SUPPLEMENT S03
TO THE AIRPLANE FLIGHT MANUAL
DA 42 NG

ICE PROTECTION SYSTEM

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0.1 RECORD OF REVISIONS

Rev. No.	Reason	Chap-ter	Page(s)	Date of Revision	Approval Note	Date of Approval	Date Inserted	Signature
1	Adaptation of Abnormal Operating Procedures, Corrections	0, 4B	All except Cover Page	13-Nov-2012	Rev.1 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052	14-Nov-2012		
2	Procedures integrated into AFM	0, 4B	All except Cover Page	17-Dec-2012	Rev.2 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052			
3	OÄM 42-203	All	All except Cover Page	02-Apr-2013	Rev. 4 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052	28-Jun-2013		
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6	MÄM 42-978	All	All except Cover Page	06-Dec-2017	Rev.6 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052	08-Jan-2018		
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8	OÄM 42-160/k, Corrections	All	All except Cover Page	22-Oct-2020	Rev.8 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052	27-May-2021		
9	OÄM 42-160/l	All	All except Cover Page	07-Feb-2023	Rev.9 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052	15-Feb-2023		
10	OÄM 42-160/m	All	All except Cover Page	17-Apr-2023	Rev.10 to AFM Supplement S03 to AFM Doc. No. 7.01.16-E is approved under the authority of DOA No. EASA 21J.052			

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1. GENERAL

1.1 INTRODUCTION

This Supplement to the Airplane Flight Manual contains all necessary information to operate the ice protection system of the DA 42 NG in known icing conditions.

The DA 42 NG can be equipped with an optional ice protection system in accordance with the Optional Design Change Advisory OÄM 42-160. It distributes a thin film of de-icing fluid on the wings, vertical stabilizer, horizontal stabilizer, propellers and canopy. This prevents the formation and accumulation of ice.

NOTE

The ice protection system is not a "de-icing" system in the usual sense. It can remove only small accumulations of ice. Its main purpose is to *prevent* the accretion of ice.

WARNING

Known icing conditions are defined by CS 25 / FAR Part 25, Appendix C. These conditions do not include, nor were tests conducted in, all icing conditions that may be encountered (e.g., freezing rain, freezing drizzle, mixed phase icing conditions or conditions defined as severe). Flight in these conditions must be avoided. Some icing conditions not defined in CS 25 / FAR part 25 have the potential of producing hazardous ice accumulations, which (1) exceed the capabilities of the airplane's ice protections equipment, and/or (2) create unacceptable airplane performance. Inadvertent operation in these conditions may be detected by heavy ice accumulation on the windshield, or when ice forms on the side areas of the canopy. Another indication are the rapid formation and shedding of bars of ice (6 mm or 1/4 inch thickness or larger) from the porous panels. If these conditions are encountered, the pilot should take immediate action to select HIGH/MAX flow rate and leave these conditions by changing altitude or turning back or even continuing on the same course if clear air is known to be immediately ahead.

1.4 DEFINITIONS AND ABBREVIATIONS

(b) Meteorological Terms

De-Ice or De-Icing: The periodic shedding or removal of ice accumulations from a surface, by destroying the bond between the ice and the protection surface.

Freezing Drizzle: Drizzle is precipitation on the ground or aloft in the form of liquid water drops that have diameters less than 0.5 mm and greater than 0.05 mm (50 µm to 500 µm, 0.002 to 0.02 in). Freezing drizzle is drizzle that exists at air temperatures less than 0 °C or 32 °F (supercooled water), remains in liquid form, and freezes upon contact with objects on the surface or airborne.

Freezing Rain: Rain is precipitation on the ground or aloft in the form of liquid water drops which have diameters greater than 0.5 mm (0.02 in). Freezing rain is rain that exists at air temperatures less than zero degrees C (supercooled water), remains in liquid form, and freezes upon contact with objects on the surface or airborne.

Ice Crystals: Any one of a number of macroscopic, crystalline forms in which ice appears. Examples are hail and snow.

Icing Conditions: An icing condition is defined as visually detected ice, or the presence of visible moisture in any form at an indicated outside air temperature (OAT) of +3 °C (37.4 °F) or below.

LWC: Liquid water content. The total mass of water contained in liquid drops within a unit volume or mass of air.

Mixed Phase Icing Conditions:

A homogeneous mixture of supercooled water drops and ice crystals existing within the same cloud environment.

Supercooled Water: Liquid water at a temperature below the freezing point of 0 °C (32 °F).

(c) Flight Performance and Flight Planning

Continuous Operation:

Typical continuous operations in icing conditions are holding and cruise.

(i) Miscellaneous

CS 25 / FAR Part 25, Appendix C:

Certification icing condition standard for approving ice protection provisions on airplanes. The conditions are specified in terms of altitude, temperature, LWC, representative droplet size, and cloud horizontal extent.

ICTS: Ice contaminated tailplane stall.

Protected Surface: A surface containing ice protection, typically located at the surface's leading edge.

Residual Ice: Ice that remains on a protected surface immediately following the actuation of a deicing system.

2. OPERATING LIMITATIONS

2.1 INTRODUCTION

2.1.1 METEOROLOGICAL CONDITIONS

Flight in meteorological conditions described as freezing rain or freezing drizzle, as determined by the following visual cues, is prohibited:

(1) Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice.

(2) Accumulation of ice on the upper surface of the wing aft of the protected area.

(3) Accumulation of ice on the propeller spinner further back than normally observed.

If the airplane encounters conditions that are determined to contain freezing rain or freezing drizzle, the pilot must immediately exit the freezing rain or freezing drizzle conditions by changing altitude or turning back or even continuing on the same course if clear air is known to be immediately ahead.

NOTE

The prohibition on flight in freezing rain or freezing drizzle is not intended to prohibit purely inadvertent encounters with the specified meteorological conditions; however, pilots should make all reasonable efforts to avoid such encounters and must immediately exit the conditions if they are encountered.

2.1.2 USE OF THE AUTOPILOT

Use of the autopilot is prohibited when any ice is observed forming aft of the protected surfaces of the wing, or when unusual lateral trim requirements or autopilot trim warnings are encountered.

NOTE

The autopilot may mask tactile cues that indicate adverse changes in handling characteristics; therefore, the pilot should consider not using the autopilot when any ice is visible on the airplane.

2.2 AIRSPEED

Airspeed	IAS	Remarks
Minimum airspeed for continuous operation in icing conditions	118 KIAS	These limitations do not apply for take-off and landing.
Maximum airspeed for continuous operation in icing conditions	156 KIAS	
Minimum airspeed for continuous climb in icing conditions	118 KIAS	Flaps UP.
Minimum airspeed during approach in icing conditions	90 KIAS	Flaps APP.

WARNING

If 118 KIAS cannot be maintained, Paragraph 2.1.1 applies.

NOTE

Typical continuous operations in icing conditions are holding and cruise.

2.6 WARNING, CAUTION AND ADVISORY ALERTS

2.6.1 WARNING, CAUTION AND ADVISORY ALERTS ON THE G1000

NOTE

The alerts described in the following are displayed on the Garmin G1000. Section 7.10 includes a detailed description of the alerts.

The following table shows the color and significance of the warning, caution and advisory alert lights on the G1000.

Color and Significance of the Caution Alerts on the G1000

Caution alerts (amber)	Meaning / Cause
DEIC PRES LO	De-icing pressure is low.
DEIC PRES HI	De-icing pressure is high.
DEICE LVL LO	De-icing fluid level is low.

2.7 MASS (WEIGHT)

Value	Mass (Weight)	
With residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist:		
Maximum landing mass (if MÄM 42-659 is carried out)	1900 kg	4189 lb

2.8 CENTER OF GRAVITY

Center of Gravity Limitations

The center of gravity (CG position) for flight conditions must be between the following limits:

Most forward flight CG:

2.368 m (93.22 in) aft of datum plane at 1450 kg (3197 lb)
2.425 m (95.47 in) aft of datum plane at max. take-off mass 1900 kg (4189 lb)
If MÄM 42-678 is carried out:
2.438 m (95.98 in) aft of datum plane at max. take-off mass 1999 kg (4407 lb)
linear variation in between

Most rearward flight CG:

2.454 m (96.61 in) aft of datum plane at 1450 kg (3197 lb)
2.480 m (97.64 in) aft of datum plane at 1700 kg (3748 lb)
2.480 m (97.64 in) aft of datum plane at max. take-off mass (see Section 2.7)
linear variation in between

2.13 KINDS OF OPERATION

Provided that national operational requirements are met, the following kinds of operation are approved:

- Flights into known or forecast icing conditions.

