PRE DEICING

Precautionary anti-icing or deicing may be accomplished on RON aircraft or during extended ground times If freezing or frozen precipitation is anticipated. Type II or IV fluids applied to an aircraft shall be removed with heated water or Type I fluid before the application of any additional anti-icing fluid and before takeoff. **No additional action is required when pre-deicing with Type I fluid provided no weather condition exists which requires a holdover time, and the freeze point of fluid used is at least 10°C below the OAT.**

Verbal or written notice to the Flight Crew (MIG 155) is required and must be recorded on the flight plan in the space provided.

GATE DEICING

PRIOR TO DEICING

1	APU	ON
2	Flaps	UP
3	Stabilizer Trim	FULL APL NOSE DOWN
4	Air Conditioning	PACKS OFF
5	APU and Engine BLEED Air Switches	OFF
6	WING Lights	ON

AFTER DEICING

1	Stabilizer Trim	SET
2	WING Lights	OFF
3	Engine BLEED Air Switches	OFF
4	APU BLEED Air Switch	ON
5	Cleared for Start Checklist	ACCOMPLISH

NOTE: Wait one minute after engine start before turning engine bleed switches on.

REMOTE PAD DEICE

Refer to 10-7 pages for Airport Specific information and procedures.

Remote pad deicing may be accomplished either with engines running or engine(s) shut down. Request from deice crew that both engines be left running if there is no under-wing contamination to be removed.

If APU is INOP and engines must be shut down for remote pad deicing, coordinate the procedural sequence with the deicing ground crew and refer to detailed procedures in FHB.

The Captain shall be prepared to shut the operating engines down immediately upon command of the deice crew.

PRIOR TO DEICING

	If engines will be shut down:	
	• APU	ON
	• APU GEN Switches	ON
1.	Flaps	UP
2.	Stabilizer Trim	FULL APL NOSE DOWN
3.	Air Conditioning	PACKS OFF
4.	APU and Engine BLEED Air Switches	OFF
5	(400) Pressurization FLT/GRND Switch	GRD
6	WING Lights	ON
7	ANTI-COLLISION Lights (if requested)	OFF
8	WING ANTI-ICE	OFF
9	ENG ANTI-ICE (as required)	ON/OFF
10.	Thrust Levers	IDLE
11.	Eng Shut Down	AS REQUIRED

AFTER DEICING

1.	Stabilizer Trim	SET
2.	WING Lights	OFF
3.	ANTI-COLLISION Lights	ON
	If engines are shut down:	
	• APU BLEED Air Switch	ON
	• Engine Restart	ACCOMPLISH
4.	Engine BLEED Air Switches	ON
5	Air Conditioning	PACKS AUTO
6.	(400) Pressurization FLT/GRD Switch	FLT
7.	After Start Procedure/Checklist	ACCOMPLISH

DEICE / ANTI-ICE POLICY STATEMENT

The Captain retains overall responsibility for the proper preparation of their aircraft for flight, ensuring the aircraft will not takeoff with frost, ice, or snow adhering to the wings, control surfaces, engine inlets or other critical surfaces. Off-Line Deicing Operations must refer to FOM 12.200 Off-Line/Alternate Vendor Deicing Guidance.

Aircraft contamination present during preflight inspections must be checked for adherence to the aircraft critical surfaces. Contamination that is determined to be non-adhering may be allowed to blow off very cold dry surfaces during the takeoff roll. If the contamination is determined to be adhering it shall be removed mechanically, thermally, or removed with Deicing Fluid.

DEICE / ANTI-ICE QUICK REFERENCE CHART

5 MINUTES PRIOR TO TAKEOFF
(and)
FREEZING OR FROZEN PRECIPITATION HAS BEEN PRESENT
(since the Post Deicing Check),
then,
ONE OF THE TWO VISUAL CHECKS BELOW MUST BE ACCOMPLISHED

If holdover time established, is still valid and not expired, perform:

PRE-TAKEOFF CHECK

From the Flight Deck Representative Surfaces for **Type I** fluid:

- Windshield wiper arms,
  and
- Fuselage area fwd of Flight Deck windows,
  and
- Wing leading edge

Representative Surface for **Type II or IV** fluid:

- Wing leading edge

If holdover time is not allowed. HOT from the tables has been exceeded or otherwise not valid due to changing weather conditions, or the Pre-Takeoff Check was Inconclusive, perform:

CONTAMINATION CHECK

Perform the Contamination Check

NOTE: Freighter / Combi Inspection from Open L1/ R1 Doors required.

CAUTION: Disarm doors before opening for inspection.

THEN:

If surfaces are free of contamination and the Deice/Anti-ice fluid has not lost its effectiveness (see Fluid Failure Recognition below):

Proceed with takeoff

OR

If there is any doubt as to the condition of the aircraft after completing this check from inside the aircraft, return for Secondary Deicing

CONTAMINATION CHECK

The Contamination Check performed from inside the aircraft uses a comparative analysis to account for condition of all the aircraft critical surfaces. It is important for Flight Crewmembers performing an inside the aircraft Contamination Check to determine:

- That all critical aircraft surfaces are free of adhering contamination
  AND
- Deice/Anti-ice Fluid has not failed

The crewmember must first complete an inspection of both aircraft wings from the cabin before focusing on fluid failure recognition at the oldest application point. This inspection shall focus on:

- The wing leading edge,
- Horizontal surface along the entire length of the visible wing,
- Control surfaces that are visible along the trailing edge of the wing.

FLUID FAILURE RECOGNITION

Deice/Anti-icing fluid has lost its effectiveness when:

- Any wing surface changes from a smooth clean, glossy surface to a frost, slush, snow or ice covered surface.
- The fluid appears cloudy, hazy or to be ghosting.
- Unable to discern straight lines between connecting aircraft panels or placards on the wing surface through the fluid.
- Random snow accumulation or a graying/dulling of surface reflectivity caused by fluid deterioration.