MAG Manchester Airport	SUPPLEMENTARY INSTRUCTION – AERODROME MANUAL (SI)

SI 03-2021 AMENDMENTS TO PART E OF THE AERODROME MANUAL

SI REF:-	03-2021	DATE OF ISSUE:-	20/10/2021	EFFECTIVE DATE:-	Immediate
MANUAL REFERENCE(S):-	AERODROME MANUAL – Part E- Aerodrome Operating Policies and Procedures, ASI 29, Aircraft De-Icing				

PLEASE ENSURE THIS INFORMATION IS PROMULGATED TO ALL STAFF

1.0 SUMMARY

1.1 There have been amendments to the information contained within the above Aerodrome Manual reference.

2.0 Amendment to Part E- Aerodrome Operating Policies and Procedures, ASI 29 Aircraft De-Icing - add the following [highlighted in green]

2.1 Owner Head of Airside Operations

3.0 Amendment to ASI 29 Aircraft De-Icing add the following [highlighted in green]

3.1 LOCATIONS FOR AIRFRAME DE-ICING

Manchester Airport offers the facility for both on-stand and remote pad de-icing. The former shall take place whilst the aircraft is made ready for departure at its respective parking stand. The latter is available to approved operators who have acknowledged and understood the procedures which govern this process. Operators wishing to operate remote de-icing should contact the Airfield Duty Manager on x3331.

Note: Due to limited clearance to the rear of stands 101-111. Whilst conducting tail de-icing on A321 aircraft types, de-icing vehicles might infringe the taxiway double white lines. This is accepted during de-icing procedures, but drivers must remain vigilant of all aircraft movements on Taxiway Zulu whilst conducting manoeuvres to the rear of aircraft and maintain the same situational awareness and practices used whilst using uncontrolled taxiway road crossings.

4.0 Amendment to ASI 29 Aircraft De-Icing - Paragraph 7.1 add the following [highlighted in green] and subsequent change to paragraph numbering.

4.1 7.1 Aircraft Remote De-Icing Pad Handover

When it is determined that a remote de-icing pad is to be used, following the handover process will apply:

The ATC Watch Manager will hand either Bravo (Between B4 and B5) November Bravo (between November Charlie and Echo) or Juliet (between J1 and J2) to the ADM. The aircraft remote de-icing pads will be classed as 'apron' and not under the direct control of ATC.

The ADM will then arrange for the areas to be inspected. The placement of 'STOP DE-ICE' signs put in place for the preferred direction of operation are optional, depending on operator choice. The 'STOP DE-ICE' sign will not be required if the electronic signboard is to be used.

SUPPLEMENTARY INSTRUCTION

To safeguard taxiway November Bravo for use as a remote de-icing pad, the uncontrolled crossing at the rear of stands 80 and 231 should be closed and delineated as closed by Airfield Operations prior to use.

Once completed the ADM will hand the aircraft remote de-icing pad to the Pad Controller.

On completion of the use of the aircraft remote de-icing pad, the process will be undertaken in reverse order and handed back to ATC.

5.0 Amendment to ASI 29 Aircraft De-Icing - Paragraph 7.2 add the following [highlighted in green]

7.2 Location

Manchester Airport has three remote de-icing pads.

Maverick:
Taxiway November Bravo between taxiways November Charlie and Echo.

Iceman:
Taxiway Bravo between holding points Bravo 4 and Bravo 5.

Goose:
Taxiway Juliet between holding points Juliet 1 and Juliet 2.

Remote de-icing pad's Maverick and Goose can only operate in one direction, whilst Iceman can operate in either direction. The direction will be determined during the pre-operational brief and may change during a particular day due to prevailing traffic flows.

Maverick must operate in the direction of November Charlie to Echo and Goose in the direction of Juliet 2 to Juliet 1.

6.0 Amendment to ASI 29 Aircraft De-Icing - Paragraph 7.3 – 7.7 add the following [highlighted in green]

7.3 De-Icing Pad Layout

Maverick
1 x aircraft up to and including 757.

Iceman
1 x aircraft up to and including 757

Goose
1 x aircraft up to and including B777-300ER

ATC may use adjacent taxiways to hold additional aircraft and/or circulate aircraft around taxiway islands to maximise flow to the de-icing pad.

Taxiway November Bravo, Bravo (Between Bravo 4 and Bravo 5) and Juliet will always remain as a Code E taxiway when the de-icing pad is not in use.

