

# AA/DFW Partnership

September 2022

**Who invited DFW?**  
**Do they even deice?**

# Stats

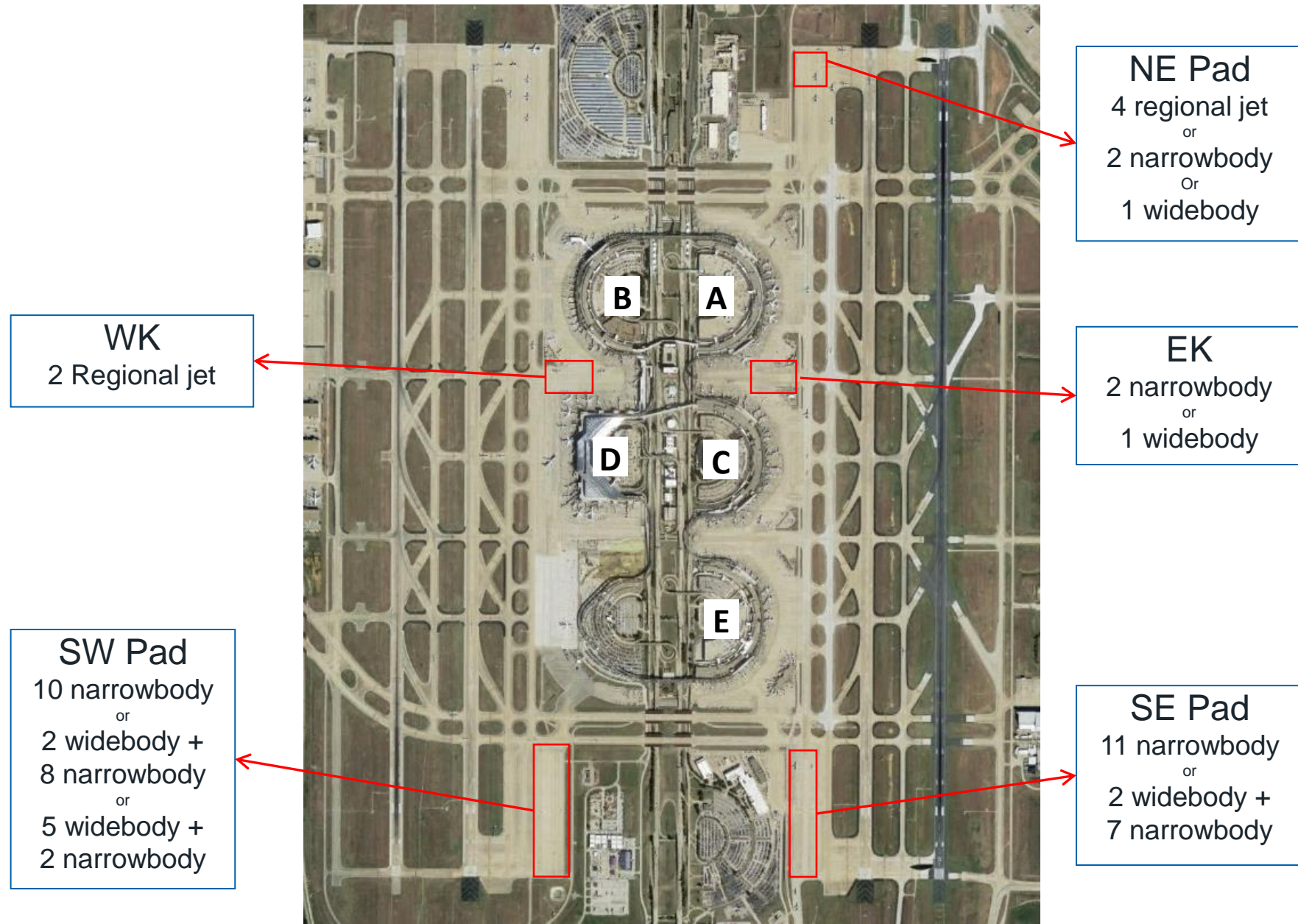
- 2<sup>nd</sup> Busiest Airport in the World in 2021
- AA operates 800 flights per day
- Deicing:
  - 2019/20 – 312 Aircraft
  - 2020/21 – 1,458 Aircraft:
    - 09Feb-20Feb – 1,165 Aircraft
  - 2021/22 – 638 Aircraft:
    - 23Feb – 241 Aircraft

