PURPOSE

The snow removal from runways, taxiways and operational and transit areas and icing prevention Airport Plan describes:

- the concerned organizations functions;
- the information flow between the organizations involved and the outside;
- the general operating procedures.

INVOLVED ORGANIZATIONS

Are considered “Involved Organizations” those who take part in the operations and/or contribute to carrying them out in various ways. They are listed below:

- Aeroporti di Roma S.p.A.
- ENAV S.p.A. SAAV - Fiumicino
- ENAC Local Civil Aviation Authority
- Snow Committee (AOC, Alitalia, User Committee, Handlers, Government Agencies, Municipal Police, FFS, Cotral)
- Prefecture of Rome

SCOPE OF APPLICATION

The Plan is activated at the looming or the occurrence of meteorological phenomena affecting the aircraft movement areas (identified as "Airside") and ordinary roads falling within the airport area outside the customs gates (identified as "Landside") bordering the ordinary roads. In the first case prevention operations are activated, in the second removal of snow and/or ice operations; operations can be activated within 24 hours depending on the weather conditions.

The reference period is the Winter season which runs from 1 December 2013 to 30 April 2014 for a period of five months.

If necessary, the plan can also be activated by the ADR Duty Station Manager outside of that time period or the latter be anticipated or extended.

REFERENCE DOCUMENTS

I.C.A.O. Annex 14, Technical Annex, chap. 2, par. 2.9 and in the Airport Service Manual - Part 9, chap. 4
Regulations for the Construction and Operation of Airports
Circulare APT10A

REGULATORY REFERENCES

CONVENTION N. 2820 of 26.06.74 for the unified management of the Capital City airport system and its Addendum
INTRODUCTION

ADR SpA, in order to limit the negative effects on Airport Usability arising from possible snowfall and/or ice formation, arranges with the ENAC Local Civil Aviation Authority and ENAV -Fiumicino, for the winter season 1st December 2013 - 30th April 2014, the "Snow removal and icing prevention" Airport Plan.

The criteria adopted are consistent with the Technical ICAO annex 14, chapter 2, par.2.9 and in the Airport Service Manual Part 9, section 4 contents.

At the occurrence of snow forecasts on the airport at least 48 hours in advance, ADR convene the Snow Committee. In the event that the expected weather event (snow or ice) should be foreseen outstanding and result in significant repercussions on the airport operations, the Snow Committee may provide for a reduction in airport capacity in order to reduce consequent serious inconvenience to passengers, information will be provided through specific NOTAM for carriers and press releases for public information. The Civil Aviation / Airport Management also may require the Committee for the Management of Abnormal Situations (COE) activation (call), in this case represented by the Snow Committee representatives.

CONTENTS OF THE PLAN

A) Organization responsible for the operations of clearing snow and ice.
B) Snow Committee
C) Procedures for communication of weather forecasts.
D) Procedures for suspension and resumption of air traffic for the execution of snow and/or ice clearing operations.
E) Procedures for the removal of snow and/or ice and interventions priority
F) Performance and characteristics of the service of snow removal
G) Snow removal and de-icing equipment pool
H) Methods and procedures for the detection of the friction coefficients on runways
I) Clearing snow and ice prevention in Landside
J) External Media and Information
K) De-icing activities
L) List of involved organizations
M) Attachment 1 - Map of the Landside area of ADR competence.

A) ORGANIZATION RESPONSIBLE FOR THE OPERATIONS OF CLEARING SNOW AND ICE

ADR SpA has the responsibility to ensure and communicate the terms of the movement areas and part of the land-side roads accessibility, in relation to the presence of snow and/or ice.

For this purpose, in case of snowfall forecast at Fiumicino Airport, ADR should ensure:

- the Snow Committee convening at least 48 hours ahead of schedule received from ENAV weather forecasters;
- provide ENAC / Airport Management with airport notice and warning for snow or ice;
- follow the trend of the meteorological phenomena and to assess their possible effects;
- coordinate actions;
- provide ENAC Local Civil Aviation Authority and Snow Committee meeting in the COE room, the useful information, which will be used for the disclosure of SNOWTAM and Runway State Group, reports on friction, as well as general information about the infrastructure and airport equipment conditions;
- propose to the ENAC Local Civil Aviation Authority the suspension and resumption of air traffic, both in relation to the operations of clearing snow that the conditions of airport accessibility;
- define, depending on the ongoing type of traffic, the priorities of intervention on the aircraft parking areas;
- at the same time, identify operational actions to be undertaken, in terms of priorities, with particular reference to the take-off authorization;
- interventions to prevent ice formation and snow removal on the part of motor vehicle roads strategic for access and/or leave the airport;
- at the resumption of operations, define with ATC SAAV Fiumicino and ENAC Local Civil Aviation Authority, the airport capacity to declare.