7.4 Pre-Planning

De-icing providers, in collaboration with airline customers, will determine which aircraft are to be de-iced within the pad and enter the appropriate code into Chroma or Avtura. This will be undertaken every evening for the following day to assist the Airline, ATC, Airfield Control and the Ground Handlers by knowing in advance where the aircraft is to be de-iced.

De-icing providers have the ability to amend the plan as dynamic scenarios dictate. Communication is extremely important when a change occurs and De-icing providers must amend Chroma but also support with verbal communications to airlines, GHAs, Airfield Control and ATC.

7.5 Aircraft Pushback and Taxi

Aircraft intending to use the remote de-icing pad will inform delivery on 121.705 MHz when reporting ready for start.

When the remote de-icing pad is operating efficiently, ATC will aim to pushback aircraft when the de-icing position in the remote de-icing pad is occupied. This will ensure a continuous supply of aircraft to the remote de-icing pad.

Aircraft will request taxi clearance to the remote de-icing pad and continue under own power as directed by ATC.

At an appropriate point, ATC will hand the aircraft onto the remote de-icing Pad Controller:

Maverick
Callsign 'Maverick' on 121.625 MHz – FOR MENZIES AVIATION
Callsign 'Maverick' on TBA MHz – FOR AEROMAG

Iceman
Callsign 'Iceman' on 121.540 MHz – FOR MENZIES AVIATION
Callsign 'Iceman' on TBA MHz – FOR AEROMAG

Goose
Callsign 'Goose' on TBA MHz – FOR AEROMAG

Aircraft should ensure that their standby frequency is selected as Manchester Ground on 121.855 MHz in case of emergency.

7.6 Entering the Remote De-icing Pad

Aircraft will stop abeam the 'STOP DE-ICE', however, depending on the de-icing provider, a vehicle and RTF may be used as an alternative. Expediency of aircraft movements is paramount to ensure efficiency of the remote de-icing pad is maintained.

The aircraft Commander will then configure and prepare their aircraft for de-icing.

When safe to do so and the de-icing pad is clear, the Commander of the queuing aircraft will taxi their aircraft on to the pad to the designated stop position and set the parking brake.

Using the aircraft registration as the call-sign, the remote de-icing Pad Controller (call sign 'Maverick' or 'Iceman' or 'Goose') will contact the aircraft Commander using the relevant frequency detailed in para 7.5 to confirm that the aircraft parking brake is set, the aircraft is configured for de-icing and to request any details as to specific requirements.

All remote de-icing pad servicing vehicles are to remain in the paint marked Safe Zones whilst aircraft are **manoeuvring** on the remote de-icing pad. This ensures vehicles remain clear of the taxiway strip.

NOTE: An electronic signboard may be in place on the Bravo remote de-icing pad which will provide a step by step written instruction to aircrew.

7.7 Operating Within the Remote De-Icing Pad

The de-icing Pad Controller will maintain a constant listening watch on ATC MANCHESTER GROUND Frequency 121.855 MHz, as well as the dedicated de-icing frequency:

Maverick
Callsign 'Maverick' on 121.625 MHz – FOR MENZIES AVIATION
Callsign 'Maverick' on TBA MHz – FOR AEROMAG

Iceman
Callsign 'Iceman' on 121.540 MHz – FOR MENZIES AVIATION
Callsign 'Iceman' on TBA MHz – FOR AEROMAG

Goose
Callsign 'Goose' on TBA MHz – FOR AEROMAG

Aircraft should ensure that their standby frequency is selected as Manchester Ground on 121.855 MHz in case of emergency.

7.0 Amendment to ASI 29 Aircraft De-Icing - Paragraph 7.8 – 7.10 add the following [highlighted in green]

7.8 Exiting the Remote De-icing Pad

On completion of receipt of the Anti-icing Code the aircraft currently being de-iced will request taxi-clearance via MANCHESTER GROUND on 121.855 MHz for departure, at the earliest convenience. Airline specific checklists will determine the order in which this is executed. Manchester ATC will prioritise remote de-icing pad exit taxi clearances to ensure the continual steady flow to the pad.

7.9 Emergency Procedures

If an aircraft in the pad has an emergency on board the aircraft, they will contact ground on 121.855 MHZ immediately and indicate the situation to the Pad controller via continuous flashing of nosewheel/landing lights and subsequently via RT on:
Maverick
Callsign 'Maverick' on 121.625 MHz – FOR MENZIES AVIATION
Callsign 'Maverick' on TBA MHz – FOR AEROMAG
Iceman
Callsign 'Iceman' on 121.540 MHz – FOR MENZIES AVIATION
Callsign 'Iceman' on TBA MHz – FOR AEROMAG

Goose
Callsign 'Goose' on TBA MHz – FOR AEROMAG
Aircraft should ensure that their standby frequency is selected as Manchester Ground on 121.855 MHz in case of emergency.