# DFW Airport Layout



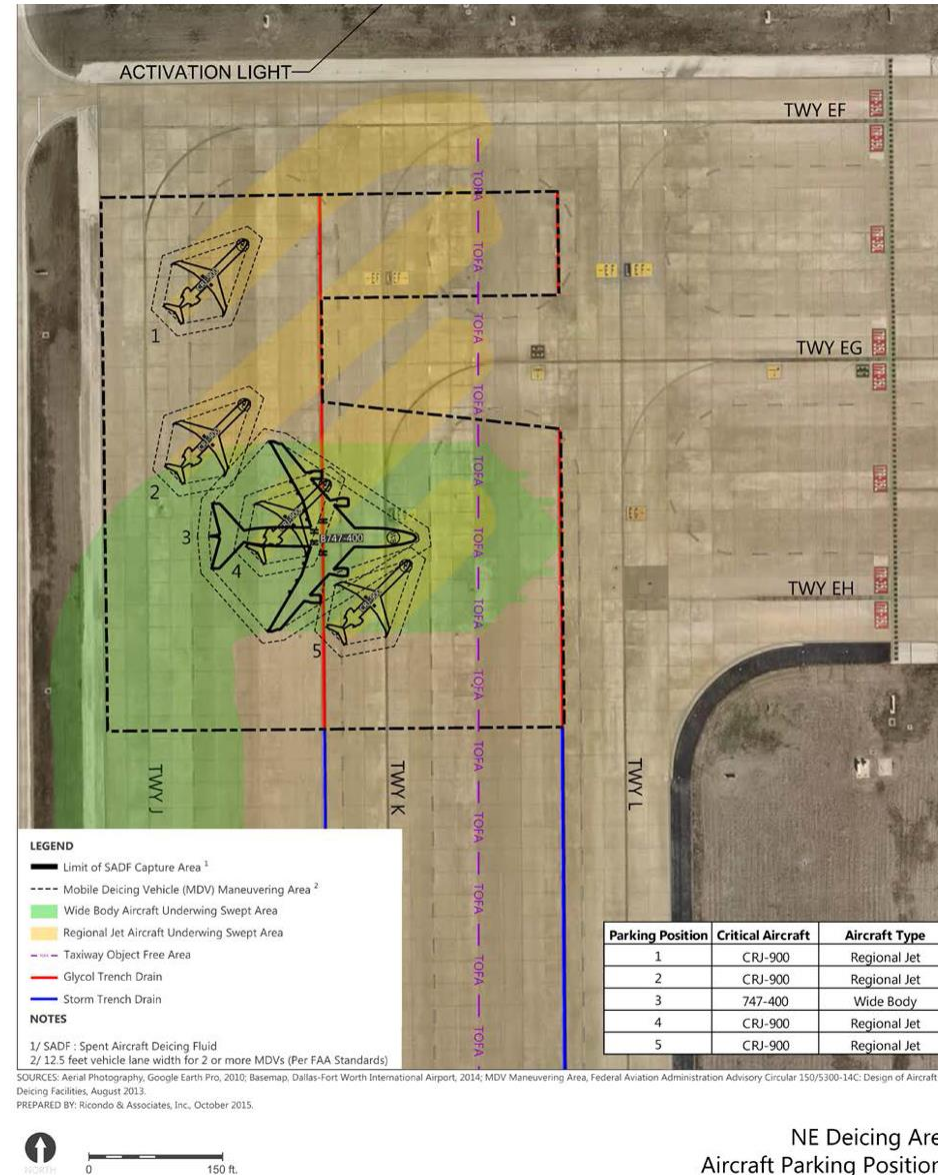


# DFW - Deicing Locations



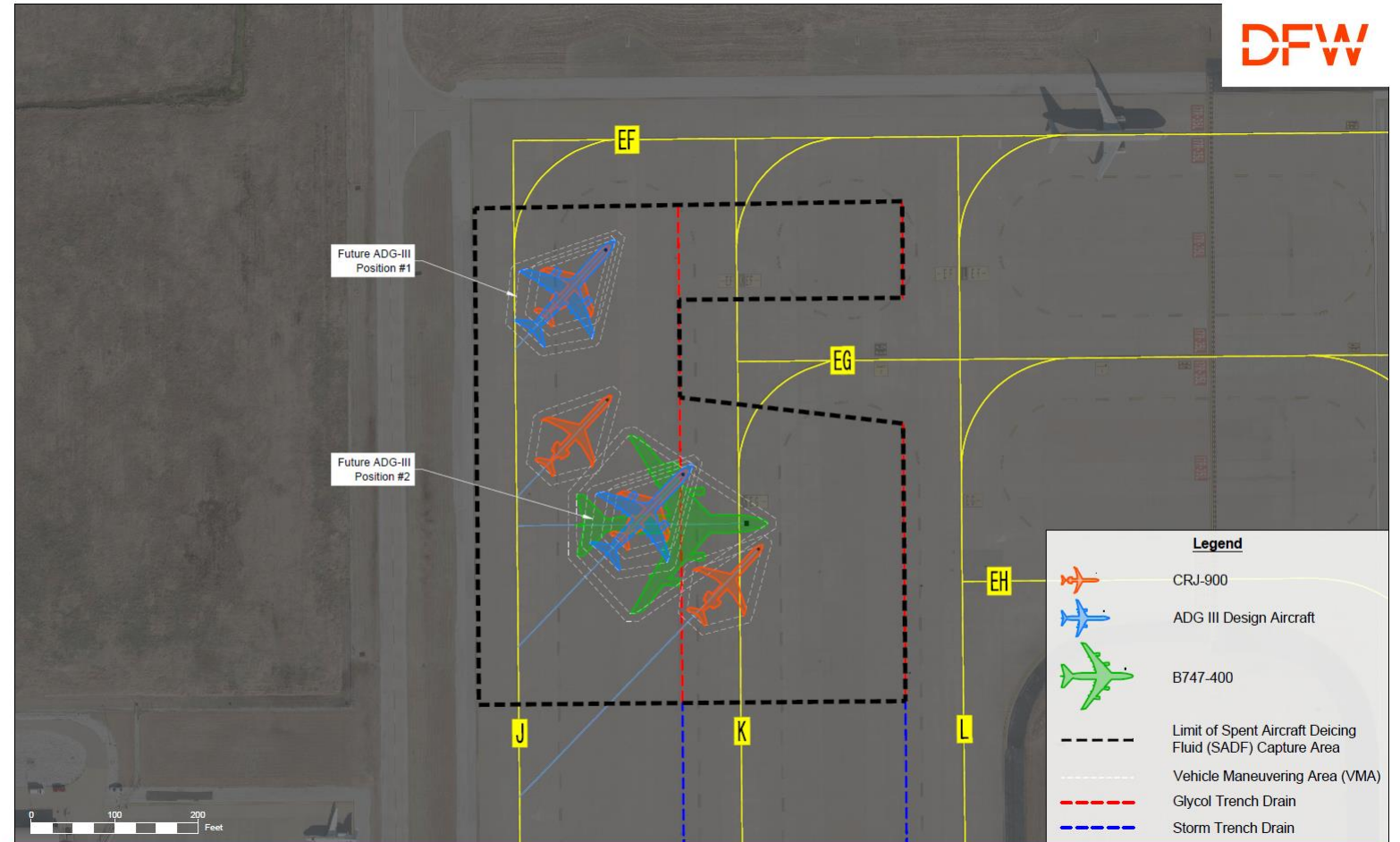
# NE Deice Pad

NE Pad  
4 regional jet  
or  
1 narrowbody  
Or  
1 widebody



# NE Deice Pad - Revised

NE Pad  
4 regional jet  
or  
2 narrowbody  
Or  
