



# PRO-073a — Procedures to optimise the de-icing process within the constraints of the operational schedule, the optimal runway use and the local de-icing capacity.

*The ice-free status of a de-iced airframe at the hold will depend on the nature of the de-icing mechanism(s) employed at the airport, the local meteorological conditions and the associated taxi time between de-icing and take-off clearance. Within the absolute requirement for an ice free airframe at the time of take-off clearance, the operational support system should consider both the optimal use of the de-icing facilities and the constraints of a departure sequence that maximizes runway capacity. De-icing resources are managed through A-CDM procedures contributing to predictability and enabling Airport and ANSP to know the flights to de-ice and establish sequences accordingly.*

**Category** PROCEDURAL

**Stakeholder** **Air Navigation Service Provider**  
Civil  
Civil ATS Aerodrome Service Provider

**Airport Operator**  
Civil  
Civil APT operator

**Airspace User**  
Civil  
Civil Scheduled Aviation

**Network Manager**

**V3 End** 31-12-2014

**V4 Start** -

**V5 Start** 31-12-2014

**V4 End** -

**V5 End** 31-12-2016

**Air Navigation Service Provider: -**

Civil  
Civil ATS Aerodrome Service Provider: -

**Airport Operator: -**

Civil  
Civil APT operator: -

**Airspace User: -**

Civil  
Civil Scheduled Aviation: -

**Network Manager: 31-12-2016**

**IOC** 31-12-2022

**FOC** 31-12-2026

## Context

### Related Elements





