

7/11/2024

**FOR YOUR INFORMATION**

2024-130/11-16

To: Airport Manager, Denver Int'l Airport (DEN), CO, FAA (AJV-A, AAS-1),  
Jeppesen Sanderson Inc.

2119166

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, ANM-600, AAS-300, Director of Air Traffic  
Operations WSA, Runway Safety Team), A4A, ALPA, AMFA, APA, ASAP, ATSG,  
CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: DEN De-Ice Pad Restriction Charting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2119166

### DATE / TIME

Date of Occurrence 202405  
Local Time Of Day 0601 to 1200

### PLACE

Locale DEN.Airport  
State CO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground DEN  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Flight Crew First Officer  
ASRS Report Number 2119166

### PERSON 2

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2118832

### EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published Material / Policy  
Result - Flight Crew Requested ATC Assistance / Clarification  
Result - Air Traffic Control Issued New Clearance

### NARRATIVE 1

Had a slight EDCT (Expect Departure Clearance Time) leaving DEN. ATC instructed us to hold at the east de-ice pad near Runway 8 departure. The Jepp FD (FliteDeck) alerted us that [it] was not possible to hold at that pad due to wingspan restrictions. Ground controllers were not aware of any restrictions with that pad and had reported controllers park heavies there on a normal basis. We advised them we were to play this safe given our information and parked on L taxiway until takeoff. Information for this was on the AMM (Airport Moving Map) and not the 10-7 pages.

### NARRATIVE 2

Taxiing at DEN for a planned departure off Runway 8. ATC instructed us to use the E de-ice pad to wait out an EDCT (Expect Departure Clearance Time) for ZZZ.

Using the JeppPro app AMM (Airport Moving Map) mode, we noticed that the E de-ice pad had red lines indicating a wingspan restriction. We notified the Ground Controller and they were not aware of any restrictions for that pad. We used Taxiway L to wait out the delay. I saw no other restrictions in the notes on the other taxi chart or other 10-7 pages. The only indication of a restriction was using the AMM with wingspan clearances selected.

## SYNOPSIS

Air carrier flight crew reported rejecting clearance to hold at DEN de-ice pad due to wingspan restriction listed on the Jeppesen Airport Moving Map (AMM).