



Teterboro Airport Pilot's Deicing Responsibilities 2012-2013



WINTER FLYING CAN PRESENT SOME UNIQUE CHALLENGES

BE PREPARED FOR THE UPCOMING SEASON!

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- In order to have a Formal Deicing Program (FDP) in effect an active freezing/frozen precipitation *Event* must be in progress.

A Pilot makes a request for deicing during an *Event*.



- Any Fixed Based Operator (FBO) during an *Event* and prior to deicing shall notify Airport Operations (OPS) of their intentions to deice; unless a FDP is already in effect.

- After conferring with the Tower, OPS shall then advise all FBOs:

**“A Formal Deicing Program
Is Now In Effect”**



The Rate of Departures will be based on the intensity, type of precipitation, surface conditions and the number of runways in use during the event.

6 minutes between departures = 10 departures per hour

5 minutes between departures = 12 departures per hour

4 minutes between departures = 15 departures per hour

3 minutes between departures = 20 departures per hour

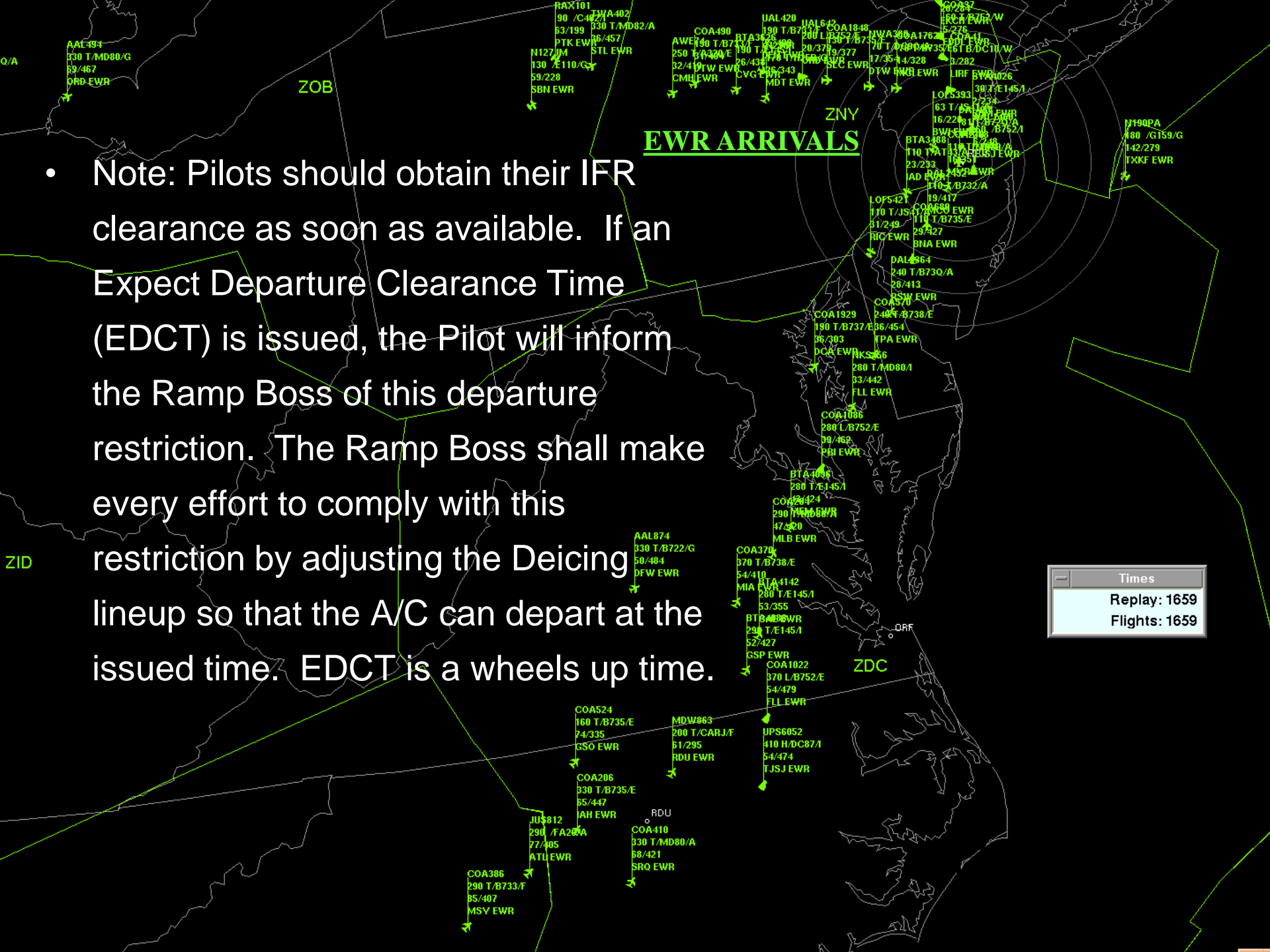


Arrival rate will be adjusted to manage the above departure rates.

