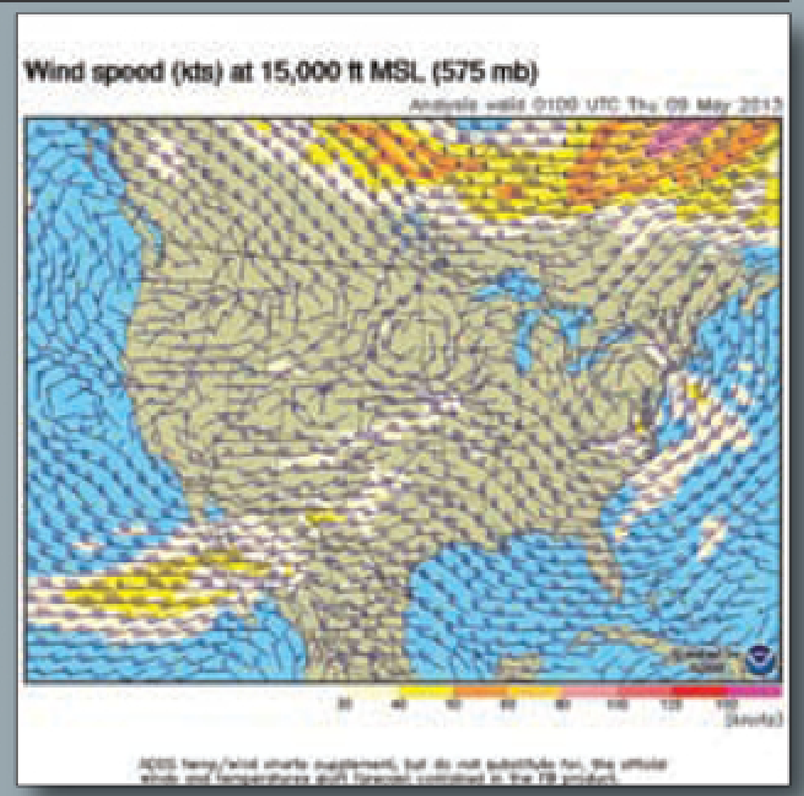
WHEN MAKING YOUR PREFLIGHT WEATHER EVALUATION, CHECK:

1. SIGMETs reporting icing conditions and anticipated development are identified as icing zulu reports.
2. The current icing potential (CIP) charts identify the likelihood of icing and, if present, the expected intensity, or rate of accumulation over a wide range of altitudes. It also identifies the lowest freezing level. Actual ice is extremely localized in some cases, both horizontally and vertically. The rate of accumulation depends on the size of water droplets—small drops found in stratus clouds cause slower accumulation, while larger droplets in cumulus clouds cause faster accumulation rates, but icing in either type of cloud can be anything from light to severe.
3. Forecast Icing Potential charts. This is a forecast version of the as-actually-observed CIPs.
4. Winds and Temperatures Aloft. As the name implies, use this chart to see the forecast temperatures to select an altitude that does not support ice accumulation if you'll enter clouds or precipitation.
5. PIREPs. Pilot reports remain the only true indicator of the presence or absence of airframe ice and, if icing is present, the type and rate of accumulation. Beware, however: many pilots are afraid to make icing reports in the mistaken belief that doing so is "turning themselves in" for a regulation violation. And when pilots do report ice, the reported intensity is dependent on the airplane's design and speed. What affects a Beech Baron one way may seem quite different to the pilot of a Cirrus SR22.



Above, three graphical weather products from the U.S. National Weather Service's Aviation Weather Center's Aviation Digital Data Service (ADDS) are reproduced. They are, top to bottom, winds aloft, current icing potential (CIP) and a satellite-observed water vapor graphic.