

## AIRCRAFT DE-ICING EQUIPMENT OPERATIONAL PROCEDURE

Recently, a Trans States Airlines EMB-145 landed with ice on the leading edges of the wings, empennage and engine inlets. The company investigation is ongoing and we will convey our findings and if necessary Flight Operations will publish any procedural changes upon the conclusion of our investigation. In the meantime, all Flight Crewmembers are expected to follow the interim procedure listed below. The information contained within this Bulletin supersedes the information contained in the Safety Bulletin dated February 07, 2014.

### Definitions:

**Icing Conditions** - Static Air Temperature (SAT) on the ground or for takeoff, or Total Air Temperature (TAT) inflight, of 10°C or below and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet, and ice crystals).

**Ice Accretion** - The active build-up of ice on the airframe. Good visual cues for ice accretion include ice build-up on the windshield or windshield wipers.

### Procedure:

#### When operating in icing conditions above 1500'AGL (Completion of Takeoff):

1. Actively monitor deicing/anti-icing equipment while icing conditions exist.
2. If the deicing/anti-icing equipment operates normally (Ice Detectors detect ice and the deicing/anti-icing equipment operates), continue to monitor the system.
3. In the absence of the "Ice Condition" message or, the "Auto" function of the deice/anti-icing equipment does not activate (regardless of confirmed ice accretion); accomplish QRH Section 9, ICE DETECTOR FAIL procedure located at Sec. 9 Page 6.

#### 4. UPON CLEARING THE RUNWAY AFTER LANDING SELECT ICE DETECTION OVERRIDE KNOB TO "AUTO" OR "ENGINE" AS APPROPRIATE.

**NOTE:** When the deice/anti-icing equipment is active, the two (2) Engine Air Inlet Push Buttons, the Wing Push Button, and the Stab Push Button will display "Open" messages.

**CAUTION:** EVEN SMALL ACCUMULATIONS OF ICE ON THE WING LEADING EDGE MAY CHANGE THE STALL CHARACTERISTICS OR THE STALL PROTECTION SYSTEM WARNING MARGIN.

If ice accretion is confirmed absent the "Ice Condition" display and automatic activation of the pneumatic anti-icing system, **a mechanical discrepancy must be entered into the aircraft Maintenance Log** and Maintenance must be notified via the Dispatcher for the flight.

All questions regarding procedures outlined above should be referred to the Manager of Flight Standards or your Chief Pilot.

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