2.15 LIMITATION PLACARDS

On the Door of the RH Nose Baggage Compartment (if only OÄM 42-160 is carried out)

DE-ICING FLUID

Refer to AFM for approved fluids.

Next to the Filler Cap

DE-ICING FLUID

Max. 31.5 liters (8.3 US gal).
Usable 30 liters (7.9 US gal).
Refer to AFM for approved fluids.

2.16 OTHER LIMITATIONS

2.16.12 OPERATION IN ICING CONDITIONS

General

The DA 42 NG is approved for flight into known or forecast icing conditions as defined by CS 25 / FAR Part 25, Appendix C "Continuous Maximum and Intermittent Icing Envelope" only if the ice protection system is installed and serviceable.

Temperature Limitation

Minimum operation temperature for the ice protection system is -30°C (-22°F).

Take-Off

Take-off with ice or snow accumulation or any frost on the airplane is prohibited.

Flight into Known or Forecast Icing Conditions

NOTE

The flaps and landing gear should only be extended and retracted for landing.

During flights in icing conditions and/or with residual ice on protected or unprotected surfaces, setting flap to LDG position is prohibited.

Intentional single-engine operation during flights under known or forecast icing conditions is prohibited.

Minimum Operational Equipment (Serviceable)

Flight into known or forecast icing condition requires the following equipment to be installed and serviceable:

* Ice protection system installed in accordance with the Optional Design Advisory OÄM 42-160.

NOTE

The wing ice inspection light must be operative prior to flight into known or forecast icing conditions at night. This supersedes any relief provided by the table given in the main part of the AFM in Section 2.13.

2.17 DE-ICING FLUIDS FOR SYSTEM OPERATION

2.17.1 MINIMUM DE-ICING FLUID QUANTITY FOR DISPATCH

The minimum de-icing fluid quantity for dispatch is 22 liter (5.8 US gal). This amount corresponds to an indication of 3/4 full on the G1000.

NOTE

This minimum allows at least 90 minutes of ice protection with NORM selected. The pilot must ensure adequate fluid quantity before each flight.

NOTE

The maximum usable tank capacity is 30 liter (7.9 US gal). The maximum tank capacity is 31.5 liter (8.3 US gal). Maximum system operating times with maximum usable quantity of de-icing fluid:

NORM mode . . . . . 2 hrs. 30 min.

HIGH mode . . . . . 1 hr.

MAX mode . . . . . 30 min.

2.17.2 DE-ICING FLUIDS

Approved de-icing fluids for use in the ice protection system are:

- AL-5 (DTD 406B)
- Aeroshell Compound 07

WARNING

The approved de-icing fluids are harmful. They are Glycol based with different additives. Refer to the Material Safety Data Sheets for proper handling which are available from the supplier of the de-icing fluid.

CAUTION

The use of other fluids will provide a correspondingly lower standard of ice protection or may cause damage to the ice protection system.

3. EMERGENCY PROCEDURES

3.1 INTRODUCTION

3.1.2 CERTAIN AIRSPEEDS IN EMERGENCIES

If icing conditions do exist:

Event		
One engine inoperative speed for best rate of climb v_{YSE}	Up to 1900 kg (4189 lb)	88 KIAS
	Above 1900 kg (4189 lb)	90 KIAS

3.5 G1000 FAILURES

3.5.7 ERRONEOUS OR LOSS OF DE-ICING FLUID DISPLAY

If the de-icing fluid quantity is known, the remaining system operating time can be estimated based on the durations given in Section 2.17.2 - DE-ICING FLUIDS.

1. Icing conditions . . . . . leave the icing area as soon as practicable

3.7 ONE ENGINE INOPERATIVE PROCEDURES

3.7.6 ENGINE FAILURES IN FLIGHT

If icing conditions do exist:

1. Leave the icing area (by changing altitude or turning back or even continuing on the same course if clear air is known to be immediately ahead).
2. DE-ICE . . . . . HIGH

3. Proceed in accordance with the procedure given in Section 3.7.6 - ENGINE FAILURES IN FLIGHT in the main part of the AFM.

3.7.7 LANDING WITH ONE ENGINE INOPERATIVE

No change to the main part of the AFM, except for the approach speed as follows, with residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist:

Final approach speed:

Up to 1900 kg (4189 lb)	94 KIAS (v_{REF}/FLAPS UP)
	90 KIAS (v_{REF}/FLAPS APP)
Above 1900 kg (4189 lb)	97 KIAS (v_{REF}/FLAPS UP)
	93 KIAS (v_{REF}/FLAPS APP)

3.7.8 GO-AROUND / BALKED LANDING WITH ONE ENGINE INOPERATIVE

No change to the main part of the AFM, except for the airspeed as follows, with residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist:

Airspeed:

Up to 1900 kg (4189 lb)	88 KIAS / as required
Above 1900 kg (4189 lb)	90 KIAS / as required

3.10 FAILURES IN THE ELECTRICAL SYSTEM

3.10.1 COMPLETE FAILURE OF THE ELECTRICAL SYSTEM

1. Leave the icing area (by changing altitude or turning back or even continuing on the same course if clear air is known to be immediately ahead).
2. Proceed in accordance with the procedure given in Section 3.10.1 - COMPLETE FAILURE OF THE ELECTRICAL SYSTEM in the main part of the AFM.

3.13 ICE PROTECTION SYSTEM EMERGENCIES

3.13.1 INADVERTENT ICING ENCOUNTER & EXCESSIVE ICE ACCUMULATION

1. DE-ICE . . . . . HIGH
2. MAX. . . . . press push button, to dissipate ice build-up

NOTE

The MAX push button activates the maximum possible system flow rate for 120 seconds.

3. Pitot heating. . . . . check ON
4. ICE LIGHT. . . . . ON, as required
5. Cabin heat & defrost . . . . . ON
6. WINDSHIELD . . . . . press push button, as required

If the system does not work properly:

Continue with Section 3.13.2 - FAILURE OF THE ICE PROTECTION SYSTEM.

If the system works properly, proceed as follows:

7. De-icing fluid level . . . . . check periodically
8. DE-ICE . . . . . NORM or HIGH, as required. Monitor ice build-up.

END OF CHECKLIST

3.13.2 FAILURE OF THE ICE PROTECTION SYSTEM

A "failure" of the ice protection system is any condition in which the system fails to remove ice from protected surfaces including the propellers and any system malfunction not covered in the abnormal operating procedures given in Chapter 4B of this Supplement.

1. Leave the icing area (by changing altitude or turning back or even continuing on the same course if clear air is known to be immediately ahead).
2. Airspeed . . . . . maintain 118 to 156 KIAS until final approach and landing

WARNING

With an inoperative ice protection system, set both POWER levers to 92% or max. 2100 RPM and leave icing conditions as soon as possible. In heavy icing conditions, it may not be possible to maintain altitude or proper glide path on approach; in this case, it is imperative that a safe airspeed be maintained, the stall warning system may not function and there may be little or no pre-stall buffet with heavy ice loads on the wing leading edges.

Before landing:

3. FLAPS . . . . . APP
4. Final approach speed:
   Up to 1900 kg (4189 lb) . . . . . min. 90 KIAS
   Above 1900 kg (4189 lb) . . . . . min. 93 KIAS

4A. NORMAL OPERATING PROCEDURES

WARNING

If ice is observed forming aft of the protected surfaces of the wing, or if unusual lateral trim requirements or autopilot trim warnings are encountered, accomplish the following:

* The flight crew should reduce the angle of attack by increasing speed as much as the airplane configuration and weather allow, without exceeding design maneuvering speed.

* If the autopilot is engaged, hold the control stick firmly and disengage the autopilot. Do not re-engage the autopilot until the airframe is clear of ice.

* Leave the icing area immediately by changing altitude or turning back or even continuing on the same course if clear air is known to be immediately ahead; and

* Report these weather conditions to air traffic control.

WARNING

Flight in freezing rain, freezing drizzle, or mixed phase icing conditions (supercooled water and ice crystals) may result in hazardous ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and it may seriously degrade the performance and controllability of the airplane.

