

10.0 APPENDIX 5: AIRCRAFT DEICING PLAN**10.1 DEICE RAMP 13****Overview**

- (a) Deice Ramp 13 supports centralized operation of:
 - (1) Ramp snow removal personnel and equipment.
 - (2) Deice personnel and equipment.
 - (3) Containment of spent deice fluid and reclamation processes.
- (b) Seven (7) alphabetic line designators, Lines A through G oriented north-to-south. Deicing assignments are determined annually, prior to deicing season.
- (c) All Lines are to be considered common-use and non-exclusive, supporting alternate access in the event a carrier/operator experiences and issue causing a line(s) to be temporarily closed for further use.
- (d) All Lines support Group III aircraft.
- (e) Lines A supports ADG V aircraft.
- (f) Line F supports ADG VI aircraft.
- (g) Sufficient north-south distance exists to support multiple aircraft queuing on a single line; aircraft will be prohibited from blocking Taxilanes Ramp 2N, 2C and/or 2S.
 - (1) This is critical to allow for arriving aircraft flow from Runway 18C/36C to the concourses.
 - (2) CVG Ramp Tower will primarily communicate taxi instructions using Taxilane Ramp 2S when guiding aircraft to Deice Ramp 13 and Taxilane Ramp 2N when guiding aircraft FROM Runway 18/36C to the concourses.
- (h) Vehicle safety zones 20ft. in width are established between each deicing line to allow for vehicle staging.
- (i) Given low light conditions on Pad 13, deice operators may opt to rent/purchase/place their own light plants within the red-hashed Vehicle Safety Zone. There is ample clearance for deice trucks and staged light plant(s) at the sole discretion of the deice operator who will assume all safety responsibilities associated with the same. Should this be optioned, coordination must occur with KCAB in support of any area treatment or expedited snow removal.

Remote Aircraft Parking

- (a) Up to 12 additional remote parking spots are available on Deice Ramp 13 depending on orientation and line used.
- (b) Remote aircraft parking will not be performed on Pad 13 during deicing season (approximately October – April).

Deicing Operations (also applies during training events)

All airlines/ground handlers, airlines and airports are required by law to mitigate extended tarmac delays. We ask that the following procedural steps be used when sending aircraft to the pad.

- (a) Airline or Contract Ops/Ramp Personnel
 - (1) Prior to pushback.