B) SNOW COMMITTEE
The "Snow Committee" is a technical competent committee composed of representatives of:
- ADR,
- Civil Aviation Authority,
- ENAV -FCO,
- AOC,
- Alitalia
- User Committee
- ADR Assistance
- Polaria, GdF, Carabinieri
- Municipal Police
- Representative of the Municipality of Fiumicino for Civil Protection
- FFS,
- Cotral

which shall meet upon convocation by ADR at least 48 hours before and every time it is needed, in the event of severe snowfall and/or ice on the airport, in order to:
- propose, share, and take contingency action for effective management of air traffic against possible reductions in airport capacity;
- NOTAM issue in front of sustainable capacity (flights/hour rate);
- ensure early enough accurate information to customers/passengers;
- Pre-coordinate any rerouting of canceled flights;
- manage the snow emergency within the COE center, involving mobility managers to know the status of active connections to/from the airport and the practicability of the road network (roads, GRA ring road, motorway).

C) WEATHER FORECAST REPORT PROCEDURE
ENAV - FCO is the organization responsible for the communication of information relating to forecasts of snowfall at Fiumicino airport, provided through the issue of TAF – Terminal Aerodrome Forecast (airport forecast).

The Rome Fiumicino Airport TAF are developed and reported by the ENAV Unit of Meteorological Forecasting located at the Ciampino ACC, at 06.00 GMT and updated every 6 hours (12.00 GMT 18:00, 00:00 emissions) valid for 30 hours.

If the TAF may contain forecasts of snow and / or ice formation, ENAV Fiumicino will forward via fax a copy to the ADR CEA number 06-65953978.

The CEA ADR will notify promptly the FCO Movement Area Post Holder and / or his deputy, in order to activate the Snow Committee, Local Authorities and the Operators concerned.

Fiumicino ENAV will provide further updates whenever available.

Later, if necessary, the Rome UPM will spread the airport warning with the prediction of snow phenomena, ice or freezing phenomena, however not earlier than 6 hours before the meteorological phenomenon expected start. As for the procedures in force, the airport warning, received by ARO - CBO, is faxed to the CEA ADR (Fax 06-65953978).

D) PROCEDURES FOR SUSPENSION AND RESUME OF AIR TRAFFIC FOR CONDUCTING OF SNOW AND / OR ICE REMOVAL OPERATIONS

Civil Aviation / Airport Management, being present in the Snow Committee, may order the suspension and the subsequent resumption of the flight activity, on the basis of information about presence of snow or ice on the airport and the removal evolution provided by the Snow Plan Technical Coordinator.

E) PROCEDURES FOR SNOW AND / OR ICE REMOVAL AND INTERVENTION PRIORITY

The beginning of the procedure starts upon receipt of the weather notice of forecast or favorable conditions to snow precipitation or ice, issued at least 6 hours in advance of the beginning of the alleged snowfall.

The Technical Coordinator of the Snow Plan prepares the preliminary actions for Responsible Organizations pre- alerting and for the convening of the snow and ice removal staff, with the purpose of ensure the restoration of the airport operations in a reasonably short time, under Safety conditions.

Based on the last experience, the calculated time to restore the viability of each runway, including taxiways and connecting lanes with the Apron and part of the closest stands is about 80 minutes, whereas the height of the snow is not more than 8/10 cm.

ADR must restore the conditions of viability for:

- runways and taxiways, in the maneuvering area;
- aircraft parking areas, equipment rest areas, and vehicular traffic roads in Apron area;
- perimeter road to ensure both assistance in case of emergency and Security controls.
- removal of snow drifts;
- Landside roads for the part of it’s responsibility (see attached plan)
Unless weather conditions advise different operational solutions, which will be however evaluated, case by case, by the Technical Coordinator of the Snow Plan in coordination with ENAV Fiumicino, the snow removal priority will be given to:

- the runway 16R/34L,
- the parallel taxiway Alpha,
- the taxiways AA and AF, AG, AH and AC
- the taxiways V, W, Y, Z, M, T, S,
- the taxiways H, CF, NW, NZ, NG etc.

