

MINIMUM SPEED IN ICING CONDITIONS

Minimum airspeed in icing conditions, for all flight phases including approach, except takeoff and landing.

| | |
|----------------|----------|
| Flaps Up | 120 KIAS |
| Flaps 10 | 105 KIAS |
| Flaps 20 | 95 KIAS |

Exception for climbing to exit icing operations:

When climbing to exit icing conditions the following airspeeds may be used only for the duration of the climb to exit operation. Maneuvering should be limited to 30° banked turns or less.

| | |
|----------------|----------|
| Flaps Up | 110 KIAS |
| Flaps 10 | 95 KIAS |

WARNING

The aural stall warning system does not function properly in all icing conditions and should not be relied upon to provide adequate stall warning in icing conditions.

FLAP SETTING IN ICING CONDITIONS

WING FLAPS must be UP when holding in icing conditions.

WARNING

- **With ice suspected on the airframe, or operating at 5°C (41°F) or less in visible moisture, do not extend flaps beyond 20° for landing.**
- **WING FLAPS must be extended to at least 10° during all phases of flight (takeoff and landing INCLUDED) when airspeed is below 110 KIAS. This does not apply to takeoff when using the published POH/AFM procedure for TYPE II, TYPE III OR TYPE IV ANTI-ICE FLUID TAKEOFF in Section 4, Normal Procedures of the POH/AFM.**
- **The aural stall warning system does not provide adequate stall warning in all icing conditions.**

BEFORE LANDING

1. Configuration **PLAN**
(an approach with flaps 10° and 120 KIAS when on final)

WARNING

During moderate or severe icing encounters, maintain maximum possible airspeed on approach (observe V_{MO} and flap limitations) landing with partial power may be required. Observe minimum speed in icing conditions (see limitation).

2. Flaps **PLAN** (landing with flaps 10°)
If field length dictates the use of additional flaps, do not extend flaps beyond 20° with ice suspected on airframe or when operating at 5°C (41°F) or less in visible moisture.
3. BOOT PRESSURE Switch **AUTO and RELEASE**
(prior to landing (approximately 500 feet AGL))

WARNING

Do not cycle the boots during landing (below approximately 500 feet AGL) because boot inflation may increase stall speeds by as much as 10 knots.

IN FLIGHT (CLIMB, CRUISE, AND DESCENT) (Continued)

9. Wing Inspection Light **AS REQUIRED**

NOTE

The autopilot may be used in icing conditions. However, every 10-15 minutes the autopilot should be disconnected to detect any out of trim conditions caused by ice buildup. If significant out of trim conditions are detected, the autopilot should remain off for the remainder of the icing encounter.

WARNING

- **When disconnecting the autopilot with ice buildup on the airplane, the pilot should be alert for out of trim forces. Pilot control wheel input should be applied as required to prevent potential undesired flight path deviations.**
- **Monitor airspeed in icing conditions with the autopilot engaged. The autopilot will maintain altitude or vertical speed at the expense of airspeed as drag increases due to ice accretion on the airplane.**
- **If prestall buffet or uncommanded pitch oscillations are encountered, reduce pitch attitude while increasing power to Max Continuous. Promptly extend flaps to 10° to help stabilize the airplane. If necessary, do not attempt to maintain altitude until positive recovery from buffet is achieved. Increase airspeed to 110 KIAS or greater before retracting flaps. If the flaps are subsequently retracted, maintain at least 10 KIAS above initial buffet airspeed.**

ENVIRONMENTAL CONDITIONS (Continued)

Continued flight in icing conditions is prohibited after encountering one or more of the following:

1. Airspeed of 120 KIAS cannot be maintained in level flight.
2. Airspeed decrease of 10 KIAS that cannot be prevented by increase to maximum continuous power.
3. MEA or MOCA (if applicable) on current leg falls into Area "C" of Enroute Tool for Exiting Icing chart contained in the Performance Section of this supplement.

CAUTION

Exit strategies must be determined during preflight planning.

AUTOPILOT OPERATION IN ICING CONDITIONS

Autopilot operation is prohibited when operating in icing conditions that are outside the 14 CFR Part 25 Appendix C defined conditions in the Environmental Conditions of this supplement.

The autopilot must be disconnected when the Low Airspeed Awareness flashing amber and white annunciation is activated.

Minimum speed in icing conditions with autopilot engaged . . . 110 KIAS

Autopilot must be disconnected once every 10 minutes in icing conditions to check for any out-of-trim conditions caused by ice buildup.

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LIMITATIONS

REQUIRED TRAINING

Specific training provided by Cessna Aircraft Company for flight into known or forecast icing conditions is required to be successfully completed by the pilot in command within the preceding 12 calendar months for any flight into known or forecast icing conditions.

Operators conducting operations under 14 CFR 121 and 14 CFR 135 may apply the grace provisions of 121.401(b) or 135.323(b) to the crew member's base month, as appropriate.

Completion of either of the following courses will meet this training requirement:

Caravan Cold Wx Ops Onsite C14694 (CAC14694)

Caravan Cold Wx Ops Online C14695 (CAC14695)

PREFLIGHT

Checks and inspections specified under Normal Procedures, Preflight Inspection, Before Starting Engine, and Before Takeoff Check in this supplement must be satisfactorily completed prior to flight into known or forecast icing conditions.

Takeoff is prohibited with any frost, ice, snow, or slush adhering to the wings, tail, control surfaces, propeller blades, or engine air inlets.

WARNING

Even small amounts of frost, ice, snow, or slush on the wing may adversely change lift and drag. Failure to remove these contaminants will degrade airplane performance and will prevent a safe takeoff and climb.

PLACARDS

1. The following placard must be installed in the airplane **NEAR THE COMPASS** (airplanes equipped with the large anti-ice panel):

OPERATION OF THE ANTI-ICE PANEL MAY CAUSE A COMPASS DEVIATION OF MORE THAN 10 DEGREES.

2. The following placards must be installed in the airplane **IN FULL VIEW OF THE PILOT:**

The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category.

Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.

This airplane is approved for flight into icing conditions if the proper optional equipment is installed and operational. See POH for weight and altitude restrictions relating to ice.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR

- 3.

CONTINUED FLIGHT IN ICING CONDITIONS IS PROHIBITED AFTER ENCOUNTERING ONE OR MORE OF THE FOLLOWING:

AIRSPEED OF 120 KIAS CAN NOT BE MAINTAINED IN LEVEL FLIGHT.

AIRSPEED DECREASE OF 10 KIAS THAT CANNOT BE PREVENTED BY INCREASE TO MAX CONTINUOUS POWER.

MEA OR MOCA IF APPLICABLE ON CURRENT LEG FALLS INTO AREA "C" OF ICING SERVICE CEILING CHART CONTAINED IN SECTION 5 OF THE POH/AFM KNOWN ICING EQUIPMENT SUPPLEMENT.

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PLACARDS (Continued)

4.

120 KIAS MINIMUM IN ICING FLAPS UP EXCEPT 110
KIAS IF CLIMBING TO EXIT ICING.

5.

DO NOT TAKEOFF WITH ICE/FROST/SNOW ON THE
AIRCRAFT.

6. For airplanes not equipped with Low Airspeed Awareness
System:

DISCONNECT AUTOPILOT AT FIRST INDICATION OF
ICE ACCRETION.