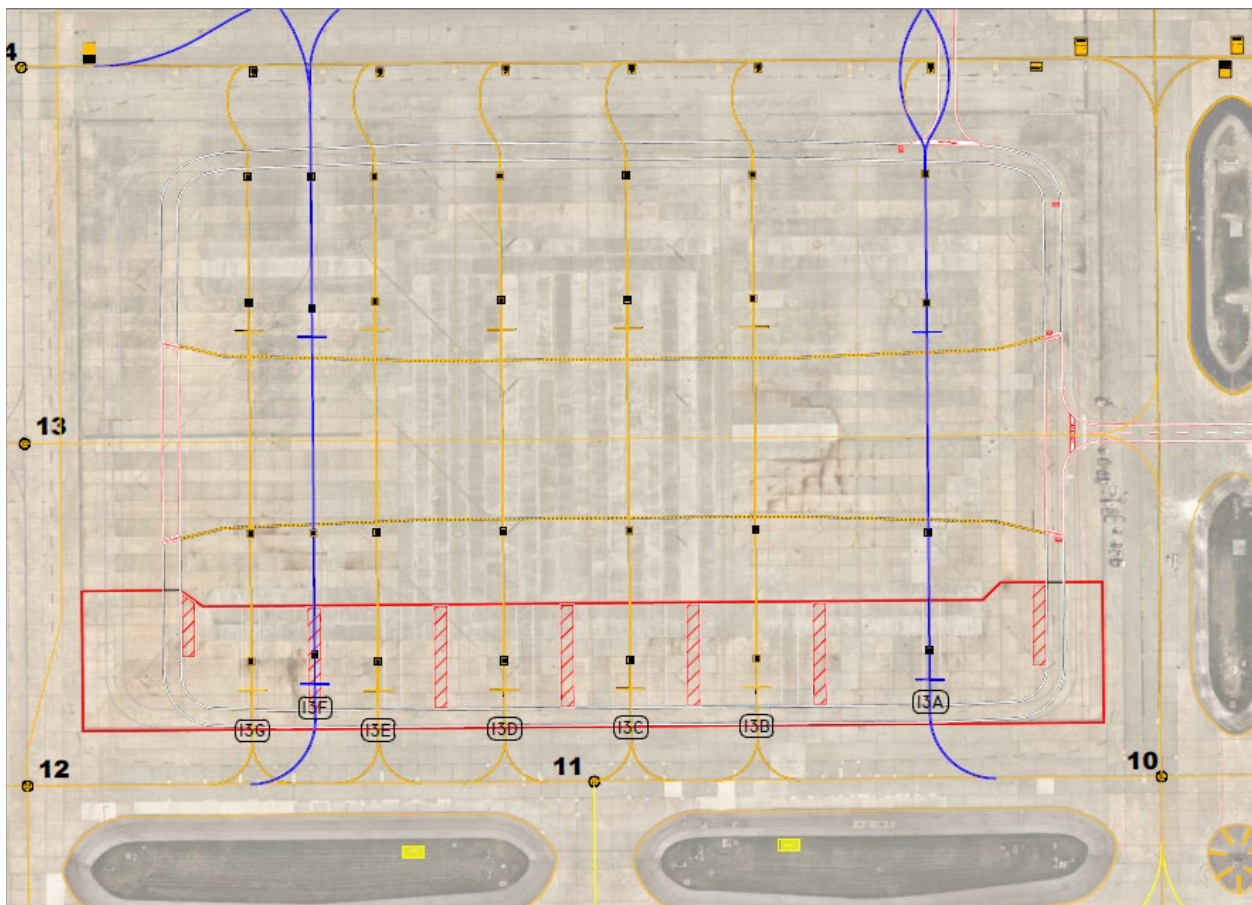


- i. Relay numeric pad and alphabetic line assignment (Pad 13 only) to flight crew.
 - ii. Communicating pad and lane assignment, i.e. "Deice Ramp 13, Line A", is critical to ensure that other taxi communications with CVG Ramp Control and/or FAA ground controllers are not confused with taxilane names, "Taxilane Foxtrot"
- (2) Confirm with deice team that the assigned pad/pad line is clear and able to accept; the airline/ground handler must meter aircraft off the gates and to the assigned pad to prevent extended tarmac delays and deice holdover time concerns.
 - i. KCAB has asked CVG Ramp Tower to provide feedback if effective metering is not used resulting in taxilane congestion while waiting for the assigned pad.
 - ii. KCAB, like airlines, is bound to Extended Tarmac Contingency plans as mandated by the DOT. KCAB will take proactive measures to ensure passengers are not stranded onboard aircraft beyond three hours (domestic) or four hours (international) or greater. KCAB's plan may be found in detail at CVGairport.com.
- (b) Flight Crew
 - (1) Receives numeric pad and alphabetic line assignment.
 - (2) Communicates numeric pad and alphabetic line assignment to CVG Ramp Tower.
 - (3) Receives taxi clearance from CVG Ramp Tower.
 - (4) Communicates to ramp to commence pushback.
 - (5) Taxis to deice pad via CVG Ramp Tower instructions.
 - (6) Remains on CVG Ramp Tower frequency 130.9 at all times until departing the Pad which supports.
 - i. Radioing emergency conditions (e.g. smoke in the cabin)
 - ii. Listening for "Deice Ramp 13 Emergency All-Stop", if issued by CVG Ramp Tower to cease all movement on the pad for emergent safety conditions.
 - (7) Identifies alphabetic line by
 - i. Visually identifying company/contracted deice vehicle acting as a "Follow-Me" guide that will be positioned online assignment.
 - ii. To be used by the first aircraft into the pad.
 - iii. Also, to be used during low visibility operations, upon request to company/contracted deice vehicle; be alert for activation of the Airport's Surface Movement Guidance Control Systems (SMGCS) plan that may be in place during extreme low visibility conditions.
 - iv. Visually identifying preceding company aircraft tail and/or other operator(s) assigned to the same contracted deice vendor.
 - (8) Proceeds onto the designated line assignment.
 - i. For the first aircraft on the line assignment, hold short just south of the mid-point (line designator box) until visual confirmation is given by the deice operator to bring the aircraft to a full stop inside the Deice Zone.
 - ii. Multiple aircraft may occupy the designated line. This is at the flight crew's discretion based upon the safe proximity to the aircraft ahead.
 - iii. The last aircraft in line must be inside the north vehicle

