



euroscot

air scotland

**EUROSCOT & AIR SCOTLAND VIRTUAL – WINTER OPS BRIEFING**



1. GENERAL WINTER OPERATIONS BRIEFING BOOKLET

Winter operations demand heightened situational awareness, proactive planning, and strict adherence to SOPs. Cold weather introduces risks including contaminated surfaces, degraded braking, engine ingestion hazards, and increased go-around likelihood.

2. DE-ICING & ANTI-ICING PROCEDURES

- Type I for de-icing; Type IV for anti-icing
- Monitor Holdover Time (HOT) based on fluid type and conditions
- Airbus: Use ditching button to prevent cabin fume ingress
- APU bleed off during de-icing across all types
- B777: Perform engine run-up every 15 min during prolonged ground ops

3. FUEL PLANNING ADJUSTMENTS

Scenario	Extra Fuel
De-icing delay	+200–300 kg
One go-around	+300–500 kg
Holding (15 min)	+600–800 kg
Widebody (A359/A380)	+1000–2000 kg

4. APPROACH & LANDING CONSIDERATIONS

Use autobrake MED or MAX on contaminated runways

Full reverse thrust recommended in poor braking conditions

Brief go-around plan thoroughly

5. DISPATCH & CREW BRIEFING TEMPLATE

- Weather: Snow showers, -3°C, RWY 27 contaminated
- De-Icing: Type I + IV, HOT 25 min
- Taxi Delay: Expected 15 min
- Extra Fuel: +800 kg (de-icing + go-around)
- Approach: ILS RWY 27, braking action medium
- Go-Around: Briefed, alternate EGPH

6. SUMMARY CHECKLIST

Item	Status
De-Icing Procedure Briefed	✓
APU Bleed Off	✓
Ditching Button (Airbus)	✓
HOT Monitored	✓
Extra Fuel Added	✓
Go-Around Briefed	✓
Braking Action Reviewed	✓

## 7. AIRCRAFT SPECIFIC SOPS

**Airbus Narrowbody:** Ditching button, APU bleed off, wing anti-ice SOP

**A350-900:** Longer de-icing times, higher fuel buffer, cockpit height visibility

**A380:** Large fluid volume, extended taxi, visual limitations in fog

**Boeing B738/B38M:** Standard HOT, APU bleed off, engine anti-ice SOP

**Boeing B777-300ER:** Engine run-up every 15 min, high fuel buffer

**DHC-6 Twin Otter:** Manual inspection, prop de-ice, STOL landing

**ATR72-600:** Known icing risk, prop RPM monitoring

**BAE-146 / Avro RJ100:** High-lift device inspection, full reverse on landing

**Embraer E195:** Wing anti-ice SOP, autobrake LOW/MED