

MD-80

FLIGHT CREW OPERATING MANUAL

ENGINE ANTI-ICE GROUND AND FLIGHT

CAUTION

Periodic engine run-up (with engine anti-icing system on), to as high a thrust setting as practical, (70% N₁ for a minimum of 15 seconds is desired) should be performed to minimize possibility of ice build-up during extended ground idle operation in severe icing conditions. It is suggested that such run-ups need not be made more frequently than at ten minute intervals. Subsequent airplane takeoff under these severe icing conditions should be preceded by a static run-up to as high a thrust level as practical with observation of EPR and EGT to assure normal engine operation. Engine run-ups on the ground are equally applicable to taxi-in as well as to ground holding and taxi-out.

→ I.E.
T/O POWER

NOTES

Engine and airfoil anti-ice should be on whenever icing conditions exist or are expected.

Engine anti-ice should be used during ground operation if outside air temperature is less than 6°C (42°F) and visible moisture is present or dewpoint and outside air temperature (RAT or SAT) are within 3°C (5°F) of each other.

Engine anti-ice should be used during flight when ram air temperature is less than 6°C (42°F) and visible moisture is present or if ice buildup occurs on windshield wipers or edges of windshields.

The higher the temperature, the higher the cloud liquid water content and the more severe will be the icing conditions. At temperatures below -20°C (-4°F), icing conditions encountered should be less severe. However, heavy icing has on occasion been reported at temperatures as low as -60°C (-76°F).

(Continued)

PLEASE DO STATIC

RUN UPS WITH ENG. ANTI ICE
(ANY TIME) ON

M. V. H. Duff Juskec

FC-MD80-CFH.

Section 3
12-20-0
CODE 3
Page 3

Vol. II
Dec 1/85

McDonnell Douglas Corporation Proprietary Information - Use or disclosure of THESE DATA SUBJECT TO RESTRICTIVE LEGEND ON TITLE PAGE OR FIRST PAGE.

ORIGINAL PROCEDURE for O.F.