Ground Icing Checklist

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/PU 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 ≥ 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/PU: off/as required by AFM
- No spray zones: briefed

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

COMMUNICATION WITH GROUND CREW: assured
RESPONSIBILITY FOR POST-APPLICATION INSPECTION: stated

(ASSUMED: aircraft with high tails may need to rely on the de-icing service provider to conduct 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
Ground Icing Checklist

**Contamination Check**

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**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
  - IF there is freezing precipitation on the ground, delay departure.

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

1. Rotation speed ≥ 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

**Before De/Anti-icing**

- 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**

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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**

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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