



Operators' Instructions

Aircraft De- & Anti-icing

01 OCT 11 – 30 APR 12

Operators' Instructions – Aircraft De/Anti-icing

1. General Terms

This instruction contains the operational provisions for aircraft de/anti-icing at Copenhagen Airport.

Aircraft de/anti-icing normally takes place between 01oct and 30apr, and is only permitted on the remote de-icing platforms on TWY A, TWY B or TWY V. Preventive anti-icing is permitted on platform V or B i.e. when an aircraft is towed from hanger to stand in the morning. Local frost preventive anti-icing of aircraft is allowed on the stands.

All aircraft types taxi under own power to the de-icing platforms and will be de/ anti-iced with engines running. As a consequence the de-icing staff must be aware of the risk of jet blast.

Designated VHF-frequencies must be used for communication during the de-icing. The appropriate frequency is displayed on the platform.

It is the de-icing operator's responsibility that certified de-icing staff is available at the platforms when required. For each aircraft the de-icing staff will arrange the extent of the de/anti-icing in agreement with pilot-in-command.

Due to surplus de-icing fluids the platforms may be slippery and braking action may be reduced.

SGH and CFS perform aircraft de/anti-icing. CPH is responsible for coordinating the use of the platforms and NAVIAIR acts as de-icing coordinator on behalf of CPH.

The number of de-icing operations will be adjusted according to the current runway departure capacity. An extended waiting time for de-icing is not necessarily due to lack of de-icing capacity but a result of the adjusted runway capacity.

2. Request for aircraft de/anti-icing

Request for de-icing must be addressed to KASTRUP APRON when the aircraft is ready for departure that is passengers are boarded and loading hatches are closed.

Between 0000-0600 hours local time, requests should be submitted as early as feasible – if possible upon arrival – as some waiting time might be expected.

- KASTRUP APRON issues the aircraft with a queue-number for the de-icing platform in question. These queue-numbers will generally reflect the order in which the requests were received - equally distributed among each de-icing operator.
- A ground handler is permitted to swap of queue -numbers within his own customers.
- Naviair or CPH/ Stand Allocation can, in the interest of the overall airport performance, change the queue sequence among customers of the same ground handler.
- Naviair or CPH/Stand Allocation can, in situations where the traffic operation is slowed down by the handler divided de-icing, temporarily suspend the agreement.
- KASTRUP APRON can however, for operational reasons, override the queue-numbers. The platform in question will be given with the taxi clearance.

3. De-icing Platform TWY A

The VHF frequencies 123.400 MHz (Lane 1 and 2) and 130.650 MHz (Lane 3) are used.

This de-icing platform is a bypass position adjacent to TWY A, and is located within the apron area. The platform surface has a special dense coating on top. The de-icing staff must activate the fluid storage system before commencing de-icing on the platform.

The platform can be used by ICAO groups A-F. The platform can be used in either clockwise or counter-clockwise direction. Taxiway centreline lights and de-icing facility exit lights on the platform will be active during operation and is operated from KASTRUP TOWER.

Three lanes/de-icing positions are available on this platform and can be used for either two group C aircraft or one E (max.): Lane 1 (East), lane 2 (Centre) and lane 3 (West). When lane 1 and 3 are in use both centerlines will be activated. If lane 2 is in use the centerline 2 is activated and the centerlines of lane 1 and 3 will be switched off automatically.

- After entering the platform group C aircraft must stop at the yellow "WAIT" indication on the surface.
- When the assigned lane is vacant, the aircraft may taxi forward and stop when pilot-eye is abeam the yellow stop line on the surface at the deicing position.
- The aircraft is then de/anti-iced as agreed with the de-icing staff.
- The pilot-in-command must await ALL CLEAR signal (thumbs up) from the de-icing staff before requesting taxi clearance from KASTRUP TOWER. The aircraft must not vacate the position until taxi clearance has been given.
- The de-icing vehicles must remain at their designated parking positions while the aircraft is taxiing.
- KASTRUP APRON will notify the de-icing staff, in case of a longer break in the use of the de-icing platform, in order to switch off the fluid storage system.
- The adjacent 'Syvstjernevej' can only be used by Fire & Rescue vehicles on emergency response and by vehicles servicing the ILS-equipment in the area. Flashing lights are placed on 'Syvstjernevej' will be activated whenever the platform is in use.

4. De-icing Platform TWY B

The VHF frequency 131.650 MHz is used.

This deicing platform is a bypass position adjacent to TWY B. It is located within the apron area at the southeast end of the perimeter system (TWY Y and TWY Z).

The platform surface has a special dense coating on top.

The platform can be used by ICAO group A-E aircraft. The platform can be used in either clockwise or counter-clockwise direction.

- Taxiway centreline lights, stopbar lights towards TWY B and the traffic signal will be active during operation.
- After entering the platform the aircraft must stop at the yellow "WAIT" indication on the surface.
- When the deicing lane is vacant, the aircraft may taxi forward in accordance with the traffic signal.
- The traffic signal (green/amber/red lights) provides guidance of the aircraft. The signal is manually operated by the de-icing staff.
- The traffic signal initially shows flashing green light (GO) for 'taxi ahead', then flashing amber light (CAUTION) for 'slow down' and finally red light (STOP) for 'stop' at the deicing position. The traffic light will be switched off shortly after the aircraft has stopped.
- The aircraft is then de/anti-iced as agreed with the de-icing staff.
- The pilot-in-command must await ALL CLEAR signal (thumbs up) from the de-icing staff before requesting taxi clearance from KASTRUP APRON. The aircraft must not leave the platform before the clearance is granted.
- The aircraft must not vacate this position until taxi clearance given.
- The deicing vehicles must remain at their designated parking positions while the aircraft is taxiing.

5. Deicing Platform TWY V

The VHF frequency 131.975 MHz is used.

This deicing platform is located on TWY V within the apron area.

The platform surface has a special dense coating on top. An INOGON stop system is providing guidance of the aircraft.

The platform can be used by ICAO group A-D aircraft. The platform can be entered from east or west.

- ICAO group A and B aircraft must stop with when pilot-eye is abeam the yellow stop line on the surface at the deicing position.
- ICAO Group C and Code D aircraft must stop as indicated by the INOGON light on the south side of TWY V.
- The aircraft is then de/anti-iced as agreed with the de-icing staff.
- The pilot-in-command must await ALL CLEAR signal (thumbs up) from the de-icing staff before requesting taxi clearance from KASTRUP APRON.
- The aircraft must not vacate this position until taxi clearance given.
- The deicing vehicles must remain at their designated parking positions while the aircraft is taxiing.
- Stand F94 and F96 are closed, when the deicing platform V is used.
