

WHERE YOU FIND IT

According to the AOPA Air Safety Institute's safety advisory on aircraft icing, the following points should be considered—at a minimum—when planning a flight where icing is possible:

- Know the big picture—where the fronts are and where they're going—because most ice is in fronts and low-pressure centers.
- There's a difference between clouds associated with frontal activity—which generally contain more ice—and those which are simply part of an air mass.
- Where are the cloud tops? You may be unable to climb out of icing conditions, especially after picking up some ice.
- At the same time, know where warmer air can be found. (Hint: It may be above you.)
- Have a Plan B in mind, including a different route and altitude. A 180-degree turn alone may not be sufficient.
- Your preflight planning should have identified areas and altitudes where icing is likely. Pay particular attention to Airmets Zulu and current Pireps.