The Pad controller will immediately withdraw all vehicles to a safe distance in case a response is required. If two-way communication is lost between aircraft and Pad controller then they will revert to the GMC frequency and communicate via the GMC controller. The Pad controller has a spare radio which will also be set to listen out on 121.855MHz.

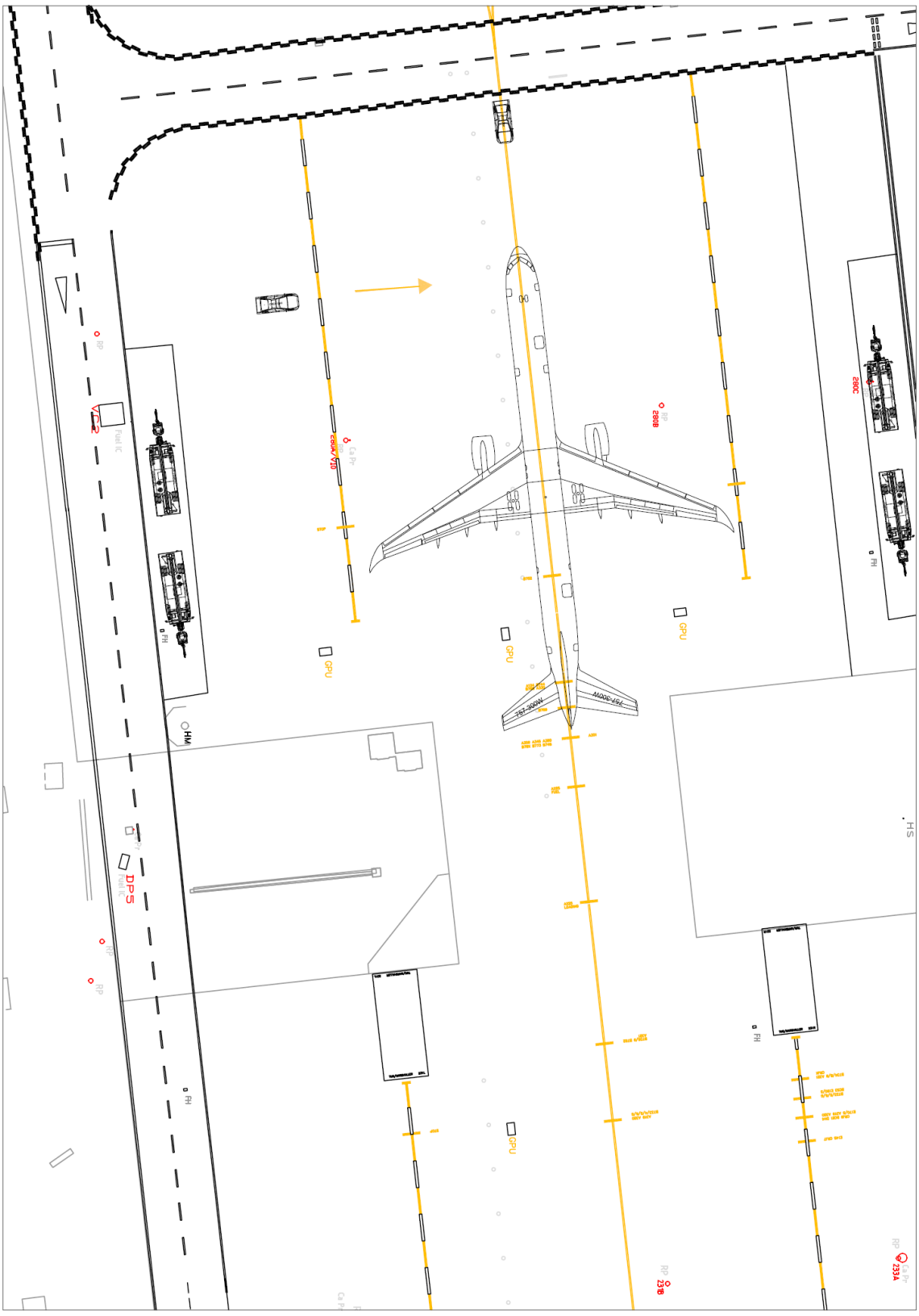
7.10 Low Visibility Operations (LVOs)

The remote aircraft de-icing pads will be used in LVPs under the discretion of the Airfield Duty Manager following a dynamic risk assessment to consider the severity of the weather conditions.

