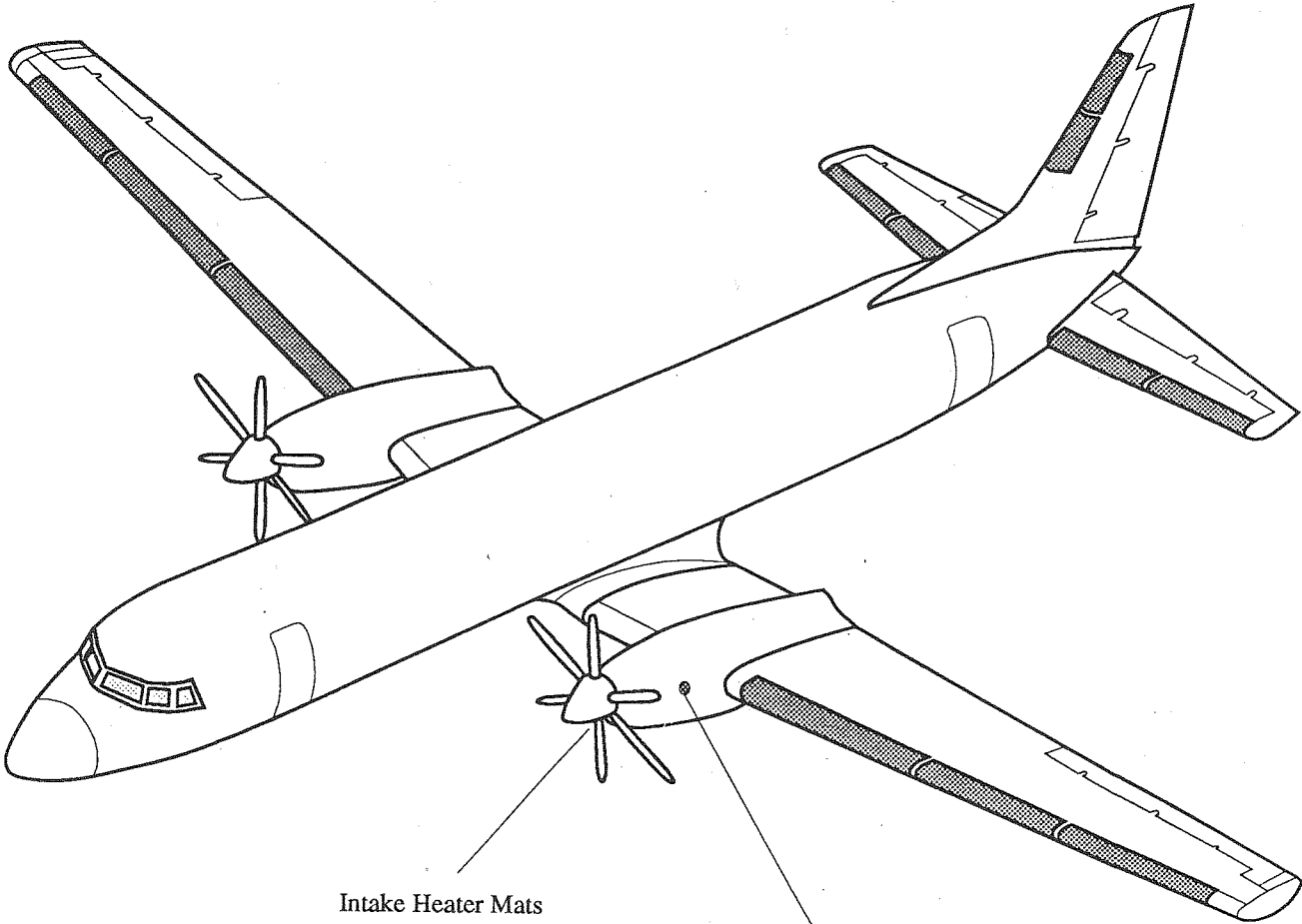
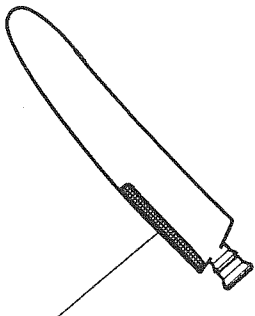


