

Salt Lake City
Department of Airports

Salt Lake City International Airport

Deice Plan

Winter 2022/2023



Introduction

The Salt Lake City International Airport Deice Plan is provided to all Airport users to promote the highest levels of safety and compliance with FAR 121.629, to maximize collection of spent glycol, and to minimize the time expended in aircraft taxi and contaminant removal.

Glycol Fluid Policy and Procedures

Propylene glycol based fluids are the only deice and anti-ice fluids accepted for use by the Airport. Ethylene glycol based fluids are specifically prohibited. Alternate fluids with improved environmental impact may be considered by the Airport but must be approved in writing prior to utilization by any deice service provider.

The Airport shall be notified of the type and manufacturer of each fluid applied by all deice service providers prior to October 1st. The deice service providers shall notify the Airport immediately if the fluid type or manufacturer is changed during the season.

The Airport shall be supplied by each deice service provider an account of all fluids applied. The type and quantity of each fluid applied in the previous month shall be submitted to the Airport by the 5th of each month, utilizing the form provided by the Airport, included herein.

The Airport is prohibited from discharging any spent deicing fluid off airport property. All spent fluid shall be collected and processed through the Airport recycling plant.

Deicing Information and Procedures

Primary Deicing

Primary deicing of all aircraft at the Salt Lake City International Airport shall take place on designated deicing pads (***Ref. Map 1***).

Access to any Airport deice pad is at the sole discretion of the Airport, and deviation from the deice plan requires prior approval from the Airport Executive Director or his/her designee, as well as prior coordination with the Airport Operations Manager at 801.575.2460.

1. Runway end deice pads (34L / 34R / L / 16L)

Exclusive Use

Runway end deice pads 34L, 34R, 16L and L are intended for exclusive use by deice service providers approved by the Airport Executive Director and the Airline Deice Committee. 2020/2021 season approved deice service providers are Delta Airlines and Integrated Deicing Services (IDS).

Movement Area Driver Training

The Airport will provide limited movement area driver training, commonly referred to as “snowflake” training, to all vehicle operators requiring approved access to the deice pad. Only those employees trained by the Airport or the Airport’s designee, and displaying the appropriate icon on the Airport SIDA badge, may operate deice equipment across the aircraft movement area.

During periods of low visibility, all vehicle access to the aircraft movement area shall be conducted under escort by Airport Operations.

Escorts

SLCDOA will provide escorts to/from the 34L and 16L deice areas as requested by the service providers.

Runway End Deice Pad Command

All aircraft and vehicle movement on the runway end deice pads shall be monitored and controlled by Deice Pad Command, located in the 34L and L pad towers.

Deice Pad Command shall coordinate aircraft and vehicle movement on the runway end deice pads utilizing UHF (air-to-ground) and VHF (company) radios, as well as in-pavement taxi lighting and vehicle-mounted sign boards.

Deice Pad Command is staffed daily throughout the deice season as conditions warrant. After-hours access for aircraft to the runway end deice pads will be controlled by the approved deice service provider, assisted as necessary by Airport Operations.

a. 34L runway end deice pad (*ref. Map 2*)

The 34L runway end deice pad is located between taxiways A and B south of taxiway A3, and includes eight (8) aircraft service positions. (*ref. Map 1, spot 1*)

Access by aircraft onto the deice pad is controlled by the 34L pad tower from the taxiway B deice pad hold position. Access by aircraft off of the deice pad is controlled by FAA ATC.

Aircraft departing runway 34L but not requiring contaminant removal may coordinate with FAA ATC ground control to bypass the 34L deice pad utilizing taxiway A.

Vehicle access to the deice pad requires traverse of the aircraft movement area, crossing taxiway A1.

b. 34R runway end deice pad (*ref. Map 3*)

The 34R runway end deice pad is located between taxiways Y and H south of taxiway H3, and includes six (6) aircraft service positions. (*ref. Map 1, spot 2*)

Access by aircraft onto the deice pad is controlled by the L pad tower from the taxiway Y deice pad hold position. Access by aircraft off of the deice pad is controlled by FAA ATC.

Aircraft departing or crossing runway 34R but not requiring contaminant removal may coordinate with FAA ATC ground control to bypass the 34R deice pad utilizing taxiway H.

