

De-icing procedures



At Helsinki Airport we are delighted to provide proper de-icing services for your needs! Helsinki is known for its smooth winter operations, so why not bring it here to Vatsim! To make your experience better, we recommend using GSX PRO to simulate remote de-icing.

The following positions can be manned during winter season:

Logon code	Call sign	Frequency
EFHK_C_GND	Remote De-icing Supervisor	133.850
EFHK_D_GND	De-icing (operator)	121.675

The positions above may be used during Welcome to HEL or other events.

Pilots may request for de-icing even if the positions above are not manned. In that case Helsinki Ground or Tower will handle the communications.

Pilot procedures

Before start-up

1. Order de-icing from Remote De-icing Supervisor 133.850 before start-up OR use the [De-icing Web Application](#) (instructions at the end of this page). You need to receive en-route clearance from EFHK_DEL before requesting de-icing:

✈ **HELSINKI DE-ICING, FINNAIR 1, REQUEST DEICING FOR WINGS AND TAIL**

☐ **FINNAIR 1, DE-ICING ON REMOTE APRON 6**

2. After the request you may switch back to previous frequency

Operations at remote de-icing apron

1. ATC will give you taxi instructions to an intermediate holding point
 - [Apron 6](#): DC1 or GC1
 - [Apron 8](#): AV1 or VS1
2. ATC will advise you to contact Remote De-icing Supervisor:

☐ **FINNAIR 1, CONTACT REMOTE DE-ICING SUPERVISOR 133.850**

✈ **133.850, FINNAIR 1**

3. You will receive taxi instructions to de-icing stand

✈ **FINNAIR 1, APPROACHING DC1**

☐ **FINNAIR 1, TAXI TO STAND 603**

✈ **TAXI TO STAND 603, FINNAIR 1**

4. De-icing Supervisor may advise you to contact de-icing operator when parking brake is set

☐ **FINNAIR 1, WHEN PARKING BRAKE SET, CONTACT DE-ICING 121.675**

✈ **WHEN PARKING BRAKE SET, 121.675, FINNAIR 1**

5. Contact De-icing operator and request the de-icing procedure you want

- General tip: request 2-step de-icing only when it is snowing

✈ **DE-ICING, FINNAIR 1, PARKING BRAKE SET, REQUESTING ONE STEP DE- ICING FOR WINGS AND STABILIZER, YOU MAY START SPRAYING**

☐ **FINNAIR 1 ON STAND 603, DE-ICING, STARTING ONE STEP PROCEDURE FOR WINGS AND STABILIZER, REPORT WHEN DE-ICING COMPLETED**

✈ **WILCO, FINNAIR 1**

6. Now you will wait until the de-icing in your simulator is completed. When de-icing is finished, the de-icing operator will give you the end report which should be read back:

✈ **FINNAIR 1, STAND 601, DE-ICING COMPLETED**

☐ **FINNAIR 1 ON STAND 601, DE-ICING COMPLETED FOR WINGS AND TAIL WITH TYPE 1 FLUID, MIXTURE 40%, HOLDOVER TIME STARTED AT 55, POST DE- AND ANTI-ICING CHECKS ARE COMPLETED**

