

Aircraft De-icing

Remote De-icing

De-icing at Stuttgart Airport will be performed exclusively as remote de-icing on de-icing pads DP1 up to DP4. De-icing, except pre-de-icing on parking stand, will be taken into consideration within the A-CDM procedure for the calculation of the TSAT. The duration of the de-icing procedure is not part of the TOBT. Therefore no update of the TOBT is required due to necessary aircraft de-icing.

Deicing Request

De-icing can be requested by the person responsible for the TOBT via Web-CaeSAr. It may also be requested by the cockpit-crew via R/T with Stuttgart Delivery. The de-icing request should be carried out until TOBT – 40 minutes however not later than 20 minutes before TOBT.

A de-icing request for an aircraft without a seasonal contract with one of the two de-icing providers has to be acknowledged by the selected provider. Without the confirmation of the de-icing provider the flight will not be considered in the Airport CDM process. We recommend to contact the selected provider before entering the de-icing request.

Procedure

- After having requested de-icing the de-icing times will be calculated as part of the variable taxi-out time and therefore considered in the pre-departure sequence. The published TSAT is the time at which the aircraft is expected to start-up for de-icing.
- If de-icing is requested after the start-up clearance has been received, the clearance will be withdrawn and a recalculation of the TSAT will be done taking the necessary de-icing into consideration.
- If de-icing is requested by a pilot after leaving the parking position, as a rule the RTS-procedure (return to stand) will take place, the start-up clearance will be cancelled and the flight will be re-sequenced taking the necessary de-icing into consideration.
- The de-icing will be performed according to the valid aircraft de-icing plan for Stuttgart Airport.