

**EGAST**

Component of ESSI

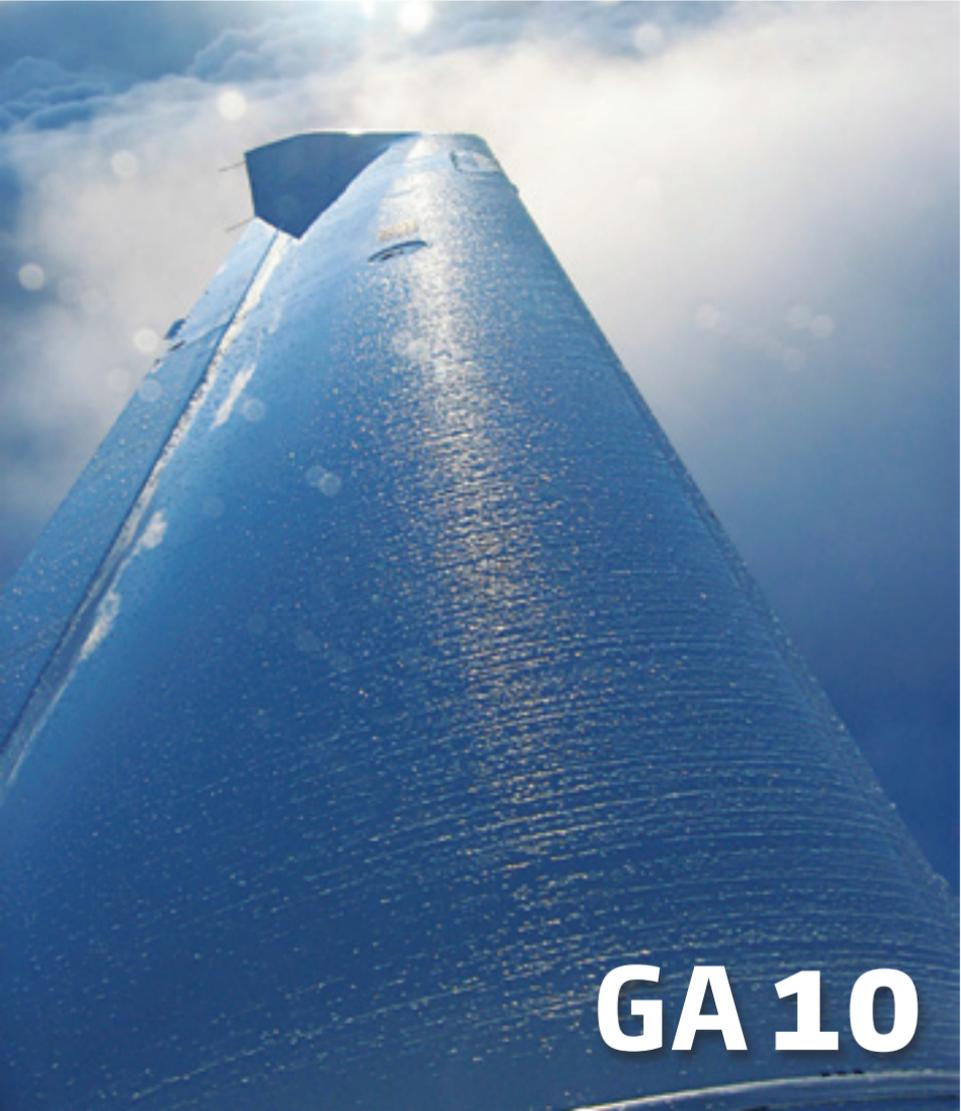


European General Aviation Safety Team

# IN FLIGHT ICING

FOR GENERAL AVIATION PILOTS

SAFETY PROMOTION LEAFLET



**GA 10**





# CONTENT

<b>Introduction</b>	<b>4</b>	—
<b>In-flight icing</b>	<b>5</b>	—
<b>Effects of icing</b>	<b>7</b>	—
<b>Aircraft in icing conditions</b>	<b>10</b>	—
<b>Aeroplane ice protection certification</b>	<b>13</b>	—
<b>Preflight planning</b>	<b>14</b>	—
<b>Ground de-icing</b>	<b>18</b>	—
<b>Aircraft icing scenarios</b>	<b>20</b>	—
<b>SUMMARY</b>	<b>24</b>	—
<b>USEFUL LINKS</b>	<b>26</b>	—
<b>IMPRINT</b>	<b>28</b>	—



## Icing conditions

Ice will form on an aircraft if liquid water hits a part of the airframe which has a temperature below freezing. At very low temperatures, ice tends to form close to leading edges and is generally easy to see. At temperatures just below zero, the ice spreads back, is less visible, and affects more of the airframe.