APPENDIX A



Intake Heater Mats

Ice Inspection Light



Propeller Blade Heater Mat

De-Icing Boots



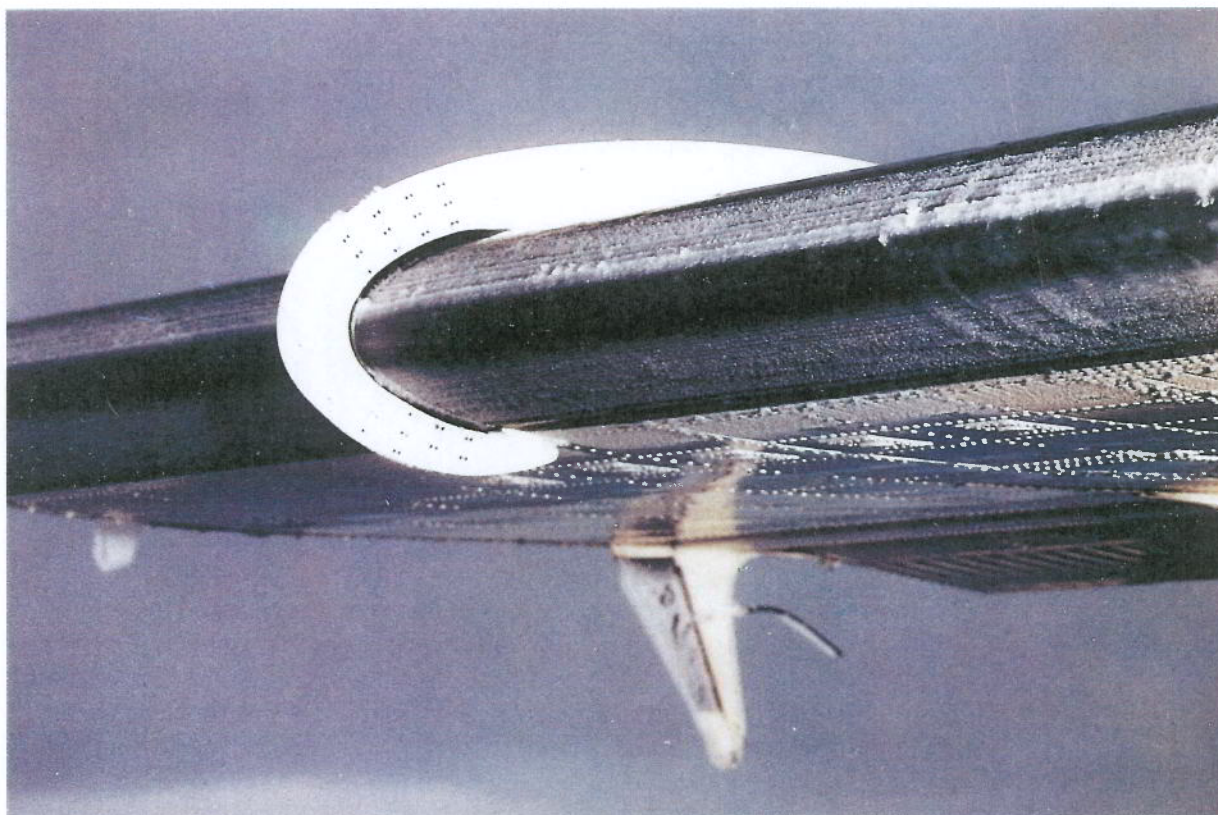


Figure B-1: NASA photograph of glaze ice accumulated during the HISS programme.

