

DE-ICING OPERATIONS

Gate De-icing – Originating Flights

- Gate de-icing is approved for environmental frost under the following conditions:
 - Active precipitation is not forecasted for the operational period.
 - Apron conditions are such as to allow the recovery of spent fluid (no snow, ice, sand, gravel, etc.).
 - The required fluid to de-ice is optimal for the presenting frost and up to the minimum 1 litre/square metre.
 - Winds are light to variable (8 knots).
- De-icing for originating flights will take place 60-90 minutes before scheduled departure time.
- Staff will conduct initial inspection of acft to determine the requirement for de-icing and will proceed with spray if reqd.
- Airlines must ensure acft are configured and ready for de-icing prior to the above time. De-icing will take place under the assumption that originating flights are configured.
- De-icing confirmation will be sent electronically or via fax to airline operations following de-icing. Flight crews requiring additional information may contact PAD CONTROL on 122.92.
- Communication during gate de-icing between the flight crew and the gate de-icing coordinator (DEICE COOR) shall be on freq 130.70.
- No holdover time is provided for on gate de-icing.
- The process of “**Pre-Spray**” (Lines 2-3) 60-90 mins before push is being reviewed due to frost regeneration (fall weather patterns with high humidity and close OAT/DP spread).
- Unless requested of de-ice crews, the PIC is responsible for “**Pre-flight take off inspections**.” Any treatments by de-ice crews for Pre-Sprays will be followed by an “**appropriate post de-ice inspection**.” The “**Pre-Spray**” treatments 60-90 mins before push do not include a “**pre-take off**” inspection.

Gate De-icing – Turn Flights

- All conditions of gate de-icing exist from above list.
- De-ice crews will not interact with turn aircraft unless requested – Contact PAD CONTROL on 122.92 to arrange. There will be no pre-emptive contact with the aircraft without request for service. Pre-take off De-ice check remains with the flight crew unless a live spray is completed at pushback.

Centralized De-icing Facility Operations

- Flow – North to South
 - Entry point is K or AA via Alpha. Acft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
 Flow – South to North
 - Entry point is CC or BB via Alpha. Acft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
- Follow taxi instructions via East Line to Bays 1, 2, 3 via West Line Bays 4, 5, 6.
- Aircraft will be staged on the East/West Line short of AA/BB when necessary.
- When exiting CC/K – Acft must maintain listening watch on the E/W staging lines on 122.92 until reaching Twy A.

NOTE: Aircraft intended on returning to terminal gates after de-icing must drip dry for 25 minutes on CDF.