

THE EFFECT OF HOAR FROST, SNOW AND ICE ON TAKE-OFF

1. Introduction

This Notice shall apply to all Civil Aircraft Registered in Myanmar, due to the changes of weather conditions. It is necessary to draw the attention of all concerned to the danger of the adherence of hoarfrost, snow or ice to engine intake, propeller leading edges, aerofoil surface, and to stress the vital Importance of removing such deposits prior to take off.

2. Formation of Hoarfrost, Snow and Ice

- 2.1 When an aircraft has been standing in the open over-night or even for a period during the day at low temperature, a deposit of hoarfrost, snow or ice may be formed. This deposit will affect the aerodynamic characteristics of the aircraft to such an extent as to increase drag and stalling speed and decrease rate of climb.
- 2.2 Glazed ice is caused by super cooled rain falling on aircraft surfaces, which are at a temperature below freezing point. It is not easily visible at a distance and may have the same effect as hoarfrost.

3. Removal of Hoarfrost, Snow and Ice

- 3.1 It is not sufficient to remove any snow, which may have fallen because hoar-frost underneath may still remain. Snow will also adhere to hoarfrost and will not be completely blown off when the aircraft commences take-off.
- 3.2 The deicing of control surfaces alone is insufficient as the presence of hoarfrost or glazed ice on the main planes will be sufficient to affect the take-off to a dangerous degree.
- 3.3 Therefore, hoarfrost, snow and ice **must** be completely removed from aircraft before commencement of operation.
- 3.4 If icing conditions may be encountered on the proposed route, Anti-icing/ De-icing system should be tested for serviceability before commencement of operation.