Afterwards, always taking into account the weather conditions and the runways use, with the aim of coming soon to a complete normalization of operations, we will proceed with the clearing of:

- runway 07/25,
- the taxiways BA, BB, BD and BE,
- taxiway Bravo and related access taxiways to Apron,
- runway 16L/34R (16C/34C when in use and associated taxiways)
- taxiways Charlie and Delta.

At the same time, taking into account the different types of equipment used for the removal of snow from parking areas than those used in the maneuvering area for the same purpose, we will proceed removing:

- snow heaps in Airside (with n. 10 trucks and n. 1 crawler loader, n. 2 4mc wheel loader, n. 3 1mc wheel loaders, 1 bobcat);
- snow under loading bridges, the vehicular traffic roads near the piers and a certain predefined number of aircraft parking stands (600, 700, 800);
- snow on the perimeter road for the emergency vehicles access in the event of an accident (with n. 1 motor grader);
- snow and snow heaps on Landside, including berthing area for taxis and coaches to terminal arrivals and departures sidewalks, using 2 4mc wheel loaders, 5 1mc wheel loaders, 1 bobcat track, 1 track loader, 15 trucks for snow heaps removal.

ADR / Operational Safety will coordinate the equipment used for snow removal in radio contact with the Control Tower.

During the operations necessary actions will be carried out:

- to prevent the accumulation of snow banks near the edge of the runways and the integrity and visibility of Visual Aids will be safeguarded,
- to remove snow within the critical areas of radio assistance, in coordination with ENAV Tecnosky, whenever the height of the snow is higher than the provided limits.

In the event of removal, all the grassy areas at a distance of not less than 60m from the paved areas, with the exception of runways extensions and the security side strips, will be allocated as areas of accumulation and melting of snow and ice removed.

Where possible it may be decided to use paved areas that do not affect the Airport operations.

ADR OPF/ISE
On completion of the removal operations, the Technical Coordinator will ensure the accomplishment of the measurement of the friction test on the runways, to insert the data recorded in the SNOWTAM and Runway State Group Coding, as described in paragraph B).

Snow clearing of aircraft parking areas will be such as to ensure the visibility of its signage. The anti-freeze chemicals used on paved areas do not exhibit corrosive, toxic, flammable and polluting characteristics, nor affect the friction characteristics of paving.

F) PERFORMANCE AND CHARACTERISTICS OF SNOW REMOVAL SERVICE

In the case of snowfall of little entity, the snow removal on the runways, on taxiways, aprons, aircraft parking and Airside roads will be carried out by combined equipment with blade, rotary brush and turbine blower for the removal of the layer of residual snow, on runway shoulders and taxiways, in the case of large amounts snow will be removed on the sides by means of turbines.

In the case of large accumulations of snow, removal shall be guaranteed by the intervention of wheel loaders with the support of trucks for the transport of any heaps in suitable areas.

The removal capacity will depend on the severity of the weather conditions. ADR has sized his organization on conditions of snowfall and temperature levels that historically occurred in Fiumicino.

G) SNOW REMOVAL AND DE-ICING EQUIPMENT

For the execution of this service ADR makes use of two external companies that provide the following equipment:

- 2 turbines,
- 6 combined equipments, ie with blades, brushes and blowers,
- 6 equipments for aircraft de-icing
- 2 de-icing liquid spreaders
- 1 brush
- 1 gritter truck
- 4 wheel loaders (4m)
- 8 wheel loaders (1m)
- 2 bobcat
- 2 crawler loaders (for heaps of snow)
- 25 trucks (to transport snow)
- 1 motor grader (for cleaning perimeter roads)
- 80,000 gallons of de-icing liquid for pavements
- 100,000 gallons of de-icing liquid for de/anti-icing service

Any other support vehicles will be equipped with snow tires. In general, in case of snowfall, the use of vehicles for assistance to aircrafts in stands that have not been yet cleared by the snow is allowed only to those equipped with these kind of tires.

N.B. The vehicles without plate number but provided with the insurance policy, contracted by ADR for snow removal, may exceptionally also be used in the Landside area as possible back-up for the ADR OPF/ISE.
vehicles with plate number.

