

Winter & Deicing Operations

The Deicing Local SOP depicts station-specific procedures that relate to deicing based on airport authority, facility or terminal operator constraints or regulations.

JFK utilizes the following roles, aside from those designated by the APM Chapter 6 § 1 & 2:

The Pad Commander/PC (Lead) – is responsible for all movement within the active deicing location/pad. This includes designating where AC will park for spraying (with the use of Ground to Air communication), deicing truck formations and placement, as well as coordination with AGR for repositions in/out of the deicing field. During the deicing process, the commander will remain the point of contact to the flight deck, overseeing the type I deice and type IV application (Clean Aircraft Concept compliance).¹ Upon completion, the PC will provide the read back for holdover calculations by the flight deck.²

The Tower Coordinator (TC)– This role works in tandem with the JFK Ops ramp control to direct aircraft traffic to the active deicing locations (North/PZ); they must consider the amount of AC already in queue, average spray times (throughput table³), AC with time restraints (MOT) and ramp congestion. To achieve this, the tower coordinator liaises with the pad commander(s) routinely to understand movement on both pads.

Reference Manuals & Documents:

1. Approved Programs Manual 6.2.14

Clean Aircraft Concept –

JetBlue operates with a “clean aircraft” concept to minimize the effects of all forms of frost, ice and snow accumulation on the entire aircraft. Designated “critical surfaces” such as wings, control surfaces, engine inlets, winglets, sharklets, wing fence, crown radome, fairing vents, and other critical surfaces of the aircraft must be free of any contamination prior to beginning takeoff roll.

To ensure each aircraft is held to the “clean aircraft” concept at the end of the deicing/anti-icing process, the deicing/anti-icing crewmembers will communicate to the Flight Deck that the aircraft is clean and the surrounding personnel and ground service equipment are clear of the aircraft.

2. Approved Programs Manual 6.2.13

Responsibilities During a BlueCity Event

Winter Ops Coordinators (*pad commanders – qualified winter operations coordinators*) must ensure required notifications of deicing/anti-icing times and data are communicated to the flight crews.

3. General Terms Agreement for Domestic Airport Services – JFK, DCA

Section 8. JFK Throughput Requirements Metrics:

Average # of AC de/anti-iced per hour based on a 24hr truck operation			
# of Pads	Frost Deice Time: 5 minutes	Light to Moderate Snow Deice Time: 15 minutes	Heavy Snow/Freezing Rain/Ice Pellets Time: 30 minutes
2	24	10	4
3	36	15	6
4	48	20	8
5	60	25	10

Pad Commander and Tower Coordinator Role Responsibilities

The **Pad Commander/PC (Lead)** is required to manage/oversee the flow of AC in their designated deicing location. They must be aware of the AC on the pad, the personnel (deicers) available to deice, the timelines for application and the latency in release (if any) from any completed AC.

On the South Side, they will evaluate the need to increase pads and request the use of the D4 & D8 via the tower coordinator to ramp control. This is important, so that we do not inhibit movement in the lower gates without prior acknowledgement. When Gulf exits are constrained, the pad commander will reach out to the tower coordinator to evaluate the option of looped exit through Fox.

On the North Side, the pad commander must keep the loop of AC into positions 14 & 15, fed by a queue on Spot 11. Communication with the tower coordinator is crucial as there are limited holding options in this area. Constant review of deicing times, and truck fluid quantities is necessary.