✈ **TYPE 1, MIXTURE 40%, HOLD OVER TIME 55, FINNAIR 1**

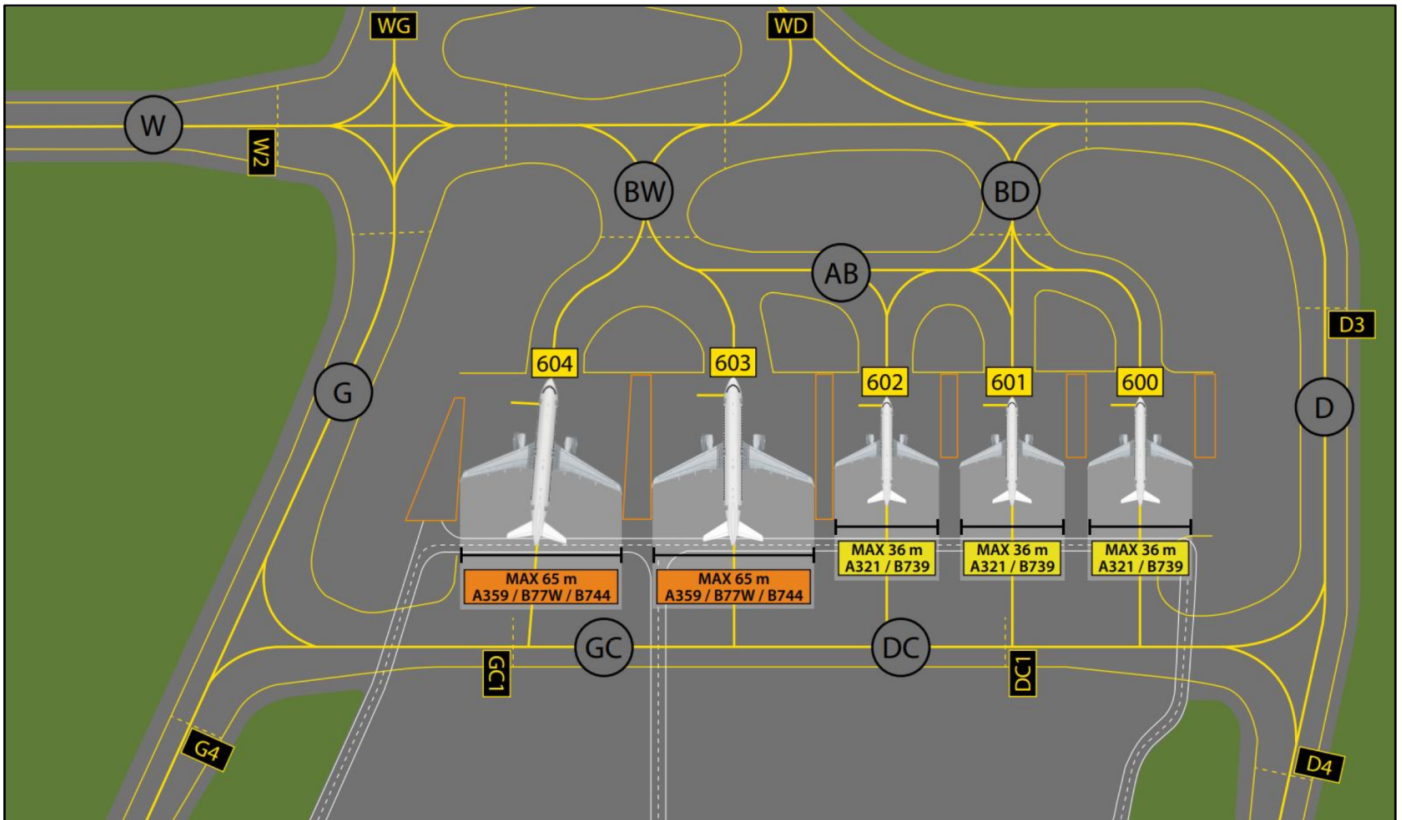
☐ **FINNAIR 1, CORRECT, FOR TAXI CONTACT TOWER 118.850**

✈ **118.850, FINNAIR 1**

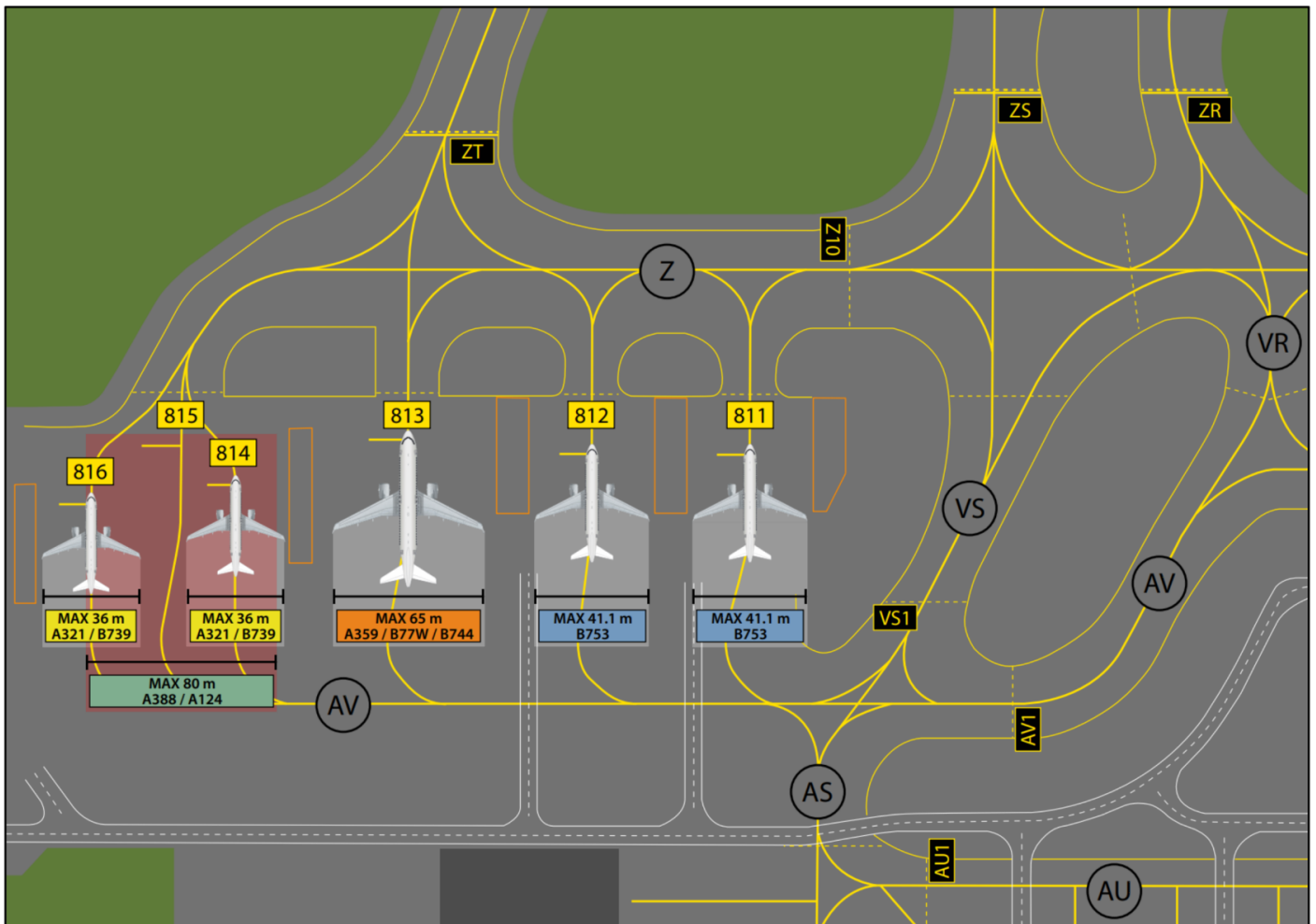
7. The de-icing process is now completed, and you will receive taxi instructions towards the departure runway – Have a nice flight! ☐

