

Ground Icing Checklist

PROTECTED

Contamination Check

Wings (top/bottom) tactile inspection clear
Landing gear clear
Horizontal stabilizer (top/bottom) tactile inspection clear
Elevator/rudder control surfaces and gaps clear
Aileron/flap/slats and gap clear
Engine/APU inlets clear
Static ports/pitot tubes/sensors clear
Fuselage clear

Anticipating In-Flight Icing

Departure/En route/Destination
SLD observed/expected none
Icing observed/expected none/acceptable
Assured exit strategy planned

IF in-flight icing conditions are acceptable over entire route, continue. If not delay departure.

Ground Icing

IF freezing precipitation or active frost, check if anti-ice is possible
1. Rotation speed \geq 100 knots & Type I, II, III or IV fluids available OR
Rotation speed < 100 knots & Type I or III fluids available
2. Available fluid will protect aircraft during time needed for ground ops. See
HOT tables. Continue with de/anti-icing procedure as required.

Before De/Anti-icing

IF de/anti-icing fluid will be used
Type I freezing point (refractometer reading) _____
Type II, III, IV glycol Mixture ____ / ____

NOTE: Fluid should not be used for:

- 1) Moderate to heavy freezing rain
- 2) Heavy Snow
- 3) Ice Pellets

Aircraft positioned into wind (if possible)
Engine/APU off/as required by AFM
No spray zones briefed
Use hot air/brushes on engine/APU inlets/sensors

Ground Icing Checklist

PROTECTED

Communication with ground crew assured
Responsibility for post-application inspection stated
(NOTE: aircraft with high tails may need to rely on the de-icing service provider to compete tactile inspection)

After De-icing Inspection

Wings (top/bottom) tactile inspection clear
Landing gear clear
Horizontal stabilizer (top/bottom) tactile inspection clear
Elevator/rudder gaps clear
Aileron/flap/slats gap clear
Static ports/AOA vanes/pitot tubes/sensors clear
Fuselage clear

Continue with anti-icing if freezing precipitation or active frost

Before Anti-icing

Communication with ground crew assured
Responsibility for post-application inspection stated

Final application start time _____

After Anti-icing Inspection

Wings (top/bottom) tactile inspection clear
Horizontal stabilizer (top/bottom) tactile inspection clear
Flight Control gaps clear
Static ports/AOA vanes/pitot tubes/sensors clear

Pre-Takeoff Check

Immediately prior departure, verify that aircraft is still clean. Use extreme caution if the HOT has expired.

Wings Visual/tactile inspection

IF unsure or aircraft is contaminated, return for de-icing/anti-icing

Fold on this line

Ground Icing Checklist UNPROTECTED

Contamination Check

Wings (top/bottom) tactile inspection	clear
Landing gear	clear
Horizontal stabilizer (top/bottom) tactile inspection.....	clear
Elevator/rudder control surfaces and gaps	clear
Aileron/flap/slats and gap	clear
Engine/APU inlets	clear
Static ports/pitot tubes/sensors	clear
Fuselage	clear

Anticipated In Flight Icing

Departure/En route/Destination	
Icing observed/expected	none

IF in-flight icing is expected anywhere along the planned route, delay departure.

Ground Icing

Freezing precipitation.....	none
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IF there is freezing precipitation on the ground, delay departure.

IF active frost is present, check if anti-ice is possible

1. Rotation speed \geq 100 knots & Type I, II, III or IV fluids available OR
Rotation speed < 100 knots & Type I or III fluids available
2. Available fluid will protect aircraft during time needed for ground ops. For active frost, professionally applied Type I will normally protect 45 minutes. If applied with a handheld sprayer, this time is likely to be reduced.

Continue with de-icing procedure

Ground Icing Checklist UNPROTECTED

Before De/Anti-icing

IF de-icing fluid will be used:

Aircraft positioned into wind (if possible)

No spray zones

briefed

Use hot air/brushes on engine/APU inlets/sensors

Communication with ground crew

assured

Responsibility for post-application inspection

stated

After De-icing Inspection

Wings (top/bottom) tactile inspection

clear

Landing gear

clear

Horizontal stabilizer (top/bottom) tactile inspection.....

clear

Flight Control gaps.....

clear

Static ports/pitot tubes/sensors

clear

Fuselage

clear

Continue with anti-icing if active frost present

Before Anti-Icing (Active Frost only)

Communication with ground crew

assured

Responsibility for post-application inspection

stated

Final application start time _____

After Anti-icing Inspection

Wings (top/bottom) tactile inspection

clear

Horizontal stabilizer (top/bottom) tactile inspection.....

clear

Flight control gaps.....

clear

Static ports/pitot tubes/sensors

clear

Pre-Takeoff Check

Immediately prior to departure, verify that aircraft is still clean:

Wings

Visual/tactile inspection

IF unsure or aircraft is contaminated, return for de-icing/anti-icing

Fold on this line