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B737-400/800 AIRCRAFT DEICE TRAINING

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NOTE

A thin layer of hoar frost on the upper surface of the fuselage is acceptable, provided all vents and ports are clear/not obstructed and markings/details are visible. Up to 1/8 inch in thickness of frost on the lower wing surfaces caused by cold fuel in the wing tank areas between the front and rear spar is permissible.

NOTE

Engine intake must be free of all contaminants and fan blades must freely rotate.

Manufacturer and SAE standards allow the application of Type II/IV to the fuselage of most aircraft. Air carrier requirements may vary. Type II/IV may be requested by the Pilot in Command. When applying Type II/IV to the fuselage, begin at the rear of the front passenger loading doors to avoid flight deck windows and instruments.

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DEICE VS ANTI-ICE LEGEND

AMS 1424 Type I Application Areas

AMS 1424 Type I Non-Application Areas

AMS 1428 Type II/IV Application Areas

AMS 1428 Type II/IV Non-Application Areas

AMS 1428 Type II/IV Fuselage Application Areas*

*If required by Air Carrier, Aircraft Manufacturer, or Regulatory Agency (FAA, EASA, CT, etc)
May be required during certain weather conditions, or when requested by the pilot-in-command

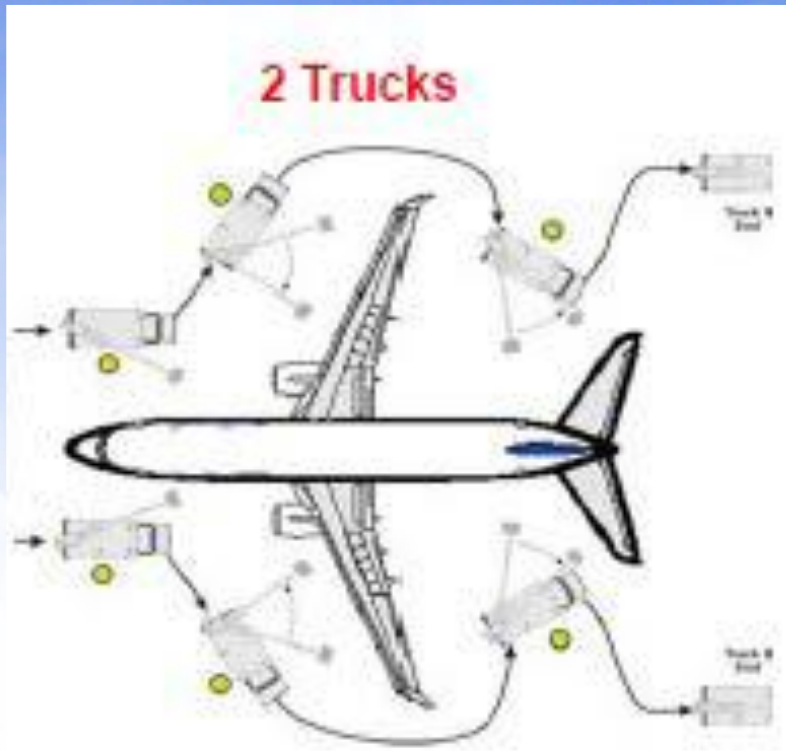
No Direct Application of Deicing/Anti-Icing Fluid Allowed

Single Vehicle Deicing

- Approach left side of aircraft nose, from front side.
- Deice forward section of fuselage.
- Deice left wing from highest point outboard and work inboard.
- Continue around to left tail and stabilizer section.
- Circle deicing fuselage area and aft section of left wing area (flaps, spoilers, etc.).
- Approach the right forward section of the tail and stabilizer area.
- Continue to area of right fuselage, aft section of wing area (flaps, spoilers, etc.).
- Deice right wing from highest point outboard and work inboard.
- Deice forward section of right fuselage area.

Double Vehicle Deicing

- Close coordination between the two vehicles and bucket operators is **required**.
- Both vehicles should begin the de/anti-icing at the same time.
- In the absence of a Pad Commander the vehicle positioned on the left wing is designated as the lead vehicle and will coordinate the event.
- The lead vehicle will begin at the left wing (wing tip to wing root) continuing up the left fuselage, and then to the rear fuselage just aft of the wing continuing to the left side of the horizontal and vertical stabilizer.
- The secondary vehicle will begin at the right wing (wing tip to wing root) continuing up the right fuselage, and then to the rear fuselage just aft of the wing continuing to the right side of the horizontal and vertical stabilizer.



No Spray Areas

Do not spray into engine openings.

Do not spray into engine.

Do not spray Type IV onto radome.

Do not spray flight deck windows/windscreens.

Do not spray main cabin windows.

Do not spray pitot tubes, total air temperature probes or angle of attack sensors

Do not spray static ports.