Vehicle access to the deice pad requires traverse of the aircraft movement area, crossing taxiways H1 or Y.

c. L runway end deice pad (*ref. Map 4*)

The L runway end deice pad is located between runways 16L/34R and 14/32 south of taxiway Q and includes eight (8) aircraft service positions. (*ref. Map 1, spot 3*)

Access by aircraft onto the deice pad is controlled by the L pad tower from the taxiway L1 deice pad hold position. Access by aircraft off of the deice pad is controlled by FAA ATC.

Aircraft departing runways 32, 34R or 35, but not requiring contaminant removal may coordinate with FAA ATC ground control to bypass the L deice pad utilizing taxiway L.

Vehicle access to the deice pad requires traverse of the aircraft movement area, crossing taxiway M.

d. 16L runway end deice pad (ref. Map 7)

The 16L runway end deice pad is located between taxiways G and H North of taxiway H11, and consists of six (6) aircraft service positions.

(ref. Map 1, spot 7)

Access by aircraft onto the pad is controlled by the L pad tower utilizing hi-definition camera equipment, augmented by deice personnel in vehicles with two-way radio communication capabilities, via taxiway G. FAA ATC will control movement off the pad.

Vehicle access to the deice pad requires traverse of the movement area, crossing taxiway G, or H13.

2. K3 taxiway deice pad (ref. Map 5)

The K3 taxiway deice pad is located between taxiway K and the inner ramp at taxiway K3 and consists of one (1) aircraft service position.

(ref. Map 1, spot 4)

The deice pad is intended for general and business aviation aircraft, and can accommodate a B757-200 or smaller aircraft. General and business aviation aircraft operators may also coordinate with Airport Operations at 801.575.2460 to utilize the runway end deice pads, pending operational access and pre-existing service agreement with an approved deice service provider (IDS and/or Delta Airlines).

Use of the deice pad by any aircraft not originating on the Airport east side, or not serviced by an FBO deice service provider, shall be approved in advance by Airport Operations at 801.575.2460.

The Airport shall be notified by the deice service provider prior to utilization of the deice pad to allow for confirmation of glycol collection equipment settings.

3. North cargo ramp deice pads (ref. Map 6)

a. UPS / DHL Ramp

The deice pads are located on the ramp south of the UPS and DHL facilities. The deice pads may also be utilized by any cargo aircraft that may be parked on this ramp. Trunk and feeder aircraft deice services shall take place in the designated deice boxes marked in green on the ramp.

(ref. Map 1, spot 5)

b. FedEx Ramp

The deice pad is the ramp north of the FedEx facility. Trunk and feeder aircraft deice services shall take place on the concrete collection area on the FedEx ramp.

(ref. Map 1, spot 6)

Secondary Deicing

Secondary deicing and final aircraft inspection will be performed at the primary deicing locations.

Gate Deicing

All deicing should occur at designated pads under normal circumstances, including defrosting or any other type of operation that involves spraying deicing/anti-icing fluid on aircraft. However, if it is unsafe to move the aircraft due to snow accumulation, gate deice is accepted by the Airport. In this case, it is permissible to remove enough snow to move the aircraft to a deice pad to complete the contaminant removal.

Gate deice requests shall be approved by Airport Operations at 801.575.2460 prior to application of deice fluid to allow for coordination of glycol recovery. Removal of accumulated frost shall be accomplished at designated deice pads, not at the gates. Removal of frost from engine cowlings **using only water** is permitted at the gates.

This policy applies to all requests for deice service provision off of a designated deice pad, including FBO ramps and remote aircraft parking locations.

Gate Cleanup

In the event deicing fluid is sprayed at a gate or on a ramp, it will be necessary to clean the area prior to accepting another aircraft. Airport Operations shall be immediately notified at 801.575.2460 to coordinate glycol recovery and gate or ramp exclusion.

FBO Irregular Operation Deice Procedures (ref. Map 8)

During periods of heavy aircraft traffic on the Airport east side, Airport Operations will collaborate with the FBO deice service providers to meter aircraft access to the taxiway K3 deice pad.

- a. Airport Operations shall notify FAA ATC upon commencement of escort procedures.