Water droplets in cloud with a temperature below freezing do not always turn into ice. If there are no particles around which they can form ice, water droplets can remain supercooled in liquid form down to  $-40^{\circ}\text{C}$ . These supercooled droplets are most commonly found in convective cloud with temperatures just below freezing down to approximately  $-10^{\circ}$ . Although cumulus clouds with strong vertical motion usually contain the largest proportion of supercooled droplets, it is also common to find high concentrations of supercooled liquid water at the top of stratocumulus cloud.

The severity of icing conditions varies enormously, and depends on the concentration of supercooled liquid water and the droplet size. Where the cloud at a particular level is composed mainly of ice particles, it may be possible to fly through it without encountering supercooled liquid water. The top of a shower cloud which has glaciated (turned to ice crystals, which appear wispy) is likely to provide less severe icing than the 'cauliflower' or 'bubbling' top of a growing towering cumulus.



Growing cumulus top

Dry snow in flight represents a less significant hazard for airframe icing as it usually does not stick. However, impact icing is likely to form on air intakes and leading edges.

Typically, precipitation starts as ice and, as it falls, either reaches lower levels as snow or hail, or melts into rain as it passes into above-freezing temperatures at the lower levels. However, if rain falls through an inversion into sub-freezing temperatures again, it produces the most severe icing conditions if it contacts an airframe. This “rain ice”, also known as “freezing rain”, is a clear ice type and difficult to see and builds up very quickly.

## Effects of icing

Ice on an aerofoil changes its properties, reducing lift and increasing drag for a given angle of attack. Ice on a propeller blade reduces the efficiency of the propeller and reduces thrust. In addition, the weight of the ice increases the aircraft weight and therefore the lift required. Because for a given airspeed the angle of attack must be increased to provide the necessary lift, the critical (stalling) angle is reached at a higher airspeed than when ice is not present. **The Stall speed increases.**

Pilots should also be aware that icing on a tailplane has been known to cause uncontrollable pitch forces as flaps have been lowered. Always be prepared to reverse any flap selection to regain control.



The effect of airframe ice on aircraft performance

### **Stall warning**

Since ice buildup on the wing lowers the stall angle of attack, the stall warning sensor might not provide warning in icing conditions. Pilots therefore should:

- Know the manufacturer's published minimum icing airspeeds and treat them as limitations, even if they are not in the Limitations section. If your Flight Manual or Pilots Operating Handbook does not have minimum icing airspeeds, add 15-20 KIAS to your normal operating airspeed. This goes for all phases of flight, including approach and landing where most small airplane icing accidents occur, but be mindful of the effect on landing distance required.
- Treat any buffet or vibration as an impending wing stall.
- Restrict manoeuvres in icing conditions.

### **Temperature**

The effects of adiabatic compression due to compressibility and the kinetic heating due to friction are negligible at air speeds up to Mach 0.2. Therefore the Temperature measured by a simple external temperature probe (typical in GA aircraft) is close to the Total Air Temperature (TAT), which is at low speeds slightly above the Static Air Temperature (SAT).

The order of magnitude of difference between TAT and SAT at higher speeds is 1°C at 100 knots and 4°C at 200 knots. The airframe may therefore be a few degrees above the temperature of the air outside, which may offer a small but helpful reduction in the risk of icing.