Map of de-icing areas

REMOTE 6 map



REMOTE 8 map



DEICE Application for EFHK

ice.lusep.fi

You need to be connected on VATSIM network as a pilot and send the flight plan with departure EFHK before connecting to the application.

1. Check Weather

Verify METAR and modify the and manually if required.

- The manual selection also includes:
 - Active Frost
 - Rain on Cold-Soaked Wing

Some Precipitation selections require the use of `Snowfall Intensifies as a Function of Prevailing Visibility` -table. This has been simplified with the following form:

METAR Timestamp: 210820Z

EFHK 210820Z 16013KT 9999 FEW021 07/02 Q1012 NOSIG=

0° Temperature ☁ Precipitation

-4°C Light Snow, Snow Grains or Snow Pellets

The `Snowfall Intensifies as a Function of Prevailing Visibility` table is required to confirm that the precipitation intensity is no greater than "moderate". No holdover times exist if the reported visibility correlates to a "heavy" precipitation intensity.

Select Time of Day:

Day Night

Select Visibility (meters):

≤ 400 800 1200 1600 2000 2400 2800 3200 4000 4800 ≥ 5600

Result: Use Very Light precipitation intensity.

Edit the `Precipitation` to match the Form `Result`.

- In the case above, the already selected `Light Snow, Snow Grains or Snow Pellets` should be changed to `Very Light Snow, Snow Grains or Snow Pellets`.

2. Request Treatment

Select the preferred `DEICE Treatment` from the dropdown menu. This list includes all possible alternatives available at Helsinki.

Full Aircraft Type 1, Wings & Stabilizers Type 4

Connect to VATSIM and file your flight plan first

Provider	Frequency	Stand	TTOT	HOT start
Unavailable	Unavailable	Unavailable	Unavailable	Unavailable

- Normally `Type 4` fluid is selected only in snowy conditions or whenever `Type 1` Fluid holdover time (HOT) is not enough

After the `Remote Deicing Supervisor` has approved your `DEICE Treatment`, it will be shown as "Ready" in the Treatment section:

Select a Treatment

Ready ✓

Provider	Frequency	Stand	TTOT	HOT start
Swissport Norra Airpro	121.675	Unavailable	Unavailable	Unavailable

3. Taxi to Remote Apron

After the approved **DEICE Treatment** you can continue your preparations normally. Later you will receive taxi to the Remote Deicing apron by ATC.

4. Adhere to possible Holdover Time

Composites

FAA
2025-2026

TYPE 1
CLARIANT SAFEWING MP I
1938 ECO (80)
2 - 5 min

TYPE 4
CLARIANT SAFEWING MP IV
LAUNCH 75/25
50 - 90 min

Type 4 Fluid Concentration 100% available on request.

The holdover time is the time when the last step of the treatment has started. If using both **Type 1** and **Type 4** fluids, the HOT starts when the **Type 4** is being applied.

As seen in the example above, Type 1 would not give sufficient Holdover Time for the selected temperature and precipitation, as it would be impossible to complete the Deice treatment and taxi to the runway within 5 minutes. Therefore Type 4 is also applied which is an anti-icing fluid keeping the wing clear of precipitation for a longer period.

PAUSE

HOT 0:08

The Timer may be used to track the Holdover Time progress. The HOT included in the end-report given by the `Remote Deicing Supervisor` is the time when your de-icing was marked as started (not necessarily when you have started to apply the last fluid on your aircraft in the simulator).

Aircraft de-icing visual guidance system

The small box appearing in the bottom-right corner of the page simulates the `De-icing visual guidance system` at Helsinki. This system is located next to each Remote stand.



Revision #13

Created 28 July 2023 15:44:42 by Otto Tuhkunen (1339541)

Updated 21 October 2025 09:13:09 by Otto Tuhkunen (1339541)