

TIMISOARA INTERNATIONAL AIRPORT „TRAIAN VUIA” DE-ICING/ANTI-ICING PLAN

- WINTER SEASON 2019-2020 –

1. PROVISION OF DE-ICING / ANTI-ICING SERVICES

Performed by: Ramp Handling Department – S.N. Aeroportul International Timisoara „Traian Vuia” S.A.

S.N. Aeroportul International Timisoara „Traian Vuia” S.A. code: IATA – **TSR**, ICAO – **LRTR**

Responsible manager: Mr. Catalin BIRO – Handling Manager

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Important telephone numbers:

Dispatch office: **F:** +40 256 493 123

M: +40 720 440 851

E: dispatch@aerotim.ro

AFTN: LRTRRAYD

SITA: TSRAP8X

Ramp Handling shiftleader: **M:** +40 0730 712 247

(First point of contact for overnight anti-icing issues and technical de-icing issues)

2. OPERATIONAL RESPONSIBILITIES

Ramp Handling TSR has a de-icing/anti-icing procedure in place (refer to „Manualul de Degivrare/Protectie la Givrare al Aeroportului International Timisoara – Traian Vuia”, editia XI-a, Sezonul de Iarna 2019-2020).

All procedures meet the requirements of the **SAE AS6285**.

De-icing/anti-icing fluid Type I meets the specification of SAE AMS 1424N.

De-icing/anti-icing fluid Type II meets the specification of SAE AMS 1428J.

De-icing/anti-icing equipment meets the specification of SAE ARP 1971B.

Responsibilities and tasks for de-icing/anti-icing personnel are clearly defined (refer to „Manualul de Degivrare/Protectie la Givrare al Aeroportului International Timisoara – Traian Vuia”, editia XI-a, Sezonul de Iarna 2019-2020).

Handling instructions on de-icing/anti-icing for the used Type I and Type II de-icing/anti-icing fluids are available (refer to „Manualul de Degivrare/Protectie la Givrare al Aeroportului International Timisoara – Traian Vuia”, editia XI-a, Sezonul de Iarna 2019-2020).

The latest instructions on de-icing/anti-icing operations are available to personnel.

Ramp Handling TSR is audited annually by the IATA-DAQCP.

3. TRAINING AND QUALIFICATION OF PERSONNEL

3.1 Personnel performing de-icing/anti-icing treatments

Personnel performing the de-icing/anti-icing treatments are properly theoretical and practical trained and qualified.

- This personnel is trained according SAE AS6286
- This personnel receives annual refresher training.
- The success of the training is evaluated by a theoretical and practical test.
- Training records are maintained.
- Sprayer/driver shall demonstrate competence under winter condition to a qualified trainer prior to receiving final qualification.

3.2 Personnel supervising the treatment and performing the post treatment check

Ramp Handling TSR does not provide supervision and post treatment check.

These tasks can be provided by qualified personnel from other handling agents:

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F: +40 256 295 218
M: +40 723 238 802
E: teodora.hanea@menziesaviation.com
alexandru.niculici@menziesaviation.com
tsr.operations@menziesaviation.com

4. DE-ICING / ANTI-ICING FLUIDS

Ramp Handling TSR uses two type of de-icing/anti-icing fluid:

- Type I – Kilfrost DF Plus
- Type II - Kilfrost ABC-K Plus

Fluid release documents (Certificate of Conformity and laboratory analysis certificate) for each fluid delivery/batch are available.

Quality control checks are carried out on fluid from all storage and spray equipment tanks plus all spray nozzles.

The quality of this fluid is in Service Limits as stated by the fluid manufacturer.

Records on fluid checks are available, including viscosity checks carried out on samples of fluid sprayed from each nozzle of all appropriate de-icing/anti-icing equipment at typical operational settings.

5. DE-ICING/ANTI-ICING EQUIPMENT

Volvo Vestergaard elephant my μ

- Number in fleet: 2
- Anti-ice tank: ABC-K Plus Type II 100%
- De-ice tank: DF Plus Type I 50/50

Equipment tanks are labelled for fluid brand name.

Fluid is mixed manually before filling the tank.

Fluid is heated in the de-icing/anti-icing unit to 85 °C.

The temperature of the de-icing fluid applied (temperature at nozzle) is minimum 60 °C.

Unheated concentrate Type II fluid can be sprayed without degrading the fluid beyond required limits.

The de-icing fluid spray can reach all appropriate parts of the aircraft.

De-icing/anti-icing equipment is maintained according to a maintenance schedule.

6. DE-ICING/ANTI-ICING FACILITIES

De-icing/anti-icing operations are carried out at parking stands.

The de-icing/anti-icing location is not negotiable.

Fluid is stored in cubic containers in which the fluid is delivered.

All storage containers are labeled for fluid name/concentration.

7. REGISTRATION OF DE-ICING/ANTI-ICING TREATMENTS

Each de-icing /anti-icing treatment will be registered in a „Aircraft De-/Anti-icing Request” document (refer to „Manualul de Degivrare/Protectie la Givrare al Aeroportului International Timisoara – Traian Vuia”, editia XI-a, Sezonul de Iarna 2019-2020, Anexa C). This registration includes aircraft registration, date and time, spray equipment used,

name(s) and signature of de-icing operator(s), name and signature of PIC/Airline representative, name and signature for „Post de-icing/anti-icing complete”, used fluid type and brand name, fluid quantity used and anti-icing code. Information from de-icing vehicles will also be used for registration.

8. TECHNICAL DE-ICING

For de-icing of the following aircraft parts a qualified ground engineer is needed:

- Engines (intakes)
- Tail engines
- Fan blades
- Underside wings
- Underside horizontal stabilizer
- Flaps
- Landing gears
- Brakes

The Carrier shall be responsible for providing a ground engineer to supervise de-icing of mentioned aircraft parts.

9. DE-ICING/ANTI-ICING TREATMENTS

Aircraft can be treated on parking stands.

Standard treatments:

- Dry weather conditions: one step treatment Type I.
- Precipitation: two step treatment – first step Type I/water – second step Type II 100 %.

10. COMMUNICATION SUMMARY FOR APRON

Contact Dispatch office for de-icing request

173,200 MHz (Channel 3)

- if no contact directly Ramp Handling shiftleader