Do not spray into intake or exhaust vents.

Apply deicing fluids at angles below 45°.

Do not spray into avionics vents.

Do not spray fluid onto aircraft brakes.

Do not spray into APU intake.

Do not spray into APU exhaust.

Do not spray engine pylons.

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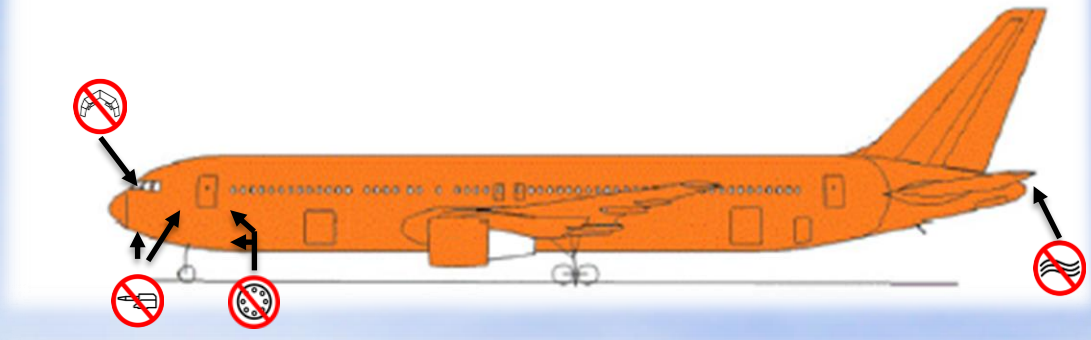

