

## REMOTE DEICING BAY

### ENGINES ON

On these deicing bays, de-icing operations must **ONLY** be conducted with running engines.

### DEFINITION

#### ECZT

Estimated Commencement of De-icing Time. The estimated time (calculated by the platform) when De-icing operations of an aircraft are expected to start.

#### TSAT

Represents the time provided by ATC at which an aircraft can expect start up/push back approval, taking into account TOBT, CTOT and ECZT. It is issued at EOBT - 40' (any conflict has to be solved previously).

TSAT is communicated to the pilot initially by Handling Agent OPS Office.

#### TOBT

Target Off-Block Time.

The TOBT has influence on deicing queue, so it is mandatory to update it as early as possible with the most accurate prevision.

#### READY

To improve punctuality and reduce delays it is recommended to call for Ready not later than TOBT +0'.

### WARNING!

#### DEICING REQUEST AFTER PUSHBACK

If de-icing is requested after leaving the parking position, the aircraft will be instructed to return to the stand and will be re-sequenced taking the new de-icing request into consideration.

### NOTES

#### NEED TO UPDATE EOBT?

EOBT must be updated if the difference between EOBT and TOBT is >15'. No update is required after ARDT or in presence of CTOT.

#### DEICING SEQUENCE

Deicing sequence is established according to TOBT and, if present, CTOT later than 40' from the TOBT.

#### AIRCRAFT NOT READY AT TOBT + 5'

The TOBT is deleted and the flight is removed from the Deicing sequence. When the new TOBT is inserted, the flight will be placed in the first position available to not penalize the other aircrafts.

Anti-icing fluid:

**TYPE II Clariant Safewing MP II Flight**

**DEICING REQUESTS** shall be requested through the ramp agent until **TOBT -40'** and however not later than 25' before TOBT to avoid late sequencing.



After Start-up approval the aircraft will be guided by GND to the deicing bay.

Once there, pilot shall monitor  
**131.680 MHz\***  
**Deicing Operations** frequency  
waiting for a call

\*This frequency must be used for deicing procedures only.



When the treatment is completed  
**Deicing operations** will  
communicate the post deicing check  
and will release the aircraft to the  
frequency

**GND 121.7 MHz 06-22 (05-21)UTC**  
or  
**TWR 120.2 MHz 22-06 (21-05)UTC**  
to be guided to the runway.

## PARKING STAND

Anti-icing fluid:

**TYPE II Clariant Safewing MP II Flight**

### DEFINITION

#### ECZT

Estimated Commencement of De-icing Time. The estimated time (calculated by the platform) when De-icing operations of an aircraft are expected to start.

#### TSAT

Represents the time provided by ATC at which an aircraft can expect start up/push back approval, taking into account TOBT, CTOT and ECZT. It is issued at EOBT - 40' (any conflict has to be solved previously).

TSAT is communicated to the pilot initially by Handling Agent OPS Office.

#### TOBT

Target Off-Block Time.

The TOBT has influence on deicing queue, so it is mandatory to update it as early as possible with the most accurate prevision.

#### READY to DEICE

To improve punctuality and reduce delays it is recommended to call for Ready to Deice not later than TOBT +0'.

#### CLEAR ICE - Tactile Check

Must ONLY be done at the STAND with engines off.

**DEICING REQUESTS** shall be requested through the ramp agent until **TOBT -40'** and however not later than 25' before TOBT to avoid late sequencing.

When ready\*, pilot shall contact **Aerodrome Operations (not ATC) on 131.480 MHz** asking for **READY to Deice status at TOBT ±5'**

(If you expect not to be ready within the specified tolerance, UPDATE your TOBT, otherwise it will be **deleted**)

\*Ready means:

- Loading-bridge retracted, if applicable;
- All doors closed;
- Stand clear of vehicles and personnel;
- Aircraft configured for Deicing; (preferable)

### WARNING!

#### DEICING REQUEST AFTER PUSHBACK

If de-icing is requested after leaving the parking position, the aircraft will be instructed to return to the stand and will be re-sequenced taking the new de-icing request into consideration.

### NOTES

#### NEED TO UPDATE EOBT?

EOBT must be updated if the difference between EOBT and TOBT is >15'. No update is required after ARDT or in presence of CTOT.

#### DEICING SEQUENCE

Deicing sequence is established according to TOBT and, if present, CTOT later than 40' from the TOBT.

#### AIRCRAFT NOT READY AT TOBT + 5'

The TOBT is deleted and the flight is removed from the Deicing sequence. When the new TOBT is inserted, the flight will be placed in the first position available to not penalize the other aircrafts.

**Aerodrome Operations** checks that the a/c is actually **READY** and instructs the pilot to monitor frequency **131.680 MHz\*** to be contacted by **Deicing Operations** at **ECZT**

\*This frequency must be used for deicing procedures only.

When the treatment is completed **Deicing operations** will communicate the post deicing check and will release the aircraft to the frequency

**GND 121.7 MHz 06-22 (05-21)UTC**

or

**TWR 120.2 MHz 22-06 (21-05)UTC**

for start-up and ATC clearance