

3. DEPARTURE

3.1. DE-ICING

ACFT crew shall report request for de-icing and requested range of de-icing to Ground Handling Agency at least 25 min prior to TOBT/EOBT. If A-CDM procedures are not applied, report request additionally to Delivery on initial contact. Later de-icing request will be accepted but can cause a delay.

ATC assigns TSAT with regard to de-icing spot and estimated time of ACFT de-icing. The crew receives assigned de-icing spot after establishment of contact with Delivery.

De-icing only on designated places:

- De-icing areas 1 or 2 on TWY Z
- De-icing area 3 on TWY AA
- Areas of stands 50/50A and 58/58A/58B on Apron North
- Area of stand T6 on Apron North
- Apron East (exceptional cases)
- Apron South (up to 13t MTOW)
- TWY J (exceptional cases).

For the purpose of exact stop at the de-icing stands lines intended for ACFT stop are marked on the level of flight deck:

De-icing 36m line intended for ACFT with MAX wingspan of 118'/36m.

De-icing 52m line intended for ACFT with wingspan of 118'/36m thru 171'/52m.

De-icing 65m line intended for ACFT with wingspan of 171'/52m thru 213'/65m.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. COLLABORATIVE DECISION MAKING (CDM)

3.2.1.1. GENERAL

CDM procedures are established in order to improve exchange of information about a flight, regularity improvement, reduction of taxi fuel consumption, emissions and noise.

CDM procedures are applied from 0700-2200 LT.

CDM procedures are mandatory for all IFR flights, except flights with designation STS/EMER, SAR or HEAD.

If a flight with indicators STS/STATE, HOSP or HUM requests priority, following text shall be stated in item 18 of the flight plan: STS/ATFMEXEMPTAPPROVED

3.2.1.2. TARGET OFF-BLOCK TIME (TOBT)

TOBT is the estimated time of completion of ground handling of ACFT, i.e. doors closed, boarding bridge removed and ACFT is ready for immediate engines start-up or push-back, after receiving clearance from Tower.

First TOBT shall be submitted to CDM at least 25 min prior its own value. For Business and General Aviation flights, this value is reduced to 10 min. TOBT shall be updated whenever assumption changes by more than 2 min. The lowest acceptable value of TOBT update is the current time +5 min. Number of TOBT updates is not limited.

Flight crew shall report to Ground Handling Agency all facts that can affect TOBT. From TOBT on, crew shall monitor Delivery frequency and shall be ready to receive ATC instructions and carry out CDM procedures.