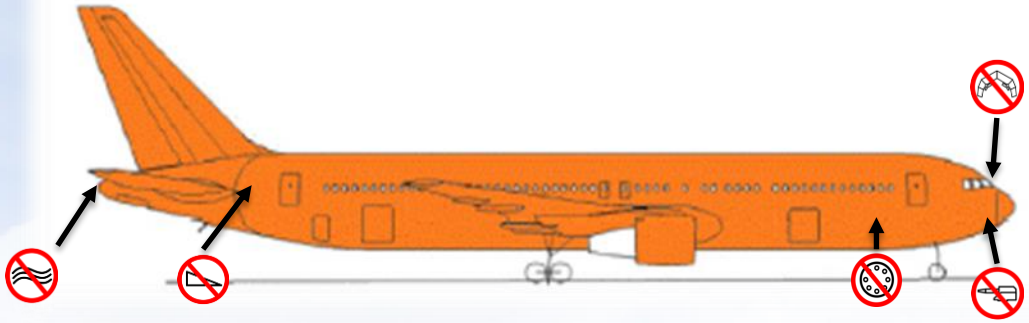

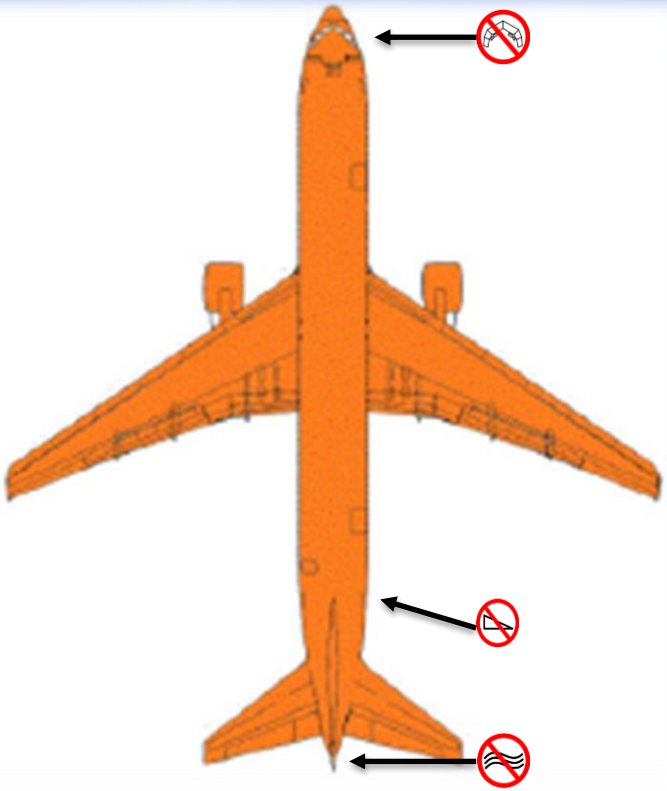

Type I Deicing Fluid

Non-Application Areas

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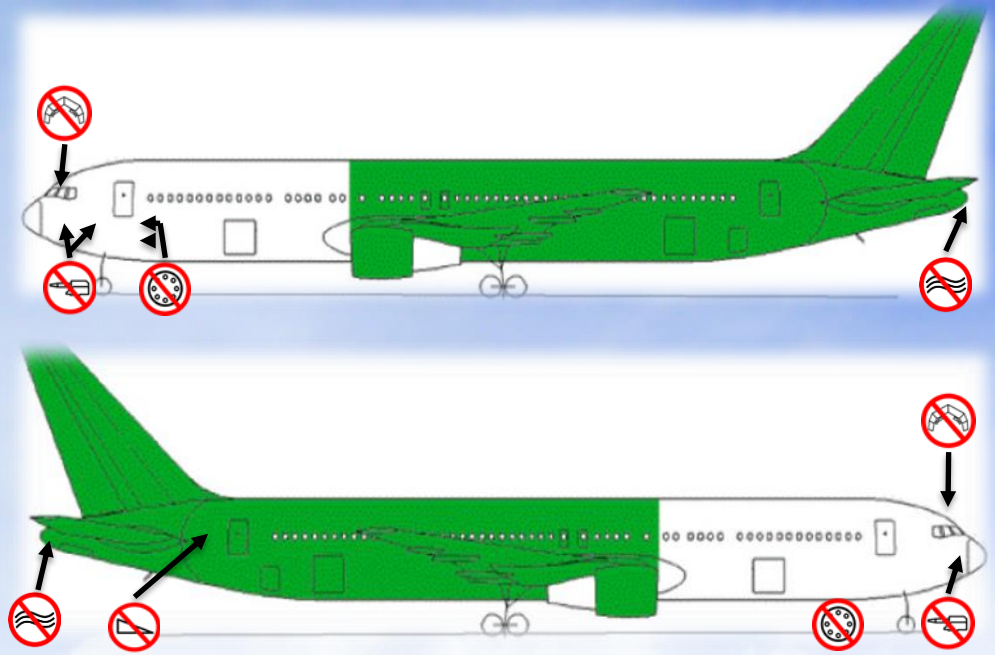

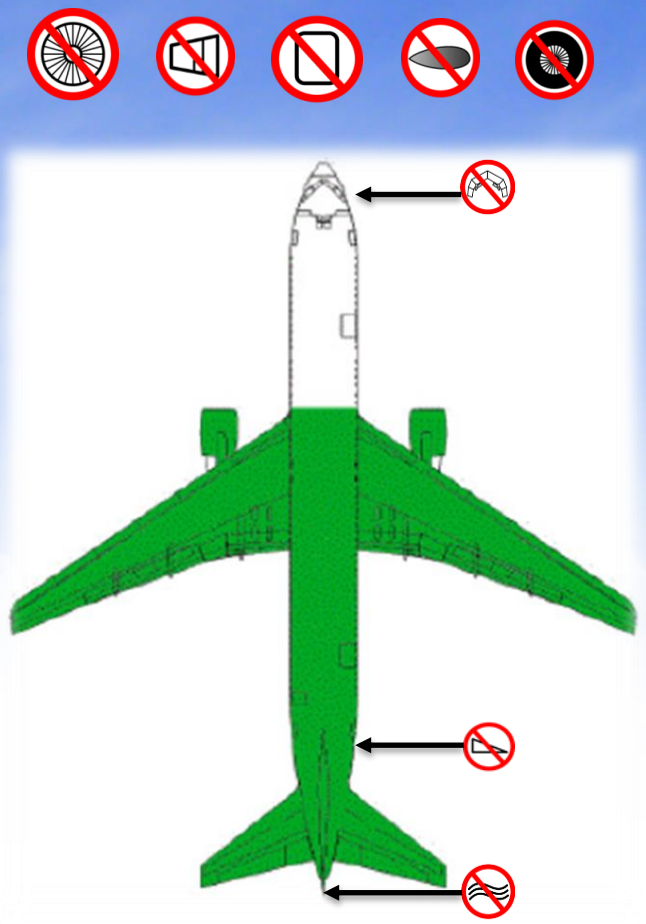

Type IV Anti-Icing Fluid

Non-Application Areas

No Spray Areas!

Do Not Spray Into Pitot Tubes, Total Air Temperature Probes, or Angle Of Attach Sensor

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No Spray Areas!

Do Not Spray Into Intake or Exhaust Vents

Do Not Spray Type IV Onto Radome

Do Not Spray into Avionics Vent

No Spray Areas!

Do Not Spray into Avionics Vent

Do Not Spray Static Port

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No Spray Areas!

HORIZONTAL STABILIZER

When de/anti-icing the horizontal stabilizer, always spray from leading to trailing edge.

If fluid enters the balance bay, it could dry out, swell, and block balance bay drain paths. Any accumulated water will exit through vent-gaps and refreeze on the elevator.

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THE END