AMERICAN VIRTUAL AIRLINES / FLIGHT SIMULATION USE ONLY

DEICE / ANTI-ICE CREW CARD

01 NOV 2026 • FLEETWIDE DECISION REFERENCE

Use with AAVA Deice/Anti-Ice Procedures, the aircraft FCOM/QRH, and current FAA 2026–2027 HOT guidance.

STEP	CREW ACTION
01 ASSESS	Weather • contamination • temperature • runway condition • expected ground delay
02 SELECT	Deice only / eligible Type I HOT / aircraft-compatible two-step anti-icing
03 CONFIGURE	Aircraft-specific FCOM/QRH for engines, APU, air systems, flaps and control surfaces
04 COORDINATE	Confirm aircraft identity, treatment, fluid, equipment clearances and readbacks
05 RECORD	Fluid type/product/concentration; FINAL anti-icing application START; inspection result
06 DETERMINE HOT	Use current FAA table; precipitation, intensity, OAT, fluid, material and notes
07 RECHECK	Changed precipitation or temperature? Delay? Recalculate or reassess; inspection as required
08 DECIDE	Clean critical surfaces + valid departure decision + proper aircraft configuration = proceed

STOP — DO NOT TAKE OFF

Critical-surface contamination suspected • Treatment record inadequate • No applicable HOT/allowance procedure • Fluid failure or unverified cleanliness • Aircraft-specific limit not met.

SPECIAL CONDITIONS

Heavy snow, freezing rain, ice pellets, small hail and mixed precipitation may restrict or eliminate HOT. Allowance times apply only under qualifying FAA conditions and eligible fluids. An inspection does not automatically extend a holdover time.

REFERENCE

FAA 2026–2027 Holdover Time Guidelines (separate attachment). For model-specific flap, engine run-up, wing/engine anti-ice or post-treatment checklist instructions, use the appropriate aircraft-family supplement and FCOM/QRH.