

Cincinnati/Northern Kentucky International Airport

Operations Memorandum

To: CVG Airport Airlines and Deicing Support

From: Brian Cobb, Director - Customer Services

Subject: **Deice Pad 13 Operations**

Date: Revision 1, October 23, 2013

KCAB, with Airline and Deicing Support input, has completed Pad 13 planning to accommodate up to four (4) slots. To enhance safety through consistency, KCAB prefers to assign these positions for the 2013-2014 season. Using alpha-characters from West (left) to East (right). The assignments look like:

“A” & “B” – ASIG (Mainline-type [Frontier A319/320] and RJ-type for UA aircraft)

“C” & “D” – IDS (RJ-type for AA, US and 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.
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; this approach prevents some UA aircraft from blocking spots B-D while waiting for the deice team to arrive from Concourse A.

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 taxiway south of Pad13 is visually represented by the outside service road marking.

Vehicles are never permitted outside of the service roads. However, it is recognized that due to the function of deicing in conjunction of the configuration deice pad (name) there is a need to briefly go outside of the service road to safely perform deicing. This location (see drawing) is the only location where this can occur however before going outside of the service road in that area, the driver, with the assistance of the person in the bucket, ensure there is no aircraft in the area.