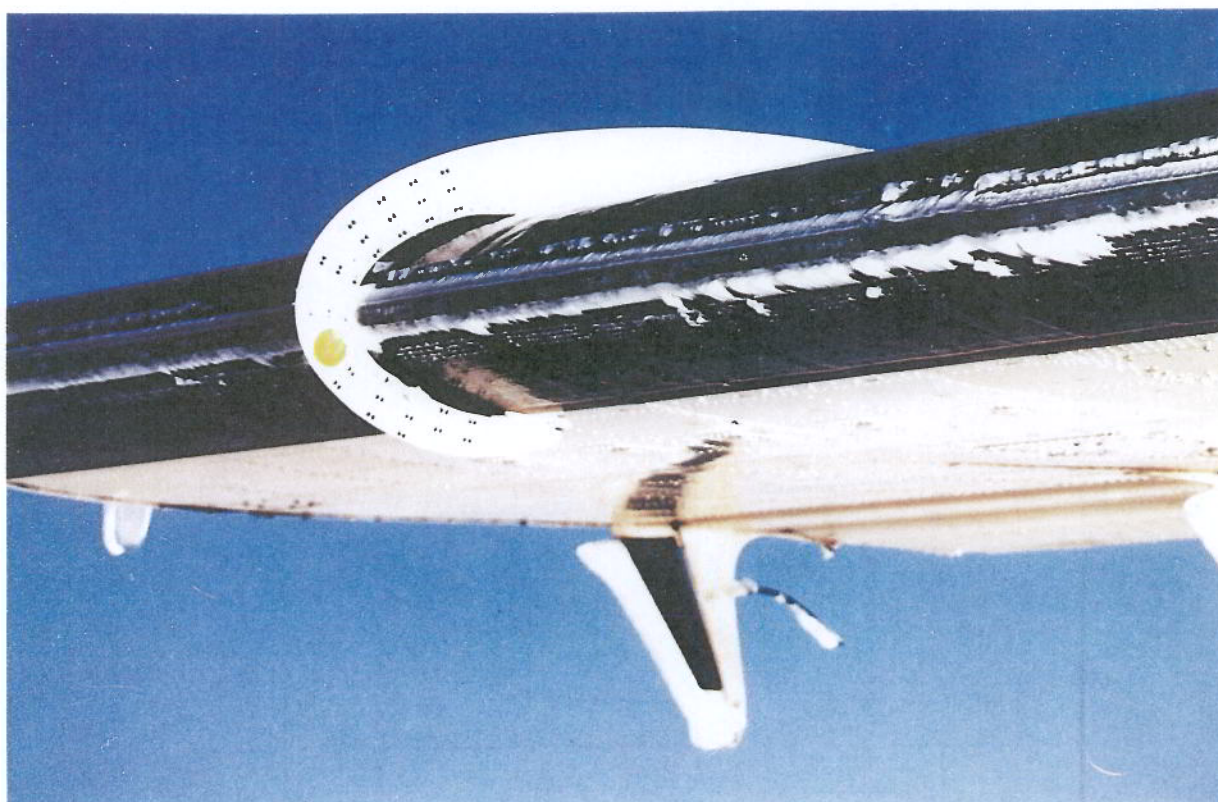


Figure B-2: NASA photograph of mixed natural ice encounter

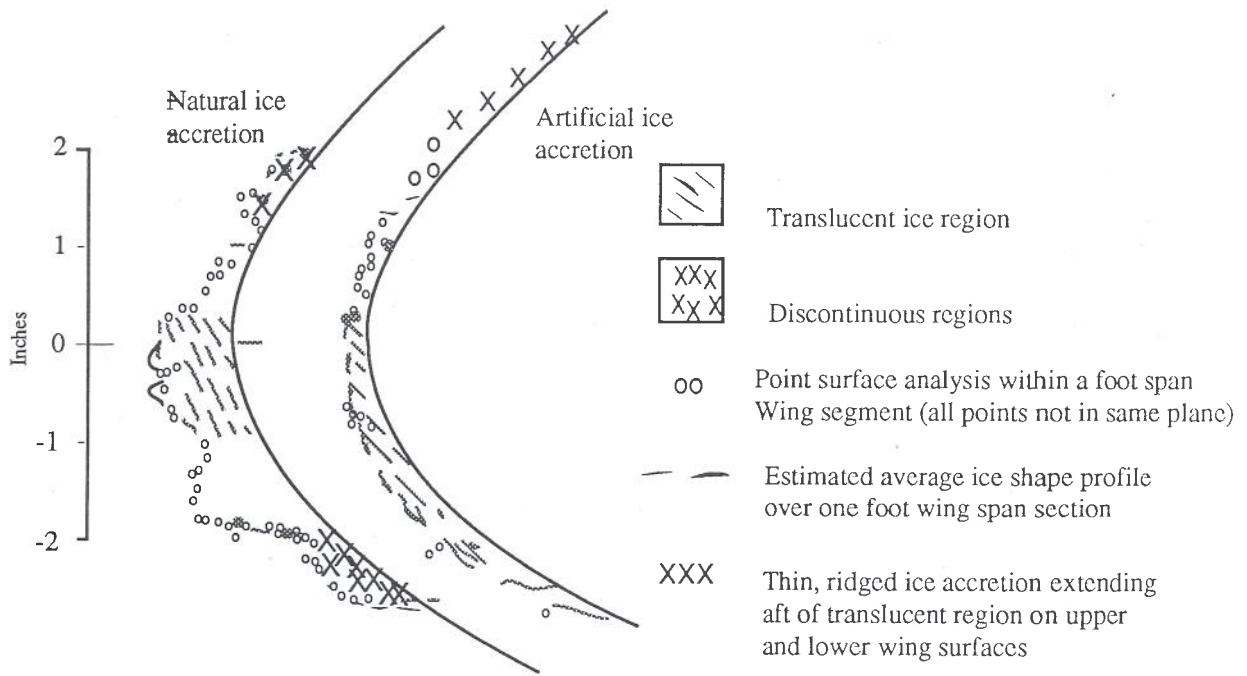


Figure B-3: Stereographic analysis of natural and artificial (HISS) accretions on NASA DH-6 wings in Figures 1 and 2