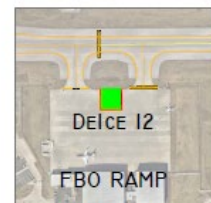


service road boundary to prevent blocking Taxiway Ramp 2S. The deice operator is responsible for ensuring this standard is maintained or advising last aircraft crew by radio accordingly.

- (9) Follow routine company deicing procedures.
- (10) Contact CVG Ramp Tower for authorization to depart the pad and taxi instructions to the nearest intersection assignment and subsequent hand-off to FAA Ground. **DO NOT contact FAA Ground from Pad 13.** Flight crews MUST wait until they reach the designated FAA intersection "Spot" assignment.
- (11) Each deice line designation has an FAA intersection "Spot" assignment. They are (see depiction below)
 - i. 13A & B – Ramp 3, Spot 10
 - ii. 13C, D, – Ramp 3, Spot 11
 - iii. 13E, F & G – Ramp 3, Spot 12
- (12) Once at the Spot, contact FAA Ground Control for further taxi sequencing.

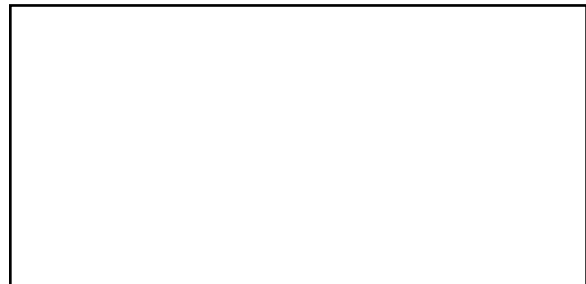


LANE ASSIGNMENTS - EAST to WEST
 (13A)(13B) DELTA
 (13C) SOUTHWEST
 (13D)(13E)(13F)(13G) IDS



(c) Deice Team

- (1) Confirms deice pad is open and operational.
 - i. Pad indicator lights (“wig-wag”) must be flashing green.
 - ii. Notify the Airport Operations Center (859-767-7777) to activate pad containment pumps if pad light is not flashing green. No deicing may occur until the pumps have been activated and lights flashing green.
 - iii. Deice personnel must not assume that another deice operator has verified the lights are active and pad ready for deice; if the deice operator is unable to visually see the lights from their assigned position (e.g., blowing snow), they must drive to a position using the vehicle service road where they can visually verify the lights have been activated.
- (2) Confirms for Ramp/Ops Personnel that you are ready to accept aircraft.
- (3) Always monitor two radio frequencies.
 - i. Company frequency for direct communication with the flight crew.
 - ii. CVG Ramp Tower frequency 130.9 to maintain listen-and-avoid situational awareness for taxi instructions for all aircraft departing the pad.
- (4) Maintains situational awareness for aircraft departing the pad to ensure everyone’s safety in consideration for:
 - i. Aircraft cleared to cross the vehicle service road.
 - ii. Jet blast hazards
 - iii. Wayward aircraft taxiing in the incorrect departure direction and/or aircraft taxiing along the adjacent taxilane, given the deice vehicles in/adjacent to the vehicle service road (VSR).
- (5) Using the deice vehicle, acts as a “Follow-Me” guide for company aircraft.
 - i. Stage towards the northern part of the pad on the designated line until the aircraft confirms they have a visual on your vehicle.
 - ii. Proceed in a southbound direction on the designated line.
 - iii. Use the “Follow-Me” steps for the first aircraft into the pad.
 - iv. Also, to be used during low visibility operations, upon request to company/contracted deice vehicle; be alert for activation of the Airport’s Surface Movement Guidance Control Systems (SMGCS) plan that may be in place during extreme low visibility conditions.
 - v. For the first aircraft in the pad, radio to the flight crew to hold short just south of the mid-point (line designator box) to allow the deice personnel to safely move out of the way and continue routine marshalling practices to the stop bar.
- (6) Monitors succeeding aircraft in queue. Multiple aircraft may occupy the designated line. This is at the flight crew’s discretion based upon the safe proximity to the aircraft ahead.
 - i. The last aircraft in line must be inside the north vehicle service road boundary to prevent blocking Taxilane Ramp 2S. The deice operator is responsible for ensuring this standard is maintained or advising last aircraft crew by radio accordingly.
- (7) Upon completion of deicing the aircraft, radios the pilot to contact CVG Ramp Tower for further taxi direction to the assigned intersection assignment and hand-off to FAA ATCT.
 - i. Monitoring the CVG Ramp Tower, confirms that the company aircraft has been given the assigned Ramp 3



