

# Cold Weather Winter Operations - CDWX CBT/WBT

## Target Population:

The Pelesys Cold Weather Winter Operations course is for experienced Airline Pilots and Flight Dispatchers attending initial or recurrent training for Ground Icing Conditions related to Cold weather / winter operations.

**HOT**

Fig\_ID: CDWX03P22, Fig\_Loc: Moves02CDWX03P22.swf, Sec\_ID: s1, Au\_Loc: Audio02CDWX03P22.mp3, Build: v1.2.0.2

OAT:  $-3^{\circ}\text{C}$  + Concentration: 50% FPD, 50% WATER + Moderate Snow = 15 MIN

Holdover Time Guidelines Winter 2005 - 2006

TABLE 4-4-ABC-2000  
KILFROST TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2005 - 2006<sup>1</sup>  
ABC - 2000

THE RESPONSIBILITY FOR THE APPLICATION OF THESE DATA REMAINS WITH THE USER

Outside Air Temperature	Applicable Holdover Times Under Various Weather Conditions (Hours:minutes)										
	Outside Air Temperature	Concentration	Active Frost	Freezing Fog	Snow or Ice	Freezing Drizzle	Light Freezing Rain	Rain on Cold Soaked Wing	Other <sup>2</sup>		
27 and above	above 27	50%	8:00	1:30-3:05	0:30-1:00	0:45-1:35	0:40-0:50	0:15-1:10			
below 27 to 14	below 27 to 14	50%	8:00	1:40-3:30	0:30-1:00	0:45-1:35	0:40-0:50	0:15-1:10			
below 14 to 7	below 14 to 7	50%	8:00	1:00-2:10	0:15-0:30	0:10-0:20	0:05-0:15				
below 7 to -20	below 7 to -20	50%	8:00	0:35-1:25	0:25-0:45	0:25-0:50 <sup>3</sup>	0:10-0:30 <sup>3</sup>		CAUTION: No holdover time guidelines apply		
below -20	below -20	50%	8:00	0:20-0:45	0:15-0:30						

After 15 minutes, if precipitation has occurred, the flight crew must conduct a pre-takeoff contamination inspection of the Representative Surfaces, to determine whether a takeoff is safe.

21/24 00:00

Cold Weather

- Introduction
- De-icing/Anti-icing Procedure
- Flight Operations in Icing Conditions
- Quiz

EXIT

pelesys Learning Systems Inc.

CBT TRAINING COURSE

## Goal of the Course:

The Pelesys Cold Weather Winter Operation course teaches flight crews to know the hazards and operational procedures required to operate an aircraft under ground icing conditions.

## Length of Course:

This is a self-paced, self-instructional modularized course requiring approximately 1 hour of instruction to complete.

## Regulatory Compliance:

FAA / JAA / CAA / Transport Canada / IOSA

**Tail Icing**

Fig\_ID: CDWX03P35, Fig\_Loc: Moves03CDWX03P35.swf, Sec\_ID: s1, Au\_Loc: Audio03CDWX03P35.mp3, Build: v1.2.0.2

tail icing

force reduced

flaps extended

more nose-down pitching

Tail icing reduces the tail's downward force. During landing, this can induce a nose-down pitching event, especially as speed is reduced and landing flaps are extended.

11/20 00:00