- b. The FBO shall provide Airport Operations with a company UHF radio or access to a VHF air-to-ground frequency to allow for coordination of aircraft traffic.
- c. Departing aircraft will contact Airport Operations via VHF air-to-ground frequency once ready to taxi. A queue will be established by Airport Operations on the inner ramp southbound to the K3 deice pad.
- d. If the queue is full, aircraft shall remain on the ramp until advised by Airport Operations to contact FAA ATC ground control at 121.90 to proceed to the queue line.

Salt Lake City International Airport Monthly Deicing/Anti-Icing Fluid Use Report

Month & Year: _____

Airline/FBO: _____

Glycol Usage

	<u>Propylene Type I</u>	<u>Propylene Type IV</u>	<u>Other</u>
Gallons Pure Glycol Applied to Aircraft	_____	_____	_____

* If mixture is used, calculate volume of pure glycol placed in truck.

** Use actual amounts pumped from trucks, not estimated amounts put into trucks.

Aircraft

Number of Aircraft Deiced at:

34L runway end deice pad _____

34R runway end deice pad _____

L runway end deice pad _____

K3 taxiway deice pad _____

DHL ramp deice pad _____

FedEx ramp deice pad _____

UPS ramp deice pad _____

16R secondary deice pad _____

Other gate / ramp _____

Other gate / ramp _____

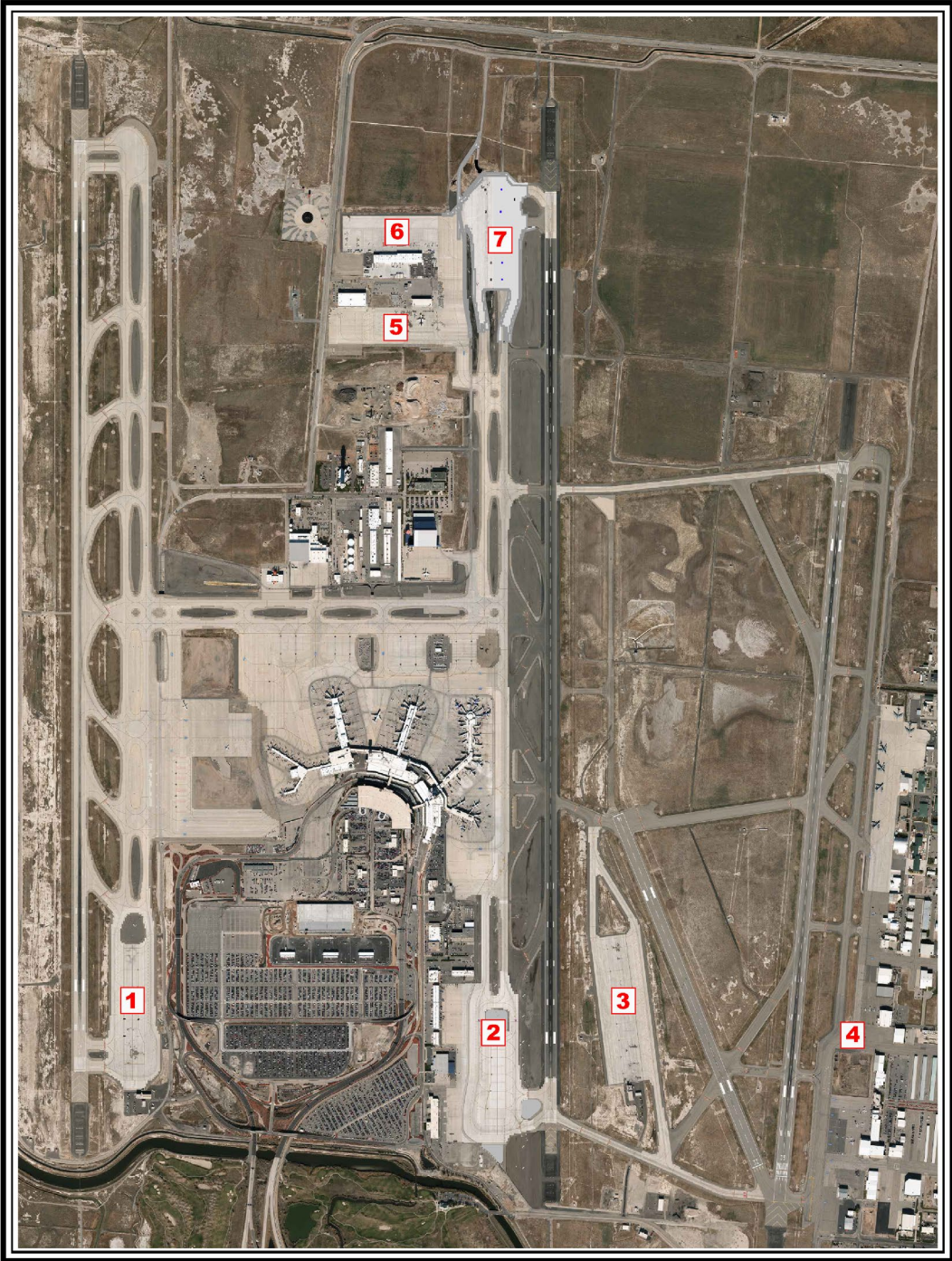
Report Prepared By: _____

Phone: _____

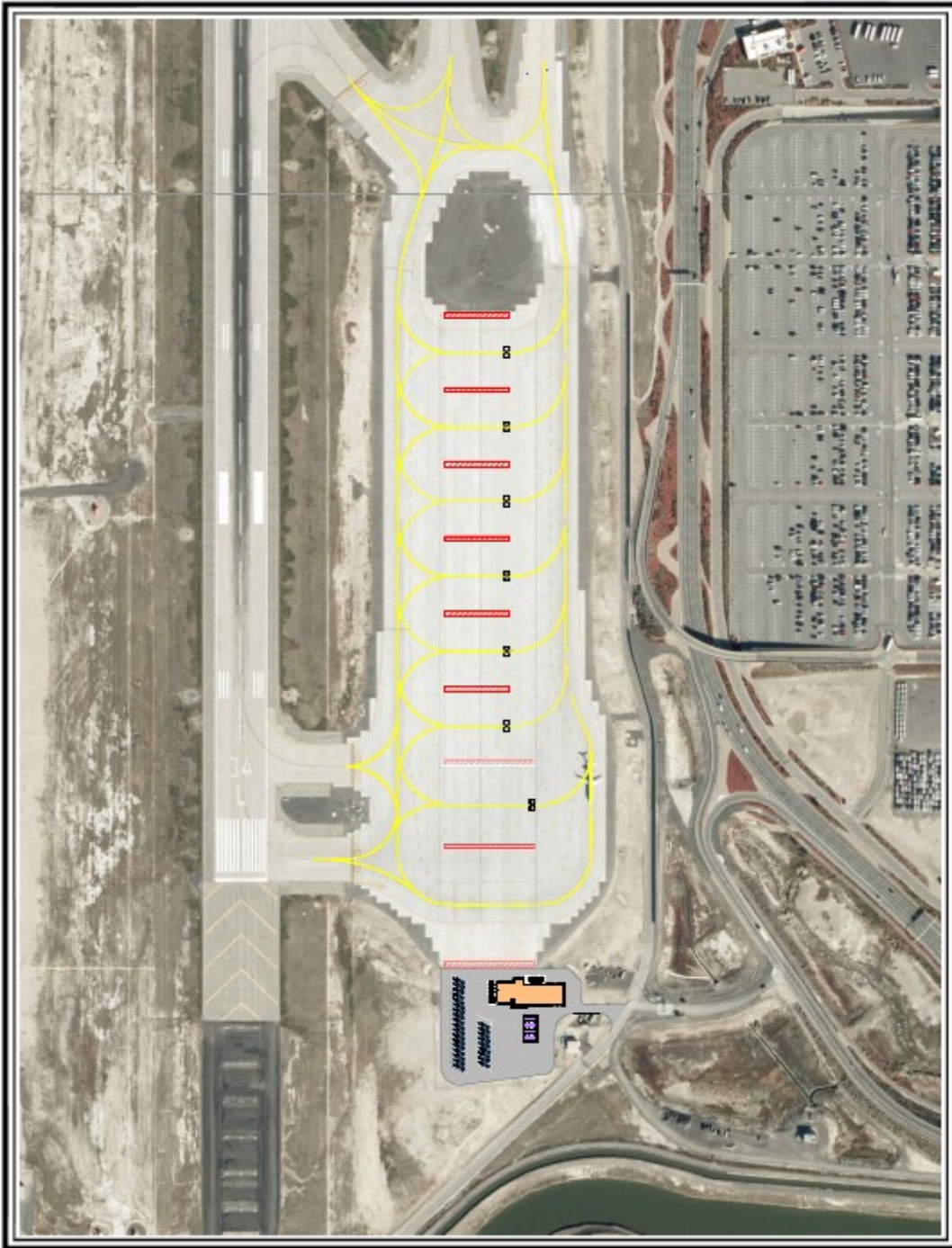
Submit fluid use reports by the 5th of the month to Salt Lake City Department of Airports:

Fax – 801.531.4677 Email - patty.nelis@slcgov.com

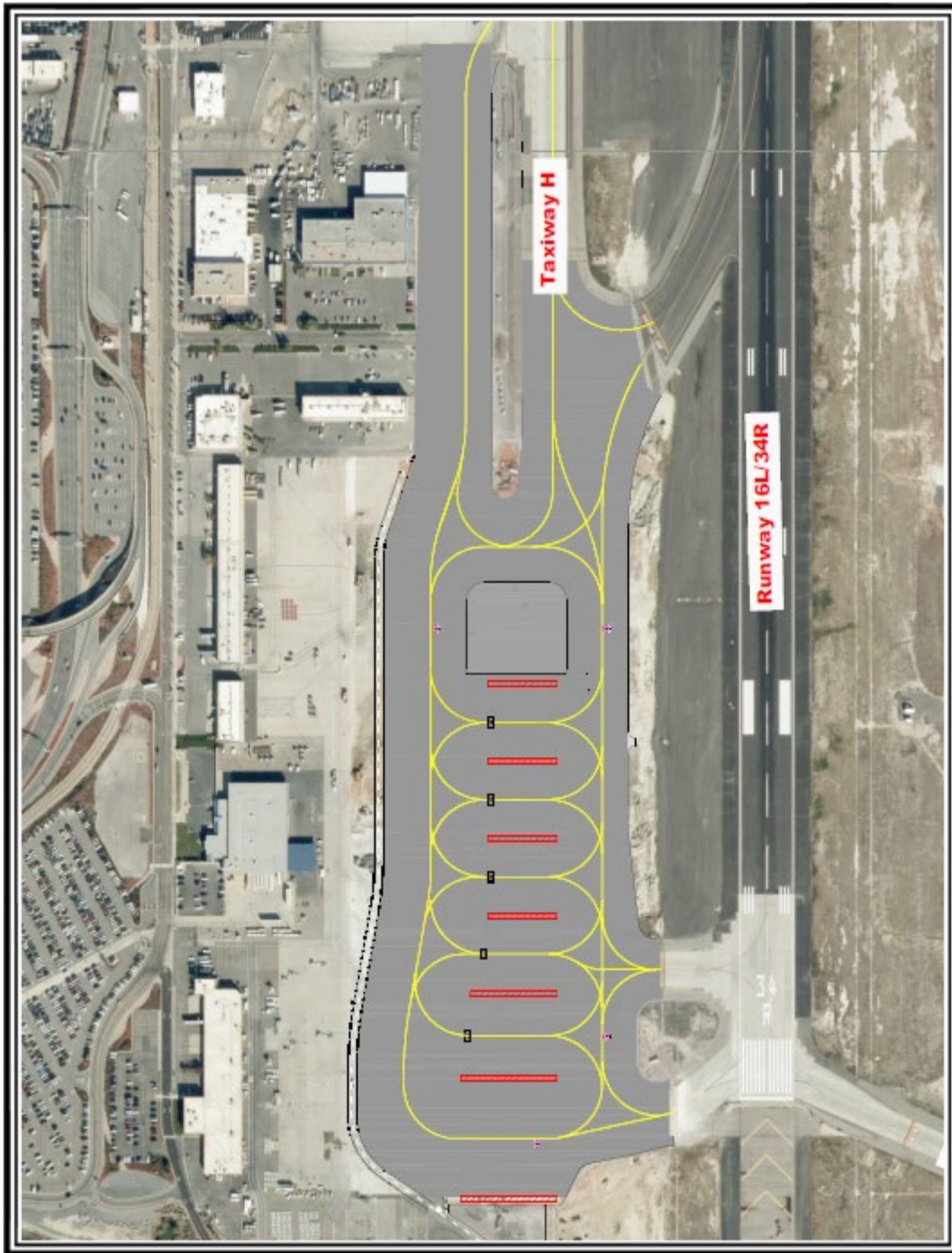
Map 1: Primary Deicing Locations



Map 2: 34L Runway End Deice Pad



Map 3: 34R Runway End Deice Pad



Map 4: L Runway End Deice Pad

Aircraft using L runway end deice pad shall face nose east.