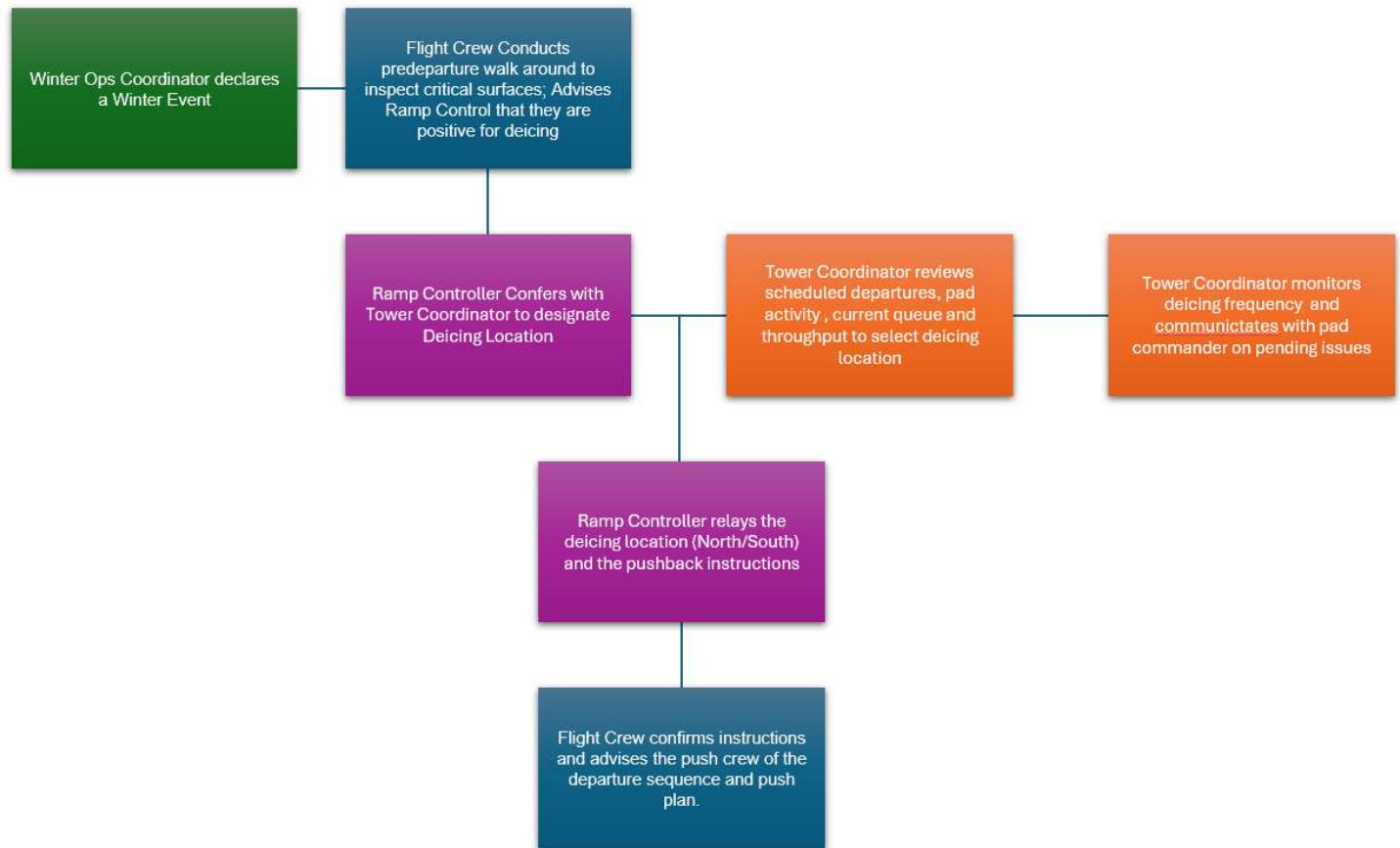
The **Tower Coordinator (TC)**, using flight table resources such as GMS sent by the Ops team and departures per hour, must proactively review the pushback timelines of AC in each Zone (North/South) to determine the best deicing location. Communication with the Ramp Controller is pivotal to avoid over saturation.

The tower coordinator will retrieve spray times from the pad commander(s) and update the required hourly update to relay to the ops team via email. Spray times will also be used to determine flow control. Recommendations must be made to the ramp controller as to departing flights' deice locations if challenges are foreseeable.

In the event of MOT flights, return to pad AC or emergency deice instances, the ramp controller and tower coordinator will confer on the safest, most efficient pad/location for expedited handling.

During gate deicing, the TC will liaise with ramp control and the pad commander ahead of the process to ensure alignment and proper handling.