H) METHODS AND PROCEDURES FOR THE MEASUREMENTS OF FRICTION COEFFICIENTS ON RUNWAYS

The measurements of the friction coefficients on the runways are carried out by Aeroporti di Roma/Operational safety, which will operate in accordance with the procedures and methods compliant with ICAO requirements, Technical Annex 14 - attachement A, paragraph 6 and Airport Service Manual Part 2, Chapter 3 and Civil Aviation Authority Regulations for the Construction and Operation of Airports and APT10A. The resulting data from the survey will be made available according to the methods in use (SNOWTAM) and by re-launch, for the next steps, by Aeroporti di Roma to the TWR Operating Room Chief which will disseminate them appropriately.

I) LAND-SIDE SNOW REMOVAL AND ICING PREVENTION

ADR, after ATC weather notice referred to in paragraph 'B', will ensure, within the Airport Landside, snow removal and ice prevention interventions, using in particular n. 1 combined equipment and n.1 gritter truck.

Subject to weather and operational conditions which advise different solutions, which will still be evaluated case by case by ADR in coordination with the Civil Aviation Authority / Airport Management, the priority for the snow removal will be given to the Terminal and ER access and outflow roads, the taxi and bus approach area and access road to the car parks. Subsequently, with the aim of arriving at the earliest to a complete normalization of vehicular traffic, we will proceed with the remaining viability of the airport landside.

The landside of ADR competence is shown in the attached plan.

J) EXTERNAL SUPPORTS AND INFORMATION

The ADR Duty Station Manager, in relation to extraordinary needs of the airport snow and / or ice removal equipment or services, due to meteorological phenomena of particular intensity, after having informed the Civil Aviation Authority / Airport Management, will involve the Government Local Office (Ufficio Territoriale del Governo), providing information relating to each problem resulting from the meteorological phenomenon that may affect ordinary roads and transport services to / from the airport and urban areas.

External information supports for the dissemination of press release to users and operators are considered both the radio and television networks and the press, which the Civil Aviation Authority / Airport Management will provide with the relevant information for the preparation of statements. The airport information for internal users and operators are guaranteed with the systems in use by management company Aeroporti di Roma and by airlines to the extent of their competence.

In the event that the weather event in question - snow and ice - should lead to significant impact on the airport operations, causing severe inconvenience to passengers, the CAA / Airport Management will also activate the Committee for the Management of Abnormal Situations, represented by Snow Committee, at the COE room, room no. 729, 7th floor of the Office Tower.

ADR OPF/ISE
K) DE ICING ACTIVITIES

WEATHER CONDITIONS DEFINITIONS

"Standard" weather conditions
Weather conditions related to situations where moisture in the air freezes mainly in the morning and sometimes in the evening - night without snowy precipitation with a temperature close to 0 °C.

“Severe” weather conditions
Weather conditions related to ongoing or recently stopped snowfall and low temperature persistence

EQUIPMENT AND FLUID USED
The de-icer equipment used by ADR for the performance of the de / anti-icing service are of "One-man operated" type with closed cabin elevating at enough height to reach all critical parts of aircrafts operating at FCO (up to code F).
The equipment tanks have capacities, for single fluid (both for the water and anti-icing fluid) of 3,000 liters.
The fluid used in anti-icing operations is Type II (ISO 11078, AMS 1428).

DE ICING in STANDARD weather conditions
In "standard" weather conditions the De - Icing and Anti- Icing service is performed using De - Icer equipment at the aircraft parking stands, after the doors closing and before unblocking, ie, the moment in which an aircraft, received the appropriate authorization, begins to move from the parking stand (in Self- manoeuvering or push-back mode).
The De - Icer equipment is a self-propelled vehicle on board of which an operator sprays the aircraft through a special nozzle.

De-icing/anti-icing operations carried out by the Aeroporti di Roma Company in standard weather conditions, are characterized by the following main phases:
- Request for intervention
- Implementation of the intervention
- Compiling and signing of intervention forms (Annex 1)
- Cleaning the affected stand
- Enabling billing process

DE ICER OPERATOR
- receives communication from COE / CLD about de- antiicing intervention (stand, Carrier, Aircraft)
• the deicer operator goes alongside and receives instructions by the Carrier (Technician, Ramp agent, representative of the air-company), about required intervention (the surface to be treated, the percentage of the mixture to be dispensed, and the procedure).
• once executed the intervention fills out the Form (Annex 1) containing all the information about intervention and shall return a signed copy to the carrier or his representative and countersigned by the same for acceptance.
• waits for instructions for the next flight.

