

jetBlue®

JFK Winter Ops Prep

Wednesday November 5th 2025

Objectives.



Intro: Around the Room | Meet the Teams



Winter Operations: Safety First



JetBlue Cold Weather Program



Deicing Roles & Responsibilities



Deicing at JFK: When? Where? & How?



Deicing Event Preparation

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Winter Operations: Safety First, The Event Review and Mitigation



Winter Operations carries with it a level of risk that is unparalleled throughout the operation. During our 2024-25 Season, we incurred a damage, event details below:

At approximately 0940L, employees from BP Prime Flight were de-icing aircraft N3132J in the de-icing pad at PZ when a section of the boom's arm clipped the left horizontal stabilizer while turning between two aircraft. This results in the tip of the horizontal stabilizer being damaged close to the static wicks.

Since Then Prime Flight has instituted mitigating actions including the revision of the guide back process, ensuring boom centering and solidifying the bucket operator as the final voice in movement control.



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JetBlue Cold Weather Program: Protecting our Assets

The winter season is often accompanied by cold weather conditions. Temperatures in our region typically range between 30 – 43°F, with extreme weather being reported below these norms.

Exposure to freezing temps present unique risks to our fleet, our ground equipment and our crewmembers alike.

The cold weather program developed by our Safety & Senior Leadership teams, aims to mitigate the risks associated with seasonal lows.

The most vulnerable are our AC, which are susceptible to frozen pipes for both lavs and water, as well as cracked water tanks. These are highly problematic issues to fix, resulting in lost revenue for extended periods.



JetBlue Cold Weather Program: Protecting our Assets at JFK

The program outlines practices and steps that are taken when temperatures are below freezing in our stations.

At JFK we focus on two major operational areas to avoid the painful effects:

- Pre-RON
- RON

During the offseason, we sanitized all 7 water trucks, converting 5 to drain and 2 to fill. This allows for us to manage Pre-RON draining in a zoned/coordinated approach for AC that have long sits on the ground exceeding an hour in 32 degrees or below.

While RON AC procedures are similar, we must navigate remote parking areas, hardstands and non-bay hangar spots.

The use of our lav/water drain logs via powerapps adds a layer of checks and balances to the winter ops drain operation. Mx is notified of each drain action and dispatched to purge. Each entry is reconciled by our GO team based on time in and time of departure to double down on our protection.

Zone	Tail Number	Aircraft Location	Water Drained	GO CM Name	Created ↑	Time of Purge
Zone D	957	Gate 26	✓	Encarnacion, Kevin	November 17, 2022	2146
Zone C	793	Gate 18	✓	Encarnacion, Kevin	November 17, 2022	2202
Zone C	633	Gate 22	✓	Encarnacion, Kevin	November 17, 2022	2214
Zone D	2047	Gate 25	✓	Encarnacion, Kevin	November 17, 2022	2231
Zone D	653	Gate 26	✓	Encarnacion, Kevin	November 17, 2022	2248
Zone D	999	Gate 27	✓	Encarnacion, Kevin	November 17, 2022	2256
Zone D	615	Gate 29	✓	Encarnacion, Kevin	November 17, 2022	2307
Hardstand High Side	945		✓	Encarnacion, Kevin	November 17, 2022	2324
Hardstand High Side	406	Hardstand 31	✓	Encarnacion, Kevin	November 17, 2022	2333
Zone C	955	Gate 19	✓	Encarnacion, Kevin	November 17, 2022	2354

JetBlue Cold Weather Program: Protecting our Assets at JFK

Draining is only the first safeguard, AC need to be kept warm, with an inside temperature of no less than 50°F.

Aircraft On-Gate: All aircraft should have PC Air connected immediately upon arrival.

Aircraft On a Hardstand: Must either be supplied by external pre-conditioned air or Apu on and monitored periodically by an airports' CM (every 30-60 mins).

Exceptions:

- Aircraft that RON inside of the H81 are not required to have PC Air attached.
- During high wind events, PC Air may be suspended, and APU usage will be the primary strategy in keeping aircraft warm.
- If GO/AGR is instructed not to connect PC Air by a Tech Ops crewmember or if it is disconnected throughout the night to complete required MX work, Tech Ops is responsible for reconnecting the air once work is completed. Our GO Blue Chiefs will review on gate as an added insurance.



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Winter Operations: Safety First



JetBlue Cold Weather Program



Deicing Roles & Responsibilities



Deicing at JFK: When? Where? & How?



Deicing Event Preparation

Team Roles & Responsibilities

Prime Flight

Prime for the active Deicing Process

Controls Deicing Pads and manpower. Liaises with Ops via the Tower Coordinator to ensure throughput is maintained.

Reports equipment issues and pad conditions in real time. Oversees the process for alignment with the clean air concept.

Operations

Coordination of AC Movement

Plans remote parking, AC gate staging & will coordinate movement on "Blue ramp."
Focus on flow control and maximizing pad efficiency.
Monitor Tarmac & MOT

Aero

Maintain Safe Ramp Conditions

Clean the ramp, deicing pads and gate areas of snow build up. Allows for safe movement into all listed locations.
Coordination with Ops.

Ground Ops

Active in asset protection

During cold weather and active precip, GSE charging, fueling and staging are the responsibility of Ground Operations CMs.

GSE

Equipment Reliability

Focuses on ensuring equipment is event ready and troubleshoots issues in the field. Resolves mechanical failures so that the deicing process is not hindered.

Team Roles & Responsibilities: Prime Flight

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 table), 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.

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 flight's 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.

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). Upon completion, the PC will provide the read back for holdover calculations by the flight deck.

Team Roles & Responsibilities: PF TC

Tower Coordinator Resources: JFK Flight Table | Scheduled Departures Per Hour

The flight activity table is used to identify the arrivals & departures per hour for an operating day. In this role, the departures are most relevant. A flight table will be provided at the beginning of the day(s) for which an event is scheduled.

- 1 This region will specify the flight activity date; additional grouped rows can be added to capture information for multiple days in a range.
- 2 The Total Scheduled Departures for the operating day can be found to the right of this tab/cell labelled “total departures.”
- 3 The Flight Hour & Interval Columns provides the time and hour range (also known as bank) for scheduled departures –
i.e. In the 5th Flight hour; the range 5:00 – 05:59 would capture the count of all flights departing after 0500 but before 0600.
- 4 The Departure Count is most crucial; it indicates how many AC/Flights intend to depart for the time range denoted by the flight interval column to the left.
i.e during the 2000 – 2059 bank/interval

Station	Flight Date	Flight Hour	Flight Interval	Departure Flight count
JFK	25-Sep	0	0:00 - 0:59	
		1	1:00 - 1:59	
		4	4:00 - 4:59	1
		5	5:00 - 5:59	2
		6	6:00 - 6:59	10
		7	7:00 - 7:59	10
		8	8:00 - 8:59	13
		9	9:00 - 9:59	19
		10	10:00 - 10:59	10
		11	11:00 - 11:59	7
		12	12:00 - 12:59	6
		13	13:00 - 13:59	5
		14	14:00 - 14:59	4
		15	15:00 - 15:59	7
		16	16:00 - 16:59	8
		17	17:00 - 17:59	5
		18	18:00 - 18:59	8
		19	19:00 - 19:59	6
		20	20:00 - 20:59	11
		21	21:00 - 21:59	8
		22	22:00 - 22:59	9
		23	23:00 - 23:59	
		Total Departures		



Team Roles & Responsibilities: PF TC

Tower Coordinator Resources: Throughput Table

The Throughput Table is a breakdown of required spray times based on surface conditions (frost, snow/heavy snow etc.) and active number of deice pads in use.

