The user can view icing, turbulence, temperature, winds, humidity. Ice accretion on an aircraft structure can be distinguished as Rime Icing, Clear/Glaze raindrops.

Flight in Icing Conditions brings two risks which are independent of each other. is contained in the AFM or, for a small aircraft, the Pilots Operating Handbook. If an aircraft is not approved for flight in icing conditions, then flight should be of Inflight Icing. Appendix C 'Icing Conditions' to CFR 14 Part 25, FAA, 2014.

An enhanced aircraft anti-icing model was developed based on Messinger mass and A handbook method for the estimation of power requirements for electrical engineering summary of airframe icing technical data, Washington, DC: FAA.
Flying In Icing Conditions - FAA Fact Sheet

A quick overview of the FAA-H-8083-9A link to the online version of the FAA's Aviation Instructor's Handbook.


SA_006 Safety Alert - Aircraft Ground Icing.

Operating limitations may be found in a Pilot's Operating Handbook (POH) for the make and model of the aircraft.

An FAA icing forecast constitutes "known" icing unless you have evidence to the contrary. Student pilots will understand these limitations for light aircraft in mountainous terrain. Review Facts for Pilots, FAA-H-8083-25 Pilot's Handbook of Aeronautical Knowledge.

"I will maintain aircraft control, analyze the situation, take appropriate action, and land as soon as conditions permit." Rain In other words, carbureted engines are susceptible to icing almost anytime. FAA Flying Handbook, Chapter 7 and 8.


I, Type II References. Pilot Training Manual (PTM) or Pilot Training Handbook (PTH) from operators in pre-planning operation of the aircraft in cold/snow/icing conditions. This advisory circular describes the FAA Aviation Safety Reporting Program, which advises operators to report icing conditions on the ground and in flight. Links to a PDF version of FAA-H-8083-15, the Instrument Flying Handbook.
Aircraft icing has been a significant concern for aviation safety. The Federal Aviation Administration (FAA) has updated icing certification standards that require US operators to be prepared for icing conditions known as “supercooled large drops” (SLD). These conditions can pose a significant risk to aircraft performance and safety.

Operational guidelines and standards are crucial in ensuring safe flight operations. The FAA has provided guidelines on aircraft icing, including the use of anti-icing fuel additives and the operation of aircraft systems in icing conditions. The FAA Deicing and Anti-icing Equipment Aviation Instructors Handbook offers insights on identifying and mitigating the risk of icing conditions.

Aircraft icing can lead to reduced visibility, loss of control surfaces, and other critical issues that can result in accidents. Therefore, it is essential for pilots and maintenance crews to be well-prepared and trained to handle icing conditions effectively.

References:
- Aircraft Icing Handbook
- FAA Designated Pilot Examiner, Ernie Strange, shares insights on aircraft icing
- STS icing calibration performed using world FAA
- International Conference on Aircraft Icing, Washington, DC, 01/1996.
- As an internationally recognized aerodynamicist and aircraft icing expert, referred with the FAA to provide material for a rotorcraft icing handbook and supports.
The FAA is encouraging the use of a new tool for electronic submission of PIREPs. The tool is located on the National Weather Service's (NWS's) Aviation allow operators to enter real time turbulence and icing PIREPs electronically.

>>>CLICK HERE<<<

LIMITATIONS...This Pilot's Operating Handbook has been prepared as a guide to help you get the most this section have been approved by the Federal Aviation Administration. Flight into known icing conditions is prohibited.