

De-icing/Anti-icing

CAUTION

Operate the APU during de-icing only if necessary. If the APU is running, ingestion of de-icing fluid causes objectionable fumes and odors to enter the airplane. Ingestion of snow, slush, ice or de-icing/anti-icing fluid can also cause damage to the APU.

If engines are not running, complete the BEFORE START Checklist prior this checklist.

Once arrived at de-icing/anti-icing bay:

Parking brake.....SET

APU As needed

The APU should be shut down unless APU operation is necessary.

Flaps..... UP

Thrust Levers.....Idle

Stabilizer trim SET

PACK switches.....OFF

Engine BLEED air switches.....OFF

APU BLEED air switch OFF

Advise that aircraft is configured for de-icing.

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After de-icing/anti-icing is completed:

CAUTION

After de-icing, the use of APU bleed air during takeoff can cause smoke in the airplane.

Wait approximately one minute after de-icing is completed to turn the APU BLEED air switch or the Engine BLEED air switches on to minimize de-icing fluid ingestion into air system.

If engines are **NOT** running:

APU As needed

APU BLEED air switch As needed

ISO VALVE switch OPEN

DUCT PRESS..... Check

ENGINES.....START

After engines are started and before completing the Before Taxi Procedure:

Engine BLEED air switches.....ON

APU BLEED air switch OFF

Wing anti-ice switch Cycle (5 sec.) and OFF

PACK switches AUTO

ISO VALVE switch AUTO

Continue with Before Taxi SOP Procedure and use Engine Bleed for Takeoff.

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B73C DE-ICING/ANTI-ICING CHECKLIST

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If the engines are running:

Engine BLEED air switches ON

Wing anti-ice switch Cycle (5 sec.) and OFF

PACK switches AUTO

ISO VALVE switch AUTO

Flaps ____ GREEN LIGHT

Flight Controls Checked

Use Engine Bleed for Takeoff.

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Taxi Out Procedure

When engine anti-ice is required and that the OAT is **3°C or below**, do an engine run-up as needed, to minimize ice build-up. Use the following procedure:

Check that the area behind the airplane is clear.

Run-up to a minimum of 70% N1 for approximately 30 seconds duration at intervals no greater than 30 minutes.

NOTE: Fan blade ice build up is cumulative. If the fan spinner and fan blades were not deiced prior to taxi out, the time the engines are operating during taxi in should be included in the 30-minute interval.

If airport surface conditions and the concentration of aircraft do not allow the engine thrust level to be increased to 70% N1, then set a thrust level as high as practical and time at that thrust level.

NOTE: When operating in condition of freezing rain, freezing drizzle, freezing fog or heavy snow, run-ups to a minimum of 70% N1 for approximately 1 second duration at intervals no greater than 10 minutes enhance ice shedding.

Takeoff Procedure

When engine anti-ice is required and that the OAT is **3°C or below**, the takeoff must be preceded by a static engine run-up. Use the following procedure:

Run-up to a minimum of 70% N1 and confirm stable engine operation before start of the takeoff roll. A 30-second run-up is highly recommended whenever possible