CAUTION

Do not delay activation of the ice protection system if icing conditions are encountered. For best operation, the system should be activated prior to accumulation of ice on protected surfaces.

Identification of Freezing Rain/Freezing Drizzle Icing Conditions

The following shall be used to identify freezing rain/freezing drizzle icing conditions:

(1) Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice.

(2) Accumulation of ice on the upper surface of the wing aft of the protected area.

(3) Accumulation of ice on the propeller spinner farther back than normally observed.

Identification of Possible Freezing Rain/Freezing Drizzle Conditions

The following may be used to identify possible freezing rain/freezing drizzle conditions:

(1) Visible rain at temperatures below +5 °C (41 °F) outside air temperature (OAT).

(2) Droplets that splash or splatter on impact at temperatures below +5 °C (41 °F) OAT.

(3) Performance losses larger than normally encountered in icing conditions. It is possible to experience severe ice accretions not visible to the flight crew, such as wing lower surface accretion or propeller blade accretion.

Procedures for Exiting the Freezing Rain/Freezing Drizzle Environment

These procedures are applicable to all flight phases from take-off to landing. Monitor the outside air temperature. While ice may form in freezing drizzle or freezing rain at temperatures as cold as -18 °C (0 °F), increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified above for identifying possible freezing rain or freezing drizzle conditions are observed, accomplish the following:

(1) Exit the freezing rain or freezing drizzle icing conditions immediately to avoid extended exposure to flight conditions outside of those for which the airplane has been certificated for operation. Asking for priority to leave the area is fully justified under these conditions.

(2) Avoid abrupt and excessive maneuvering that may exacerbate control difficulties.

(3) Do not engage the autopilot. The autopilot may mask unusual control system forces.

(4) If the autopilot is engaged, hold the control stick firmly and disengage the autopilot.

(5) If an unusual roll response or uncommanded control movement is observed, reduce the angle of attack by increasing airspeed or rolling wings level (if in a turn), and apply additional power, if needed.

(6) Avoid extending flaps during extended operation in icing conditions. Operation with flaps extended can result in a reduced wing angle of attack, with ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.

(7) If the flaps are extended, do not retract them until the airframe is clear of ice.

(8) Report these weather conditions to air traffic control.

4A.2 AIRSPEEDS FOR NORMAL OPERATING PROCEDURES

With residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane:

	FLAPS	Speed up to 1900 kg (4189 lb)
Reference landing approach speed	UP	94 KIAS
	APP	min. 90 KIAS
Final approach speed	APP	min. 90 KIAS

4A.6 CHECKLISTS FOR NORMAL OPERATING PROCEDURES

CAUTION

It is extremely important to visually inspect each TKS panel for proper fluid distribution across the active area of each panel prior flight into known icing.

4A.6.1 PRE-FLIGHT INSPECTION

I. Cabin Check

Ice Protection System:

a) ELECT. MASTER . . . . . ON
b) DEICE FLUID. . . . . check quantity
c) Canopy. . . . . closed

CONTINUED

WARNING

De-icing fluids are harmful. Do not press the WINDSHIELD push button when the canopy is open. Otherwise the de-icing fluid may be sprayed into the cabin. For proper handling refer to the Material Safety Data Sheets which are available from the supplier of the de-icing fluid.

d) WINDSHIELD . . . . . press push button
e) Spraybar . . . . . evidence of de-icing fluid

NOTE

If the system has been inoperative for a while, has been drained or has run dry, trapped air - suspected in the feeder lines to the main pumps - can be removed from the feeder lines to the main pumps by activating the windshield pumps several times.

NOTE

Do not operate the main pumps with an empty de-icing fluid tank. Operating the main system pumps with an empty de-icing fluid tank can cause a future system malfunction. To reestablish full system function special maintenance action is required.

f) ANNUN-TEST . . . . . ON

NOTE

The ANNUN-TEST mode activates the DEICE LVL LO caution immediately if the de-ice fluid quantity is low and the DEIC PRES LO caution after 120 seconds.

CONTINUED

g) DEIC PRES HI . . . . . verify NOT ILLUMINATED
h) DEICE LVL LO . . . . . check (must be annunciated if de-icing fluid quantity is below 6.0 liter (1.59 US gal))
i) DEIC PRES LO . . . . . check, ILLUMINATED (refer to NOTE)
j) ANNUN-TEST . . . . . OFF
k) PUMP 1 . . . . . select
l) DE-ICE . . . . . HIGH
m) DEIC PRES LO . . . . . verify NOT ILLUMINATED

NOTE

The ice protection system is approved for operation with de-icing fluid that has a very temperature dependant viscosity characteristic. The viscosity decreases with rising temperature above 0°C (32°F) and passes the porous membrane of the panels with less resistance. The decrease in pressure drop reduces the pressure in the panel reservoir which may not be adequate to wet-out the entire panel active area if the preflight inspection is performed at warmer outside temperatures.

NOTE

If at ambient temperature above 10°C (50°F) and below 20°C (68°F) DEIC PRES LO warning appears in HIGH mode activate DE-ICE on MAX to cancel the warning. Above 20°C (68°F) ambient temperature warning cancellation may not be possible.

n) PUMP 2 . . . . . select

CONTINUED

o) ICE LIGHT . . . . . ON
p) Ice lights . . . . . visual inspection, check
q) DEIC PRES HI. . . . . verify NOT ILLUMINATED
r) DEIC PRES LO . . . . . verify NOT ILLUMINATED
s) DE-ICE . . . . . OFF
t) ICE LIGHT . . . . . OFF
u) ELECT. MASTER . . . . . OFF

END OF CHECKLIST

II. Walk-Around Check, Visual Inspection

Ice Protection System:

a) De-icing fluid tank . . . . . visually check quantity through transparent tank (in RH baggage compartment);
remove carpet if necessary. If OÄM 42-160 AND OÄM 42-203 are installed: visually check through filler cap on LH side of fuselage

b) Filler cap . . . . . check secure (if only OÄM 42-160 is installed) and locked (only if OÄM 42-160 AND OÄM 42-203 are installed)

c) Deflector and spraybar. . . . . visually check, free from dirt

d) Porous panels on wings. . . . . visually check no damage and no holes blocked,
evidence of de-icing fluid along entire panel

NOTE

If required, activate DE-ICE on MAX until fluid is evident along entire panel.

e) Porous panels on horizontal and vertical tail . visually check no damage and no holes blocked,
evidence of de-icing fluid along entire panel

CONTINUED

NOTE

If required, activate DE-ICE on MAX to provide fluid evidence along entire porous panel active area.

f) Slinger rings and/or nozzle at propeller . . . . . visually check no damage and no holes blocked

g) Wing, tail, propellers, windshield . . . . . verify free from ice

END OF CHECKLIST

4A.6.5 TAXIING

NOTE

De-icing fluid will remain on the windshield for a while after operating windshield de-ice. For an unobstructed view, do not operate the windshield de-ice during taxiing.

4A.6.6 BEFORE TAKE-OFF

If icing conditions are anticipated immediately after take-off:

1. DE-ICE . . . . . NORM
2. Pitot heating. . . . . ON
3. ICE LIGHT. . . . . ON, as required
4. Cabin heat & defrost . . . . . ON

NOTE

NORM mode is cycled. Therefore temporary ice build-up and subsequent shedding will occur on protected surfaces.

END OF CHECKLIST

4A.6.8 CLIMB

If icing conditions do exist:

1. DE-ICE . . . . . NORM, monitor ice build-up
   HIGH, if no shedding, or to prevent excessive ice build up

NOTE

NORM mode is cycled. Therefore temporary ice build-up and subsequent shedding will occur on protected surfaces.