### **Propeller icing**

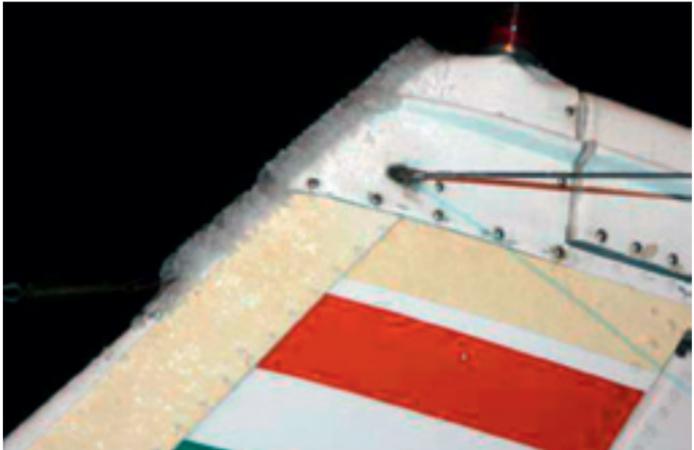
If ice builds on an unprotected propeller, thrust reduces and you might not be able to climb out of the icing conditions or maintain the altitude.



Ice on propeller blade

## Aircraft in icing conditions

The rate at which ice builds up depends on the atmospheric conditions, but the shape of the object on which it builds affects both the rate and the severity of the ice buildup. Ice tends to build first on parts of the airframe with a low radius of curvature, so it will for example tend to form on the tailplane before the



Ice on low radius of curvature aerofoils

wing, and small protuberances like a temperature probe or door stop may well see the first indication of icing.

Early signs may also be noticed at the propeller spinner or the windshield frame. Pilots should learn where icing starts to

form on their particular airframe, and look out for visual signs of ice, because performance can be degraded with quite small accumulations of icing. A millimeter of ice is sufficient to affect some modern aerofoils.

The rates of icing accretion can be difficult to predict and can vary substantially, because of differences in liquid water concentration. Conditions that look the same can bring ice accumulation rates that vary by an order of magnitude or more.



Flight in visible moisture



This means that one flight in cloud below freezing may not accumulate much ice, but on another occasion in apparently similar conditions a pilot may encounter a significant icing problem.

In severe icing conditions, the ice accretion can become critical within a few minutes.

# Aeroplane ice protection certification

Modern aeroplane ice protection systems can be certified in accordance with regulations such as CS 23.1419 or FAA AC 23.1419-2D. The Flight Manual will contain a statement to the effect “This airplane is approved for flight in icing conditions as defined in part 25, Appendix C.” Such certification was introduced by the FAA in 1973 and evidences the aircraft’s capability to fly in a wide range of icing conditions for significant periods. While some accidents (such as the loss of American Eagle Flight 4184 near Chicago in 1994, an ATR that encountered freezing rain) indicate that nature is capable of generating even more extreme conditions, such certification effectively entitles a crew to rely on the anti-icing or de-icing systems to cope with any “normal” icing conditions likely to be encountered.

By contrast, aircraft without ice protection, and those certified to early standards for flight in e.g. “light icing conditions” or “moderate icing conditions” offer no such guarantee to the crew. It is vital for crews of such aircraft to create a contingency plan that guarantees they can take the aircraft out of icing conditions if icing is encountered during flight. The rest of this guidance is aimed at pilots of these aircraft.

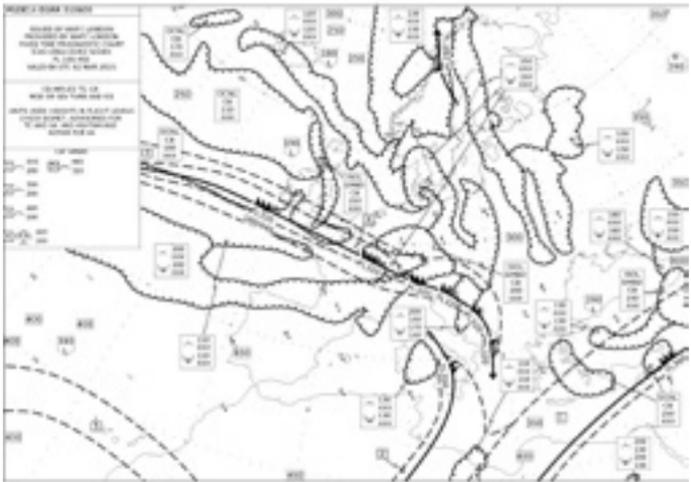
## Preflight planning

It is often impractical to plan a flight in a way that leaves no *possibility* for icing conditions to be encountered, in the same way that it is impractical to plan a flight on a convective day in a way that leaves no possibility for an encounter with cumulonimbus, because it is never possible to be certain exactly where such a cloud would form. But, just as a crew must always have a plan which allows them to avoid flying into a thunderstorm that appears on their intended route, so they must have a plan to avoid icing conditions more severe than the aircraft's systems, if any, can cope with, and to escape from any such icing that is actually encountered.

