AMERICAN VIRTUAL AIRLINES / FLIGHT SIMULATION USE ONLY

WINTER OPERATIONS REFERENCE CARD

01 NOV 2026 • FLEETWIDE WEATHER REFERENCE

1. Preflight weather scan

METAR	Operational meaning
SN / +SN	Snow / heavy snow
FZRA / FZDZ	Freezing rain / freezing drizzle
PL / GR / GS	Ice pellets / hail / small hail or snow pellets
BLSN / DRSN	Blowing snow / drifting snow
FG / FZFG	Fog / freezing fog
RVR / runway condition	Use runway-specific observation, braking reports and performance inputs

2. Holdover reference selection

Use the current FAA 2026–2027 tables, not a fixed value on this card. FAA Table 57 assists in snowfall intensity determination by visibility; Type I tables distinguish predominately aluminum and composite critical surfaces. Type II/III/IV tables depend on particular fluid characteristics.

3. Restricted conditions

Heavy snow, ice pellets, freezing rain and mixed precipitation require careful review of FAA table limitations. A red or “no HOT” table entry is not authorization to depart after an arbitrary interval. Apply only an authorized pathway or re-treat.

4. Taxi / takeoff / landing

Check contamination on surfaces, taxiways and runway. Reassess braking and takeoff/landing distances using model-specific performance information. Account for deteriorating conditions, rejected-takeoff exposure, crosswind, alternate availability and diversion.

5. Reminders

HOT begins with the start of final anti-icing application. Changes in precipitation and temperature matter. Clean-aircraft verification is a separate requirement. Type-specific FCOM/QRH controls engine anti-ice, wing anti-ice, flap positioning and engine run-up.

6. Reference index

Attachment: FAA 2026–2027 HOT Tables. Supporting: FAA Ground Deicing Program General Information; AAVA Deice/Anti-Ice Procedures; aircraft-family Cold Weather Operations manuals.