If no shedding in HIGH mode:

2. Proceed with Section 3.13.1 - INADVERTENT ICING ENCOUNTER & EXCESSIVE ICE ACCUMULATION

Whilst in icing conditions:

3. Airspeed . . . . . maintain 118 KIAS
4. Pitot heating . . . . . check ON
5. ICE LIGHT . . . . . ON, as required
6. Cabin heat & defrost . . . . . check ON
7. WINDSHIELD . . . . . press push button, as required
8. De-icing fluid level . . . . . check periodically

After leaving icing conditions:

9. DE-ICE . . . . . OFF
10. Pitot heating . . . . . OFF, as required
11. ICE LIGHT . . . . . OFF, as required
12. Cabin heat & defrost . . . . . OFF, as required

END OF CHECKLIST

4A.6.9 CRUISE

If icing conditions do exist:

1. DE-ICE . . . . . NORM, monitor ice build-up
   HIGH, if no shedding, or to prevent excessive ice build up

If no shedding in HIGH mode:

2. Proceed with section 3.13.1 - INADVERTENT ICING ENCOUNTER & EXCESSIVE ICE ACCUMULATION

Whilst in icing conditions:

3. Pitot heating. . . . . check ON
4. ICE LIGHT. . . . . ON, as required
5. Cabin heat & defrost . . . . . check ON
6. WINDSHIELD . . . . . press push button, as required
7. De-icing fluid level . . . . . check periodically
8. Airspeed . . . . . maintain 118 to 156 KIAS

WARNING

When disconnecting the autopilot with ice accretions on the airplane, the pilot should be alert for out-of-trim forces. Pilot control stick input should be applied as required to prevent potential undesired flight path deviations.

CONTINUED

NOTE

During prolonged icing encounters in cruise, increase engine power to maintain cruise speed as ice accumulates on the unprotected areas, and to preclude the ice build-up on the fuselage under surface.

NOTE

The autopilot may be used in icing conditions. However, every 10-15 minutes the autopilot should be disconnected to detect any out of trim conditions caused by ice build-up. If significant out of trim conditions are detected, the autopilot should remain off for the remainder of the icing encounter so that the pilot may monitor for additional force build-up.

After leaving icing conditions:

9. DE-ICE . . . . . OFF
10. Pitot heating . . . . . OFF, as required
11. ICE LIGHT . . . . . OFF, as required
12. Cabin heat & defrost . . . . . OFF, as required

END OF CHECKLIST

4A.6.11 APPROACH AND LANDING

If icing conditions do exist:

1. DE-ICE . . . . . HIGH

If no shedding in HIGH mode:

2. Proceed with Section 3.13.1 - INADVERTENT ICING ENCOUNTER & EXCESSIVE ICE ACCUMULATION

Whilst in icing conditions:

3. ICE LIGHT . . . . . ON, as required
4. WINDSHIELD . . . . . press push button, as required

NOTE

De-icing fluid will remain on the windshield for a period after operating windshield de-ice. For an unobstructed view, do not operate the windshield de-ice within 30 seconds prior to landing.

5. Airspeed . . . . . maintain 118 to 156 KIAS until final approach and landing
6. FLAPS . . . . . UP or APP, as required

Before landing:

7. FLAPS . . . . . APP
8. Final approach speed . . . . . min. 90 KIAS

END OF CHECKLIST

4A.6.13 AFTER LANDING

1. DE-ICE . . . . . OFF
2. ICE LIGHT . . . . . OFF

END OF CHECKLIST

4A.6.15 EXIT AIRPLANE

CAUTION

When the ice protection system has been enabled in flight, the walkways on the inner wings may be slippery.

4A.6.17 PARKING

NOTE

When the ice protection system has been enabled in flight, special care must be taken when touching the airframe structure or canopy as they may be partially contaminated with de-icing fluid.

Clean the de-icing fluid from the canopy and the porous panels. Refer to Chapter 8 for appropriate procedures.

4B. ABNORMAL OPERATING PROCEDURES

4B.4 CAUTION-ALERTS ON THE G1000

4B.4.6 L/R ALTN FAIL

L/R ALTN FAIL	Left/Right engine alternator has failed.

(a) One alternator failed

1. Icing Conditions . . . . . leave the icing area as soon as practicable
2. Proceed in accordance with the procedure given in section 4B.4.6 L/R ALTN FAIL in the main part of the AFM.

4B.4.15 DE-ICE PRESS LOW

DEIC PRES LO	De-icing pressure is low.

1. DE-ICE . . . . . HIGH

If DEIC PRES LO indication does not extinguish on the G1000:

2. PUMP1 / PUMP2 . . . . . select other main pump

NOTE

Activate the WINDSHIELD pump to prime the alternate main pump if necessary.

CONTINUED

If DEIC PRES LO indication still does not extinguish on the G1000:

3. ALTERNATE switch on de-ice panel . . . . . open guard, toggle switch

If DEIC PRES LO indication still does not extinguish on the G1000:

4. Activate DE-ICE on MAX and proceed with Section 3.13.2 - FAILURE OF THE ICE PROTECTION SYSTEM.

If DEIC PRES LO indication extinguishes on the G1000 and normal operation is achieved:

5. Continue flight, allow for a de-icing fluid flow of 30 liter (7.9 US gal) per hour (HIGH mode)
6. Ice Protection System . . . . . monitor operation
7. De-icing fluid level . . . . . check periodically

CAUTION

If at ambient temperature above 10°C (50°F) and below 20°C (68°F) DEIC PRES LO warning appears in HIGH mode activate DE-ICE on MAX to cancel the warning. Above 20°C (68°F) ambient temperature warning cancellation may not be possible.

END OF CHECKLIST

4B.4.16 DE-ICE PRESSURE HIGH

DEIC PRES HI	De-icing pressure is high.

1. Icing conditions . . . . . leave the icing area as soon as practicable

NOTE

Reduced system performance may occur. Unscheduled maintenance is required.

4B.4.17 DE-ICE LEVEL LOW

DEICE LVL LO	De-icing fluid level is low.

Maximum remaining system operating times after first annunciation of the DEICE LVL LO caution message:

NORM mode . . . . . 30 min.
HIGH mode . . . . . 15 min.

4B.4.18 FAILURE OF INDICATION LIGHTS

The indication lights (MAX, NORM, HIGH) on the de-ice panel are only used to indicate the selected operating mode. Failure to illuminate does not indicate a malfunction of the system.

1. Continue flight.
2. Unscheduled maintenance is required.

4B.4.19 FAILURE OF THE WINDSHIELD DE-ICE

A "failure" of the windshield de-ice is any condition in which the system fails to remove ice from the windshield.

1. Continue flight, viewing through the unobstructed areas on the side of the canopy. Open the emergency window if necessary.

4B.5 FAILURES IN FLAP OPERATING SYSTEM

Failure in Position Indication or Function

1. FLAPS position . . . . . check visually
2. Airspeed. . . . . maintain below max. speed at current Flap position
3. FLAPS switch. . . . . re-check flap positions

Modified Approach Procedure Depending on the Available Flap Setting

NOTE

Refer to 5.3.10 - LANDING DISTANCES in the main part of the AFM for landing distances with abnormal flap positions.

Before landing, with residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist:

Airspeed up to 1900 kg (4189 lb). . . . . min. 94 KIAS

Land at a flat approach angle, use power lever to control airplane speed and rate of descent.

END OF CHECKLIST

5. PERFORMANCE

5.1 INTRODUCTION

Airplane performance and stall speeds in clear air are unchanged with the installation of the ice protection system.

Significant climb and cruise performance degradation, range reduction, as well as buffet and stalling speed increase must be expected if ice accumulates on the airframe.

Residual ice on the protected surfaces and ice accumulation on the unprotected areas of the airplane can cause noticeable performance losses, even with the ice protection system operating.

5.3 PERFORMANCE TABLES AND DIAGRAMS

NOTE

The performance data is valid for ice accumulation on unprotected airplane surfaces in maximum continuous icing conditions defined by CS 25 / FAR Part 25 Appendix C. Greater accumulation of ice can result in further loss of flight performance.

5.3.4 STALLING SPEEDS

Airspeeds in KIAS at idle power:

1900 kg (4189 lb)		Bank Angle			
Gear	**Flaps**	**0°**	**30°**	**45°**	**60°**
UP	**UP**	74	80	88	105
DOWN	**APP**	70	75	83	99

1999 kg (4407 lb)		Bank Angle			
Gear	**Flaps**	**0°**	**30°**	**45°**	**60°**
UP	**UP**	76	81	90	106
DOWN	**APP**	72	77	85	101

5.3.5 WIND COMPONENTS

The maximum demonstrated cross wind component is 20 knots.

