



# COLD TEMPERATURE PROCEDURES

## **Cold Soak:**

2 Hours or Longer in ambient temp of -18°C (0°F) or colder, the cabin must be at a minimum of 10°C (50°F) prior to departure.

Takeoff Temp  
Max ISA +39°C  
Min -54°C

-40°C (-40°F) Minimum Ambient Temp for Ground Starting

## **De-Ice Boots**

A/S 150 > KIAS -35° C

A/S < 150 KIAS -40° C

Tail De-Ice Auto:

6 Seconds ON  
6 Seconds OFF  
6 Seconds ON

3 Minutes OFF

Engine RPMs greater than **60% N<sub>2</sub>** is normally required to develop enough bleed air pressure (service air) to adequately inflate the boots.

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If aircraft will be exposed to below freezing temperatures during overnight parking:

- Remove liquid stock
- Engine inlet & exhaust covers, and pitot tube covers **shall** be installed on ALL overnight stops regardless of forecast weather conditions and whether aircraft will be hangared or not.
- If the cockpit will be exposed to temperatures of 0°C (32°F) for 2 hours or longer, the Crew Oxygen Masks should be removed. (AFM 3-126)

- Battery Temperature – The Aircraft Battery must be warmed up to at least 13°C (+56°F) prior to use. Proper Battery Warm-Up may require external application of heat to warm up the battery (AFM TC-R02-09)

- During pre-flight, ensure the engine fan turns freely.

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When the aircraft has been exposed to prolonged (two hours or longer) ground temperatures below -10° C (+14° F), to ensure deployment of passenger oxygen masks, the cabin must be warmed to at least +10° C (+50° F) before flight above FL250.

Limit ground operation of pitot/static heat to two minutes to preclude damage to the pitot tubes and angle-of-attack vane.

During sustained ground operations in freezing precipitation the engines should be operated for 15 seconds out of every 4 minutes at **60% N<sub>2</sub>** or above to preclude ice forming on engine probes or internal components.

It may require up to two minutes to extinguish the Wing Anti-Ice L/R annunciators set at approx. **70% N<sub>2</sub>** (*4 min. 45 sec. max*)