For example, on a day where there is light snow, North and South are in use (North 2 pads, South two lanes). The average deice time expected is 15 minutes.

Given the above scenario, DI 14 & 15 on the North Side are active, 2 Lanes on the South for a total of 4 pads on the South. Together we have 6 pads in use. The throughput is 30. This means we anticipate 30 planes to be sprayed per hour.

Throughput may be impacted by:

- AC departure post deice from the pad
- AC traffic on the ramp
- AC returning to the pad for additional deicing
- MOT flight movement in/out of the pad

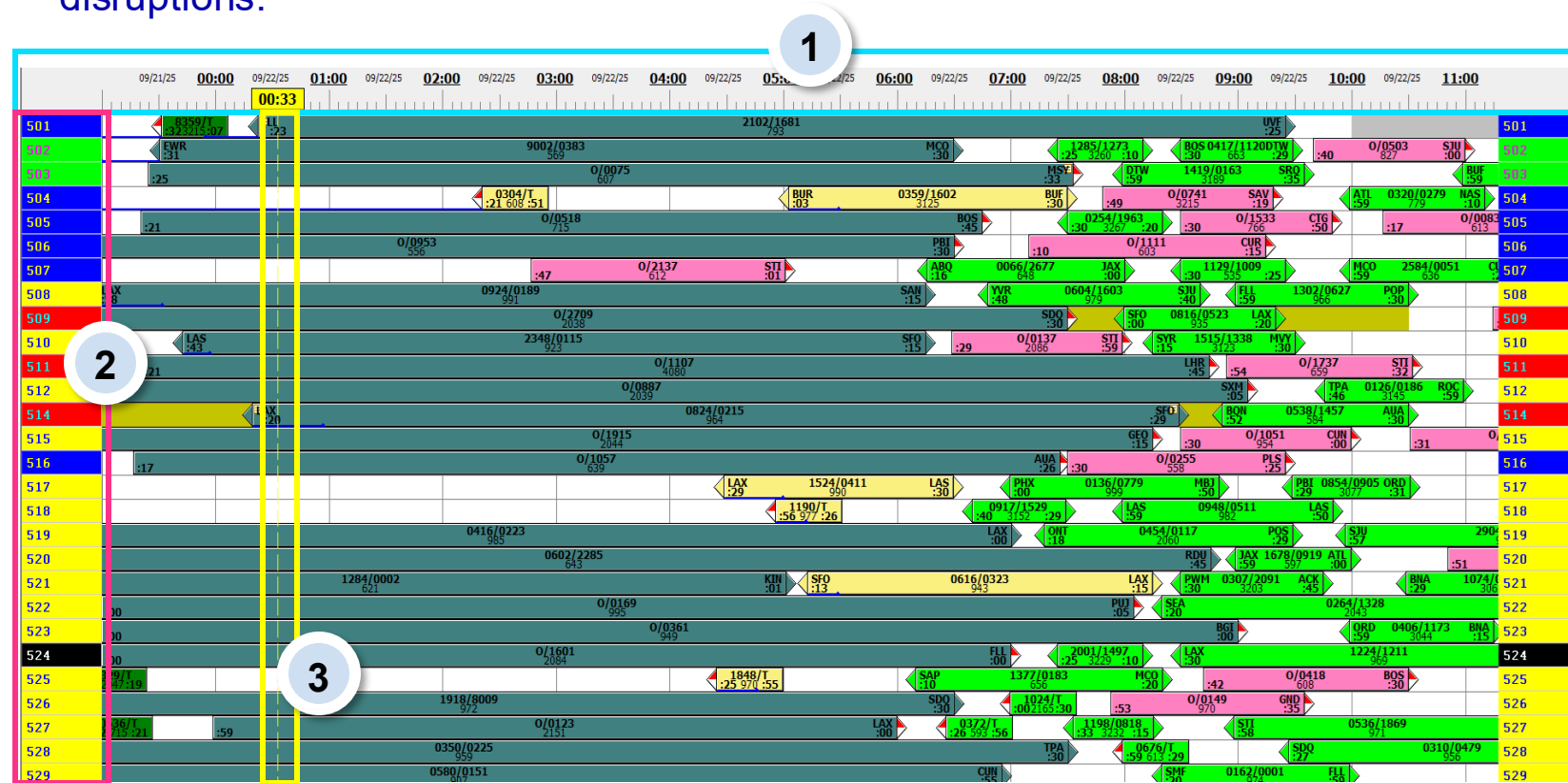
Communication is necessary between the tower coordinator and the pad commander to ensure there isn't oversaturation in one area, also to avoid improper staging.

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	6	4	2
3	9	6	3
4	12	8	4
5	15	10	5
6	18	12	6
7	21	14	8

Team Roles & Responsibilities: PF TC

Tower Coordinator Resources: Throughput Table

- Gate Management Systems (GMS) provides the gate staging for departing/arriving flights.
- GMS is a liquid resource; it is impacted by gate changes due to return to gate flights, delays and OOS AC, to name a few disruptions.



1 Date and Time bar – Local Time from left to right 0000L – 2359L on the date in the gray bar.

2 Terminal and Gate Location – Numbered from 501 – 530, IAT/PZ, shows the location of the plane its inbound time scheduled departure time often abbreviated STD (Scheduled Time of Departure).

3 Dashed Line indicating the current time on the date. Allows you to estimate gate departures with relation to STD.



Team Roles & Responsibilities: JFK Ops



Time management is critical during Winter Operations. Ops is tasked with ensuring we avoid issues and possible fines related to flights that have closed their doors but are not yet airborne.

For this, they must monitor the “Tarmac” times, this is the amount of time allotted to a departure before the delay on the ground is deemed a violation.

For Domestic Departures and Arrivals the t-mac time is: **3 hours**

For International Departures and Arrivals: **4 hours**

*If an aircraft has INOP LAV’s, regardless of DOM/INTL, the tarmac time is **2 hours**.

If a flight exceeds the allotted tarmac time, JetBlue is fined up to \$27,500 per customer on that flight. See how the numbers add up:

A220: 140 seats = **\$3.85 million**

A320: 162 seats = **\$4.45 million**

A321: 200 seats = **\$5.50 million**

To avoid a tarmac violation, the return to an open and available gate must be initiated prior to the prescribed times. Upon return to the gate, the option to deplane must be offered to the customers onboard.

Tarmac Challenges & Considerations:

- Human error (forgetting about the flight / not realizing a tarmac is taking place)
- Lack of communication surrounding long taxis / No gates available
- No GO team available to park
- No AO crewmember available to meet
- Jetbridge issues upon arrival
- Misunderstanding that tarmac begins when the aircraft blocks out. Tarmac begins at **aircraft door close**.



Intro: Meet the Winter Ops Teams



Winter Operations: Safety First



JetBlue Cold Weather Program



Deicing Roles & Responsibilities



Deicing at JFK: When? Where? & How?



Deicing Event Preparation

Deicing at JFK:

When? Where? & How?

Governed by the “Clean Aircraft Concept”(a principle that requires all AC to be air worthy by ensuring all contaminants are removed) , Deicing occurs whenever critical surfaces an AC show signs of contamination. These include:

“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.”

The flight crew must inspect these outlined areas prior to departure, during their walkaround sequence. Surface conditions alone do not dictate a need for deicing, hidden dangers may not be easily apparent, frost is one of them.