1 widebody



↑ Date: April 29, 2020  
Source: Dallas/Fort Worth International Airport

Aircraft Parking | Northeast Holdpad/Deicing Positions

**DRAFT**  
For Discussion Purposes Only



# SW Deice Pad

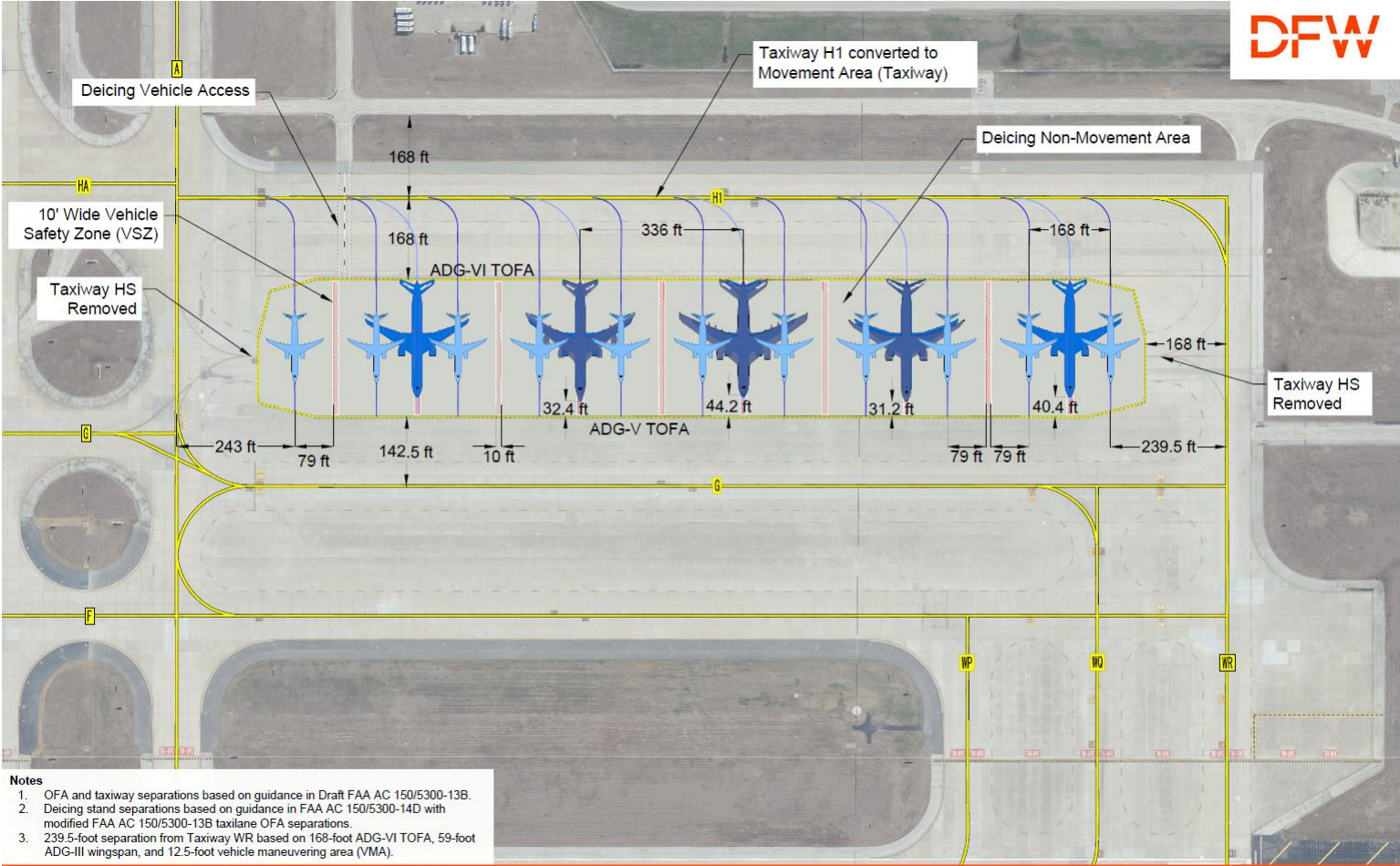
SW Pad  
10 narrowbody  
or  
5 widebody +  
2 narrowbody