DE ICING in SEVERE weather conditions

In "severe" weather conditions De-icing and Anti-icing service can be performed on Apron area stands as well as in two decentralized areas identified at the waiting point AH1 and AH2 of runways 34L and BA and BB of runway 25, which are easily accessible from the de-icer and the supply vehicles, because they are connected with the vehicular traffic roads. Both waiting points (AH1-AH2 and BA-BB) have a suitable surface for the deicing anti-icing operations.

The de-icer and support equipment will be assisted at waiting points by the Operational Safety (SAR) vehicles, which ensure the proper handling in accordance with the clearance and Safety. De-icing/anti-icing operations carried out by the Company Aeroporti di Roma in severe weather conditions are characterized by the following main phases:

ADR, based on the weather conditions (snow and/or ice) present at the airport, defines and communicates to carriers and AOC:
• the maximum number of services in the hour,
• modes of delivery of de-icing service (see Snow Plan)
• the amount of the mixture of antifreeze liquid and hot water to be delivered.

The Carrier request the service at COE/CLD based on the flight CTOT and EOBT (slot or ETD), to co-ordinate boarding arrangements of departing flights according to the scheduled de-icing delivery.

De Icing Activities Coordination in SEVERE situations

COE/CLD

• receives from ENAV/Weather TAF message faxed copy at number 0665953978 with snowfall, ice formation or freezing phenomena, forecast or conditions conducive to such phenomena, at least six hours before the forecast (notice).
• Notifies the state "snow/ice NOTICE" through phone line (3022) to:
  1. MOE (3014)
  2. De/Icing ISE Coordinator.
• Notifies carriers estimated times of execution of the icing, for planning boarding operations.
• remains in constant contact with the ISE/De-icing Technical Coordinator for the management and control of the anti-icing and de-icing interventions based on defined priorities.
• Requires the progress of each individual de-icing service.
- Records and stores requests and times of execution of each individual service.

**De / Anti-Icing Technical Coordinator**

- Coordinates with ISE manager, to know which area will be allocated at remote De-Icing.
- Remains in constant contact with the CLD for the management and control of the deicing anti-icing interventions performed by MOE.
- Coordinates MOE staff for the equipment preparation.
- Acquires the service module compiled by the MOE de-icer operator.
- Coordinates with the Delegate of the Carrier that will make the Post De / Anti-Icing Check.

**MOE**

- Receives the communication of "Snow / Ice NOTICE" status via the telephone line (3022) and activates the personnel necessary to operations.
- Coordinates with ISE / Technical Coordinator.
- Provides the equipment, verifies functionality, and arranges loading of liquids.
- Carries out De-Icing / Anti-Icing intervention in area at AH and BA waiting points under the supervision and control of the De / Anti-Icing Coordinator.
- Once executed the intervention fills out the form (Annex 1) containing all the information about intervention.
- Waits indication from ISE / Coordinator of De-Icing for next flight.

**ISE / Supervisor**

- In coordination with the ISE / Manager and or Snow Technical Coordinator and De-Icing Technical Coordinator, prepare equipment stocks in the area assigned to remote the De-Icing.
- At the end of the De / Anti-Icing operations, coordinates with LKS cleaning of the area where De-Icing has been made.

**Carrier Technical Delegate**

- Coordinates with ISE-De / Anti-Icing Coordinator for running the Post De-Icing / Anti-Icing Check to be performed at the end of the operations of De / Anti-Icing.

**POST DE-ICING / ANTI-ICING CHECK**

The Post De-Icing / Anti-Icing Check is an activity that consists of a thorough visual inspection of critical parts of the aircraft treated during the operations of De / Anti-Icing, performed by trained personnel in order to prevent the presence of any kind of contaminant on the critical surfaces of the aircraft before takeoff. The activities carried out in the remote location, is ensured by the Carrier through the Technical Delegate to perform that task.

ADR OPF/ISE
In case any form of ice contaminant is found on critical surfaces of the aircraft previously treated, the intervention of de-icing / anti-icing should be repeated.

EXECUTION OF POST DE-ICING / ANTI-ICING CHECK

The De Icer operator that performs the de-icing fills in the attached form and provides it to the Carrier Technical Delegate who communicates via headphone the code and information that the Pilot needs for the verification of competence.