Spot intersection. For express safety concerns, under no circumstances should the company marshaller give the all-clear to taxi signal without listening for this confirmation.

(d) CVG Ramp Tower

- (1) Visually confirm the Wig-Wags are operating for Deice Ramp 13.
- (2) Upon request, clears flight crew to commence pushback and taxi to pad and line assignment.
- (3) Maintains orderly flow of aircraft to Deice Ramp 13, transitioning aircraft to Taxilane Ramp 2S prior to reaching Taxilane G.
- (4) Maintains a means of access to the Concourses using Taxilane Ramp 2N.
- (5) Monitors succeeding aircraft in queue that the last aircraft in queue does not protrude into the VSR.
- (6) Be alert for activation of the Airport's Surface Movement Guidance Control Systems (SMGCS) plan that may be in place during extreme low visibility conditions.
- (7) Monitors ramp control of Pad 13 and Alerts aircraft and deice personnel on 130.9 of any taxi hazards.

NOTE: If emergency circumstances are warranted, the call "Deice Ramp13 EMERGENCY ALL-STOP" is to be used for all deice operators to cease deicing, followed by identification of the hazard and see-and-avoid instructions.

- (8) Upon request, clears flight crew to depart pad and taxi to the FAA Intersection "Spot", as assigned:
 - i. 13A & B – Ramp 3, Spot 10
 - ii. 13C, D – Ramp 3, Spot 11
 - iii. 13E, F & G – Ramp 3, Spot 12

(e) KCAB Ramp Snow Removal and Storm Water Treatment Personnel

- (1) Monitors Pad conditions for snow removal purposes.
- (2) Opens/Closes valves according to conditions.
- (3) Monitors and utilizes vacuum vehicle for excess glycol overspray outside Deice Zone.

10.2 ALTERNATE RAMPS AVAILABLE

(a) Deice Ramp 8/10: Upon request (emergency conditions only).

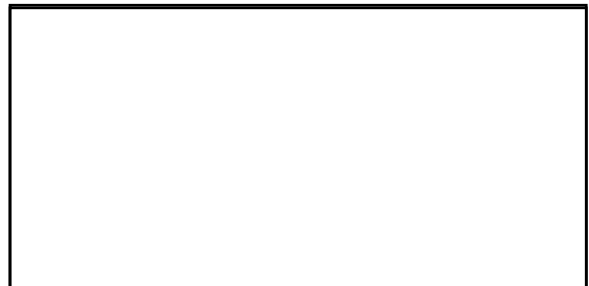
- (1) Deice Ramp 8/10 can be accessed from the north only. Aircraft will taxi north on Taxiway D and enter Taxilane E to queue from Taxiways D9/D10/D11. Exit to the south on Taxilane E.

(b) Deice Ramp 7

- (1) Pad 7: Upon request (emergency conditions only).