# SW Deice Pad - Revised

SW Pad  
11 narrowbody  
or  
5 widebody +  
1 narrowbody

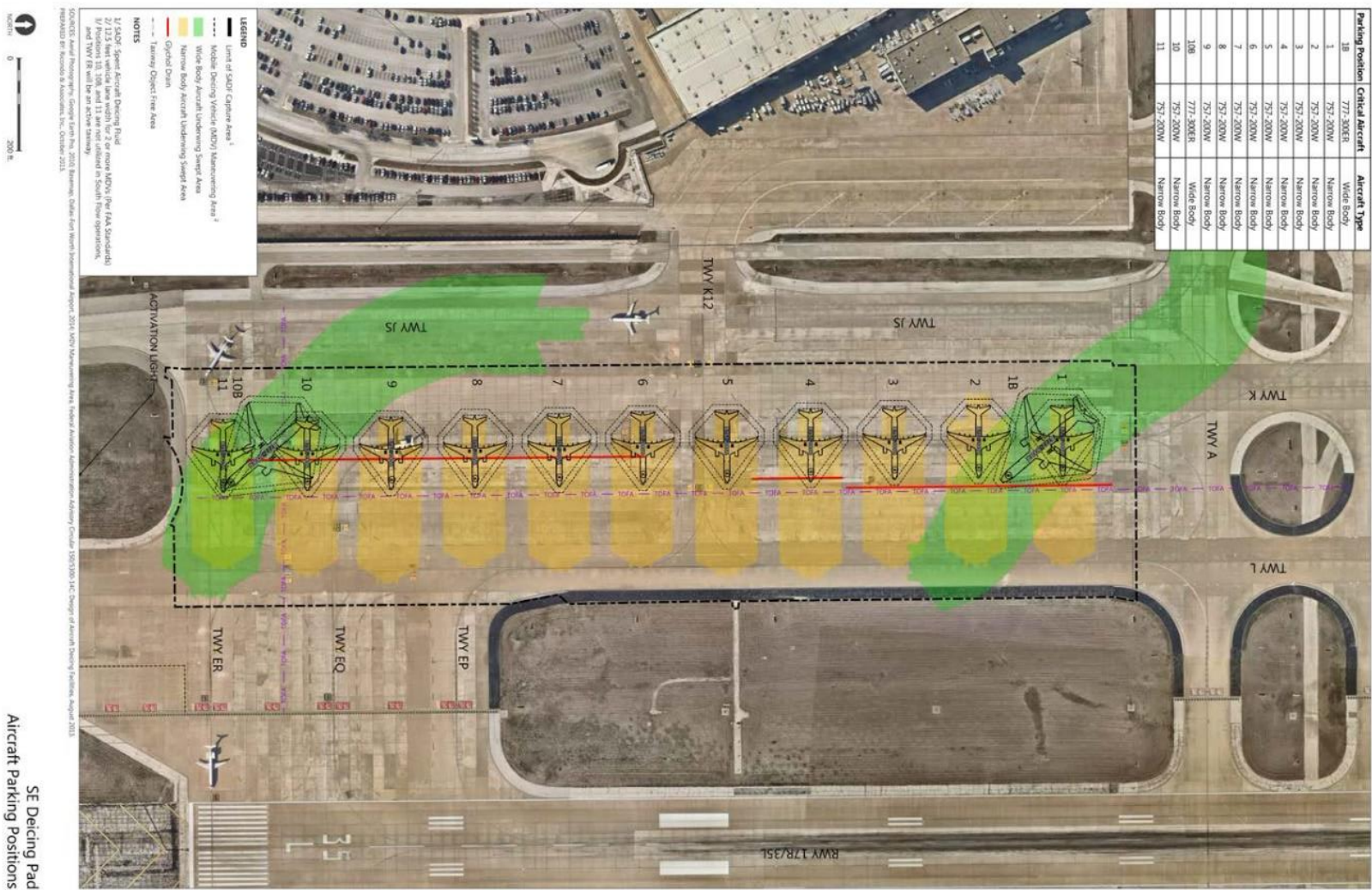


Date: December 22, 2021  
Source: Dallas Fort Worth International Airport

Southwest Holdpad | Taxiway HS Converted to Non-Movement Area

**DRAFT**  
For Discussion Purposes Only

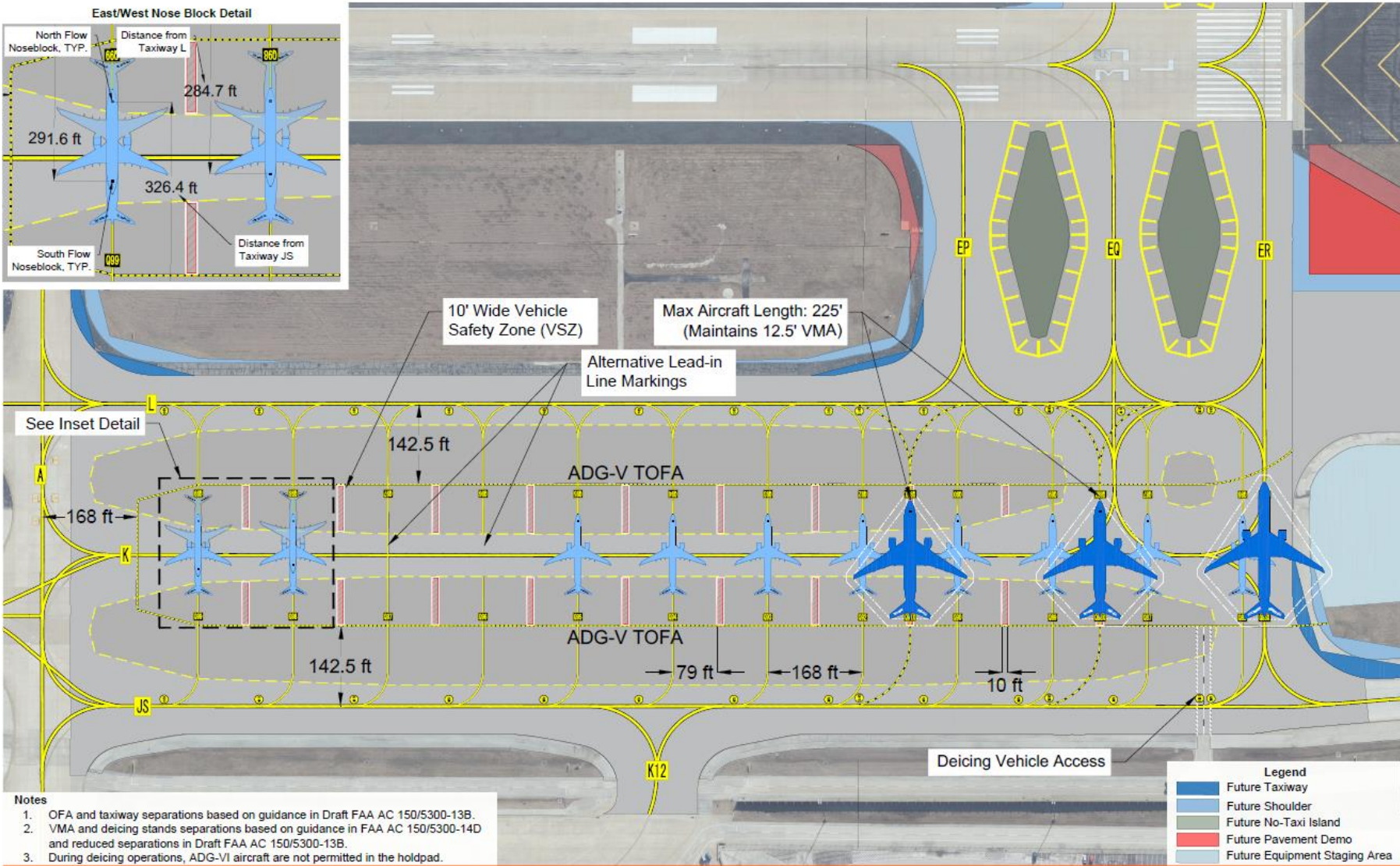