Limited exceptions apply:

- A light coating of frost, up to 1/8 inch on the lower surfaces of the wing due to cold fuel, will not affect takeoff performance, and is therefore acceptable. (Ref. A220, A320/A321 and E190 FCOM Vol.1).
- Thin hoarfrost is acceptable on the upper surface of the fuselage. Thin hoarfrost is a white crystalline deposit, which usually develops uniformly on exposed surfaces on cold and cloudless nights; it is so thin a person can distinguish surface features (lines or markings) beneath it.

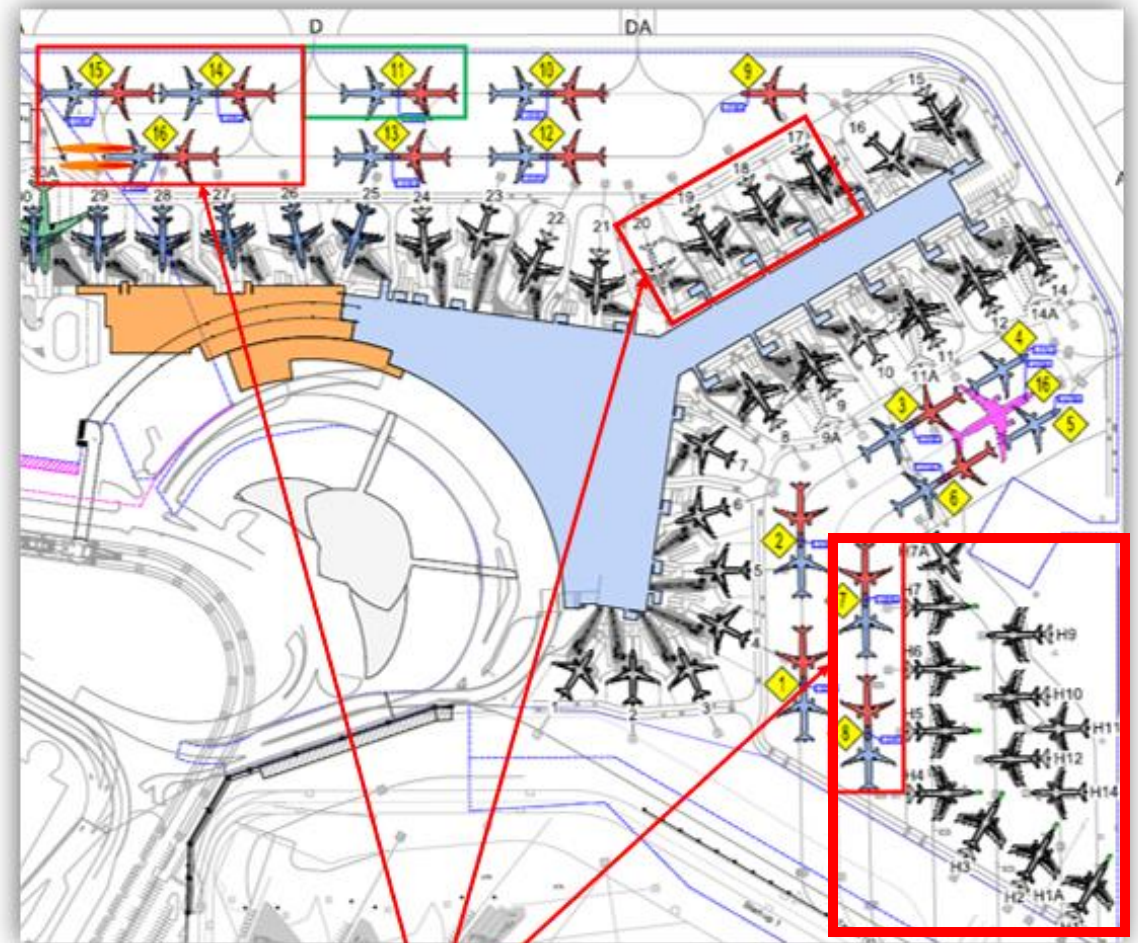
Deicing at JFK: When? **Where?** & How?

3 Zones for active deicing:

1. North Side Spots 14 & 15 Use for Spot Deicing
 - Allows for flow in and out of the high side
 - Exits available D or around to DA
2. PZ Deicing Lane Deicing
3. Gate Deicing (9 -14, 18 & 19)

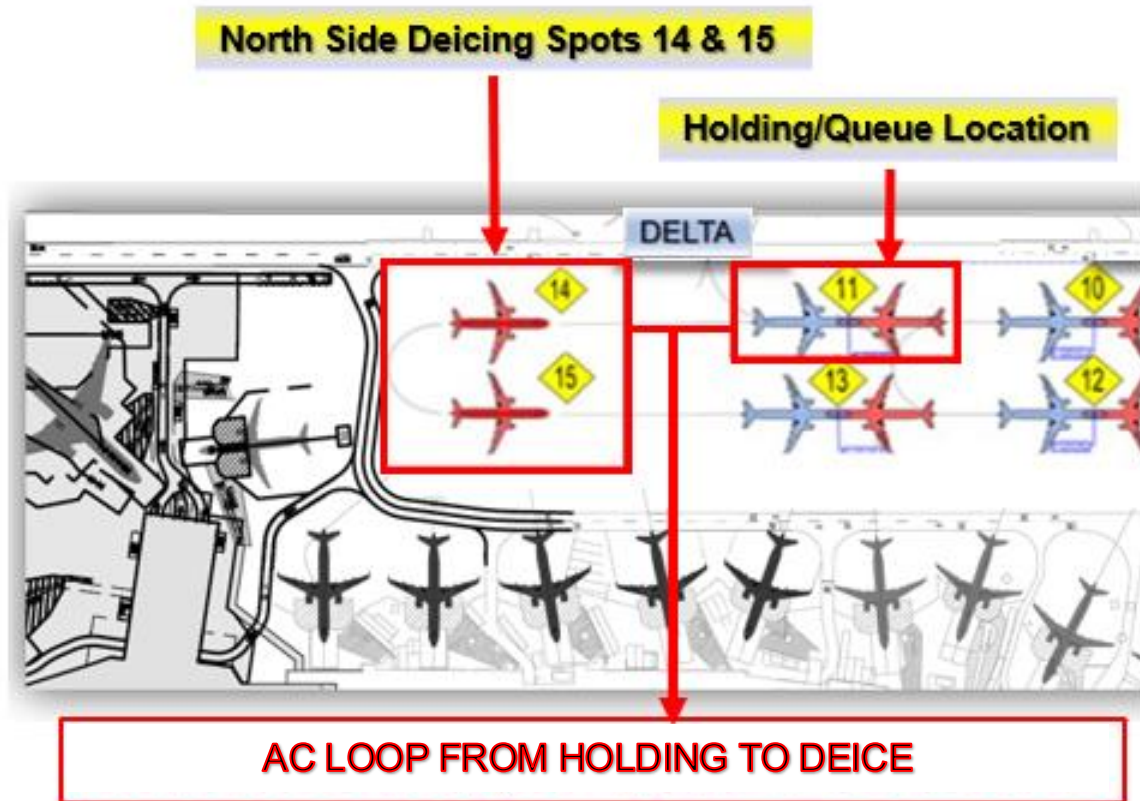
*Unattended AC Deicing and Prep

- 2 Techs (Configure flaps High to Low/Low to High Meet by 14 based on flight activity and departures)