Usually this means a plan to descend into warmer air, but in some circumstances it may be possible to climb above the icing layer. However, an aircraft which has already accumulated ice has a significantly poorer performance than a clean airframe, so it may not always be possible to climb above an icing layer. An underused but effective manoeuvre when icing is encountered is simply to reverse course back to conditions that were ice-free.

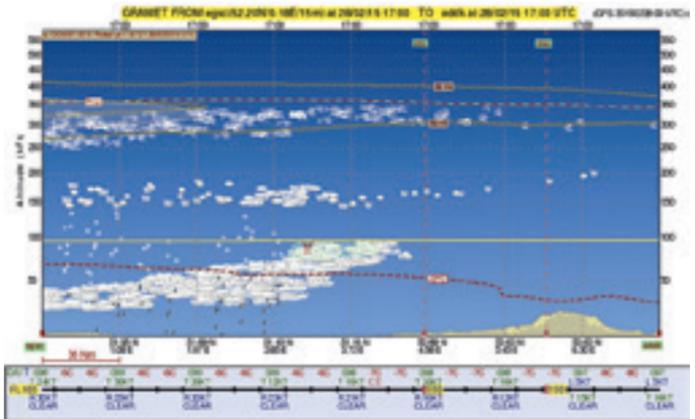
Thus a key pre-flight planning check is to compare the freezing level with minimum practicable IFR altitudes. As with other sorts of hazardous weather, some co-operation from ATC may be assumed, but terrain-safe lower levels may not always be available, for example around busy TMAs.

Compared to even a decade ago, aviation forecasts can predict temperatures and winds aloft much more accurately. Note the relative humidity at planned cruising altitudes; that can offer some guidance on the presence of cloud. However, in an unstable airmass, cumuliform clouds can and do rise into layers of the atmosphere with lower humidity.



Met Significant weather chart

Some web sites provide unofficial but useful cross-section weather information for positions or routes, including freezing levels.



Courtesy of the Ogimet site

### **Preflight aircraft checks when sub-freezing temperatures aloft are forecast**

The pitot-static system should be checked for water which can freeze and block the system. If pitot and static drains are fitted, know where they are and how to use them.

Check that all the airframe, propeller and windscreen systems are operating correctly. De-icing systems suffer from neglect and may prove faulty when required. Leaks may have developed in inflatable boots especially on the tailplane (due to stones thrown up by the landing gear/propellers), so check that they all inflate properly.

Check any other parts of the airframe where water can accumulate, paying particular attention that controls are free.

Check that the pitot heater really is warming the pitot head – but don't burn your hand (use the back of it) or flatten the battery.



De-Icing Boot with Patch Repairs

## Ground de-icing

While this guidance is not intended to address ground de-icing procedures, it is of course essential that the aircraft is and remains free of all ice before flight. Ice on an aerofoil will significantly reduce your take-off performance. Snow will not blow off, and neither will frost. Maintain the “Clean Wing” concept.

Icing Contamination on aircraft surfaces must be removed before takeoff to prevent any handling and control difficulties, performance loss or mechanical damage.

De-icing is a procedure that removes snow, frost and slush from the aircraft while anti icing prevents contamination by frost/ice/snow for a limited period (Hold Over time).

Various types of fluids are available :

- Type I (de-icing only),
- Type II/III/IV (anti icing fluids), containing a pseudo-plastic thickening agent, which enables the fluid to form a thicker liquid wetting film on external aircraft surfaces.
- Type III fluid is intended for aircraft with slow rotation speed.

When fluids are used, increase rotation speed and anticipate increased take-off distance and/or greater stick forces.



Frosted Wing

## Aircraft icing scenarios

Icing is often encountered in convective cloud which rises up through the freezing level on an unstable day. If your cruising level is above the freezing level but below the tops, you face the potential for icing. Where the convective clouds are well scattered and it is possible to see them it may be possible to avoid them and the associated icing conditions. Remember however that this requires visual conditions and any ice on the windshield is likely to restrict the view.