Communication Flow Chart



At Parcel Zulu or commonly known as the low side, deicing takes place in 1 of 4 possible lanes with two stop bars each for a maximum of 8 pads in this zone. (refer to Figure 2)

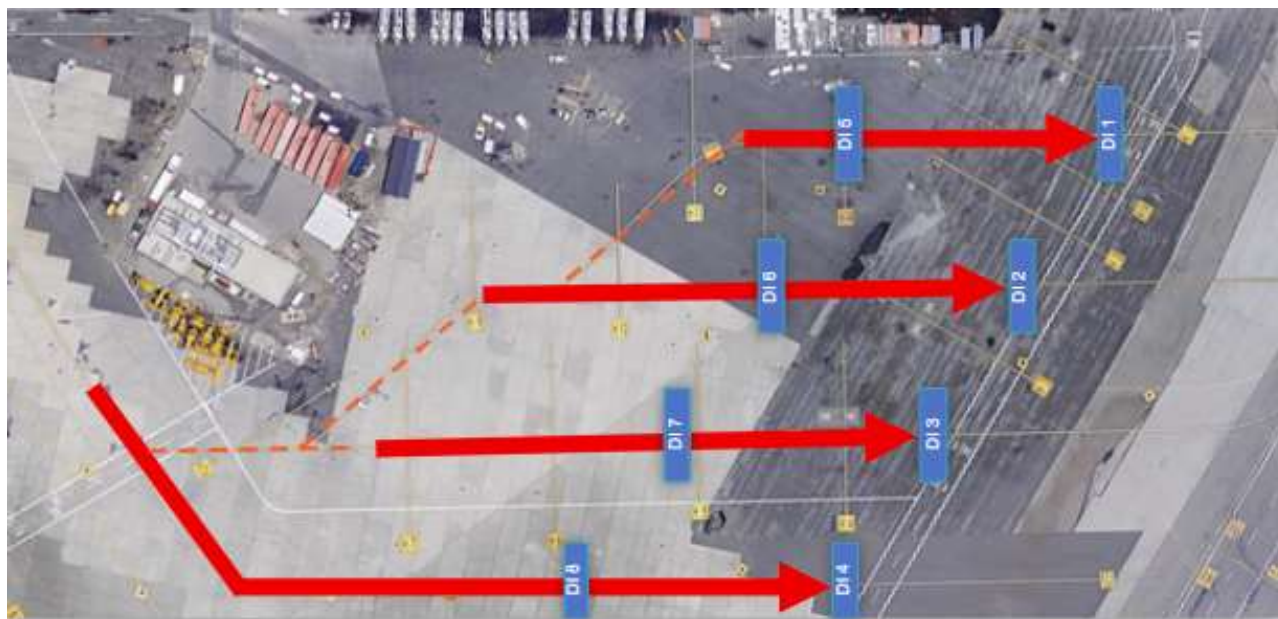


Figure 2

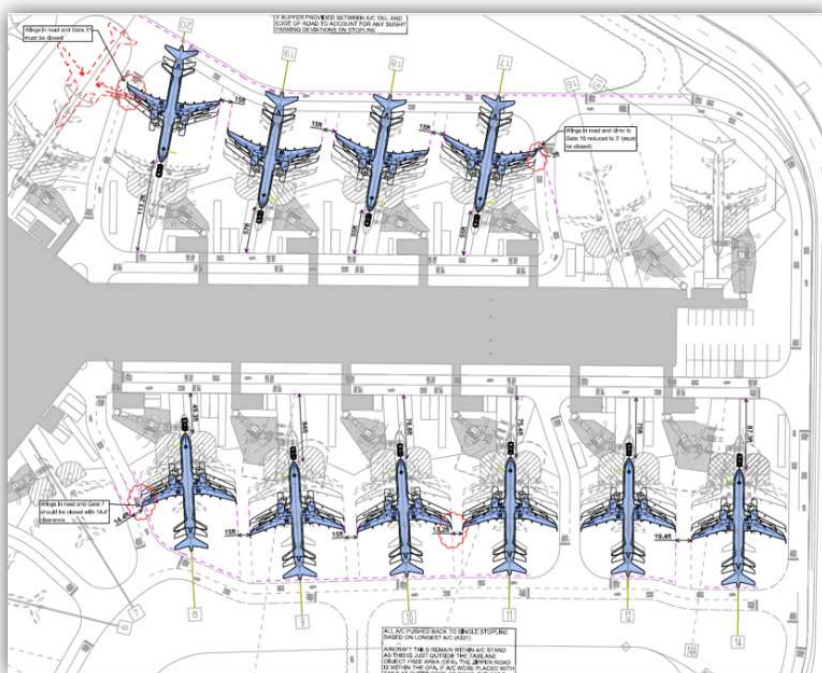
Gate Deicing

Aerial View

Gate Deicing Layout.