Primary Deice Locations

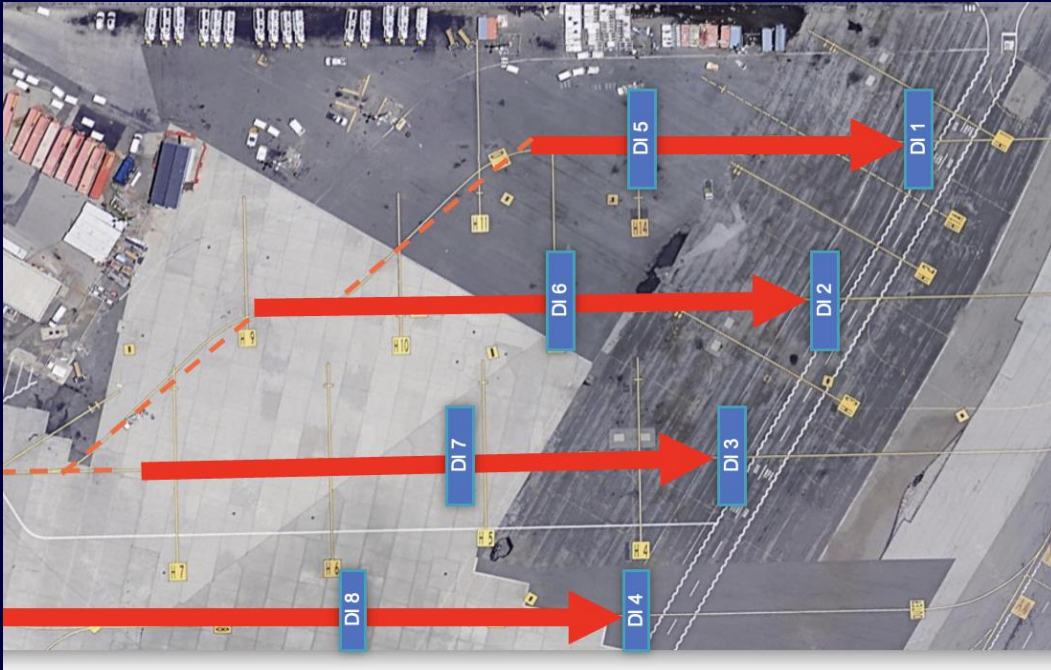
Deicing at JFK: When? Where? & How



North Side Pad:

1. Usage Plan includes Gates 15 – 30, MOT Flights and PZ pad Overflow control.
2. Considerations & Operational Impact:
 - There are limited holding locations
 - AC movement is restricted between Gates 26 – 30 with one lane rotation in to out.
 - Operations Gate Staging plan is important
 - Delays on gate (26 - 30) impact deicing plan to pad
 - Mitigation plan: Tower Coordinator
 - Deicing Truck Staging is adjacent to Gate 30 with space for up to 8 trucks
 - Fuel & Deicing Fluid Refill stations located at PZ
 - Trucks must maneuver between active lanes and avoid taxiing AC into pad locations

Deicing at JFK: When? **Where?** & How?



Parcel Zulu (PZ) South Pad:

- Usage Plan is dictated by event precipitation prediction, schedule (reduction/full) AC movement and RON parking
 - Frost/Light Passing Precip – 1 Lane active
 - Moderate Precip - 2 Lanes active
 - Full Event – 3 active lanes
 - Overflow & Special use (MOT, Route etc.)
4th Lane – under coordination with Ops
- Considerations & Operational Impact:
 - Pad exit is controlled by IAT tower
 - Mitigation plan to loop back into t5 where possible
 - Mild precip calls for AGR OPS & PF increased coordination for movement in and out of PZ. Reposition times increased.
 - Swaps to AC parked here (if stacked or buried) require additional time.

Deicing at JFK: When? Where? & How?

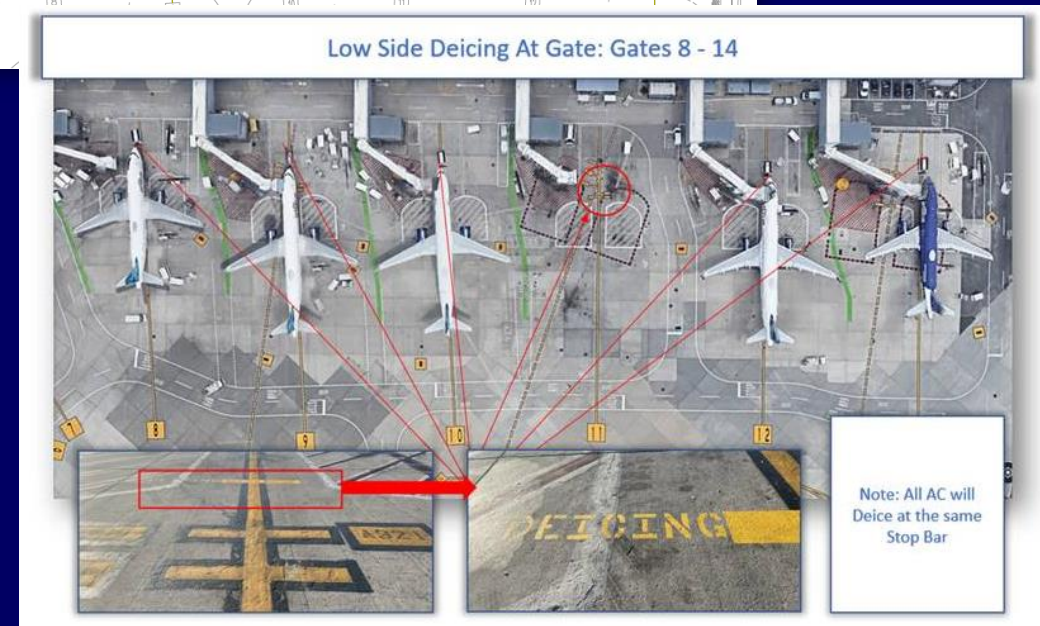
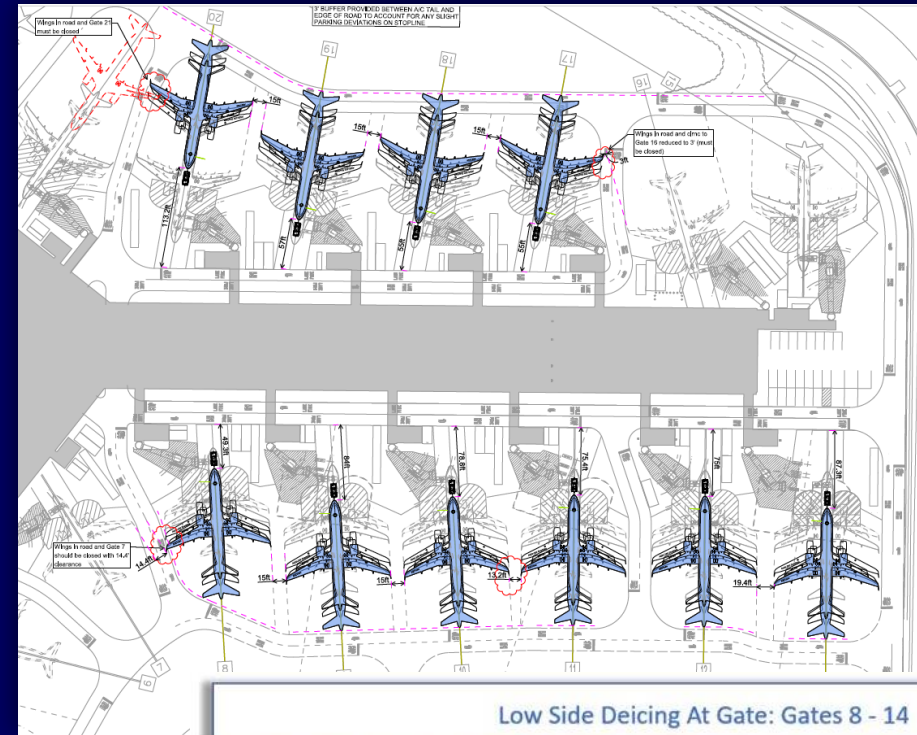
Gate Deicing:

Gates Eligible based on measurements supplied by the Engineers (ARUP) are 8 – 14 & 17 -20

Deicing gate SOP is activated during use.