Convective clouds may be avoided visually

The tops of stratocumulus clouds, especially just below an inversion, often contain high concentrations of supercooled liquid water. Their significant horizontal extent means that icing is continuous, and only a level change can provide relief from the icing conditions.



Stratocumulus clouds ahead

Flight in cold air below precipitating cloud in warmer air above, as for example under a warm front or occlusion, is likely to expose an aircraft to the hazard of rain ice, which can build up very rapidly and be difficult to see. Monitor the temperature gauge, and if rain is experienced in sub-zero temperatures, leave the conditions immediately.



Rain in freezing conditions should be avoided

Climbing through a thin layer of icing conditions is generally more problematic than descending through one. In the climb, speed is usually lower so the airframe is cooler and the angle of attack exposes more of the wing to potential ice accumulation. Vertical speed is limited by the aircraft's performance and rate of climb progressively reduces as ice forms, increasing the time spent in the icing layer. Information on cloudbase is usually more accurate than on the level of cloud tops, so the depth of the icing layer is more predictable when descending.

Although, in principle, accumulated icing can be removed by sublimation in clear air even in temperatures below freezing, such a process is generally slow. Even small amounts of icing encountered on a climb to clear air above reduce performance and increase fuel consumption, which should be carefully considered in pre-flight planning.

# SUMMARY

## Actions on encountering icing

- Consider the available options to reduce the risk immediately. While a little ice may not be an emergency, it does require immediate attention, and you must be ready to act if the icing conditions persist or worsen.
- Perform any actions required by the Flight Manual, which may include for example the selection of alternate air. Pitot heat should, of course, already be on. Usually, use of the autopilot is discouraged or prohibited in icing.
- If you have it, use de-icing equipment as directed by the Flight Manual, but do not rely on such equipment to allow continuous flight in icing conditions. In particular, propeller anti-/de-ice may help to avoid some performance deterioration.

- Monitor any accumulation carefully, remembering that ice is likely to build more rapidly on parts of the airframe that are not easily visible.
- Liaise with ATC to understand the available alternative levels or routes
- Leave the icing conditions before you lose aircraft performance or controllability.
- Expect a higher stall speed, and higher fuel consumption, if icing has accumulated.
- Consider higher approach speeds, and keep power on during the landing.
- Anticipate possible pitch forces during flap movement – be ready to reverse the selection



# IMPRINT

**Disclaimer:**

The views expressed in this leaflet are the exclusive responsibility of EGAST.

All information provided is of a general nature only and is not intended to address the specific circumstances of any particular individual or entity. Its only purpose is to provide guidance without affecting in any way the status of officially adopted legislative and regulatory provisions, including Acceptable Means of Compliance or Guidance Materials. It is not intended and should not be relied upon, as any form of warranty, representation, undertaking, contractual, or other commitment binding in law upon EGAST its participants or affiliate organisations. The adoption of such recommendations is subject to voluntary commitment and engages only the responsibility of those who endorse these actions.

Consequently, EGAST and its participants or affiliate organisations do not express or imply any warranty or assume any liability or responsibility for the accuracy, completeness or usefulness of any information or recommendation included in this leaflet. To the extent permitted by Law, EGAST and its participants or affiliate organisations shall not be liable for any kind of damages or other claims or demands arising out of or in connection with the use, copying, or display of this leaflet.

**Picture credits:**

Cover picture: Diamond Aircraft Industries

Document pictures: Transportation Safety Bureau of Hungary (KBSZ), UK Civil Aviation Authority (CAA), David Cockburn, UK Met Office, Diamond Aircraft Industries

**Contact details for enquiries:**

European General Aviation Safety Team

Email: [egast@easa.europa.eu](mailto:egast@easa.europa.eu)

<http://easa.europa.eu/essi/egast/>

# EGAST

Component of ESSI



European General Aviation Safety Team

July 2015

## EUROPEAN GENERAL AVIATION SAFETY TEAM (EGAST)

Component of ESSI



## EUROPEAN AVIATION SAFETY AGENCY (EASA)

Strategy and Programmes Department  
Ottoplatz 1, 50679 Köln, Germany

**Mail** [egast@easa.europa.eu](mailto:egast@easa.europa.eu)

**Web** <http://easa.europa.eu/essi/egast/>