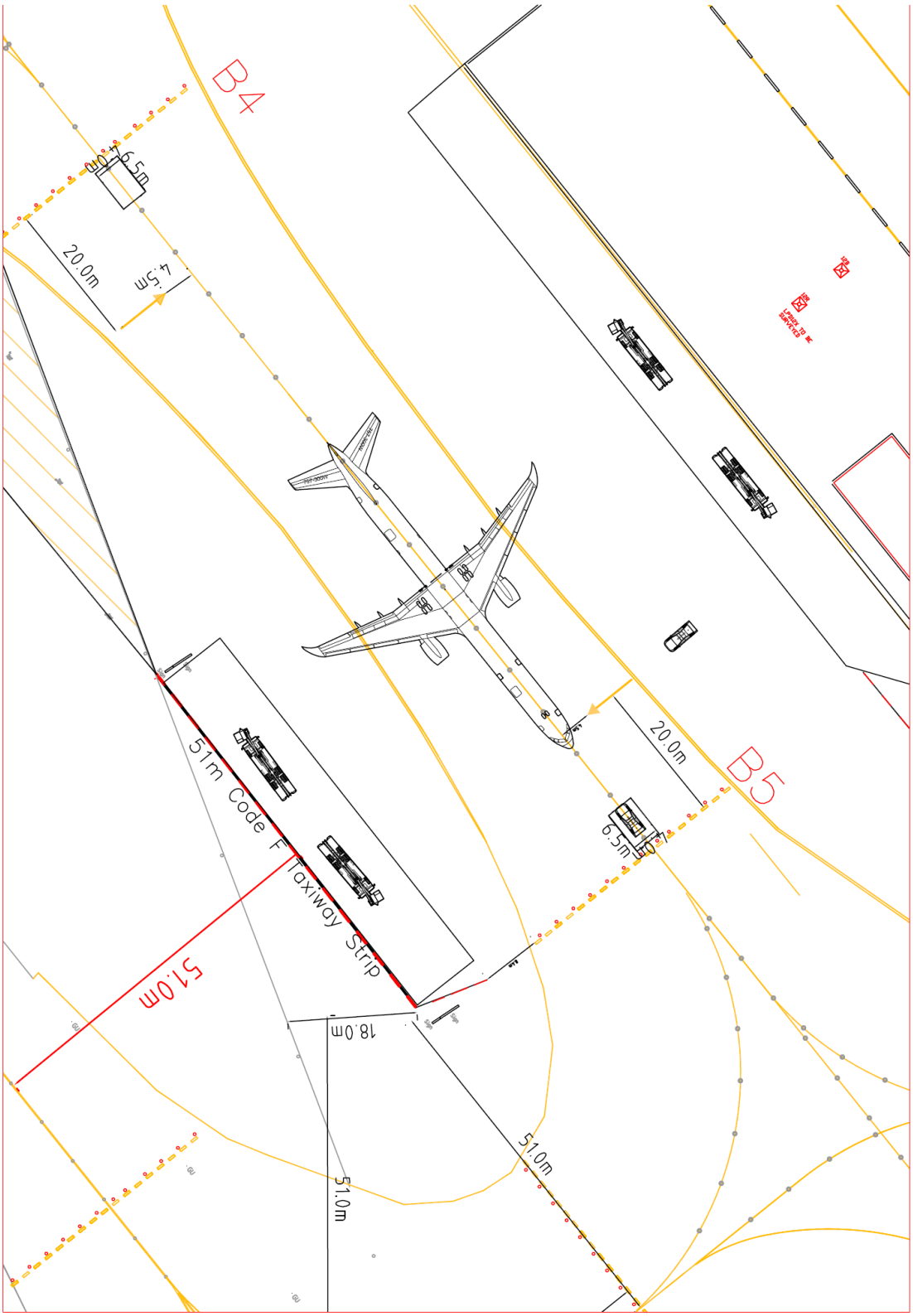
8.0 Amendment to ASI 29 Aircraft De-Icing - Paragraph 7.11 add the following [highlighted in green]

