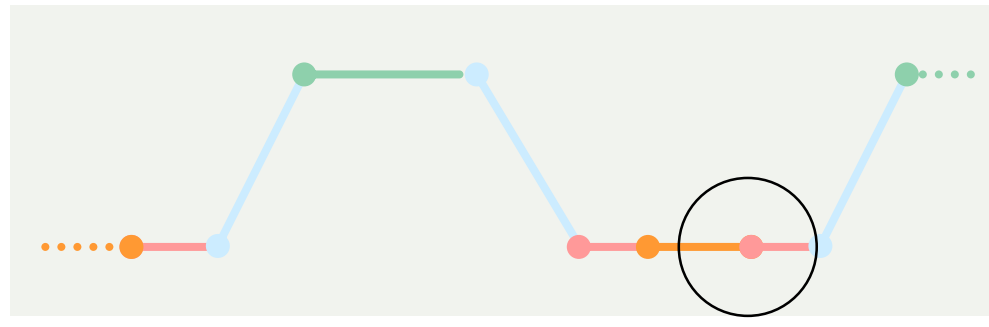
Status „ADE“ De-icing ended

- When De-icing truck finished spraying the aircraft
- The Anti-icing Code is transmitted to the pilot
- The Actual End of De-icing Time (AEZT) is set

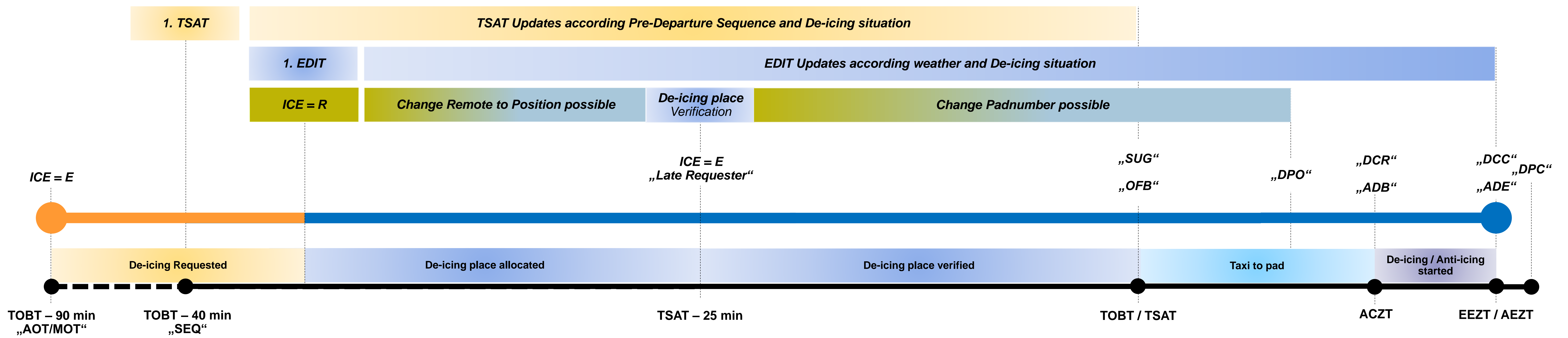
Aircraft not ready for De-icing

- Alarming via CDM 40, update of TOBT is expected within 5 minutes
- IF TOBT ist not updated, latest ECZT +10minutes, deicing trucks will be withdrawn and TOBT/TSAT will be deleted
- With deletion of TOBT De-icing is cancelled and the A-CDM process is stopped for this particular flight; Alarming via CDM 43 → Status STANDBY





Remote De-icing & Pre - Departure Sequence



Communication - Information

Info via	VHF / CSA-Tool	VHF / CSA-Tool	Ramp Display / VHF / ACARS / CSA-Tool	VHF / CSA-Tool
Pilot	REQ VIA VHF / ACARS	MONITORING FREQUENCY	START-UP REQ VIA VHF OR DCL	OFB-REQ VIA VHF A/C READY FOR DE-ICING VIA VHF
N*ICE	FLIGHT LISTED 1ST INFO VIA VHF/ARCARS	UPDATE (IF NECESSARY)	HANDOVER TO CLEARANCE / DELIVERY (TOWER) VIA VHF	TRANSMITTING ANTI-ICING CODE VIA VHF
Tower			START-UP GIVEN VIA VHF / DCL	
Apron			PUSH-BACK-GIVEN VIA VHF	TAXI-GIVEN VIA VHF HANDOVER TO ICEMAN PAD

Planning of De-icing / Anti-icing

Qualified Pre-Planning

When? → After De-Icing Request from Pilot or Aircraft Operator

Important dependencies:

- Runway configuration
- De-Icing Demand
- De-Icing Capacity / Pads open

Allocation of De-Icing Place

- Where? → Position de-icing on aircraft parking stand (ICE = P)
 → Remote de-icing on de-icing pad (ICE = R)

Planning of De-icing and pre-departure sequence

Verification of De-Icing Place

- When? → TSAT -25min or ASAT
 What? → De-icing place might be updated

Monitoring of DP planning and De-icing Times

- When? → Continuously
 How? → N*ICE and Apron Control will monitor DP planning

Remark: no ECZT will be published for Remote De-icing!!!

De-icing / Anti-icing

Status „ADB“ De-icing started

- When De-icing truck starts spraying the aircraft
- The Actual Commencement of De-icing Time (ACZT) is set

Status „ADE“ De-icing ended

- When De-icing truck finished spraying the aircraft
- The Anti-icing Code is transmitted to the pilot
- The Actual End of De-icing Time (AEZT) is set

