

-- 16:09:35 P-REQ 14397
HEJ JOHN
INFO ONLY

CPH 920106
TO STOODS
ATT BENGT ANDERSSON

SUBJECT:ENGINE ANTI-ICE PROCEDURE DURING GROUND OPERATIONS

1 I BELIEVE,IF YOU WOULD RUN A FLIGHT RECORDER CHECK OF THE ON GROUND OPERATIONS DURING ICING CONDITIONS,THE RESULT WOULD BE RATHER DISCOURAGING WITH RESPECT TO ADHERENCE TO INSTRUCTIONS DURING ICING CONDITIONS MD-80 ADM 3.3/2 PAGE 2 7 NEVER,OR AT THE BEST VERY SELDOM,IS THE STATIC RUN UP PERFORMED WHEN THE TEMP IS BELOW +2 DEGREES C AND VISIBLE MOISTURE IS PRESENT.FOR THIS REASON I WOULD SUGGEST A NOTE IN THE RAIS,RE-EMPHAZIZING THE NEED OF PERFORMING A STATIC RUN BEFORE TAKE OFF DURING THE ABOVE MENTIONED CONDITIONS.

2 THE INSTRUCTION FOR USE OF ENG ANTI-ICE AFTER LANDING ALSO NEEDS CLARIFICATION WOULD IT BE BETTER TO KEEP BOTH ENGINES RUNNING WITH ENGINE ANTI-ICE ON,OR IS SINGLE ENGINE OPERATION THE BEST SOLUTION?
IT HAS BEEN BROUGHT TO MY ATTENTION THAT STERLING ARE MAKING A NOTE IN THE AC LOG IF ENGINE ANTI-ICE HAS BEEN USED DURING TAXIING AFTER LANDING AND NO RUN UP HAS BEEN PERFORMED,A FORM OF ADVICE TO THE NEXT CREW.
BEST REGARDS

FCS NIELS TH PEDERSEN