Considerations:

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



Deicing at JFK: When? Where? & How?

The application of deicing fluid on critical surfaces performs two functions:

- Removal of contaminants
- Prevention of buildup of contaminants prior to takeoff

We use Type 1 Fluid in a sweeping process along with forced air to "clean" the aircraft. While there is limited holdover from its use, Type 1 is not used as an anti-icing agent.

Type 4, is thick and concentrated , this adds a thin layer of protection against precipitation that may compromise lift during takeoff.

The use of type 1 alone is known as a 1 Step and the use of Type 1 & 4, is known as a 2 Step. Type 4 is never applied with out the completion of a Type 1 procedure.

Holdover times are calculated by the pilot using a hot table for reference, this is the acceptable window or period of effectiveness of the deicing fluid prior to takeoff.

Deicing at JFK: When? Where? & How?

FLUID TANK STATUS (OCT)				
Tank	Mix	Capacity	Gallons	Percentage Full
A-DILUTE	44%	21,000	17,694	84%
B-DILUTE	46%	21,000	21,875	104%
D-DILUTE	46%	21,000	21,875	104%
G-DILUTE	43%	21,000	21,038	100%
I-DILUTE	43%	21,000	19,522	93%
L-DILUTE	45%	21,000	20,254	96%
TOTAL		126,000	122,258	97%
C-CON	100%	21,000	11,023	52%
F-CON	100%	21,000	21,000	100%
H-CON	100%	21,000	16000	76%
K-CON	100%	21,000	0	0%
TOTAL		84,000	48,023	57%
IF BLEND	TOTAL	168,000	169,446	101%
E-IV	100%	21,000	12,492	59%
J-IV	100%	21,000	6,934	33%
TOTAL		42,000	19,426	46%
Deliveries				
Concentrate	Type 1	6	Type 4	1
		30000		5000
COST				
RATE	Type 1	\$ 9.12	Type 4	\$ 8.37
		\$ 273,600.00		\$ 41,850.00
LAST YEAR COST	\$ 11.39	\$ 341,700.00	\$ 10.58	\$ 52,900.00
		Water	Dilute	
		45%	55	Mix
Blend	TANK L	9000	11000	20000
	TANK A	5000	6111	11111
COST				
RATE	WATER			\$ 25,000.00

Fluid on Hand of each deicing agent is closely monitored. Storage tanks are inspected regularly to avoid degradation.

Pre-season and daily event checks are conducted to fluid samples; this is done with use of a refractometer – a device that measures the viscosity/light absorption of deicing fluids to determine the freezing point, concentration and effectiveness.

At JFK we 12 tanks; 10 Type 1 tanks broken down further into 6 dilute and 4 concentrate, as well as 2 Type 4 concentrate tanks.

Our aim is to keep our reserves at 75-80 percent full (roughly 64k Type 1 and 31k of Type 4). This can yield up to an additional 143k of Type 1 once diluted.

Usage is determined on precipitation types, accumulation amounts and flight activity.

This years' glycol index is favorable and pricing has been low on orders to date.



Intro: Around the Room | Meet the Teams



Winter Operations: Safety First



JetBlue Cold Weather Program



Deicing Roles & Responsibilities



Deicing at JFK: When? Where? & How?



Deicing Event Preparation

Deicing Event Prep: Pre Event Meeting(s)



Winter Preparedness takes constant communication and alignment. The forecast changes quickly and without warning, to combat this, we have developed a regular cadence of Winter Operations Meetings.

These calls are held daily at 1200L and the participants include a representative from:

- Prime Flight
- JFK OPS
- JFK Deicing (The AGR, Deicing and GSE MOD)
- System Deicing (System Deicing Manager)

Topics for these calls include the upcoming forecast – minimum 3 day outlook, event timelines, staffing, equipment status and deicing fluid on hand/ordering. Fluid tank maintenance has surfaced this year due to the overhaul that was completed.

At the 72 hour mark, staffing numbers are discussed for any imminent risk of precipitation. The plan is sharpened during the 48 hour call and solidified by the 24.

Deicing Event Prep: RON Parking Plan(s)



Our Primary Deicing Pad at JFK doubles as our RON Parking Location. During “regular” Ops, this location, Parcel Zulu/PZ, houses up to 12 AC that will remain overnight.

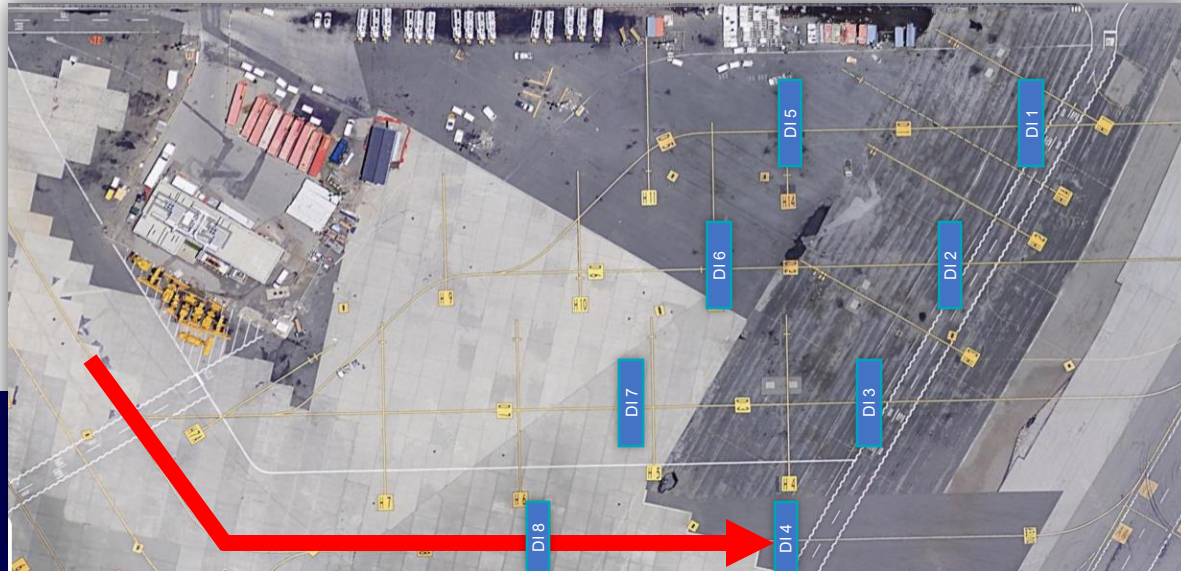
The event type, forecasted precipitation amounts, active flight schedule and RON counts will impact the use of PZ for RON parking.

Typical parking plans start with 21 AC at the Gate, 12 AC at PZ, 6 AC at H81 & 6 AC at H87 with a saturation point of 45 RONs.