5.3.7 CLIMB PERFORMANCE

All Engines Operating Climb - Flaps UP @ 118 KIAS with 45 min. Ice Accretion									
Flaps: UP **Airspeed: 118 KIAS**									
Weight [kg] / [lb]	**Press. Alt. [ft]**	**Press. Alt. [m]**	**Rate of Climb - [ft/min]**						
			Outside Air Temperature - [°C] / [°F]						
			-40 -40	**-30** -22	**-20** -4	**-10** 14	**0** 32	**10** 50	**ISA**
1999 / 4407	**SL**		790	760	730	700	670	640	632
	2000	610	750	720	690	660	630	600	597
	4000	1219	710	680	640	610	580	550	563
	6000	1829	660	630	600	560	530	500	523
	8000	2438	620	580	550	510	470	440	482
	10000	3048	570	530	490	450	420	380	439
	12000	3658	500	460	420	370	310	260	364
	14000	4267	430	380	330	270	210	140	293
	16000	4877	280	240	180	130	60	-30	170
	18000	5486	140	90	40	-10	-80	-190	46
1900 / 4189	**SL**		850	820	780	750	720	690	681
	2000	610	810	770	740	710	670	640	645
	4000	1219	760	730	690	660	630	590	609
	6000	1829	710	680	640	610	570	540	568
	8000	2438	670	630	590	550	520	480	525
	10000	3048	610	570	530	490	460	420	480
	12000	3658	550	500	460	400	350	300	402
	14000	4267	470	420	370	310	240	160	327
	16000	4877	320	270	210	160	90	-10	199
	18000	5486	170	110	60	10	-60	-180	69

All Engines Operating Climb - Flaps UP @ 118 KIAS with 45 min. Ice Accretion									
Flaps: UP **Airspeed: 118 KIAS**									
Weight [kg] / [lb]	**Press. Alt. [ft]**	**Press. Alt. [m]**	**Rate of Climb - [ft/min]**						
			Outside Air Temperature - [°C] / [°F]						
			-40 -40	**-30** -22	**-20** -4	**-10** 14	**0** 32	**10** 50	**ISA**
1700 / 3748	**SL**		980	940	910	870	840	800	792
	2000	610	930	890	860	820	790	750	753
	4000	1219	880	840	810	770	730	700	713
	6000	1829	830	790	750	710	680	640	668
	8000	2438	780	740	690	650	610	580	622
	10000	3048	720	670	630	590	550	500	572
	12000	3658	650	600	550	490	430	370	486
	14000	4267	560	510	450	380	310	220	403
	16000	4877	390	340	280	210	140	30	261
	18000	5486	230	170	110	50	-30	-160	117
Dark shaded areas indicate a climb rate of less than 50 ft/min. For the rate of climb in [m/s] divide by 196.8 or multiply by 0.00508.									

5.3.8 ONE ENGINE INOPERATIVE CLIMB PERFORMANCE

With residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist:

NOTE

Due to ice build-up on unprotected areas and/or residual ice on the airplane, a positive rate of climb cannot be expected.

One Engine Inoperative Climb - Flaps UP @ 88 KIAS with 45 min. Ice Accretion

Flaps: UP

Airspeed: 88 KIAS

Weight [kg] / [lb]	**Press. Alt. [ft]**	**Press. Alt. [m]**	**Rate of Climb - [ft/min]**						
			Outside Air Temperature - [°C] / [°F]						
			-40 -40	**-30** -22	**-20** -4	**-10** 14	**0** 32	**10** 50	**ISA**
1999 / 4407	**SL**		110	95	80	65	55	40	35
	2000	610	80	65	50	35	15	0	2
	4000	1219	45	30	10	-5	-25	-40	-33
	6000	1829	5	-10	-30	-50	-65	-85	-69
	8000	2438	-35	-55	-75	-90	-110	-130	-107
	10000	3048	-80	-100	-120	-140	-160	-180	-149
	12000	3658	-130	-150	-175	-205	-230	-255	-204
	14000	4267	-185	-210	-240	-270	-300	-335	-259
	16000	4877	-270	-300	-325	-355	-390	-430	-335
	18000	5486	-360	-390	-420	-445	-480	-525	-414

One Engine Inoperative Climb - Flaps UP @ 88 KIAS with 45 min. Ice Accretion

Flaps: UP

Airspeed: 88 KIAS

Weight [kg] / [lb]	Press. Alt. [ft]	Press. Alt. [m]	Rate of Climb - [ft/min]						
			Outside Air Temperature - [°C] / [°F]						
			-40	-30	-20	-10	0	10	ISA
			-40	-22	-4	14	32	50	
1900 / 4189	SL		150	140	125	110	95	85	79
	2000	610	120	105	90	75	60	45	47
	4000	1219	85	70	55	40	20	5	13
	6000	1829	50	35	15	0	-20	-40	-24
	8000	2438	10	-10	-25	-45	-65	-85	-61
	10000	3048	-35	-55	-75	-95	-115	-135	-102
	12000	3658	-80	-105	-130	-155	-180	-210	-156
	14000	4267	-140	-165	-190	-220	-255	-285	-211
	16000	4877	-225	-250	-280	-310	-340	-380	-287
	18000	5486	-310	-340	-370	-400	-435	-480	-366
1700 / 3748	SL		220	205	190	175	160	150	143
	2000	610	185	170	155	140	125	110	110
	4000	1219	150	135	120	100	85	65	73
	6000	1829	115	95	75	55	40	20	34
	8000	2438	70	50	30	10	-10	-30	-6
	10000	3048	25	0	-20	-40	-60	-85	-49
	12000	3658	-30	-50	-80	-105	-135	-165	-108
	14000	4267	-90	-115	-145	-180	-210	-250	-167
	16000	4877	-185	-210	-240	-270	-310	-350	-249
	18000	5486	-280	-310	-340	-370	-410	-460	-335

Dark shaded areas indicate a climb rate of less than 50 ft/min.
For the rate of climb in [m/s] divide by 196.8 or multiply by 0.00508.

5.3.9 TIME, FUEL AND DISTANCE TO CLIMB

NOTE

Performance information not published for icing conditions.

5.3.10 CRUISE PERFORMANCE

With residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist:

Reduce cruise performance by 20 %.

5.3.11 LANDING DISTANCES

With residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist::

- Power lever . . . . . both IDLE
- Flaps. . . . . APP

Use FLAPS LDG information of the main part of the AFM and increase by 20%.

5.3.12 GRADIENT OF CLIMB ON GO-AROUND

With residual ice on protected surfaces and/or ice accumulation on the unprotected areas of the airplane or if icing conditions do exist::

- Power lever . . . . . both MAX
- Flaps . . . . . APP
- Landing gear . . . . . extended
- Airspeed: . . . . . 90 KIAS

Value for ISA and MSL, at 1805 kg (3979 lb)	
Constant gradient of climb	9.0 % (equals 5.1 climb angle) or 818 ft/min

Value for ISA and MSL, at 1900 kg (4189 lb)	
Constant gradient of climb	8.2 % (equals 4.7 climb angle) or 746 ft/min

6. MASS AND BALANCE

6.4 FLIGHT MASS AND CENTER OF GRAVITY

6.4.1 MOMENT ARMS

Item	Lever Arm	
	[m]	[in]
De-icing fluid tank (if only OÄM 42-160 is carried out)	1.00	39.4
De-icing fluid tank (if OÄM 42-160 AND OÄM 42-203 are carried out)	4.52	178.0

The mass (weight) of the de-icing fluid is obtained as follows:

Multiply the fluid quantity in liter by 1.1 to obtain kilograms (kg), or

multiply the fluid quantity in US gallon by 9.2 to obtain pound (lb).