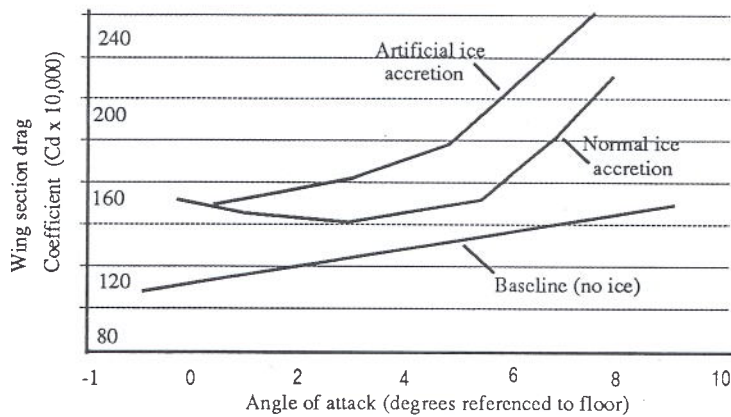


Figure B-4: NASA DH-6 wing section drag measurements with natural and artificial (HISS) ice accretions

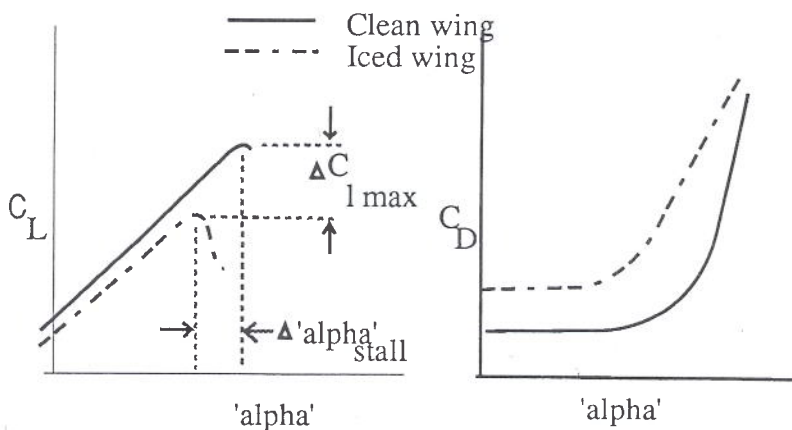
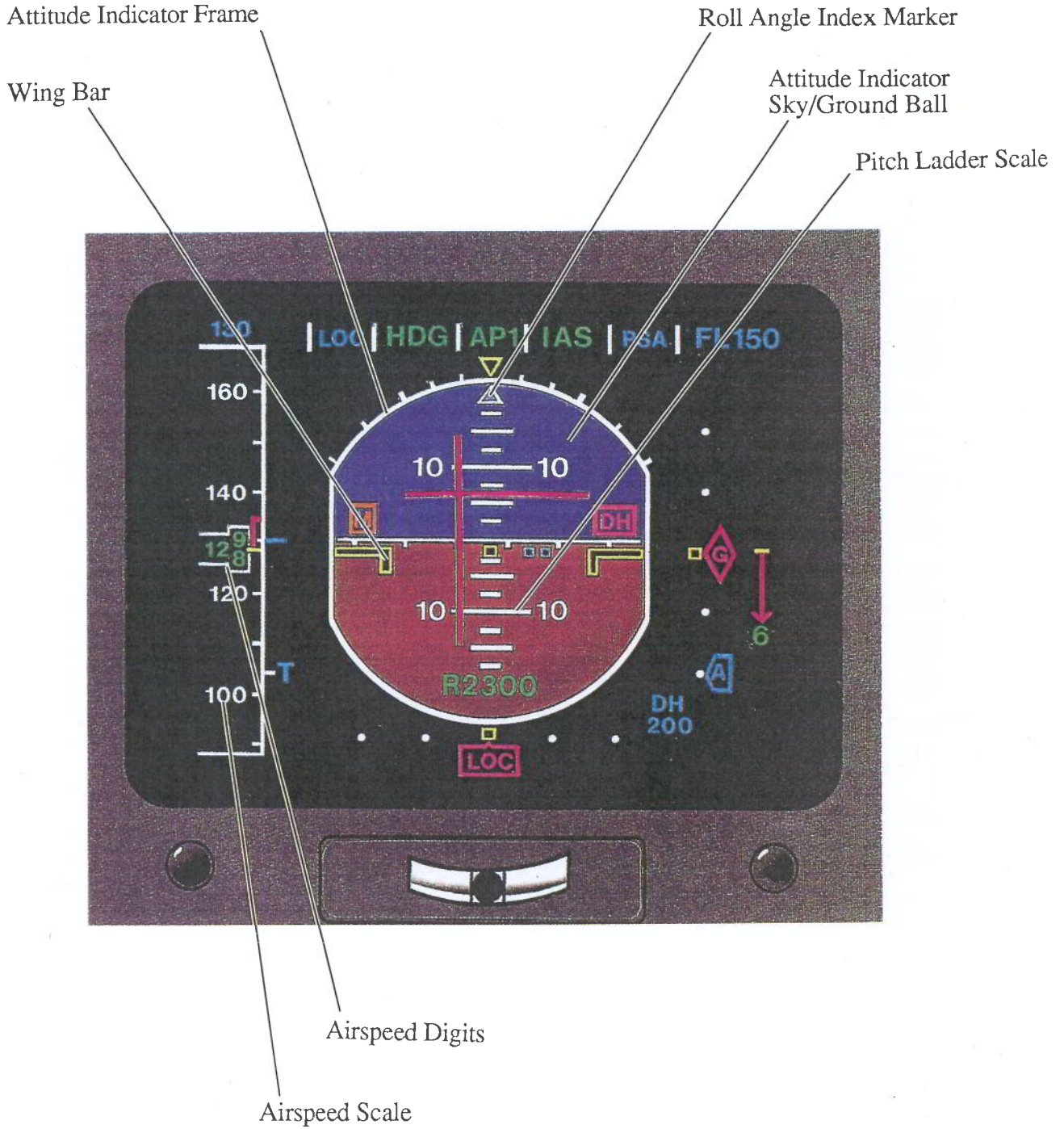
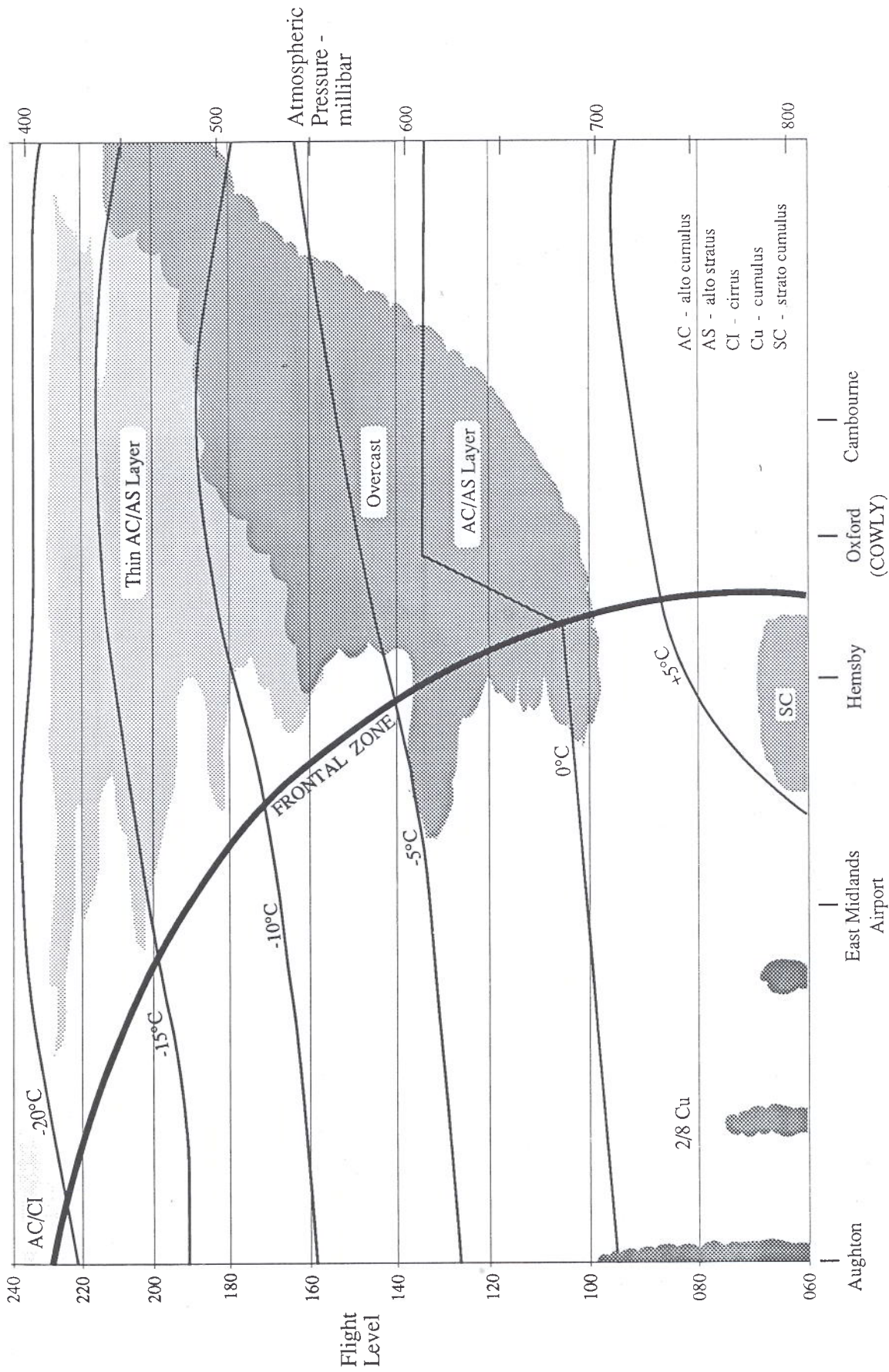