Parcel Zulu Deicing 1 Lane Layout

1 Deicing (Outer) Lane w/ 2 Spray Locations / DI Spots | 12 Parking Locations



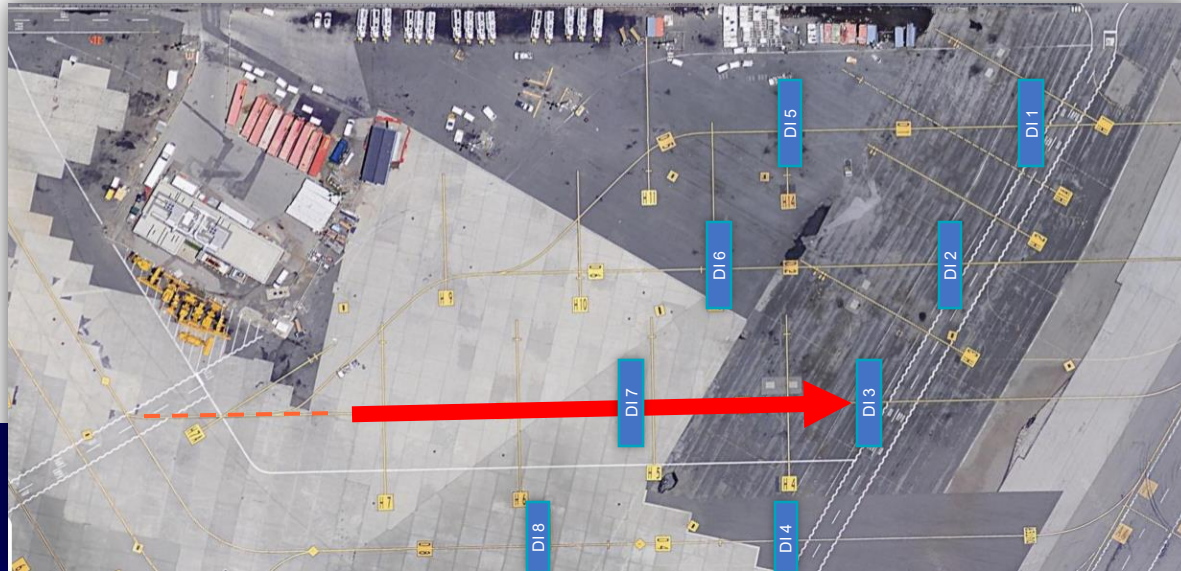
Layout Considerations

D4 & D8 occupies the outer lane and reduces the flow of traffic on the lower gates to the inner lane for both inbound and outbound traffic; Startup positions 7& 8 are unusable for pushback.

Primary Flow is out to Gulf which is under T4/IAT Tower control. Heavy periods of activity we need to monitor for possible DI 1 – 4 ramp reentry and exit Fox.

Parcel Zulu Deicing 2 Lane Layout

1 PZ Deicing Lane w/ 2 Spray Locations / DI Spots | 7 Parking Locations



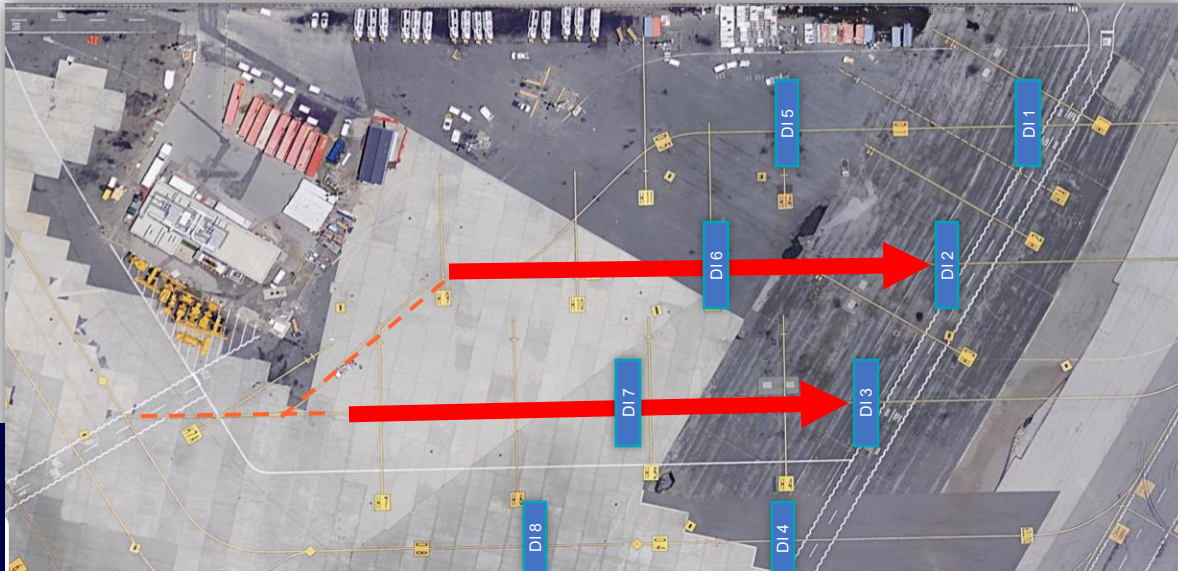
Layout Considerations

D7 & D3 occupies the first PZ lane and as a result, 5 parking spaces are lost. H3 – 7A. **(Excluded from the count is the restricted location PZ 6)**

7/12 Parking Spots remain. H1, 2, 8 - 12

Parcel Zulu Deicing 3 Lane Layout

2 PZ Deicing Lanes w/ 4 Spray Locations / DI Spots | 3 Parking Locations



Layout Considerations

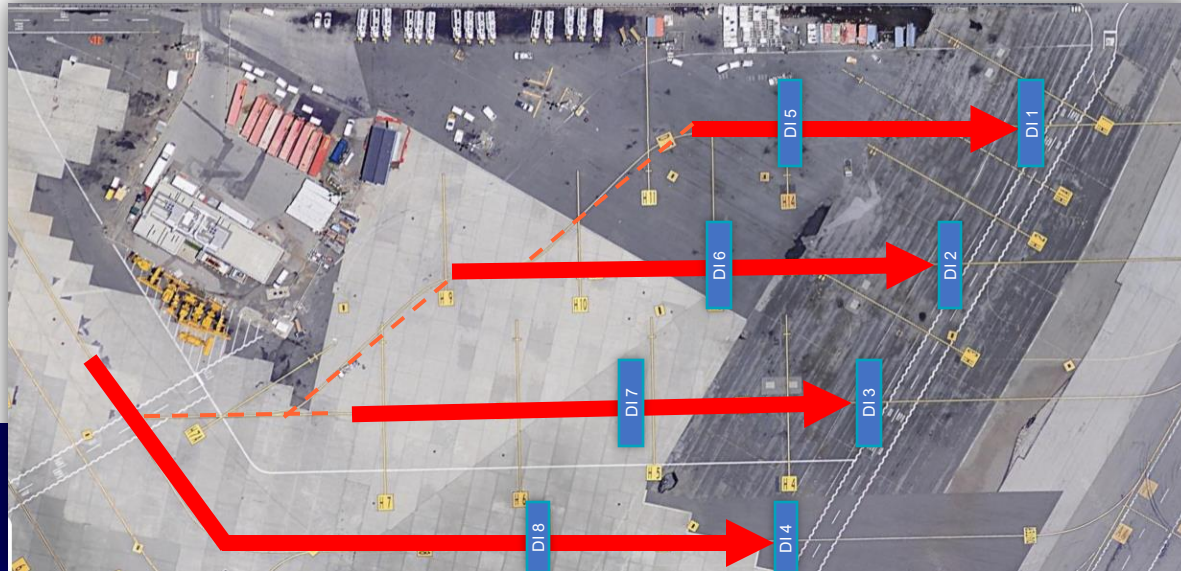
D7 & D3 occupies the first PZ lane and as a result, 5 parking spaces are lost. H3 – 7A. **(Excluding the restricted location PZ 6)**

D6 & D2 occupies the second PZ lane and as a result, an additional 4 parking spaces are lost. H2, H9, H10, H12. **(Excluding the restricted location PZ 14)**

3/12 Parking Spots remain. H1, 2, 8 - 12

Parcel Zulu Parking & Deicing Layout

4 Deicing Lanes Max w/ 8 Spray Locations / DI Spots | 1 Parking Location



Layout Considerations

D7 & D3 - 5 parking spaces are lost. H3 -7A.

