



Operations Memorandum

To: CVG Airlines and Deice Teams

From: Brian Cobb, VP - Customer Experience

Subject: Deice Procedures – 2015/16 Season

Date: September 25, 2015

Additional air carriers, larger gage aircraft, and deicing contract changes necessitate the movement and sharing of pad assignments. KCAB, with Airlines' and Deicing Contractors' input, is outlining the following to enhance safety and consistency for the 2014-2015 season. NOTE: Pad assignments may be subject to change based on weather and or glycol containment conditions.

Pad 7

- Airlines: Delta, FedEx
- Contractors: IDS (Allegiant, United)

Pad 8

- Airlines: MD80's/90's, DHL 767 operators and feeders, Delta (any type)
- Contractors: ASIG

Pad 10

- Delta

Pad 13 [Using alpha-characters from West (left) to East (right). The assignments look like]

- "A, B, C, D" – [Mainline-type limited to A320/B737 (A&D) or smaller and RJ/ERJ-types (B&C)]
- Airlines: Air Canada, American/US Airways, Frontier
- Contractors: ASIG

Pad 12 (Delta Jet Center)

- Ultimate Air Shuttle

As a reminder to all operators, we must jointly avoid extended tarmac delays. We ask that the following procedural steps be used when sending aircraft to the pad.

1. Deice Team
 - a. Confirms pad is open and operational (call to 7777 followed by flashing green light on Concourse C building face)
 - b. Upon completion of deicing, will radio the pilot to contact Delta Ramp tower for further taxi direction to intersection assignment and hand-off to FAA Tower.
 - c. Upon completion of deicing services, the designated person will update KCAB's SurveyMonkey data capture tool. The site can be found at <https://www.surveymonkey.com/r/deice1516>
2. Ops/Ramp Prior to pushback:
 - a. Relay pad assignment and letter to flight crew.
 - b. Confirm with Deice team that the pad is clear and able to accept; this supports efforts to safely meter activity to/from pad and prevent extended tarmac delays and/or holdover concerns.
 - i. KCAB has asked Delta Ramp Tower to provide feedback if effective metering is not used whereby causing taxilane holdouts while waiting for the assigned pad.
3. Pilot
 - a. Communicates pad assignment and letter to Delta Ramp Tower.
4. Delta Ramp Tower
 - a. Clears the pilot to commence pushback and taxi to pad assignment.
 - b. Spot "A" assigned aircraft (Frontier A319/320) will be routed north of Concourse C along 7N or 7S, then south along Echo.

NOTE

The service roads around Concourse C are within the deicing pad red-painted limit lines. Aircraft, personnel and equipment may be positioned near or in the service road during deicing operations. All vehicular traffic using the service roads must remain vigilant during deicing events.

NOTE

The Object Free Area (OFA) for the adjacent taxilane south of Pad13 is visually represented by the outside service road marking.

