CENTRAL DEICING FACILITY (CDF)
AUTOMATED PROCEDURES

The CDF and associated taxiways from transfer points Ice 1 through Ice 6 are operated and controlled by Servisair. For more information, contact the Icehouse at (416) 776-3423.

ALL communication between aircraft and the Icehouse is via VHF radio (no interphone connection).

Subject to Ground Icing Conditions, upon entry to the Deicing Bay, the Flight Crew will advise if any of the following are required: tactile inspection; underwing and/or undercarriage inspection or deicing; propeller deicing; and/or vertical stabilizer and/or fuselage anti-icing.

The Flight Crew shall advise their fluid type requirements. Type I fluid available is Dow UCAR ADF Concentrate (blended). Type IV fluid available is Dow UCAR Endurance EG106 (100%). The Flight Crew will be advised of the fluids in use (“mode”).

When in “Type I mode”, blended Dow Type I (UCAR ADF Concentrate) will be applied. When in “Type IV mode”, Type I followed by Dow Type IV (Endurance EG106) anti-icing fluid will be applied. The Flight Crew must request any deviation to the “Type I” or “Type IV mode”.

To expedite overall deicing process, if able, aircraft should be configured for deicing on approach to the CDF.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the Icehouse.

ENTRY PROCEDURE - PAD CONTROL VHF 131.175

1. At terminal gate position, contact APRON ADVISORY for push Back clearance, and advise “Aircraft deicing required”.
2. After transfer from APRON ADVISORY to TORONTO GROUND, the pilot will receive taxi instructions to CDF entry transfer point Ice (#).
3. When approaching the CDF entry point, TORONTO GROUND will advise the pilot to monitor PAD CONTROL on 131.175.
4. PAD CONTROL will normally instruct pilot to:
   a) “Hold position at (e.g. Ice 1)”; or
   b) “Taxi/Proceed to Staging Bay # (e.g. Pad 3C)” and “contact ICEMAN at pad entrance on 131.375 (Pads 1 through 3), or on 129.625 (Pads 4 through 6)”.  
   Note: The terms “Bay” and “Pad” are interchangeable.
5. After clearance from PAD CONTROL, to continue taxiing, proceed into assigned Pad following the appropriate inset guidelights. An automated Visual Guidance Display System will provide correct flight number, closing rate and stopping information.

No exchange of deicing information is necessary at this stage KEEP RT BRIEF AND AVOID FREQUENCY CONGESTION.

PROCEDURE - ICEMAN VHF 131.375 AND/OR 129.625

6. On entry into staging bay contact ICEMAN and proceed following the display sign instructions.

CAUTION: AIRCRAFT WILL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.

7. IceMAN will provide:
   a) Clearance to Staging Bay only:
      ICEMAN will issue taxi instructions in the assigned Staging Bay to the specific stop point in the Bay.
   b) Clearance directly to Deicing Bay:
      ICEMAN will issue instructions for taxi to the assigned deicing position in the deicing bay, including the mode of guidance (Signboard) and the requirement to report “Brakes Set and Aircraft Configured.”

8. Once aircraft is at final stop position, brakes are set and aircraft configured for “engines-on” spray, contact ICEMAN on the appropriate frequency e.g., “ICEMAN, ABC124 in Bay 2 North, brakes set, aircraft configured, ready to deice”.

9. ICEMAN will advise “HOLD position, deicing is starting, continue to monitor Signboard.”

10. ICEMAN will contact pilot to advise “deicing is completed, aircraft is clean, fluid used holdover, holdover starts at time and deicing vehicles are safe, HOLD position and contact PAD CONTROL on 131.175 for taxi”.

NOTE: “Clean” means as per pilot’s specific request for deicing services.

NOTE: During times where no active precipitation is present and where symmetrical spot deicing is performed and/or specific aircraft sections are deiced, as holdover time would not apply in these circumstances, the ICEMAN will advise “Deicing Start Time” in place of the “Holdover Time”.

CAUTION: DO NOT MOVE AIRCRAFT.

CAUTION: ENGINE RUN-UPS WILL ONLY BE APPROVED BY THE PAD OPERATOR WHEN OPERATIONS ALLOW.

EXIT PROCEDURE - PAD CONTROL VHF 131.175

11. When ready to taxi contact PAD CONTROL and advise “ABC123 ready to taxi”.

12. PAD CONTROL will issue visual, signboard displaying “EXIT NOW”, and verbal exit Instructions to CDF exit point.

CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES BOTH VERBAL AND VISUAL CLEARANCE.

13. At exit point, hold short and contact TORONTO GROUND (as advised by PAD CONTROL) for further clearance.

CAUTION: All inset guidelights, departing the deicing bays, are ALWAYS on, regardless of taxi instructions.
CENTRAL DEICING FACILITY (CDF)
MANUAL PROCEDURES

The CDF and associated taxiways from transfer points Ice 1 through Ice 6 are operated and controlled by Servisair. For more information, contact the Icehouse at (416) 776-3423.

ALL communication between aircraft and the Icehouse is via VHF radio (no interphone connection).

