

EDDF - DeIcing

At Frankfurt de-icing is done around 50% at the parking position and 50% remote on the deicing pads. All outbounds should request remote deicing if required prior startup! Depending on the aircraft type (3/4 engine or A388) and departure runway (25C), remote deicing request can be denied and the outbound has to deice on position prior pushback.

De-Icing Pads

For **departures out of runway 18 (and 07) DP1 and DP2 are primary used**, while for **departures out of runway 25/07 DP4 (and DP3)** are preferred if deicing on the position is not possible. Most of the pads have an east and west part, where simultaneous de-icing is possible.

DP	Location	max. Usage
DP1	west of runway 18	Code E + B748
DP2C	west of runway 18	Code E + B748
DP2E / DP2W	west of runway 18	Code C (B739/A321)
DP3E / DP3W	N7 blue/orange - facing north (!)	Code C (B739/A321)
DP4E / DP4W	V159 / V161- facing south (!)	max. 2 engined heavies
DP5	G16A	not used

Outbounds on the southern apron need to use one of the pads on the northern side if deicing on the position is not possible.

A380s have to **de-ice on position** prior pushback!

As soon as the aircraft is on the pad the pilot need to contact the "ice house" to coordinate the deicing process and further details (no Apron duty). After deicing the outbound needs to contact Apron again for further taxi to the holdingpoint.

“ **Frankfurt Apron:** DLH123 continue to DP2 Center, hold abeam the eyeline and contact ice house.

Icehouse (all deicing duties itself and communication with the pilot) is not simulated at Vatsim Germany!

Pad Usage

Outbounds with **3 or 4 engines** departing **runway 25C** should always be **deiced on position** prior pushback!

DP1: Primarily used for heavy traffic (preferred for 3/4-engine) for runway 18, possible for traffic departing runway 07C.

DP2: Pad East and West is primarily used for traffic departing runway 18 and can be used for traffic departing runway 07C when required. DP2C is rarely used and only if no code C aircraft is waiting for de-icing.

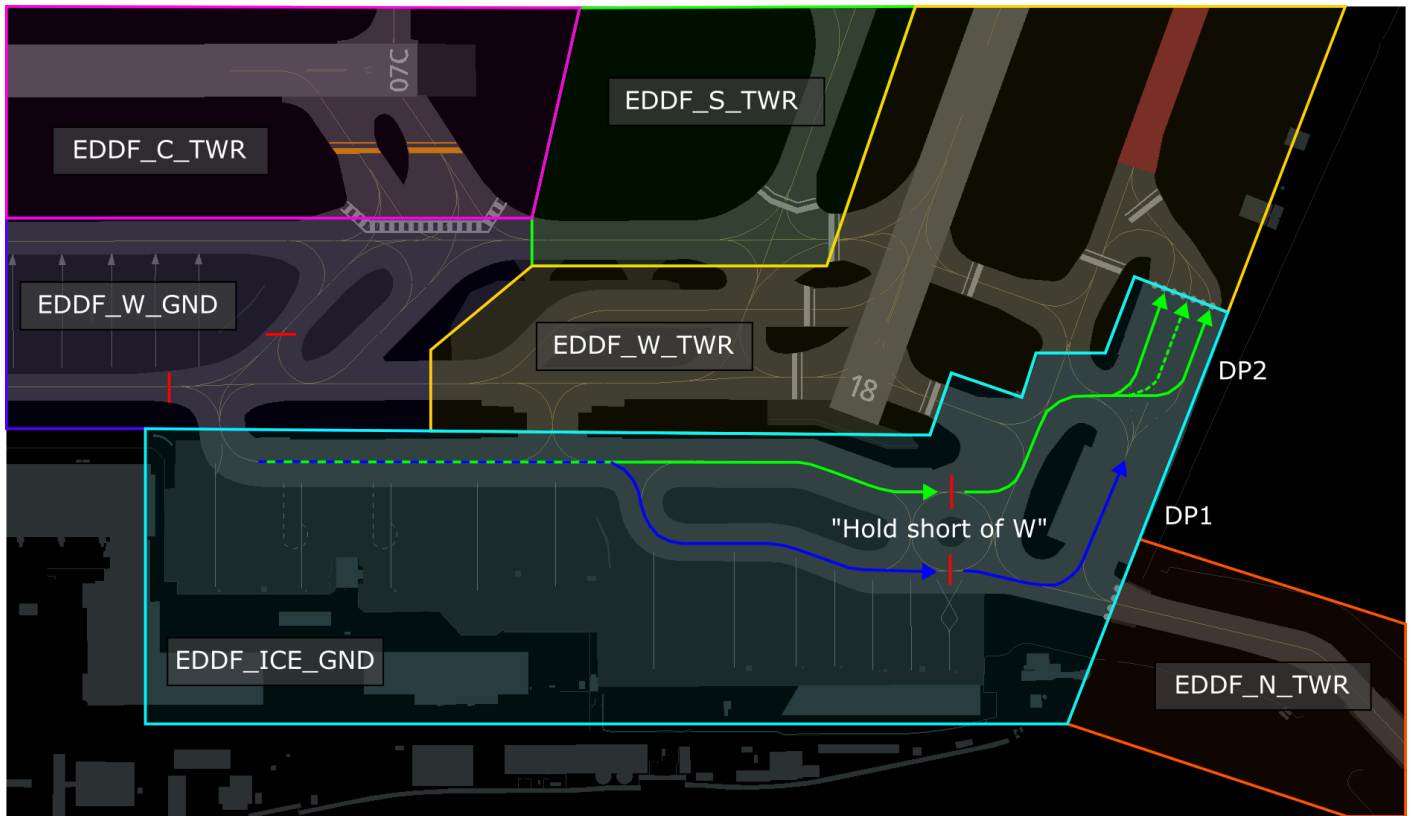
DP3: This pad is not preferred and should only be used when there is too much traffic for DP4 or DP1/DP2. Usually only used for traffic departing runway 25C/07C. When one of the pads is used, it's not possible to taxi via N7-orange/blue at all. Center Apron is always responsible for traffic to and from DP3.

DP4: Preferred for departing traffic out of 25C/07C, but can be used for traffic departing runway 18 as well. Center Apron is responsible for traffic to the de-icing pad. Traffic leaving DP4 need to be coordinated or transferred to West Apron for taxi out.

De-Icing Apron

This position is only staffed during a high demand of remote deicing at DP1 and DP2. When the station is not staffed, West Apron is responsible for traffic to and from DP1 and DP2.

De-Icing Apron is **only responsible** for traffic sequencing planned on **DP1 and DP2** as well as the Apron area at N-North/P1 (incl. F231 - F238 and V266 - V270).



AoR De-icing Apron

Inbounds and traffic for the pads is handed over from West Apron free off conflicts short of N15/N. Outbounds for DP1 and DP2 will not cross runway 18, they always have to use N-North/P1! Outbounds on the positions in this area are handed over from Delivery direct to De-Icing Apron.

Handoff Tower: Outbounds from DP1 are send by Apron to W1 (18 departure) or W3 (07 departure for crossing runway 18) free of conflict. Outbounds from DP2 need to contact Tower to continue taxi to W3. All traffic is send to DFTW.

07 Departures: All 07C departures from DP1 and DP2 have to cross runway 18 via W3 - L. **Apron West is responsible to keep L** between runway 18 and L21 **clear** for traffic to runway 07C.

P1 can be closed on request by De-Icing Apron when to much traffic is waiting for deicing on P1/N-North.

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