Figure B-5: Representation of aerodynamic performance degradation due to icing



PRIMARY FLIGHT DISPLAY





Cross Section NW - SE across Front through Oxford (COWLY) on 11 August 1991 at 1500 hrs



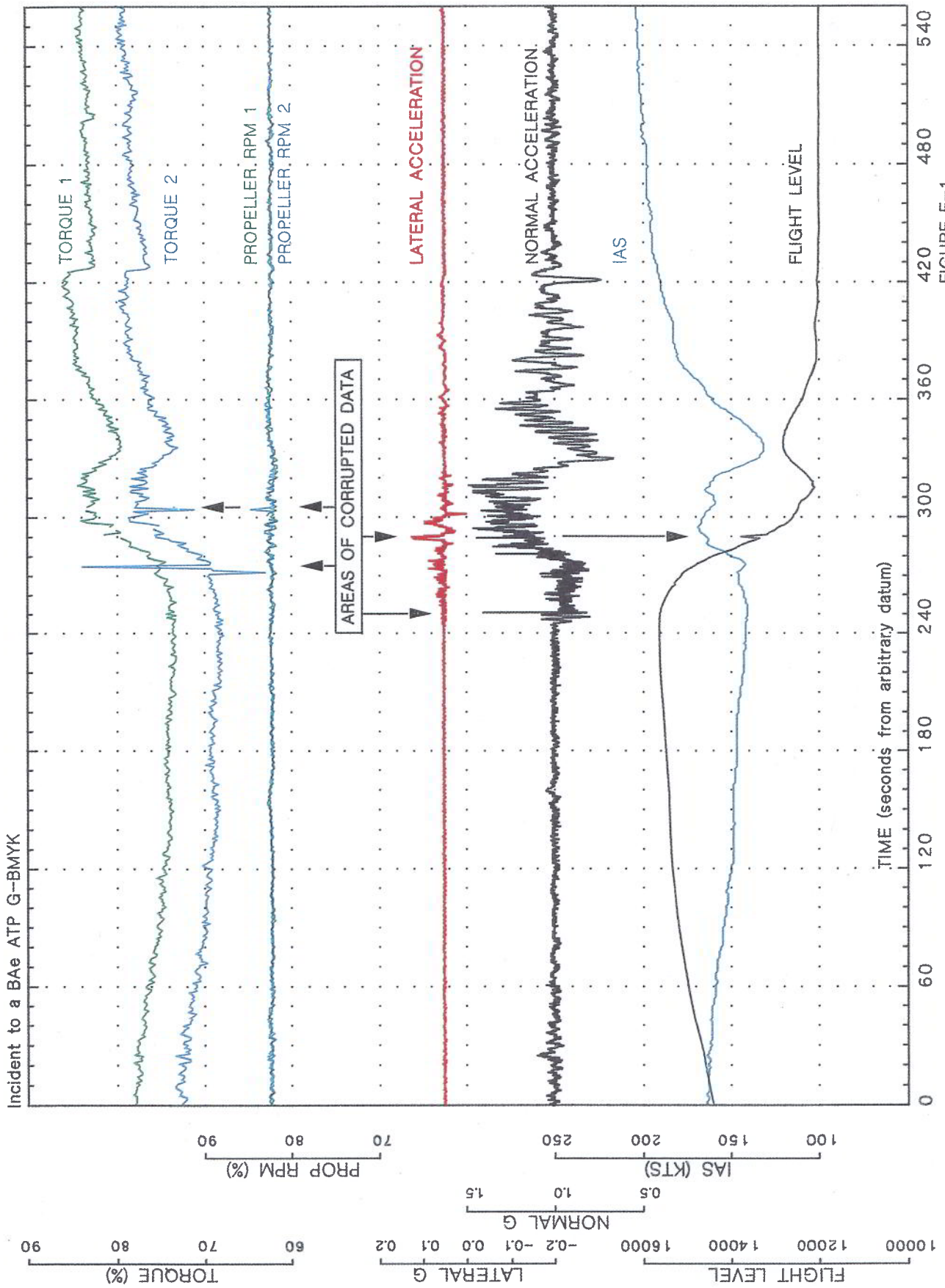


FIGURE E-1

Incident to a BAe ATP G-BMYK