# SE Deice Pad





# SE Deice Pad - Planned

SE Pad  
12 narrowbody  
or  
3 widebody +  
7 narrowbody  
  
ADG-IV to ADG-III

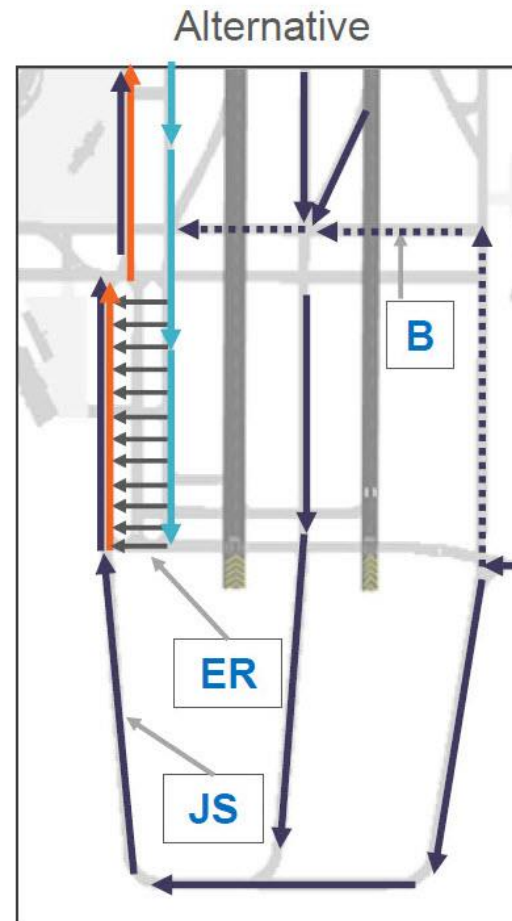
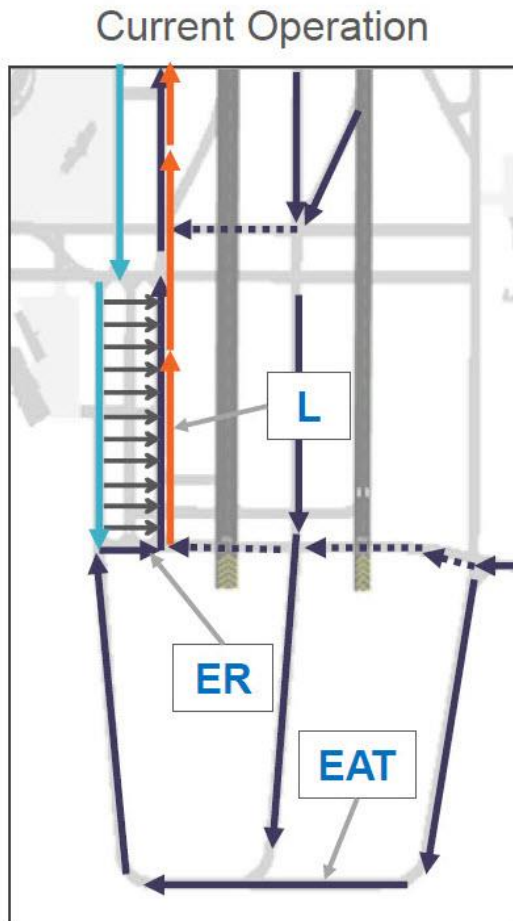




# Safety Zones



# SE Deice Pad – New Taxi Flow



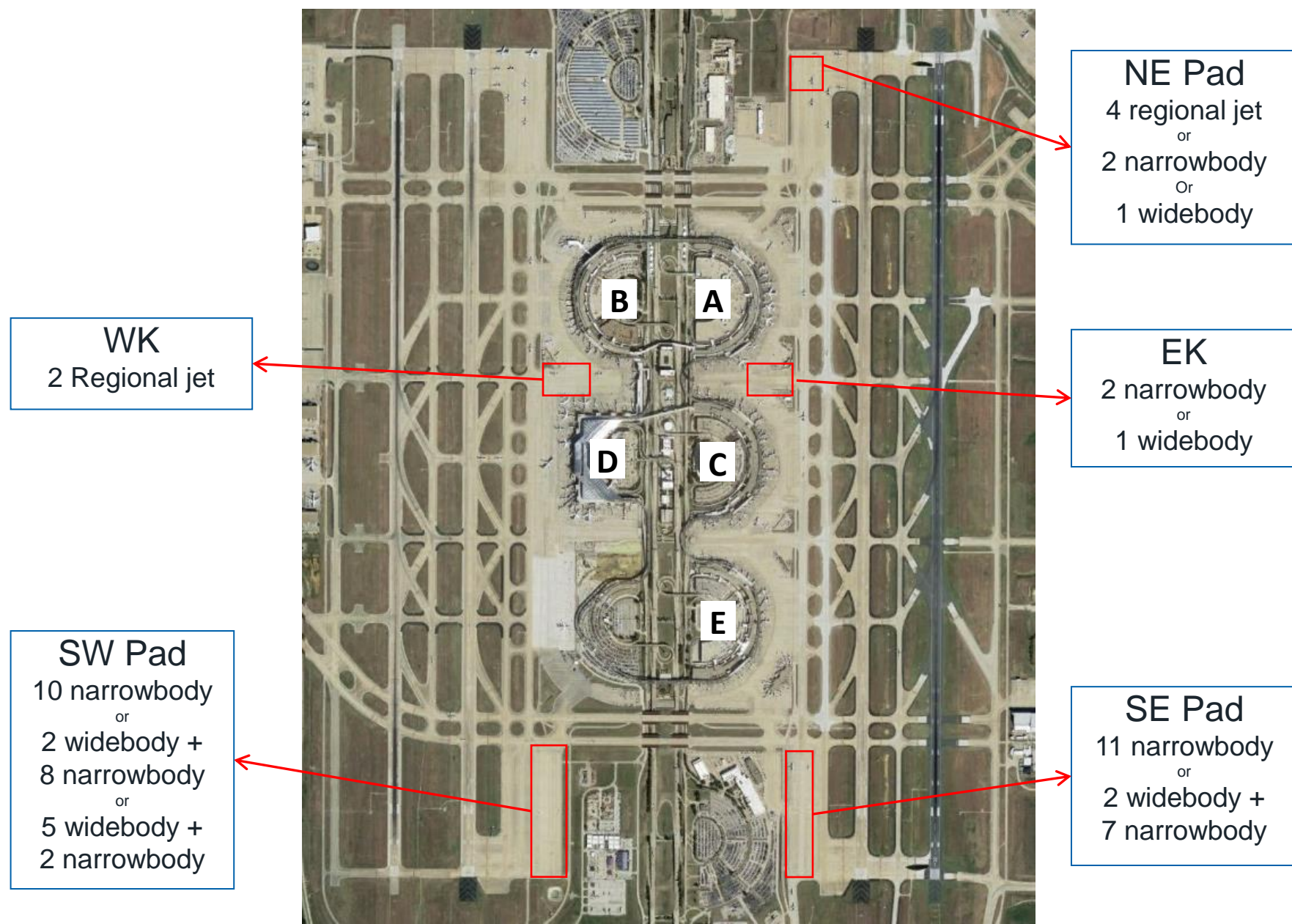
- Current operation has deiced aircraft exit towards the east on Twy L
- Arriving aircraft using the SE EAT, use Twy ER to jog back to Twy L
- Eliminates one deicing position and creates congestion for arriving aircraft
- Alternative to have deiced aircraft exit towards the west on Twy JS
- Arrivals using the SE EAT can continue on Twy JS
- Arrivals cannot cross at Twy ER and taxi north to cross on Twy B, so use of EAT recommended when deicing at the SEHP

