De-Icing & CDM Process

Winter 2014 Operations

21st November 2014
NOTAM-A3481/14 (Issued 31/10/2014)

• DURING FREEZING CONDITIONS, DEPARTING FLIGHT CREWS SHALL CONTACT ATC AT TARGET OFF BLOCKS TIME (TOBT) +/- 5 MIN AND REPORT READY FOR ON STAND DE-ICING OR READY TO PUSHBACK FOR REMOTE DE-ICING AS ADVISED TO FLIGHT CREW BY GROUND HANDLING AGENT

• IN THE CASE OF ON STAND DE-ICING, ATC WILL PROVIDE TARGET START APPROVAL TIME (TSAT) INFORMATION, CALCULATED TO INCLUDE THE ESTIMATED TIME FOR ON STAND DE-ICING ENTERED BY THE DE-ICING COMPANY AND ANY SUBSEQUENT START DELAY

• IN THE CASE OF REMOTE DE-ICING, ATC WILL PROVIDE START CLEARANCE AND TAXI INSTRUCTIONS TO THE REMOTE DE-ICING PAD

• NOTE: TOBT MUST NOT BE ADJUSTED TO INCORPORATE DE-ICING ACTIVITY
De-icing- what is required

• Airline/Ground Handler request de-icing from their contracted service provider
• GAL de-icing service providers to provide up to date information on:
  – whether the flight will be de-iced on stand or at a remote pad
  – the estimated start time (ECZT) & estimated end time (EEZT) of de-icing
  – the actual time that the de-icing rig arrives on stand
  – the actual start time (ACZT) & actual end time (AEZT) of de-icing

• **Note**: excludes deicing activity pre- first wave as this is completed well before TOBT and does not impact CDM process
Why is it so important to maintain the de-icing plan in IDAHO?

• **For accurate sequencing (TSAT & TTOT)**
  – If de-icing time is not entered into Idaho, DMAN will sequence the flight based on TOBT and the flight will be given a TTOT that it cannot achieve

• **For accurate DPI messaging for Networked CDM**
  – TTOT & deicing information is required for DPI (departure planning information) messages
  – DPI messages are sent to Eurocontrol to provide them with an up to date accurate TTOT for each departure flight
On stand de-icing process

- Ground handlers will still work towards TOBT
- TOBT will still be displayed on SEGS, as now
- Ground handler will select which flights require de-icing in IDAHO
- De-icing provider must enter de-icing planning information into IDAHO
- DMAN will use the planned end de-icing time (EEZT) instead of TOBT to sequence the flight, i.e TSAT is changed to no earlier than EEZT
- Pilot will call ready (ASRT) at TOBT +/- 5 min, as now
- ATC will advise the pilot of the expected TSAT
- After de-icing has started de-icing provider must enter the actual de-icing times in IDAHO.
- Pilot calls ATC for pushback clearance and start approval (ASAT) with tug attached and de-icing is complete
- ATC gives start approval
- Aircraft is pushed off blocks (AOBT)
Remote de-icing process

• Ground handlers will still work towards TOBT for end of ground operations
• TOBT will still be displayed on SEGS as now
• Ground handler will select the flights in IDAHO that require de-icing
• De-icing provider must enter planning information into IDAHO
• DMAN will take the deicing information and add the de-icing duration to the VTT so that the TTOT calculation takes into account the time to de-ice at the remote pad
• Pilot will contact ATC and call ready (ASRT) at TOBT +/- 5 min tolerance with tug attached as normal
• ATC will give start approval (ASAT) and allocate remote pad in DMAN, which will then be displayed in IDAHO
• Aircraft is pushed off blocks (AOBT) & taxis to allocated remote pad
• After de-icing has started you must enter the actual de-icing times, in IDAHO
De-Icer’s Quick Guide to IDAHO Updates for On stand de-icing

**Step 1**
Deicing flag defaults to ‘O’ for on stand de-icing. Enter planned deice start time (ECZT) & de-icing duration (EDIT). EEZT will auto populate.

**Step 2**
Enter the time the de-ice rig arrives on stand.

**Step 3**
Enter the actual start time of de-icing (ACZT).

**Step 4**
Once de-icing has completed, enter the actual end time of de-icing (AEZT).

**REMEMBER:**
- What you enter has a direct impact on TSAT & TTOT so take care!
- If the TOBT changes for a flight (this will highlight in green as shown), you must update the planned de-icing times.
- If de-icing is no longer required, you must delete any de-icing data for the flight: De-ice Flg, ECZT, EDIT, EEZT, Rig on stand, ACZT & AEZT so that DMAN can allocate an earlier TTOT for the flight where possible.
De-Icer’s Quick Guide to IDAHO Updates for Remote de-icing

**From TOBT-20:**

**Step 1**
De-icing flag defaults to ‘O’ for on stand de-icing. Enter ‘R’ to change it to Remote de-icing.

**Step 2**
Enter de-icing duration (EDIT)

**Step 3**
Once the remote pad is assigned by ATC, enter both planned start time (ECZT) & end time (EEZT)

**From Start of De-icing:**

**Step 4**
Enter the actual start time of de-icing (ACZT)

**Step 5**
Once de-icing has completed, enter the actual end time of de-icing (AEZT)

**REMEMBER:**
- What you enter has a direct impact on TSAT & TTOT so take care!
- If the TOBT changes for a flight (this will highlight in green as shown), you must update the planned de-icing times
- If de-icing is no longer required, you must delete any de-icing data for the flight: De-ice Flg, ECZT, EDIT, EEZT, ACZT & AEZT so that DMAN can allocate an earlier TTOT for the flight where possible.
Ground Handler’s Quick Guide to requesting de-icing in IDAHO

Ground handler will select which flights require de-icing in IDAHO, using the de-icing required field.