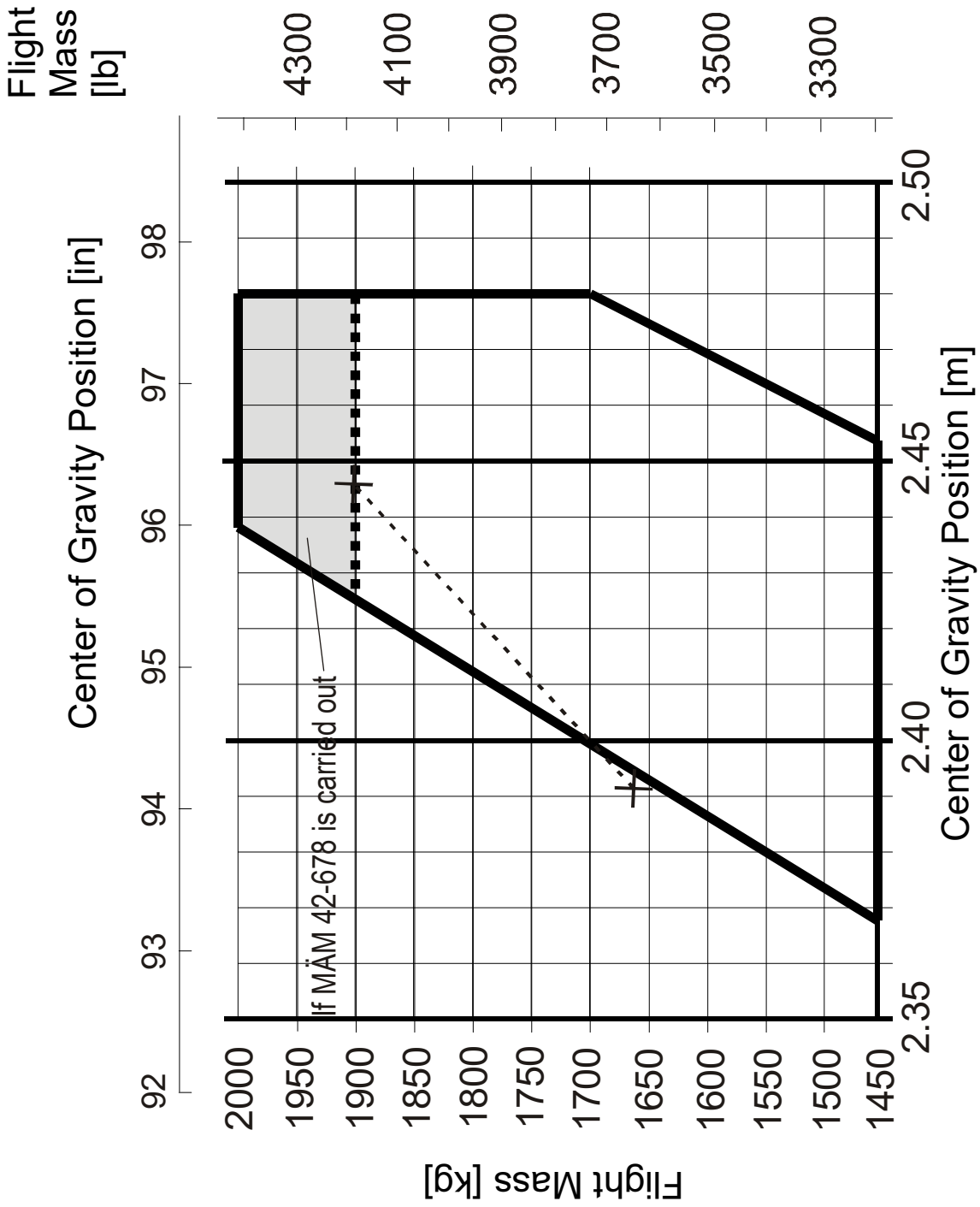
6.4.3 CALCULATION OF LOADING CONDITION

3. Locate the values in the diagram in Section 6.4.4 - PERMISSIBLE CENTER OF GRAVITY RANGE. If the CG positions and related masses fall into the permitted area, the loading condition is allowable.

NOTE

Our example shows a loading condition outside the permitted range for weights below approximately 1700 kg (3748 lb).

6.4.4 PERMISSIBLE GRAVITY RANGE



The center of gravity (CG position) for flight conditions must be between the following limits:

Most forward flight CG:

2.368 m (93.22 in) aft of datum plane at 1450 kg (3197 lb)

2.425 m (95.47 in) aft of datum plane at max. take-off mass 1900 kg (4189 lb)

If MÄM 42-678 is carried out:

2.438 m (95.98 in) aft of datum plane at max. take-off mass 1999 kg (4407 lb)

linear variation in between

Most rearward flight CG:

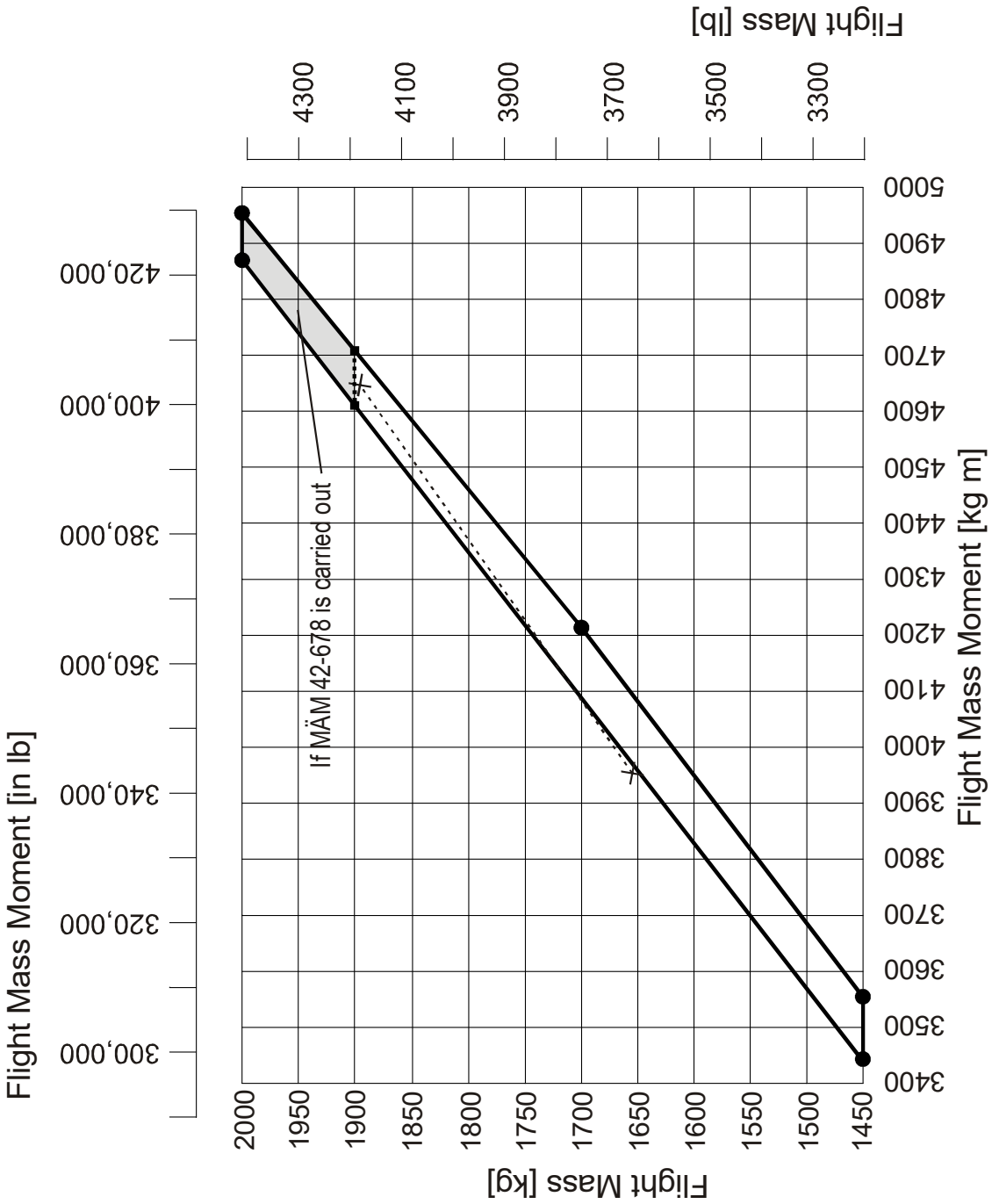
2.454 m (96.61 in) aft of datum plane at 1450 kg (3197 lb)

2.480 m (97.64 in) aft of datum plane at 1700 kg (3748 lb)

2.480 m (97.64 in) aft of datum plane at max. take-off mass (see Section 2.7)

linear variation in between

6.4.5 PERMISSIBLE MOMENT RANGE



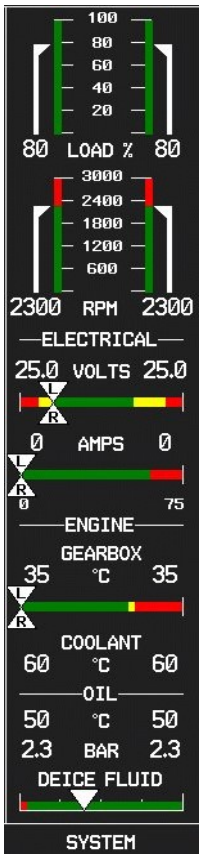
7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.9 POWER PLANT

