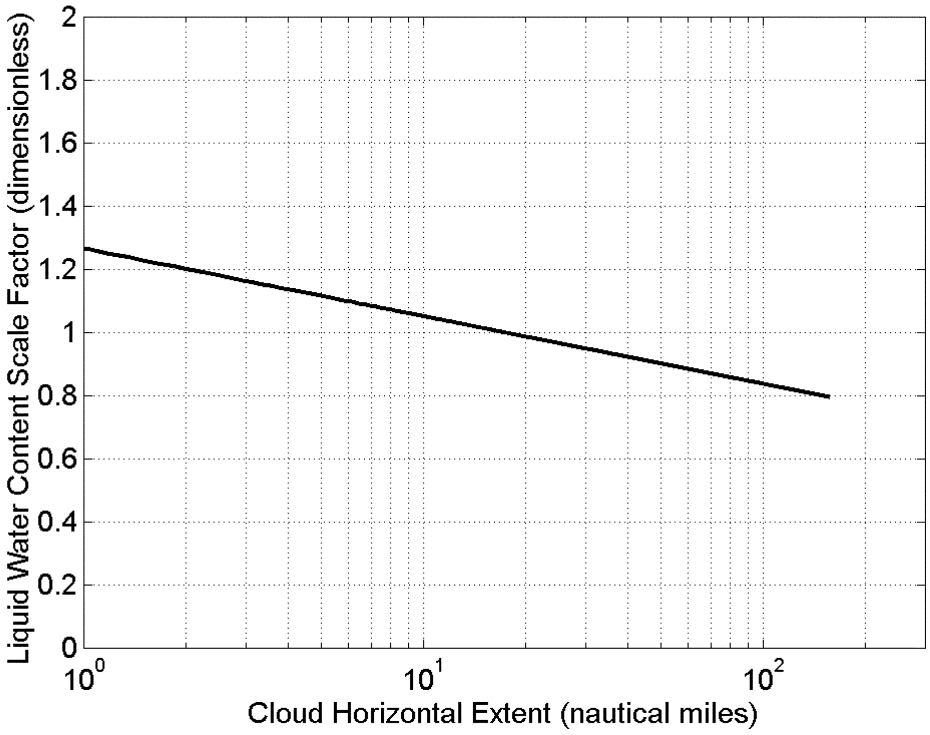
FIGURE 7 — Appendix O, Horizontal Extent, Freezing Drizzle and Freezing Rain



PART II—AIRFRAME ICE ACCRETIONS FOR SHOWING COMPLIANCE WITH SUBPART B OF THIS PART

(a) *General.* The most critical ice accretion in terms of airplane performance and handling qualities for each flight phase must be used to show compliance with the applicable airplane performance and handling qualities requirements for icing conditions contained in subpart B of this part. Applicants must demonstrate that the full range of atmospheric icing conditions specified in part I of this Appendix have been considered, including drop diameter distributions, liquid water content, and temperature appropriate to the flight conditions (for example, configuration, speed, angle of attack, and altitude).

(1) For an airplane certified in accordance with §25.1420(a)(1), the ice accretions for each flight phase are defined in part II, paragraph (b) of this Appendix.

(2) For an airplane certified in accordance with §25.1420(a)(2), the most critical ice accretion for each flight phase defined in part II, paragraphs (b) and (c) of this Appendix, must be used. For the ice accretions defined in part II, paragraph (c) of this Appendix, only the portion of part I of this Appendix in which the airplane is capable of operating safely must be considered.

(3) For an airplane certified in accordance with §25.1420(a)(3), the ice accretions for each flight phase are defined in part II, paragraph (c) of this Appendix.

(b) Ice accretions for airplanes certified in accordance with §25.1420(a)(1) or (2).

(1) *En route ice* is the en route ice as defined by part II, paragraph (c)(3), of this Appendix, for an airplane certified in accordance with §25.1420(a)(2), or defined by part II, paragraph (a)(3), of Appendix C of this part, for an airplane certified in accordance with §25.1420(a)(1), plus:

(i) Pre-detection ice as defined by part II, paragraph (b)(5), of this Appendix; and

(ii) The ice accumulated during the transit of one cloud with a horizontal extent of 17.4 nautical miles in the most critical of the icing conditions defined in part I of this Appendix and one cloud with a horizontal extent of 17.4 nautical miles in the continuous