If takes place in remote location, The Post De-Icing / Anti-Icing Check, is the responsibility of the carrier through the Technical Delegate to perform that task.

The Technical Delegate of the Carrier, after waiting for the end of the service of de / anti-icing in remote location, performs the Post De-Icing / Anti-Icing Check checking, from a height that ensures adequate visibility, the aircraft critical surfaces.

After verifying the absence of contamination on critical surfaces of the aircraft, the Delegate of the Carrier communicates through headphones to the Pilot the anti-icing code.

The technician in charge may require additional controls to the De Icer operator for later verifications required by the Pilot.

At the end of the checks signs the De Icing module (annex 1) and shall deliver a copy to the ADR Operator.

To perform this operation in a decentralized area, or at the waiting bays AH1 -2 or BA -BB the ADR Follow-Me (ISE / SAR) staff assistance is necessary.
## INVOLVED ORGANIZATIONS LIST

### ADR SpA
- Technical Coordinator
- Duty Station manager
- CEA Emergency Operations Coordination
- Operational Safety
  - Phone numbers: 0665956496, 3357390267, 0665955000, 3357408834, 0665953022, 3357408834, 0665953022, 3357390266, 3316125286

### ENAC
- Airport Director
- Airport Management on call staff
  - Phone numbers: 3204781526, 3204373340, 3290183598

### ENAV
- ENAV Fiumicino Director
- CA- Fiumicino Operations Manager
- Resp weather Function
- Meteorologist
  - Phone numbers: 0665650200, 3205695057, 3357149338
- 06 79086733, 06 79086735

### Government Local Office
- Head of Emergency
  - Phone numbers: 0667291 (Centralino), 0667294433, 3281509326
Annex 1 De Icing service Module

### SERVIZIO DE/ANTI-ICING

<table>
<thead>
<tr>
<th>Vettore</th>
<th>Volo</th>
<th>Piazzola</th>
<th>N° matricola a/m</th>
<th>Tipo a/m</th>
</tr>
</thead>
</table>

| Inizio de-icing (de-icing start time) | h. |
| Fine de-icing (de-icing end time) | h. |

### RICHIESTA DEL VETTORE

<table>
<thead>
<tr>
<th>Procedure/Procedure</th>
<th>Early</th>
<th>Pre-step</th>
<th>De-Icing</th>
<th>Anti-Icing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surfacc/Hone</td>
<td>ali/volo</td>
<td>ali/pannelli di coda</td>
<td>other</td>
<td></td>
</tr>
<tr>
<td>% Miscela/Mixture</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PRESTAZIONE/PERFORMANCE

<table>
<thead>
<tr>
<th>PR0 Early</th>
<th>miscela % (mixture)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PR1 Pre-step</td>
<td>acqua calda (hot water)</td>
</tr>
<tr>
<td>PR2 De-Icing</td>
<td>miscela % (mixture)</td>
</tr>
<tr>
<td>PR3 Anti-Icing</td>
<td>miscela % (mixture)</td>
</tr>
</tbody>
</table>

One step | two step

### PRODOTTI

- Temperatura acqua - water temperature: °C
- Liquido tipo ll - type ll fluid: lt.

### SUPERFICIELI TRATTATE

<table>
<thead>
<tr>
<th>Ala dx</th>
<th>Ala sx</th>
<th>Altro</th>
<th>Piani di coda Dx</th>
<th>Piani di coda sx</th>
<th>Timone di coda</th>
</tr>
</thead>
</table>

### CONDIZIONI METEORLOGICHE

- Sereno
- Coperto
- Viento
- Pioggia
- Grandine
- Nieve

### OAT - temperatura esterna - °C

### NOTE

The A/C has been sprayed correctly and the critical surfaces are free of contamination

<table>
<thead>
<tr>
<th>Automezzo</th>
<th>n° ser.</th>
</tr>
</thead>
</table>

Liquido antghiaccio usato: KILFROST ABC3 tipo II fornito da KILFROST Ltd. GB

ADR OPF/ISE
M) Airport area of ADR SpA responsibility Plan

Fig. 1: 1° giro prevenzione/rimozione ghiaccio (linea a tratto continuo di colore rosso); 2° giro prevenzione/rimozione ghiaccio (linea a tratto continuo di colore blu).

Fiumicino, 26 November 2014

FIUMICINO MOVEMENT AREA AND TERMINAL POST HOLDER
Marco Sbrenni