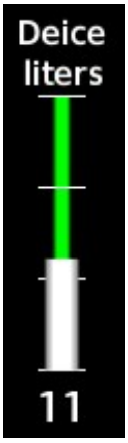
7.9.4 ENGINE INSTRUMENTS

On the Garmin G1000 MFD the de-icing fluid level indication is displayed on the system page. Indication markings indicate (from left to right) 1/4, 2/4, 3/4 and 4/4 of the usable fluid quantity (30 liter or 7.9 US gal).
Display when pushing the SYSTEM button:

If MÄM 42-978 is NOT installed:



If MÄM 42-978 and OÄM 42-160 are installed, on the second page:



7.10 ELECTRICAL SYSTEM

7.10.3 WARNING, CAUTION AND ADVISORY MESSAGES

Caution Alerts on the G1000

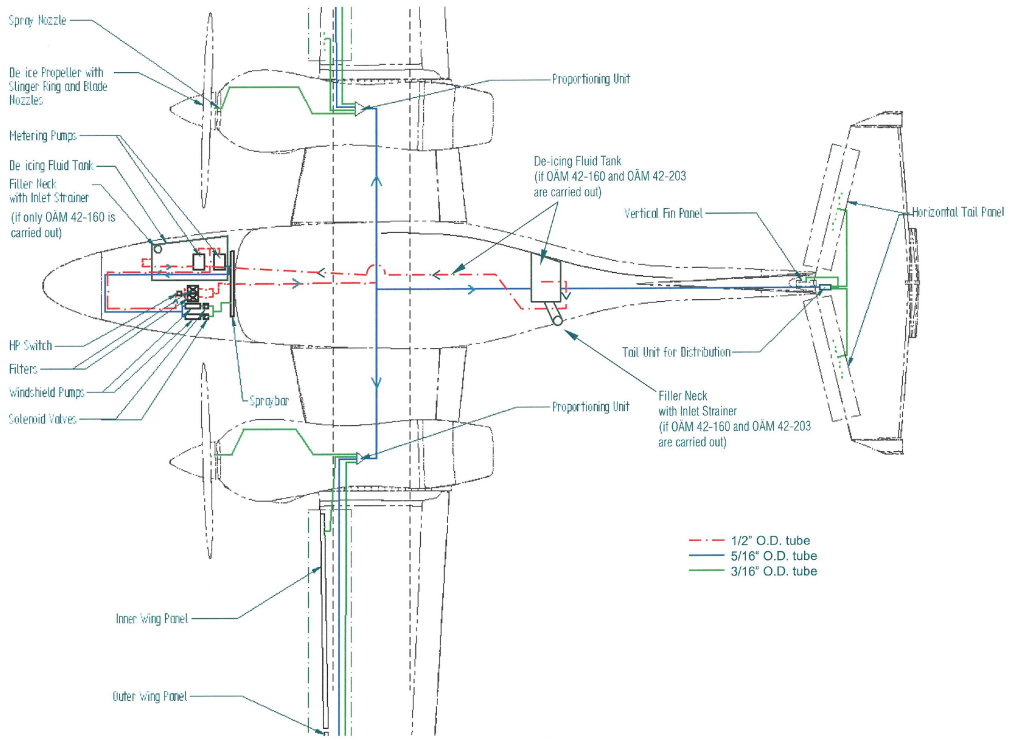
Caution alerts (amber)	Meaning / Cause
DEIC PRES LO	System pressure upstream of the porous panels on the horizontal or vertical tail is too low.
DEIC PRES HI	System pressure upstream of the de-icing fluid filter is too high.
DEICE LVL LO	De-icing fluid level in the tank is below 6.0 liter (1.59 US gal).

7.15 DE-ICING SYSTEM

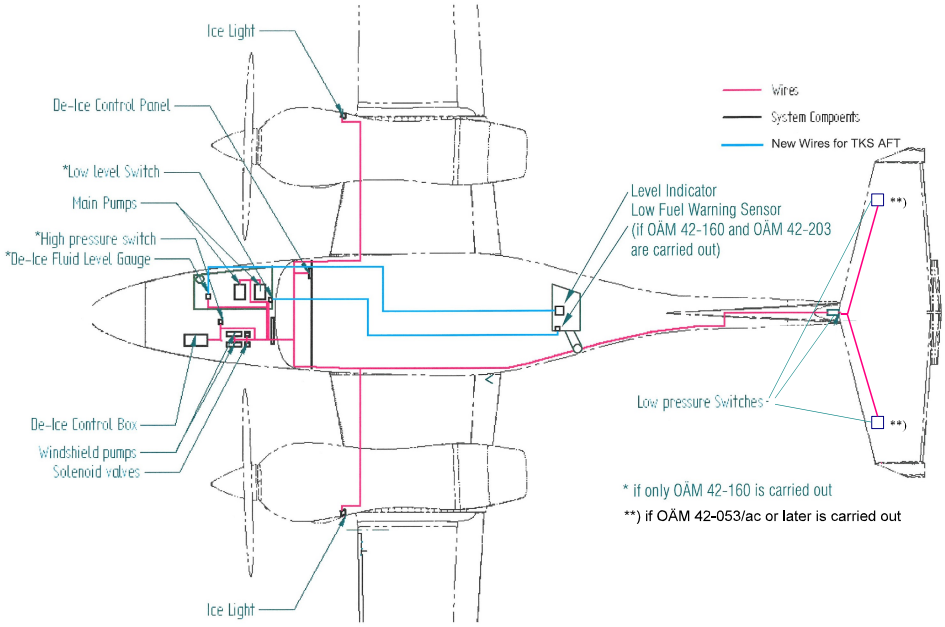
Description

The ice protection system is electrically operated. It is supplied with power via the XFR PUMP/DE-ICE circuit breaker. The airframe and propellers are grouped and operate together. Windshield de-icing is a separate system and operates independently. All systems draw fluid from a common tank.

Mechanical Overview



Electrical Overview



The system consists of the following main components:

* De-icing fluid tank with an integrated filler neck, which has an inlet strainer. The tank has a capacity of 30 liter (7.9 US gal) and is installed in the nose compartment (if only OÄM 42-160 is installed) or behind the short baggage compartment (if OÄM 42-160 AND OÄM 42-203 are carried out). The de-icing fluid is glycol-based. It has an approx. mass density of 1.1 kg/liter (9.2 lb/US gal).

  A low level sensor in the tank provides indication of low de-icing fluid level.

  A fluid level gauge provides data for de-icing fluid level indication on the G1000 System.

* Two main pumps, installed in the nose compartment of the airplane, under an inspection lid on the RH side.

  The pumps take de-icing fluid from the tank and feed it to :

  - the airframe ice protection system (see below), and

  - the windshield de-icing system (see below).

In the NORM mode both main pumps run simultaneously and are cycled on and off by two time delay relays.

In the HIGH mode only the selected main pump runs continuously.

In the MAX mode both pumps run simultaneously and continuously.

A switch in the cockpit selects the modes NORM and HIGH. In the HIGH mode the MAX mode can be engaged by pressing a push button on the de-ice panel in the cockpit. This mode is activated for 2 minutes.

The information which mode is currently in use is indicated by three lights on the ice protection control unit on the instrument panel.

* The airframe/propeller ice protection system consists of the following components:

  - Two de-icing fluid filters, installed in the nose compartment of the airplane, under an inspection lid on the LH side. The active main pump feeds the de-icing fluid through the filters to the proportioning units. The filters prevent the proportioning units from fouling.

- Proportioning units in each nacelle (between the main spars) and in the upper vertical tail (forward of the front spar). The proportioning units regulate the flow of de-icing fluid to the porous panels and to the propeller slinger rings by means of capillaries.

- TKS porous panels are fitted to the leading edge of the outer wings, the vertical tail, and the horizontal tail. The porous panels weep the fluid at a low rate through fine holes.

- Nozzles and slinger rings on the propellers. The nozzle sprays fluid into the slinger ring which is mounted to the spinner backplate. The fluid is then distributed to the propeller blades by centrifugal force through notches in the slinger ring.

- Three low pressure sensors which detect malfunctions of the system. Refer to Section 7.10 in this Supplement.

- One high pressure sensor which activates an indication when the filter cartridges need to be replaced. Refer to Section 7.10 in this Supplement.