Prior to Deicing an A/C, the Ramp Boss shall ensure that the Pilot & A/C has:

1. IFR clearance
2. All passengers & crew are on board
3. All baggage and fuel have been loaded
4. And except for deicing, the A/C is in a ready to taxi status





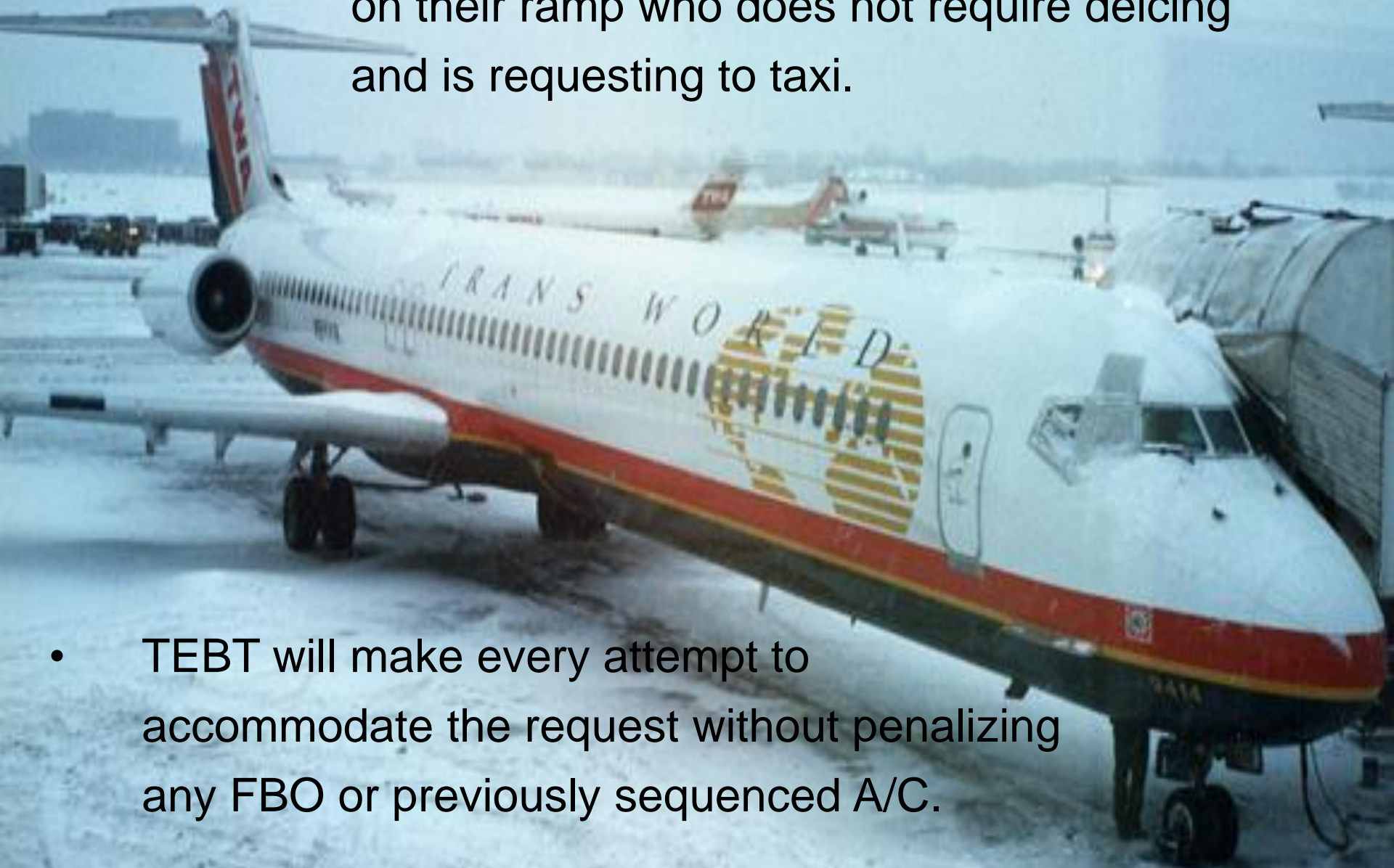
- Note: Pilots should obtain their IFR clearance as soon as available. If an Expect Departure Clearance Time (EDCT) is issued, the Pilot will inform the Ramp Boss of this departure restriction. The Ramp Boss shall make every effort to comply with this restriction by adjusting the Deicing lineup so that the A/C can depart at the issued time. EDCT is a wheels up time.

Times	
Replay:	1659
Flights:	1659

- Prior to deicing, TEBT will verify the departure's destination is accepting traffic and is good to go.



- The Ramp Boss will inform TEBT of any A/C on their ramp who does not require deicing and is requesting to taxi.



- TEBT will make every attempt to accommodate the request without penalizing any FBO or previously sequenced A/C.

- The Ramp Boss will advise/signal the Pilot when deicing is complete



- After deicing is complete, Pilots will contact Ground Control when ready to taxi.

- Should a Runway closure occur stopping departures, a Deicing pause will take effect. Expect a Deicing restart to be initiated prior to the Runway reopening.



- Times will change but the sequence will remain the same.

- Airport Operations, as the official weather observers on the Airport, will coordinate with TEBT when the active freezing/frozen precipitation event has ended thereby canceling the Formal Deicing Program. A/C may continue to be deiced and if the demand warrants, Gate Hold procedures may remain in effect; however, the Formal Program will be terminated.




- Operations will inform the FBOs when the Formal Deicing Program has ended.



- TEBT will also announce on all active frequencies when the FDP has ended.

Ice Notes



- After receiving their clearance, Pilots are requested not to contact TEBT until after their deicing has been completed.
 - Once the stagger has been established by the FBOs all subsequent departures should fall into a repetitive sequence.
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- The use of type IV fluid, although increasing the time parameter for departures, will not alter the initial prerequisites of this procedure. What type IV fluid does offer is the ability to have A/C safely waiting for departure. By taking advantage of any missed departure or arrival slots,



type IV has the potential of increasing the total number of hourly departures.

DE-END!