Considerations:

- Operational closure of gates 21
- VSR closure while deicing 17-20
- Ramp control must be aware
- AC taxi time from gate to actives
- Gates 10 & 11 wing spacing
- GSE Staging across gates and Charging terminals (8-14)



Gate deicing is possible in the following locations: gates 8-14 and 17-20. Extreme care is exercised due to the limited spacing on the gate and Ground Service equipment present in the area. Gate deicing operations require the trucks position themselves off the active pads, additional preparation and coordination is mandatory between the ramp controller, flight deck and the tower coordinator. This process is only activated by the Operations GM or Deicing Manager.

Gate Deicing (Low Side 8-14)

To maintain safe clearance from the jetbridge and allow for deicer maneuverability and gain access to critical surfaces, deicing stop bars are present on each gate based on AC type and pushback distance. (Gate 8 has an A321 only stopbar, while 9-14 has a deicing label for all fleet types.) Once enacted, the tower coordinator will inform the Pad Commander who will communicate with the ramp crew, while the Ramp Controller will advise the flight deck.

When gate deicing on gate 8, AC cannot be cleared in or out of gate 7.

Upon beacon, the ramp crew will pushback to the designated stop bar, request that the flight deck re-sets the brake and relinquishes communication to the pad commander. He/She will initiate the deicing process by asking for the AC's configuration to be set and confirming the process (1 or 2 step). After read back, the transfer of on the ground communication returns to the GO crew. The pushback sequence is then restored. Refer to images in Figures 3, 4 & 5.

Figure 3

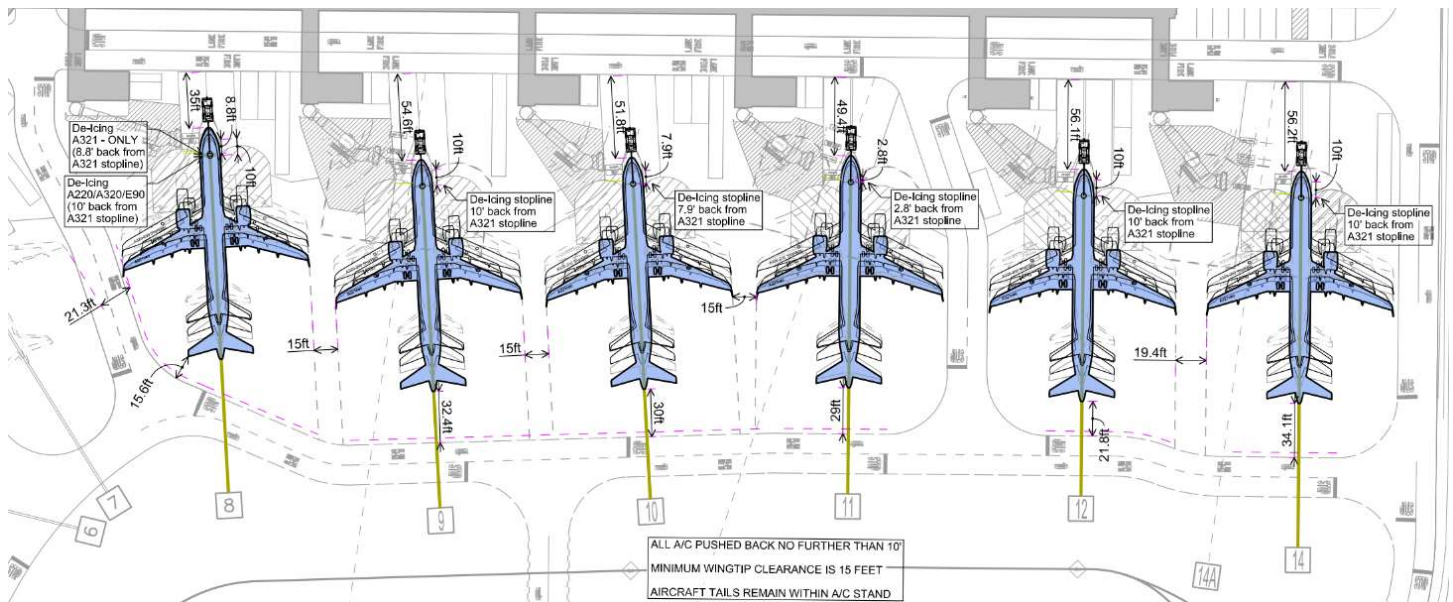


Figure 4



Figure 5

Gate Deicing (High Side 17-20)

Similar to Gate Deicing on the low side, this process takes strict coordination. The communication tree is the same. The tower coordinator will inform the Pad Commander who will communicate with the ramp crew, while the Ramp Controller will advise the flight deck.