➡ Arriving Aircraft   ➡ Taxiing to deicing pads   ➡ Deicing Stations   ➡ Taxiing after deicing

DFW

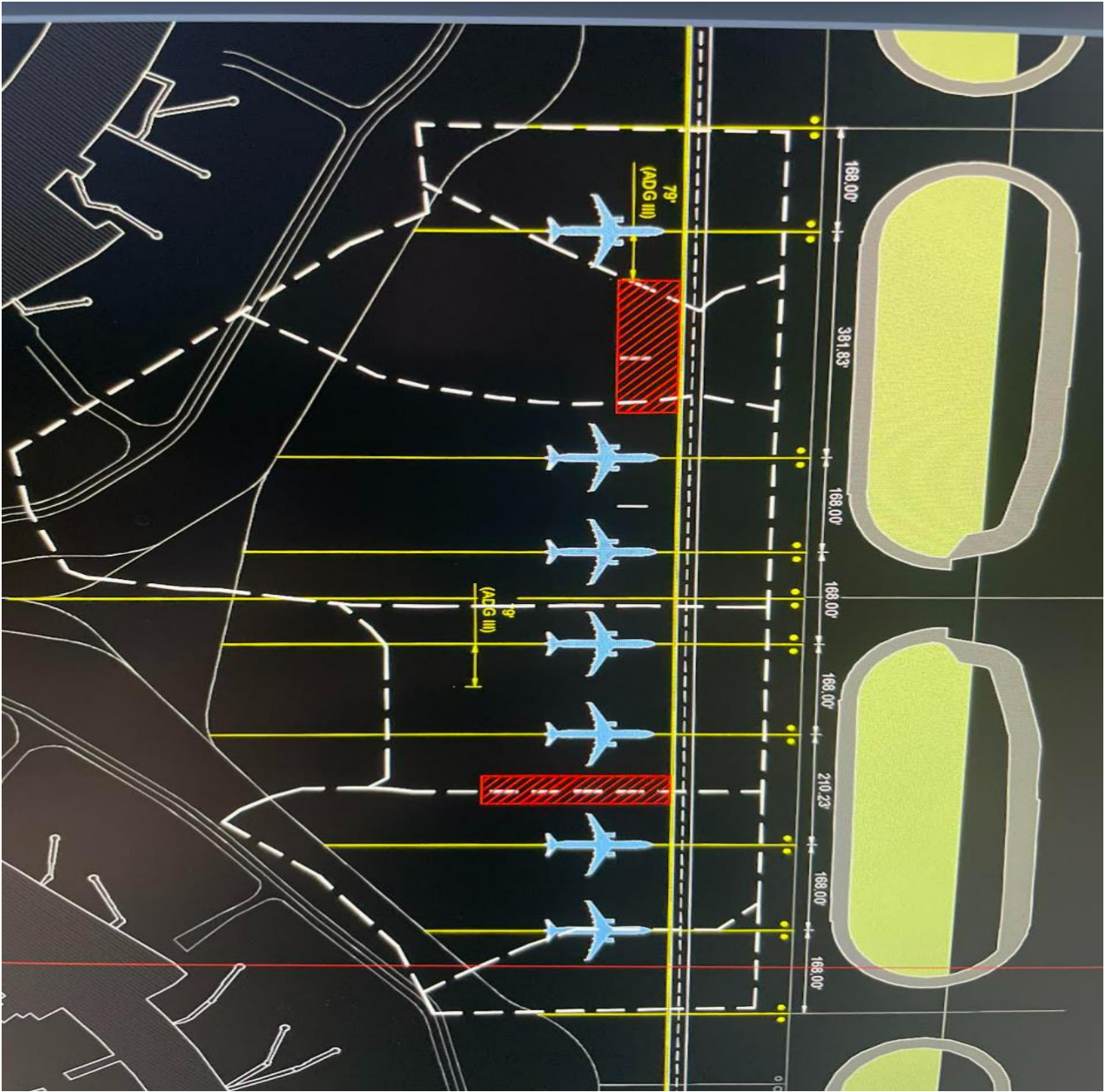


# DFW - Deicing Locations





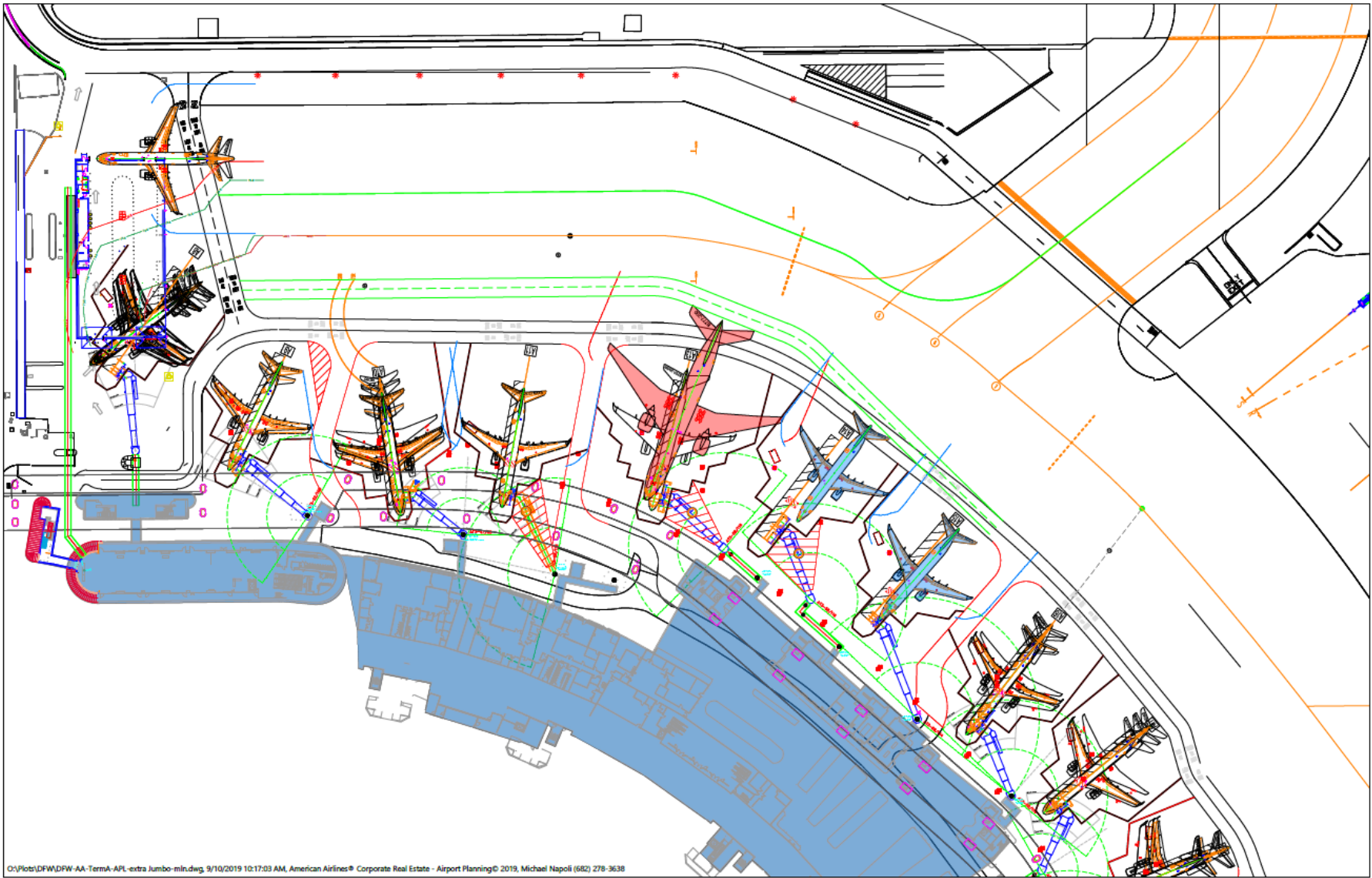
Terminal A/C AEPs



# Other Partner Initiatives

- Engine inlet deicing:
  - Deicer call DFW IOC to request permission to deice at the gate
  - DFW IOC then would call DFW Environmental for permission
  - DFW IOC would then call AA Deicer back
  - Permission-based to notification-based
- Aircraft safety envelope snow & ice removal:
  - AeroSnow representative in AA HCC
  - Additional equipment
- OAL pad coordination:
  - Blocking the throat
  - First positions
- Glycol
- Priority runways

# Safety Envelopes





# Questions?