7.11 Remote De-Icing Pad Layout Designs

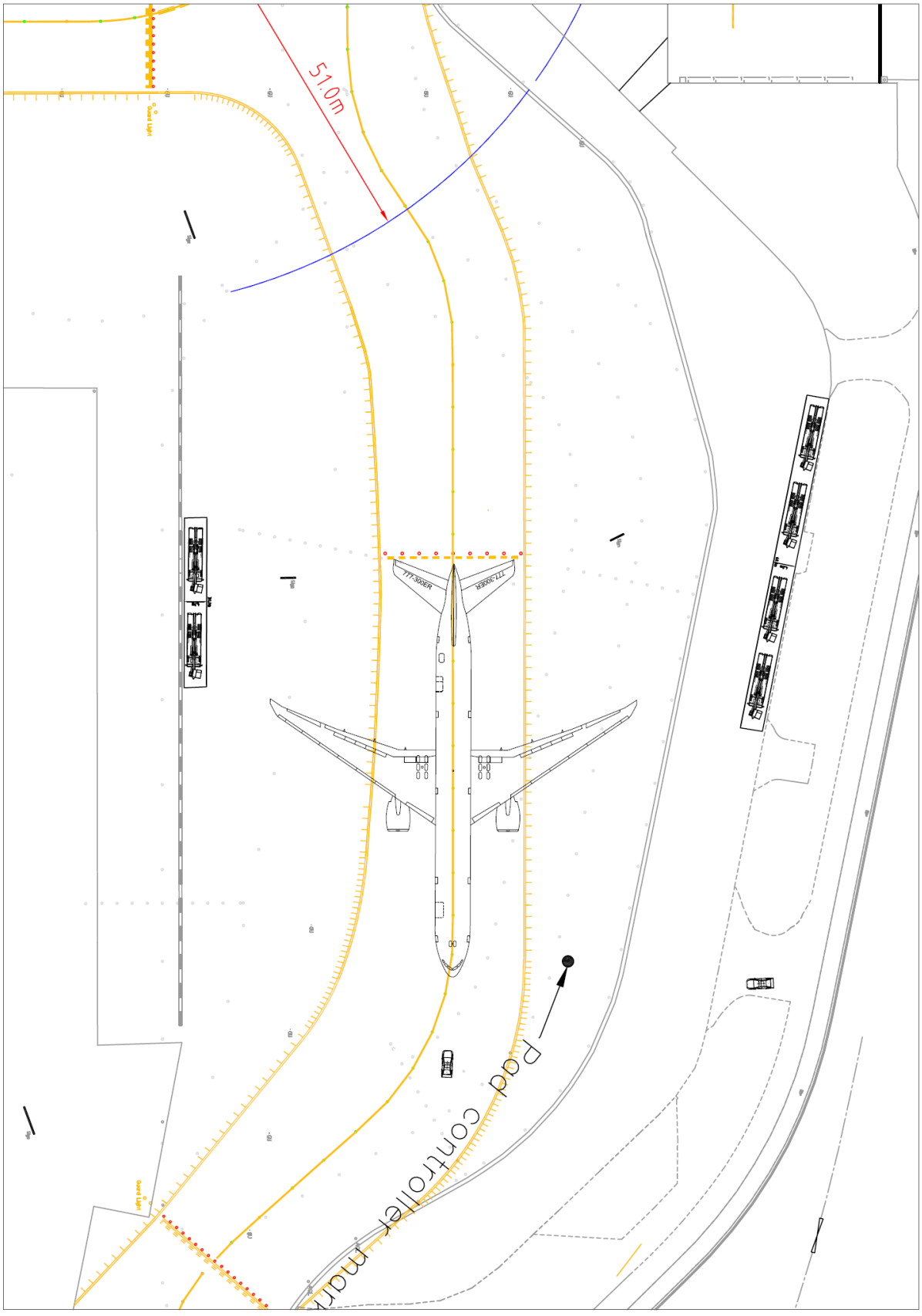
November Bravo (November Charlie - Echo)



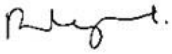
Bravo (Bravo 4 to Bravo 5)



Juliet (Juliet 2 to Juliet 1)



9.0 For further information, please contact the Airfield Duty Manager on (0)161 489 3331.

ORIGINATOR:- (PRINT NAME)	REBECCA LEYLAND	**CONFIRMED & APPROVED BY:-** (PRINT NAME)	STEVE MCCUSKER
ROLE:-	AIRFIELD SAFETY AND RISK MANAGER	**ROLE:-**	HEAD OF AIRFIELD STRATEGY AND CHANGE
SIGNATURE:-		**SIGNATURE:-**