D6 & D2 - 4 parking spaces are lost. H2, H9, H10, H12.

D5 & D1 occupies the third PZ lane and as a result, an additional 2 parking spaces are lost. H1, H11.

1/12 Parking Spots remain. H8

Deicing Event Prep: Station Notifications

Within 24 hours of an event, a deicing event brief is sent to the station and all stakeholders, providing the following details:

- The forecast, including accumulation amounts and field conditions
- Deicing locations, activated lanes at PZ, manpower and Equipment Status
- RON parking estimations and parking plan
- Ground Equipment Staging and Pad conditions
- Ice Melt if needed
- Advisories as operationally pertinent
- Contact numbers for deicing leaders
- Cold weather reminders as needed

The brief sets the tone for the operational plan, startup and flow.



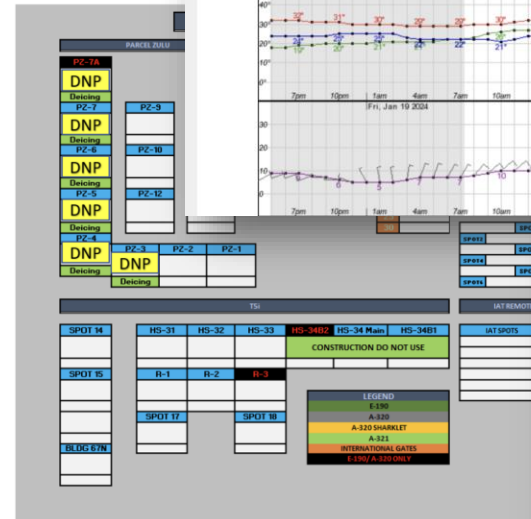
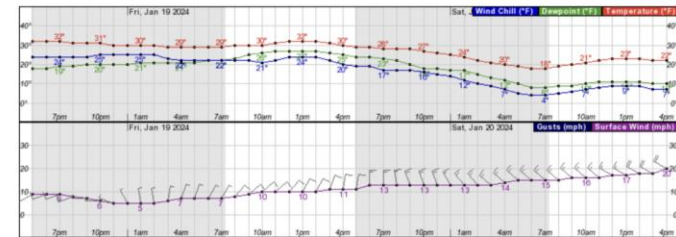
Good Evening Teams,

Over the next few hours, expect dropping temps and wind chills in the range of 20-25 degrees. With winter weather storm Indigo on our heels, we are preparing for light but persistent snow to impact our area.

Current Forecast (01.19)

Heavy cloud cover. Light snow accumulation in the range of 1-3", winds gusting between 23-30 mph. Low likelihood of rain towards the midday region. Weather tapering off around 0000-0100L on Saturday 01.20.

Winter Weather Precipitation Anticipated



Please see Pad Locations and Prep for reference below: Pad 1 will be used for this event. Contingency pad (Spots D15/D14 on the HS) with Gate Deicing Activated. Pad 2 will be unavailable due to constructi

Ops, unattended actions **may** be taken as a deicing capable trucks to service the operation. Startup of 01.19. Additional lines of overtime created for general coordinator staffing of 6 TBLs. TBLs 3,4 & 8 are OOS.

Fluid, Trucks and Reserves:

Our deicing fluid reserves are in a good position and will sustain us throughout the storm period (Type I Mix 98.13%, Type I Concentrate 55.29%, Type IV 70%). **Blending is ongoing.**

The following orders are pending placement: 30K Type I | 10K Type IV - **awaiting blending totals.**

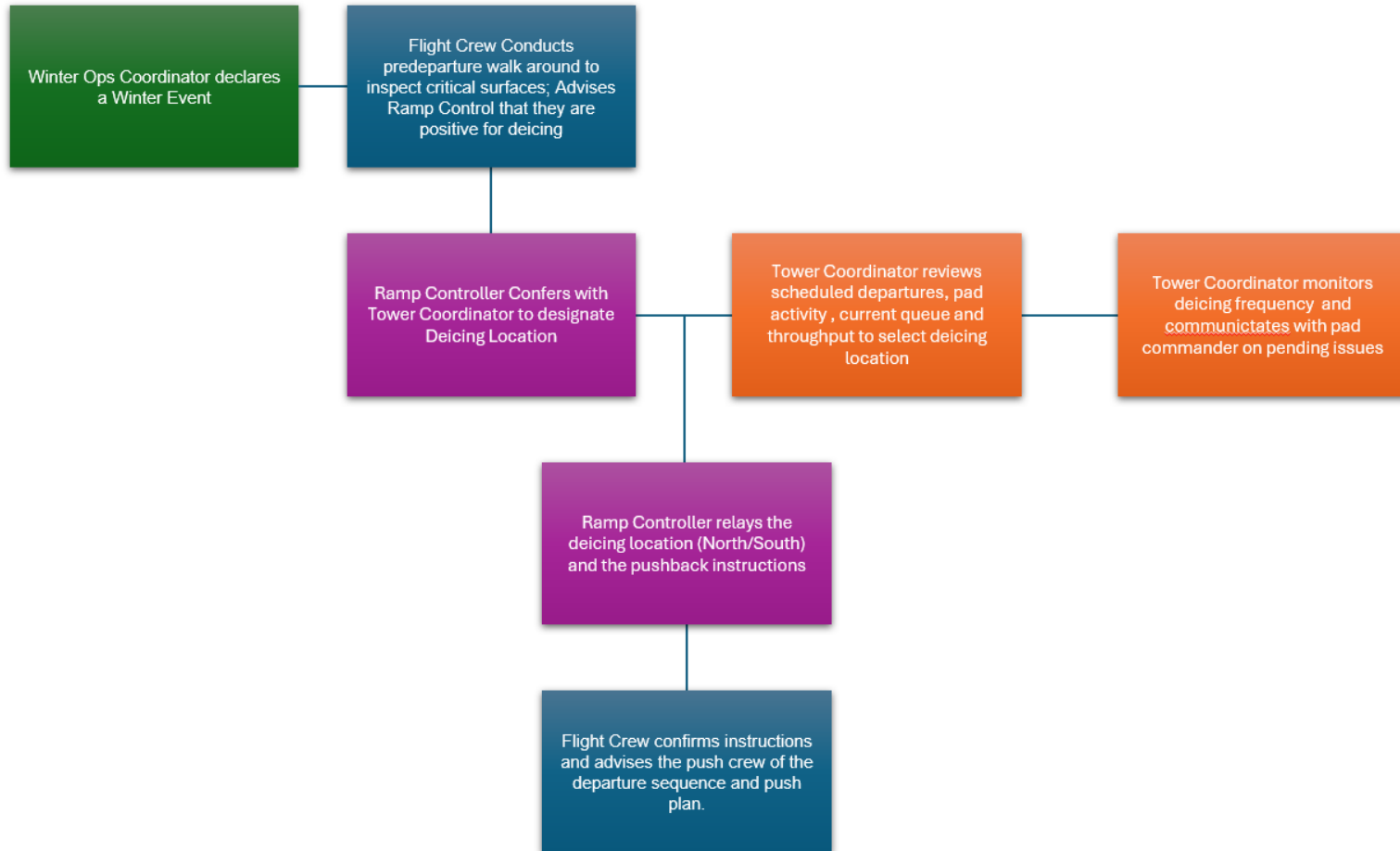
Trucks DI-5, 14, 17, 22, 25, 27, 29 are OOS.

