Ground Deice/Anti-Ice Procedures

AMERICAN VIRTUAL AIRLINES / FLIGHT SIMULATION USE ONLY

GROUND DEICE / ANTI-ICE PROCEDURES

01 NOV 2026 • AIRCRAFT-SPECIFIC ITEMS CONTROLLED

1. Purpose, scope and authority

This document establishes AAVA crew decision-making and coordination requirements for ground deicing and anti-icing across the entire AAVA network. It applies to all divisions and codeshares. The applicable aircraft FCOM/QRH, limitations and validated simulator procedures govern the aircraft-specific configuration and system actions.

The FAA 2026–2027 Holdover Time Guidelines and companion General Information document provide the reference framework for holdover and allowance times. Do not use estimates, outdated tables, or another aircraft type’s instructions as substitutes.

2. Terms used in this procedure

Term	Operational meaning
Deicing	Removal of existing frost, snow, slush or ice from critical aircraft surfaces.
Anti-icing	Treatment intended to delay new accumulation after an aircraft has been cleaned.
HOT	Estimated interval of anti-icing-fluid protection under specified conditions; not a guarantee.
Allowance time	Separate, limited procedure for qualifying ice-pellet/small-hail conditions and validated fluids.
Clean aircraft	Critical surfaces are free of disallowed contamination prior to departure.

3. Pre-treatment assessment

Review current and forecast precipitation, visibility, temperature, aircraft condition, surface contamination, ground delay and expected taxi duration. Consider whether treated surfaces are likely to remain clean until takeoff.

Confirm the aircraft family and exact variant. Check published aircraft restrictions for fluid compatibility, flap/slat position, engine/APU status, probes, sensors, heated surfaces, inlet

protection and inspection methods.

4. Treatment decision

Condition / objective	Crew request and decision
Existing contamination; no expected reaccumulation	Request deicing only and verify a clean aircraft before departure.
Existing contamination with continued or expected precipitation	Select an aircraft-compatible deicing/anti-icing treatment and calculate the appropriate HOT if one exists.
Type I is used for protection	Apply only the suitable current FAA Type I table, respecting short HOT and fluid application restrictions.
Extended protection required	Consider an approved two-step process and aircraft-compatible Type II/III/IV anti-icing fluid; select the corresponding current table.
No applicable HOT, uncertain treatment, or fluid failure	Do not assume protection. Re-evaluate; repeat treatment or use a specifically authorized inspection/allowance process where applicable.

5. Pre-treatment crew–ground coordination

· Confirm aircraft identifier, stand or deicing position, surface contamination and requested treatment.

· Confirm treatment sequence, deicing/anti-icing fluids, concentrations, and planned application location.

· Coordinate engines/APU, air systems, anti-collision lights, flight controls and flap/slat configuration per the exact aircraft checklist.

· Confirm personnel and equipment clearance before treatment begins.

· Use clear readback of any limitation or change; if coordination is lost, stop and re-establish the plan.

6. Treatment report and records

After completion, obtain the final treatment information, including fluid type, product/brand when relevant, concentration/dilution, start of final anti-icing application, reported completion and confirmation of post-treatment inspection. Record enough information to select the correct FAA table.

The holdover clock begins when the final anti-icing application starts, not when spraying finishes or taxi begins. If a selected treatment has no applicable HOT under the reported conditions, record that fact.

7. HOT and allowance-time selection

· Use the current 2026–2027 FAA guidance attached in the resource library; confirm edition and changes.

· Match aircraft predominant critical-surface material for Type I tables, if applicable.

· Match fluid manufacturer/product, type, dilution/concentration, OAT, and precise precipitation category/intensity.

· Review fluid lowest operational use temperature and all cautions and footnotes; some conditions have no HOT.

· Use the FAA snowfall-intensity-versus-visibility material when required to determine the precipitation intensity.

· Use allowance-time tables only when precipitation, validated fluid and the full applicable conditions support them; do not treat allowance times as an extension to ordinary HOT.

· Where flaps/slats were deployed for treatment, review the applicable FAA adjusted-HOT appendix before using an unadjusted time.

8. Pre-takeoff re-evaluation and decision

Before entering the runway, verify current precipitation and temperature have not invalidated the treatment plan; confirm the holdover/allowance basis remains applicable and that the required aircraft-specific inspection has been completed. A flight-deck or cabin view may not establish the condition of every critical surface for every aircraft.

If precipitation increases, changes type, or temperature drops, reassess the applicable HOT/allowance time. If the calculated time is exceeded or the aircraft’s cleanliness cannot be established with an authorized check, stop and arrange additional inspection or re-treatment as appropriate. Do not depart with suspected contamination.

9. Aircraft-specific operating procedures

Engine run-ups, engine/wing anti-ice usage, deicing with engines running, engine bleed settings, flap/slat positions, movement of controls, takeoff thrust and contamination-specific performance must be taken from the applicable model/variant FCOM/QRH and AAVA aircraft-family supplement.

737 NG and 737 MAX procedures are not interchangeable without verification; no universal engine N1, duration, flap setting, or post-landing flap restriction is established by this fleetwide document.

10. Simulation execution

If a simulator cannot model ground fluid effects, the crew shall still simulate the decision sequence, report treatment and time, choose the applicable reference table and verify a clean departure configuration. Simulation limitations must not be described as real-world aircraft capabilities.

11. Release controls and supporting material

ATTACHMENT: FAA Holdover Time Guidelines Winter 2026–2027 (original issue Aug 11, 2026, subject to subsequent revision). Supporting FAA deicing Notice N 8900.784 and General Information document.

REVIEW ITEM: aircraft-family checklist cards must be validated against type-specific FCOM/QRH before any aircraft-specific engine/flap or anti-ice switch settings are added.

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