

Deicing Plan for Super Bowl LII 2018 in STP.

Aircraft will be cleared for departure taxi according to their respective PPR slot times. They will be directed from ground as to which route to follow to get into the deicing cue to maintain proper separation. Both approach ends of the departing runway are being used for deice operations. There will be two deice units on each side of the aircraft deicing in unison to speed up the process (like a carwash). Type I is the only fluid offered due to location in respect to the runway and no extended waiting period prior to take off. We do understand some Customers policies or SSP will require Type IV, we will have a very limited amount for those customers who cannot take off without it per their SSP's.

We have a deicing frequency of 128.875 which will be communicate to the Deice boss onsite, we ask that you do not call ahead using this frequency, this is to be used when you are ready to deice and communication will be initiated by the deice boss.

The process will be:

- The Deice boss will contact the aircraft, when the aircraft is taxiing onto the deicing pad, after the final communication from the previous aircraft has completed and has taxi for departure.
- The deice Boss will confirm the action request ie; wings and tail, or wings and tail and fuselage. NOTE: Wind screens will only be deiced per the PIC request and will be asked twice to confirm. (windscreen deicing will be over the top of the fuselage above the windscreen and running over the surface not direct contact.)
- Is the Aircraft configured for deice? We have made a caveat to normal operation to allow engines to remain running for those aircraft who would normally take an extra amount of time to reinitiate flight systems and engine start up procedures. Deicing will begin at the tail for ALL aircraft (this is to allow for aircraft deciding that opt to shut down both engines and leave the APU running during deice ops per their respective SSP.
- The deice crew will start the deicing process once the ground crew confirms the aircraft is free and clear of ice and snow the deice boss will release the aircraft at that time the aircraft will call the tower for final take off clearance. Due to having multiple deice units deicing, we will not be giving the out deice gallon amounts to avoid confusion. ALL AIRCRAFT will be deiced per FFA guidelines of the clean wing concept.

Again we want to Thank you for using Signature Flight Support STP for the Super Bowl LII special event destination.