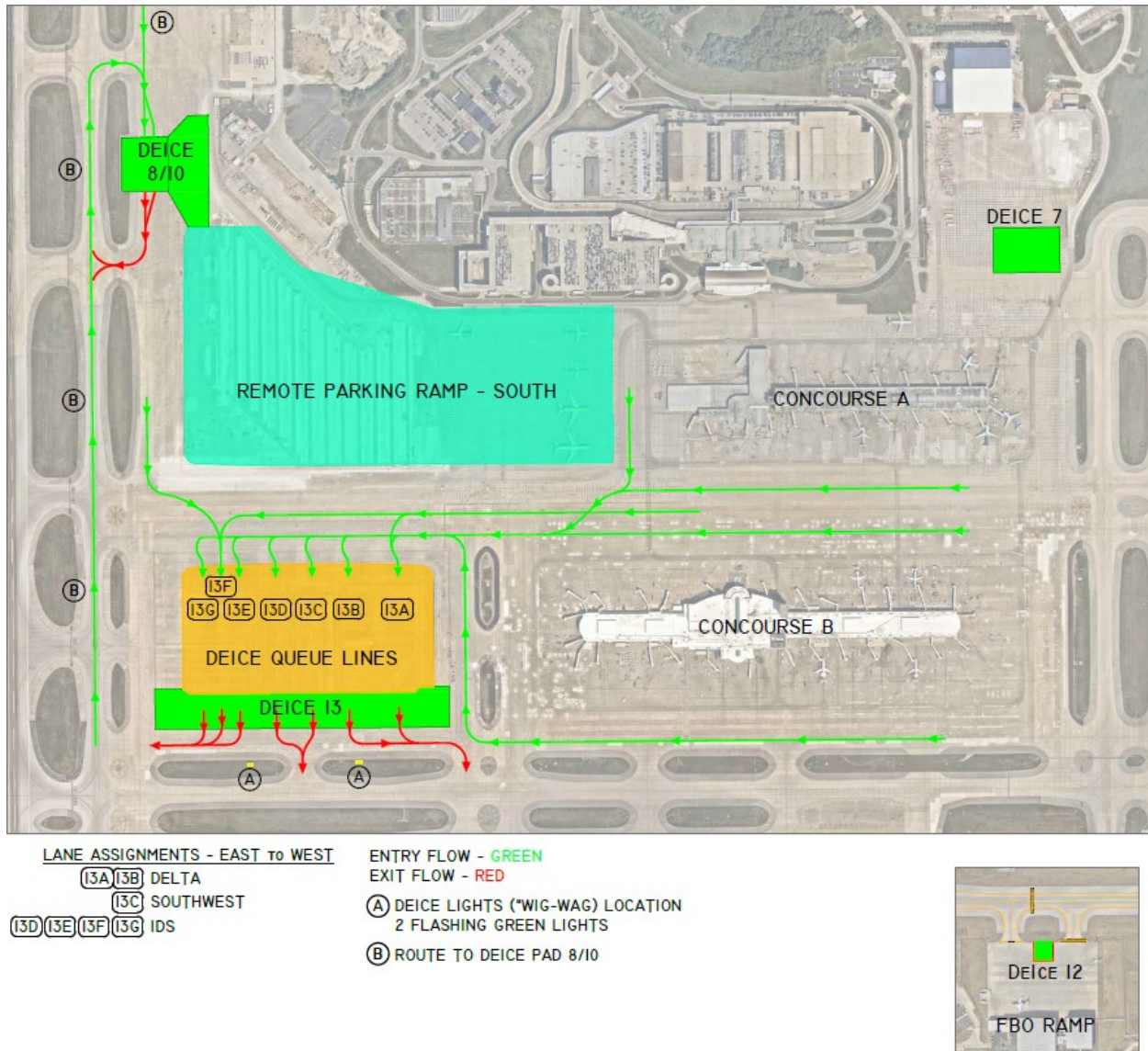
(c) Deice Ramp 12

- (1) Pad 12: Wheels Up



North Deice Assignments

*Not for navigational purposes



South Deice Assignments