Subject to Ground Icing Conditions, upon entry to the Deicing Bay, the Flight Crew will advise if any of the following are required: tactile inspection; underwing and/or undercarriage inspection or deicing; propeller deicing; and/or vertical stabilizer and/or fuselage anti-icing.

The Flight Crew shall advise their fluid type requirements.
Type I fluid available is Dow UCAR ADF Concentrate (blended).
Type IV fluid available is Dow UCAR Endurance EG106 (100%).
The Flight Crew will be advised of the fluids in use ("mode").

When in “Type I mode”, blended Dow Type I (UCAR ADF Concentrate) will be applied. When in “Type IV mode”, Type I followed by Dow Type IV (Endurance EG106) anti-icing fluid will be applied. The Flight Crew must request any deviation to the “Type I” or “Type IV mode”.

To expedite overall deicing process, if able, aircraft should be configured for deicing on approach to the CDF.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the Icehouse.

ENTRY PROCEDURE - PAD CONTROL VHF 131.175

1. At terminal gate position, contact APRON ADVISORY for push back clearance, and advise “Aircraft deicing required”.
2. After transfer from APRON ADVISORY to TORONTO GROUND, the pilot will receive taxi instructions to CDF entry transfer point Ice (#).
3. When approaching the CDF entry point, TORONTO GROUND will advise the pilot to monitor PAD CONTROL on 131.175.
4. PAD CONTROL will normally instruct pilot to:
   a) "Hold position at (e.g. Ice 1)"; or
   b) "Taxi/Proceed to Staging Bay # (e.g. Pad 3C) and contact ICEMAN at pad entrance on 131.375 (Pads 1 through 3), or on 129.625 (Pads 4 through 6)."

Note: The terms “Bay” and “Pad” are interchangeable.

5. After clearance from PAD CONTROL, to continue taxiing, proceed into assigned Pad following the appropriate inset guidelights.

No exchange of deicing information is necessary at this stage KEEP RT BRIEF AND AVOID FREQUENCY CONGESTION.
6. On entry into Staging Bay contact ICEMAN and proceed into the assigned Bay following the appropriate inset guidelights either North, South or Centre.

CAUTION: AIRCRAFT WILL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.

7. Iceman will provide:
   a) Clearance to Staging Bay only:
      ICEMAN will issue taxi instructions in the assigned Staging Bay to the specific stop point in the Bay.
   b) Clearance directly to Deicing Bay:
      ICEMAN will issue instructions for taxi to the assigned deicing position in the deicing bay, including the Mode of guidance (Follow Me vehicle) and the requirement to report “Brakes Set and Aircraft Configured.”

CAUTION: AIRCRAFT WILL NOT ENTER THE DEICING BAY UNTIL INSTRUCTED TO DO SO BY ICEMAN.

The aircraft will be held at the deicing position by a signboard displaying “STOP” and red lights until deicing is completed. Once aircraft is at final stop position, brakes are set and aircraft configured for “engines-on” spray, contact ICEMAN on the appropriate frequency e.g., “ICEMAN, ABC124 in Bay 2 North, brakes set, aircraft configured, ready to deice”. At this time the “Follow Me” truck can turn off all lights and return to the Safe Zone.

8. Once aircraft is stopped, advise ICEMAN “brakes set and aircraft configured for deicing”.

9. ICEMAN will advise, “Deicing starts now, HOLD position, monitor Signboard on (left or right)”. 

Automated Guidance System (AGS) PARTIAL FAILURE

The aircraft will be held at the deicing position by a signboard displaying “STOP” and red lights until deicing is completed. At this time the “Follow Me” truck can turn off all lights and return to the safe zone.

Automated Guidance System (AGS) COMPLETE FAILURE

The “Follow-me” Vehicle Operator shall maintain position centered on the appropriate in ground lights and configure the vehicle signaling systems, with RED signal lights ON.

10. ICEMAN will contact pilot to advise “deicing is completed, aircraft is clean, fluid used for holdover, holdover starts at time and deicing vehicles are safe HOLD position and contact PAD CONTROL on 131.175 for taxi”.

After the above occurs the Follow Me vehicle shall extinguish all signal lights and return to the designated “Safe Zone”.

NOTE: “Clean” means as per pilot’s specific request for deicing services.

NOTE: During times where no active precipitation is present and where symmetrical spot deicing is performed and/or specific aircraft sections are deiced, as holdover time would not apply in these circumstances, the ICEMAN will advise “Deicing Start Time” in place of the “Holdover Time”.

CAUTION: DO NOT MOVE AIRCRAFT.

EXIT PROCEDURE - PAD CONTROL VHF 131.175

11. When ready to taxi contact PAD CONTROL and advise e.g., “ABC123 ready to taxi”.

12. PAD CONTROL will issue exit instructions to CDF exit point (e.g. Ice 5). When signboard displays “EXIT NOW” and green lights, pilot shall taxi as instructed.

CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES BOTH VERBAL AND VISUAL CLEARANCE.

NOTE: In the event of an complete AGS failure only verbal instructions will be provided.

13. At exit, hold short and contact TORONTO GROUND (as advised by PAD CONTROL) for further clearance.

CAUTION: All inset guidelights, departing the deicing bays, are ALWAYS on, regardless of taxi instructions.