Cold Weather Operation

General Policy Regarding Use of Anti-Ice Equipment

NOTE

Icing conditions exist when the OAT is +5 degrees C or below and visible moisture in any form is present (such as clouds, rain, snow, sleet, ice crystals or fog with visibility of one mile or less).

Icing conditions also exist when the OAT on the ground and for takeoff is +5 degrees C or below when operating on ramps, taxiways or runways where surface snow, ice, standing water or slush may be ingested by the engines, or freeze on engines, engine sensor probes, nacelles, wings, control surfaces or flaps.

Ignition

Continuous ignition must be used for takeoff and landings on contaminated runways (i.e., surface covered with standing water, slush or snow).

Continuous ignition must be used for flight through moderate or severe icing.

Wing/Engine Inlet De-Ice.

Allow ice accumulation to build approximately 1/2 inch prior to inflating the wing and engine inlet de-ice boots. When it is difficult to see the wing leading edge, or operating at night, an airspeed loss of 10 to 15 knots is a good indicator of ice accumulation.

CAUTION

Premature activation of the surface de-ice boots could result in ice forming the shape of an inflated de-ice boot, making further attempts to de-ice inflight impossible.

Windshield Heat

Select windshield heat ON prior to operating in icing conditions.

Cold Weather Operation

Descent and Landing

Pre-heat the windshield prior to entering icing conditions. Turning the windshield ice protection on immediately before descending into an undercast may not give the windshield enough time to fully heat.

Anytime ice is suspected of adhering to any aircraft surfaces, beware of clear ice runback.

Land with flaps 25 if ice is suspected on any aircraft surface. Use flaps 25 Vref +5.

Minimum holding speed in icing conditions: 160 Kts.

Maximum speed for windshield wiper operation: 160 Kts.

Landing

Landing on runways having a *Nil Braking Action* report are not authorized.

A positive touchdown should be made to loosen possible frozen brakes.

Following initial touchdown on a slippery runway, aileron and rudder, supplemented by asymmetrical power, are the primary controls for steering the aircraft. As soon as possible after main gear touchdown, lower the nosewheel and utilize smooth, even reverse.

Use of moderate reverse will aid in decelerating the aircraft. After wheel spinup, the anti-skid system will become effective. Brakes should be used with caution. Apply brakes smoothly, do not pump the brakes, as this causes the anti-skid system to readjust brake pressure to reestablish optimum braking, thereby lengthening the stopping distance.