* The windshield ice protection system consists of:

- Two windshield de-icing pumps with solenoid valves, installed in the nose compartment of the airplane, under an inspection lid on the LH side. The active windshield de-icing pump supplies the fluid to the spraybar.

  Only one windshield de-icing pump is operative at a time. A switch in the cockpit selects the active pump (PUMP1/PUMP2). The second pump is installed for redundancy.

- One de-icing fluid spraybar for the canopy.

Unlike the airframe de-icing system, the windshield de-icing system does not spray fluid continuously, but is activated for 5 seconds by operating a push button, even when the main switch of the ice protection system is in the OFF position.

* The electrical system consists of:

  - An ice protection control box which is mounted under the LH baggage compartment floor. The ice protection control box contains all necessary relays to operate and cycle the pumps.
  - A de-ice panel, mounted on the RH side of the instrument panel, enables the complete control of the whole de-icing system.
  - Two ice lights are installed for monitoring ice accretion on both wings in low lighting conditions.

Replenishing

Refer to Section 2.17 in this Supplement for approved de-icing fluids.

NOTE

The de-icing fluid must be considered for the mass and balance calculations. Refer to Chapter 6 in this Supplement.

If only OÄM 42-160 is carried out, the de-icing fluid is replenished through the filler which is located in the fuselage nose on the RH side, aft of the nose baggage door. The tank has a usable capacity of 30 liter (7.9 US gal).

If OÄM 42-160 AND OÄM 42-203 are carried out, the de-icing fluid is replenished through the filler which is located on the LH side of the fuselage aft of the short baggage compartment.

Operation

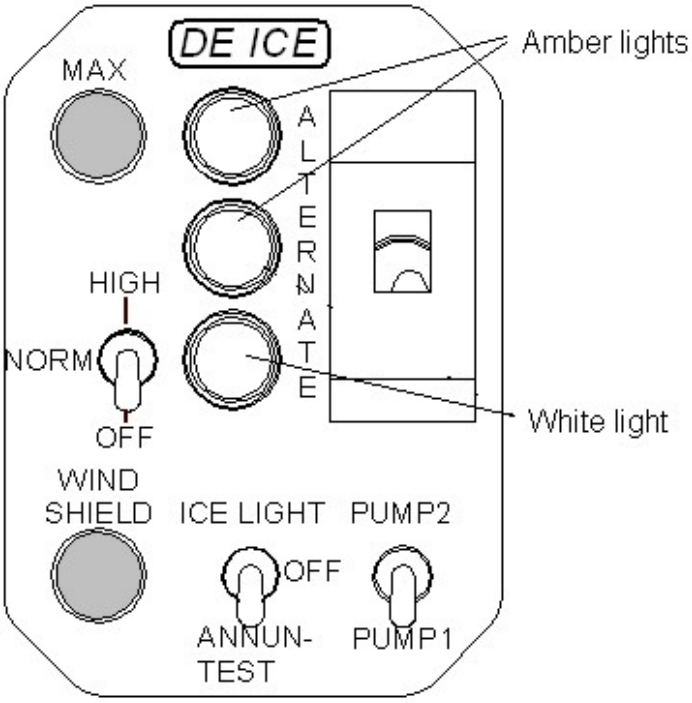
The system is operated through four toggle switches and two push buttons located on the ice protection control unit in the RH section of the instrument panel.

The current operating mode is indicated by the following indication lights:

NORM : lower white light only

HIGH : center amber light only

MAX : both (top and center) amber lights



OFF/NORM/HIGH Switch

The OFF/NORM/HIGH switch operates the selected main pump and thus activates the system. It has 3 positions:

Down position: OFF.

Center position: NORM (normal). The main pumps produce a cycled fluid flow: the main pumps provide fluid to the system for 30 seconds, followed by a 90 seconds break. This mode is designed to cover the more frequent but less severe known icing conditions as defined by CS 25/FAR Part 25, Appendix C, and is selected when icing conditions are encountered and prior to ice formation. Maximum system operating time is approximately 2 hours and 30 minutes.

Up position: HIGH. The active main pump produces a continuous fluid flow. This mode is designed to cover all known icing conditions as defined by CS 25/FAR Part 25, Appendix C, and is selected when icing conditions are more demanding or if ice has already accumulated. Maximum system operating time is approximately 1 hour.

MAX Push Button

The upper push button activates the MAX mode of the ice protection system when the system is presently in the HIGH mode. This mode is designed to provide maximum possible protection for conditions outside the icing envelope as defined by CS 25/FAR Part 25, Appendix C, and is only active for 2 minutes after each activation. In this mode both pumps are active simultaneously and provide fluid to the system. Maximum system operating time with continuous MAX mode activation is approximately 30 minutes.

PUMP1/PUMP2 Switch

The RH bottom switch selects one of the two main pumps and one of the two windshield pumps. It has 2 positions.

Down position: PUMP 1. Main pump 1 is selected as the active pump in HIGH mode. Pump 2 is standby. Also windshield pump 1 is selected in case the windshield switch is activated. Windshield pump 2 is inoperative.

Up position: PUMP 2. Main pump 2 is selected as the active pump in HIGH mode. Pump 1 is standby. Also windshield pump 2 is selected in case the windshield switch is activated. Windshield pump 1 is inoperative.

WINDSHIELD Push Button

The WINDSHIELD push button activates the selected windshield de-icing pump for a duration of 5 seconds. During this time it feeds de-icing fluid to the spraybar in front of the canopy.

The windshield de-icing works even when the OFF/NORM/HIGH switch of the ice protection system is set OFF. Purging air from the ice protection system is also provided from these pumps by continuously pressing the WINDSHIELD push button.

ALTERNATE Switch

The ALTERNATE switch connects the main pump no. 2 directly to the RH main bus. Thus, in case of a total loss of the LH main bus in icing conditions, operation of the ice protection system similar to the HIGH mode is possible.

ANNUN-TEST/OFF/ICE LIGHT

This switch activates the ice-lights or the annunciation test procedure (refer to Section 4A.6.1).

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

The porous panels can be cleaned with soap and water using a clean, lint-free cloth. Isopropyl alcohol, ethyl alcohol or methylated spirit may be used to remove oil or grease. Furthermore approved de-icing fluids, AVGAS and jet fuel are permitted for use on the panels.

CAUTION

Do not apply polish or wax to the panels. Certain solvents, particularly methyl ethyl ketone (MEK), acetone, lacquer thinner and other types of thinners and solvents damage the inner membrane of the panels. Mask active area of panels with a low tack tape when using solvents or painting the airplane in the proximity of the panels or when the airplane is stored in a dusty environment.

NOTE

The ice protection system should be checked for excessive de-icing fluid leaks after each use. Due to the dihedral wing small amounts of de-icing fluid can evaporate from the inner wing panels over a period of several days. Contamination precautions must be done if the airplane is stored in a hangar.

8.4.5 REPLENISHMENT OF THE DE-ICING FLUID TANK

For approved de-icing fluids refer to Section 2.17 in this Supplement.

To preclude the possibility of contaminated fluid do not remove the inlet strainer, always clean the top of the fluid tank before replenishing. Secure the filler cap immediately after replenishment.

If only OÄM 42-160 is carried out

The tank is located in the baggage compartment and the filler cap is on top of the filler neck of the tank, accessible via the open RH baggage door.

If OÄM 42-160 AND OÄM 42-203 are carried out

The tank is located aft of the short baggage compartment ande the filler cap is located on the LH side of the fuselage.

8.6.6. PROLONGED OUT OF SERVICE OR DE-ICING SYSTEM RUN DRY

To avoid the need to reprime the system and to provide a quick response when turned to service, maintain at least 2 liter (0.5 US gal) in the tank. To ensure that all system components are filled with fluid, operate the system at least once in a month. If necessary, operate the pumps until all air is purged from components and pipelines.

Priming of the Main Pumps

The main pumps may not be self priming and are primed, when required, by the operation of either windshield pump. Windshield pump 1 or 2 will prime main pump 1 or 2.

Priming of the Porous Panels

In flight:

WARNING

Priming of the porous panels in icing conditions is not permitted.

Priming of the porous panels is best done during climb or descent, at ambient temperatures up to 4 °C (39 °F). To prime the porous panels, activate the MAX mode. Repeat the procedure in intervals of approximately 5 minutes until fluid dissipates from all porous panels.

By special maintenance:

At ambient temperatures above 4 °C (39 °F), special maintenance may be required to prime the porous panels.