When deicing on gate 20, AC cannot be cleared in or out of gate 21, when deicing on gate 17, AC cannot be cleared in or out of gate 16. Additionally, VSR usage behind an active gate is prohibited.

Upon beacon, the ramp crew will pushback to the designated stop bar (a single deicing mark regardless of fleet type), request that the flight deck re-sets the brake and relinquishes communication to the pad commander. He/She will initiate the deicing process by asking for the AC's configuration to be set and confirming the process (1 or 2 step). After read back, the transfer of on the ground communication returns to the GO crew. The pushback sequence is then restored. Refer to image in Figure 6.

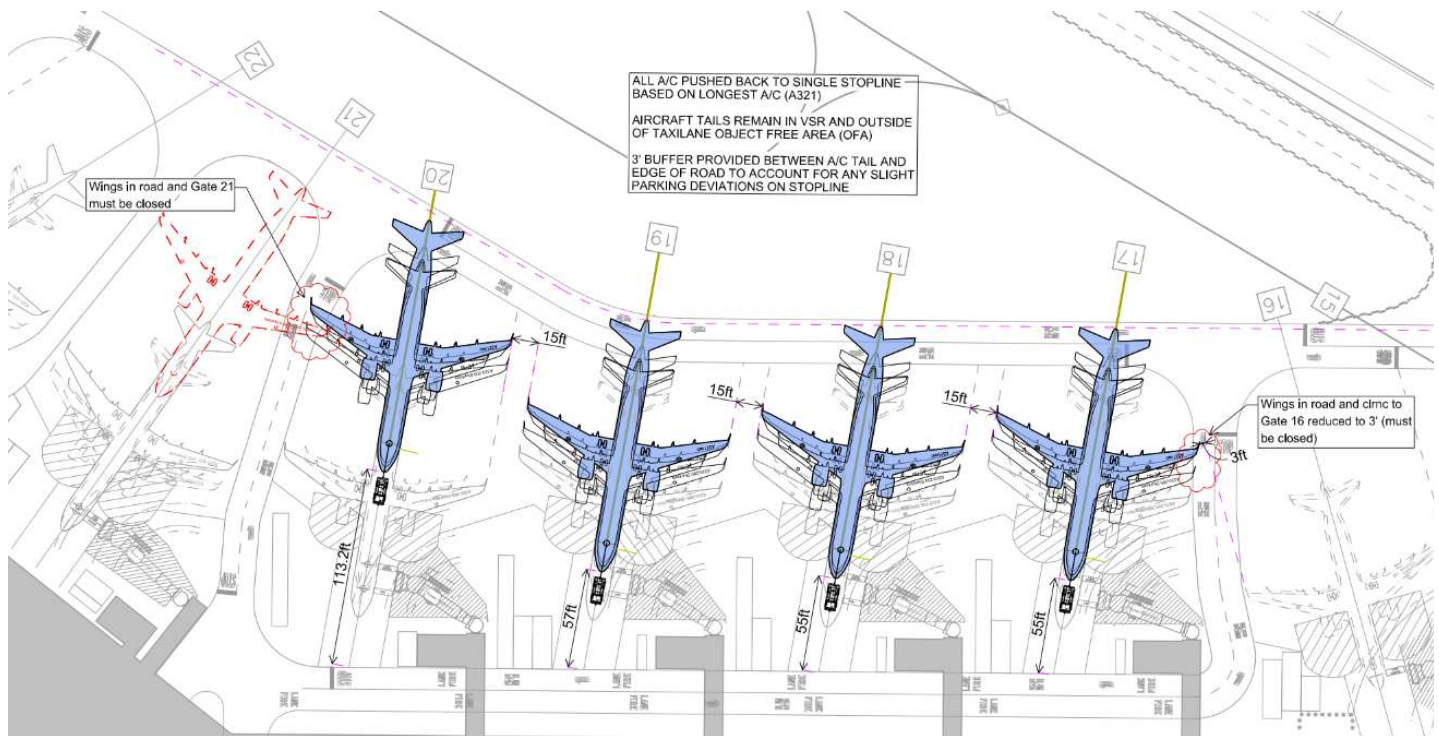


Figure 6