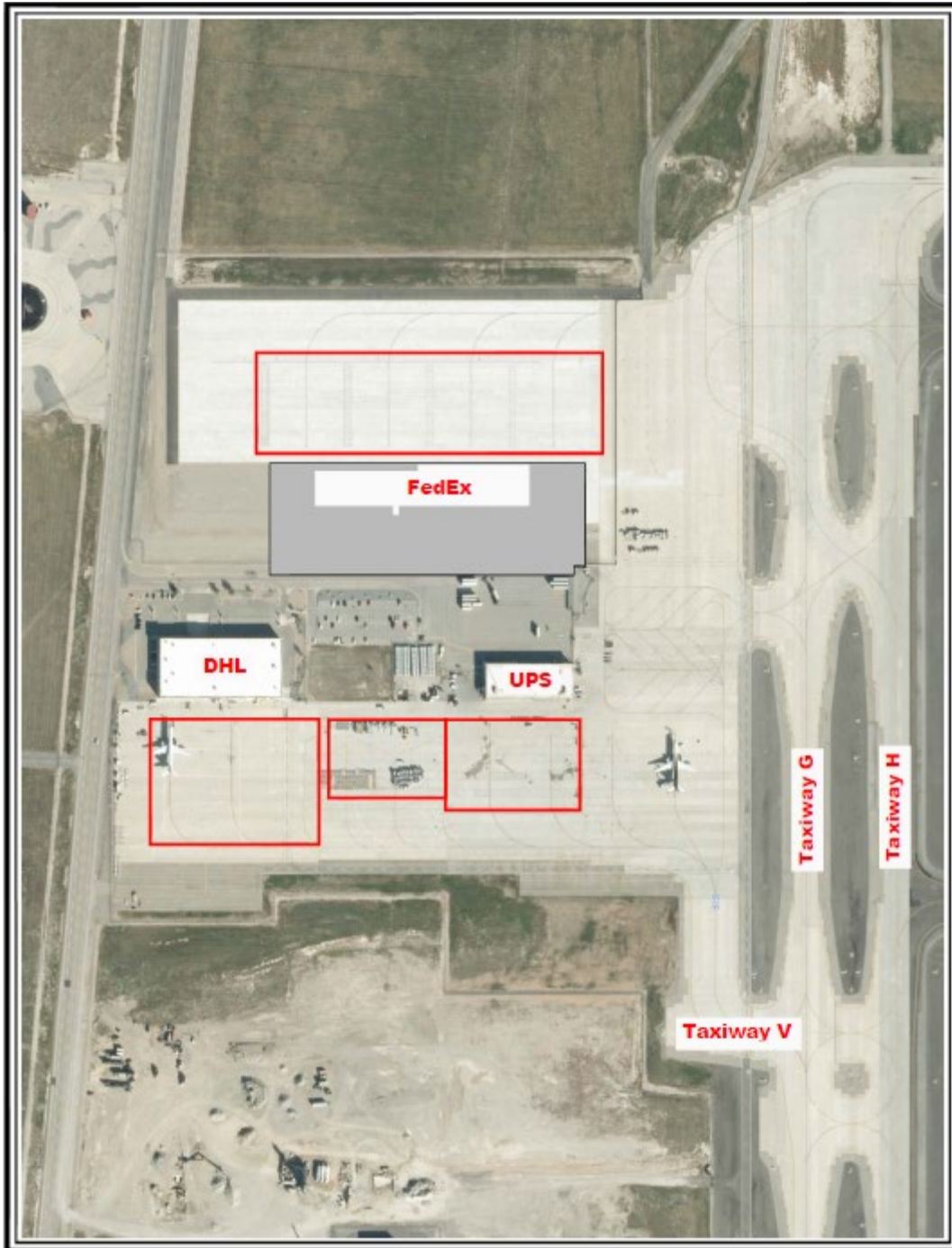


Map 5: K3 Taxiway Deice Pad

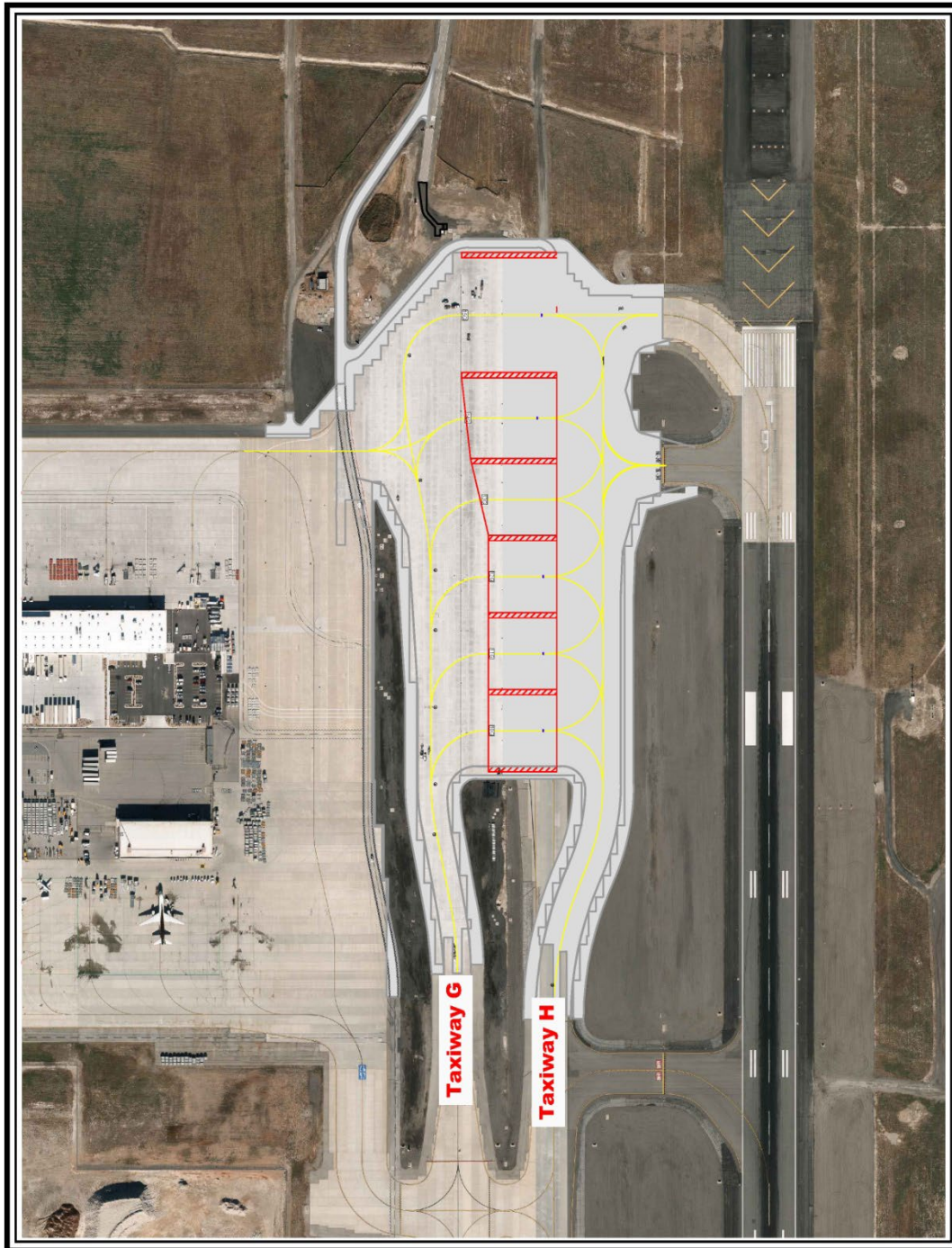
Restricted to B757-200 and smaller aircraft.



Map 6: North Cargo Ramp Deice Pads



Map 7: 16L Runway End Deice Pad



Map 8: FBO Irregular Operation Deice Procedures