FLUID TANK STATUS				
Tank	Mix	Capacity	Gallons	Percentage Full
A-DILUTE	44%	21,000	20,558	98
B-DILUTE	46%	21,000	20,325	97
D-DILUTE	45%	21,000	20,558	98
G-DILUTE	100%	21,000	20,873	99
I-DILUTE	100%	21,000	20,397	97
L-DILUTE	45%	21,000	20,378	97
TOTAL		126,000	123,089	98
C-CON	100%	21,000	20,781	99
F-CON	100%	21,000	4,338	21
H-CON	100%	21,000	0	0
K-CON	100%	21,000	20,873	99
TOTAL		84,000	45,992	55
E-IV	100%	21,000	8,664	41
J-IV	100%	21,000	20,558	98
TOTAL		42,000	29,222	70

RON Parking Plan

Estimated RON Count for 01.18 is currently 49 AC.
 - We will maximize Gate space with an aim of 22 RONS.
 - Hangar 81 will support for 7 A/C.

Deicing Event Prep: Communication Tree Review



- Using the resources provided, the TC will monitor AC deicing and advise the ramp controller of flow concerns.
- To achieve this, the TC must remain alert and review spray times on each pad
- Coordination with the pad commanders ensures that issues which are not easily identifiable, may be relayed in real time.
- The pad commander can also ask for relief in the event the departure/release is prevented via IAT (South).
- The TC will ask for a fox exit (return to South ramp) where the plane can exit via the inner lane.
- TC can relay to the ramp controller the need to use the outer lane (DI 4 & DI 8)
- Spray times must be recorded accurately for throughput calculation and reporting

Key ■ WOC ROLE ■ Flight Crew ■ Ramp Controller Action ■ Tower Coordinator

Deicing Event Prep: Resource Review

FAA Holdover Table Review

Type 4 Fluid Holdover Times are calculated based on the specific brand and type of fluid that is being used. Remember, holdover clock begins once Type 4 STARTS spraying.

TABLE 30: TYPE IV HOLDOVER TIMES FOR CLARIANT SAFEWING MP IV LAUNCH

Outside Air Temperature ¹	Fluid Concentration Fluid/Water By % Volume	Freezing Fog, Freezing Mist ² , or Ice Crystals ³	Snow mixed with Freezing Fog ⁴	Very Light Snow, Snow Grains or Snow Pellets ^{5,6,7}	Light Snow, Snow Grains or Snow Pellets ^{5,6,7}	Moderate Snow, Snow Grains or Snow Pellets ^{5,7}	Freezing Drizzle ⁸	Light Freezing Rain	Rain on Cold-Soaked Wing ⁹	Other ¹⁰
-3 °C and above (27 °F and above)	100/0	4:00 - 4:00	0:50 - 1:20	2:50 - 3:00	1:45 - 2:50	1:05 - 1:45	1:30 - 2:00	1:00 - 1:40	0:15 - 1:40	CAUTION: No holdover time guidelines exist
	75/25	3:40 - 4:00	0:45 - 1:20	3:00 - 3:00	1:45 - 3:00	1:00 - 1:45	1:40 - 2:00	0:45 - 1:15	0:10 - 1:45	
	50/50	1:25 - 2:45	0:20 - 0:35	1:25 - 1:40	0:45 - 1:25	0:25 - 0:45	0:30 - 0:50	0:20 - 0:25		
below -3 to -8 °C (below 27 to 18 °F)	100/0	1:00 - 1:55	0:40 - 1:05	2:25 - 2:50	1:30 - 2:25	0:55 - 1:30	0:35 - 1:40	0:25 - 0:45		
	75/25	0:40 - 1:20	0:40 - 1:10	2:40 - 3:00	1:30 - 2:40	0:50 - 1:30	0:25 - 1:10	0:25 - 0:45		
below -8 to -14 °C (below 18 to 7 °F)	100/0	1:00 - 1:55	0:35 - 1:00	2:10 - 2:30	1:20 - 2:10	0:50 - 1:20	0:35 - 1:40 ¹¹	0:25 - 0:45 ¹¹		
	75/25	0:40 - 1:20	0:35 - 1:00	2:25 - 2:55	1:25 - 2:25	0:45 - 1:25	0:25 - 1:10 ¹¹	0:25 - 0:45 ¹¹		
below -14 to -18 °C (below 7 to 0 °F)	100/0	0:30 - 0:50	0:05 - 0:15	1:15 - 1:45	0:20 - 1:15	0:06 - 0:20				
below -18 to -25 °C (below 0 to -13 °F)	100/0	0:30 - 0:50	0:02 - 0:06	0:30 - 0:45	0:09 - 0:30	0:02 - 0:09				
below -25 to -28.5 °C (below -13 to -19 °F)	100/0	0:30 - 0:50	0:01 - 0:04	0:20 - 0:30	0:06 - 0:20	0:01 - 0:06				

Deicing Event Prep: Resource Review

Event Deicing Activity Reporting

This Form is used to relay spray times to the Operations Center during an active event. The Tower Coordinator will retrieve the following and update on the 45 of every hour (i.e 0445, 0545 etc.):

- Number of Pads in use
- Number of Trucks available
- Total Number of AC Sprayed
- Count of 1 Step
- Count of 2 Step (if any)
- Average Spray times
- Update on Deicing OOS trucks

Once filled, the form will email to the Operations Center for station reporting to the SOC. It is important to keep the cadence as prescribed to ensure that we can make operational adjustments as needed (delays or cancellations).

The form is stored on the SharePoint for process tracking and can be accessed via the shared link:

[Deicing Event Activity Update](#)

Only users added to the permission list can access the form.

The image shows a screenshot of a SharePoint form titled "Deicing Event Activity Update". The form is displayed in a light green-themed interface. At the top, there is a breadcrumb "Forms > Deicing Event Activity Update". Below this, there is a header section with a small image of an aircraft and the title "Deicing Event Activity Update". Underneath the title, it says "Captures Flight Spray Totals". The form contains several input fields:

- A dropdown menu for "Time of Reporting *" with the placeholder "Select an option".
- A text input field for "Number of Pads in Use *" with the placeholder "Enter a number".
- A text input field for "Number of Trucks available? *" with the placeholder "Enter a number".
- A text input field with the placeholder "Enter a number".
- A text input field for "How many were 1 Step?" with the placeholder "Enter a number".
- A text input field for "How many were 2 Step?" with the placeholder "Enter a number".
- A text input field for "Average Spray Times" with the placeholder "Enter a number".
- A section titled "Deicing Truck OOS Report" with a text area for "Write here...".
- A button at the bottom labeled "+ Add new field".