

EFA Memo

Date: 10/22/2010

To: All Pilots, Flight Instructors, Dispatchers and Line Service Operators

From: Ed Keins, General Manager

RE: Cold Weather Operational Guidance & Tips

The following is guidance for renter pilots, CFIs, dispatchers, and line service personnel. Decisions on whether flight operations will be suspended, or whether specific aircraft may or may not fly, will be made by Ed Keins, Marc Nathanson, or Michael Goulian, and any questions will be referred to them.

1. To avoid frostbite affecting pilots or line service personnel, flight operations will be suspended if wind chills reach -15° F or lower.
2. Pilots and passengers should dress for the outside environment, and even consider carrying survival equipment in case of an off-airport landing. Planning for cross country flights should use airports where services are available if fueling, preheating, external power, or minor maintenance are required.
3. Pre heat will be used (when available) for starting whenever temps are below 32° F.
4. Pre heat *must* be used (EFA a/c will not be cold-started) whenever temps are below 25° F. Renter pilots must assure that preheat services will be available at destination airports, and are responsible for all fees involved. Aircraft will not be dispatched for flights that cannot meet these criteria, and dispatchers will assure that renters are aware of these absolute limits, and of their responsibilities.
5. Aircraft that have been stored in a heated hangar, or have been flown within the previous 30 to 60 minutes, will not require preheating unless they have cooled below the required starting temperatures.
6. EFA aircraft will not be started (with or without preheat) when surface temperatures are below minus 10° F.
7. When deicing and/or preheating operations are underway, early flights will be dispatched one at a time, in the order in which pilots have checked in. Do not go to the aircraft until dispatch notifies the pilot that it is ready.
8. When snow clearing operations are required, CFIs may be needed to assist line service. CFIs should expect to man snow brooms and shovels to help get the airplanes clean and open up a taxi path.
9. Deicing will focus on the lifting surfaces (wings and tail). Some ice may remain on the fuselage and other non-lifting areas. The PIC remains the final authority as to whether to accept and fly the aircraft; however, if additional deicing is deemed necessary, that aircraft will have to wait until all others are finished.
10. Dispatch-directed or pilot-requested changes in aircraft should be relayed to line service ASAP; they will have established the preheat/deice sequence in accordance with the schedule printed when they came on line. Last minute changes will be added to the end of the servicing sequence.
11. Once an aircraft has been preheated, it must be started within 10 – 15 minutes or it will require preheating again, putting it at the end of the sequence. CFIs and pilots should advise dispatch and line service, before preheat is applied, if they will be delayed in taking the aircraft.

Civil Air Terminal, 200 Hanscom Field, Bedford, MA 01754

Tel: 781-274-7227 Fax: 781-274-6719

www.ExecutiveFlyers.com

12. Line Service and CFIs should monitor all aircraft as they are starting, especially solos and renter pilots. Be particularly vigilant for over-priming, flooding and the possibility of fire; know where the fire extinguishers are located. Also watch for excessive cranking to exceed starter duty cycles, or to run the battery down. Depleted batteries will freeze and crack in low temperatures; dispatch must be advised of dead batteries, and line service should be prepared to provide auxiliary power to start engines and recharge low batteries before they freeze.
13. Aircraft without winterization kits (cowl baffles) will not be used for training maneuvers (rpm cycled below the green arc) at OATs below +5° F. Aircraft with cold weather kits may be flown for training maneuvers at OATs to -10° F.
14. In any case, once the engine is running, oil temperature becomes the gating factor. Do not take off until the oil temperature is in the green, and avoid maneuvering with low power settings that allow the engine to cool. Both shock cooling (sudden power changes) and low oil temperatures (continual low power operations) should be avoided. Pattern work (approaches) should use higher flap extensions and flatter profiles requiring power, rather than power off segments.
15. Because of the problems with paint cracking on the fabric covering, the Decathlon will not be used for any aerobatic maneuvers with OATs below 20° F, or for any flight below +5° F.
16. During winter months, line service staffing usually remains available through the recovery of the 3:00 block aircraft, generally from 5:30 until approximately 6:00 PM. They will fuel and secure all returning aircraft, and prepare any aircraft scheduled for the 5:30 block.
17. Preheating, will not start until the pilot is present on the ramp, beginning preflight activities. Preheats last for approximately 10 - 15 minutes, depending on temperature and wind conditions. Normally, dispatch will schedule late flights in aircraft that have been flown in the previous block, to avoid the need for preheat. Renters should be aware that they may be assigned to an aircraft other than that requested if this is the case.
18. For customers, this means that a few issues must be recognized during these operations:
 - Requested aircraft may be changed due to previous flight activity.
 - If you call in late in the day to schedule a flight, be aware that airplane availability will depend on preheat considerations. Dispatchers are instructed to utilize warm-engine aircraft rather than requiring line service to remain on duty to preheat a cold aircraft when a warm one is available.
 - If you arrive later than 5:30, or take a lot of time before going outside to begin pre-start activities, and the outside air temperature requires preheating, we will not dispatch the aircraft if it is too cold to start. Additionally, we will not call in line service personnel specifically to preheat one aircraft. You may elect to personally secure this service through one of the FBOs, at your own expense, if it is deemed necessary. Let us know beforehand, and we will do what we can to support your flight.
 - If you are going to be late for the scheduled block, please call in to see if we can accommodate your late arrival, or if we will be unable to dispatch anything without preheating.
 - If frost, ice or snow accumulates on the aircraft after line service leaves, it will be your responsibility for clearing the wings, tail surfaces and windshield.
 - Under no circumstances will anyone use a credit card, ice scraper, any hard implement, or even gloves on the windshield, or anything other than a snow broom on the metal surfaces. Never pound on any surface to remove ice or snow. If line service and a glycol application does not remove the ice, the flight will be delayed until line service removes it, or cancelled.

We will do all we can to assist you in your late day operations, and ask your support in recognizing our constraints and limitations.

Civil Air Terminal, 200 Hanscom Field, Bedford, MA 01754

Tel: 781-274-7227 Fax: 781-274-6719

www.ExecutiveFlyers.com