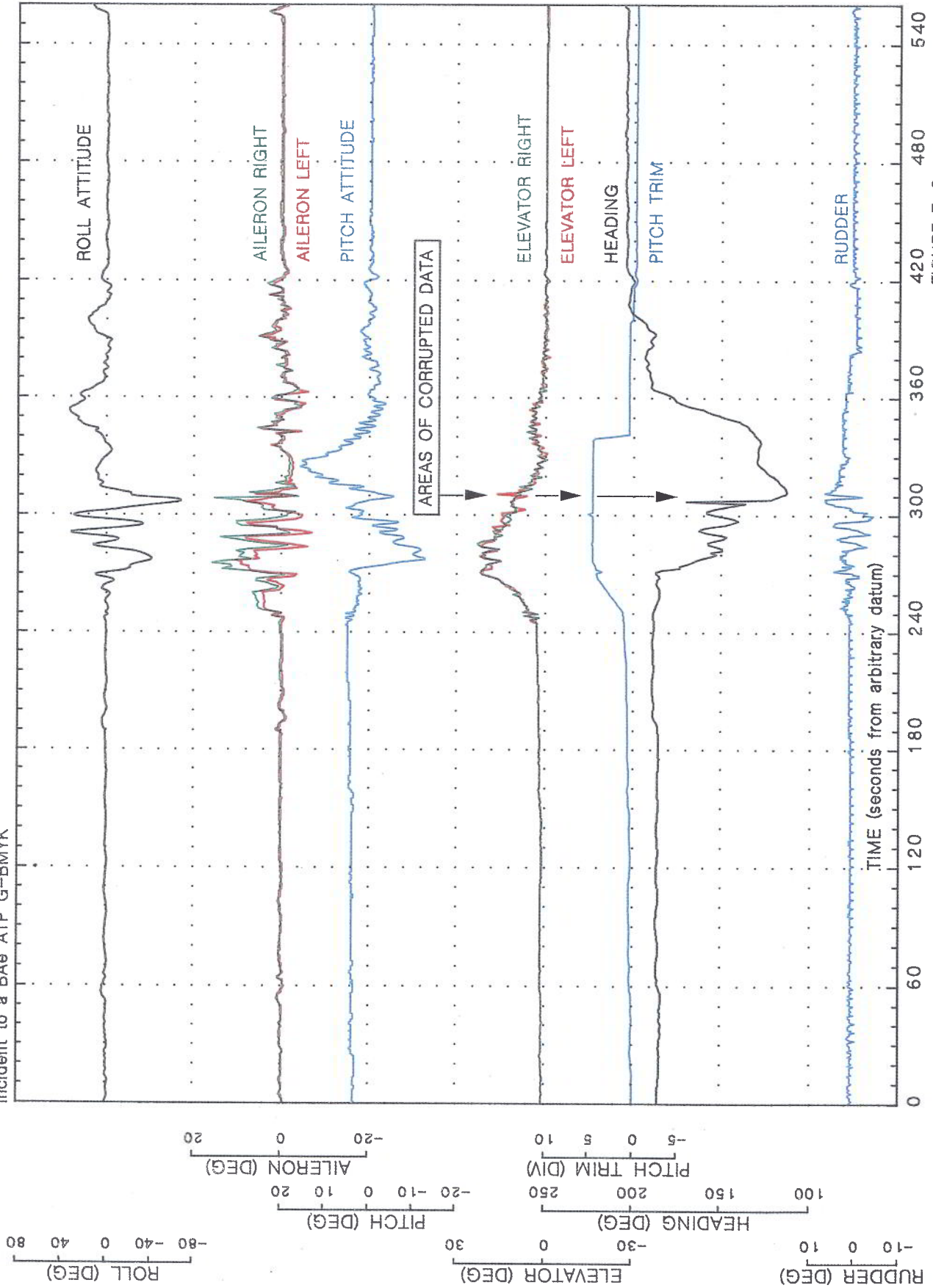


FIGURE E-2

Incident to a BAe ATP G-BMYK Expanded plot of Incident

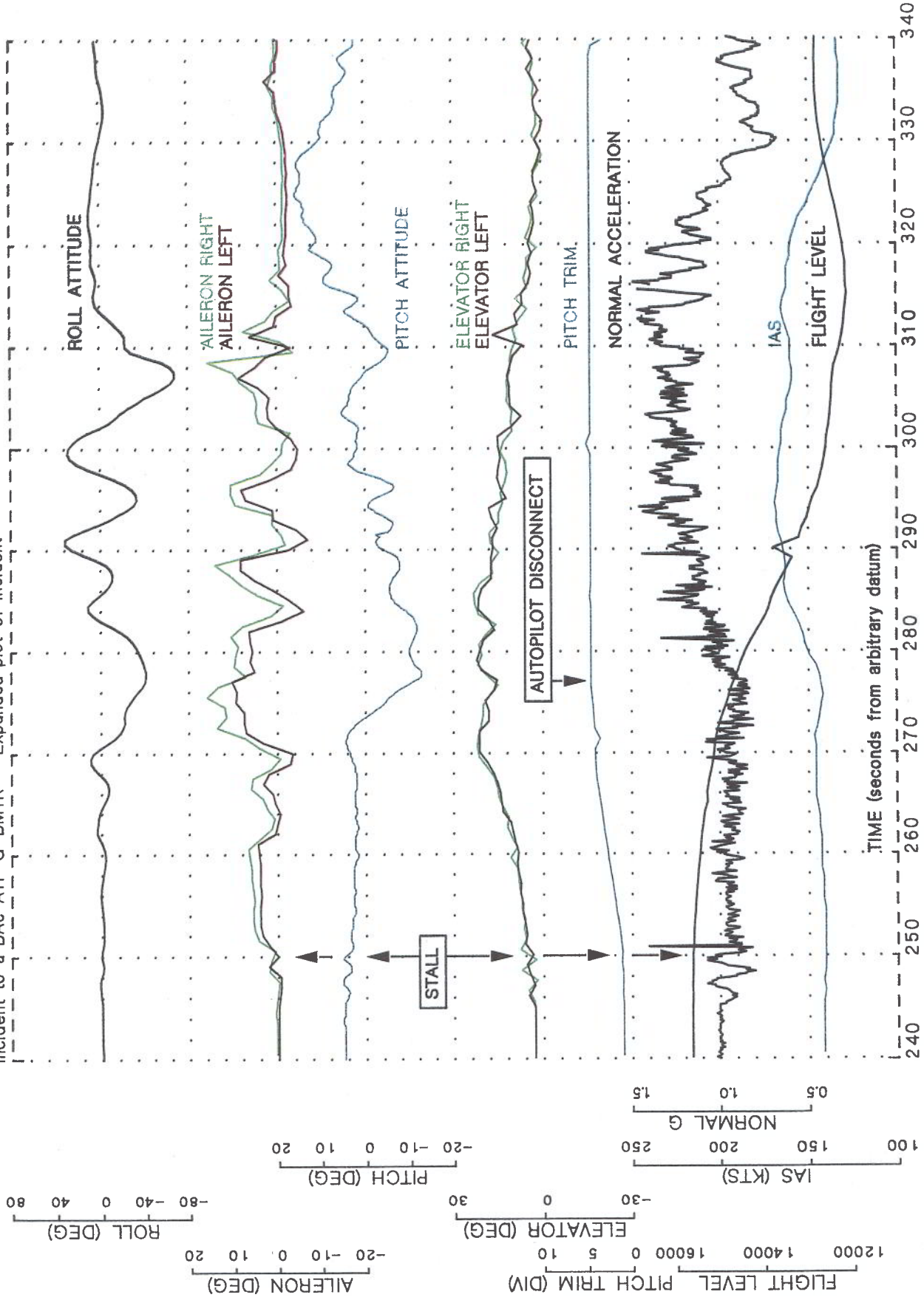
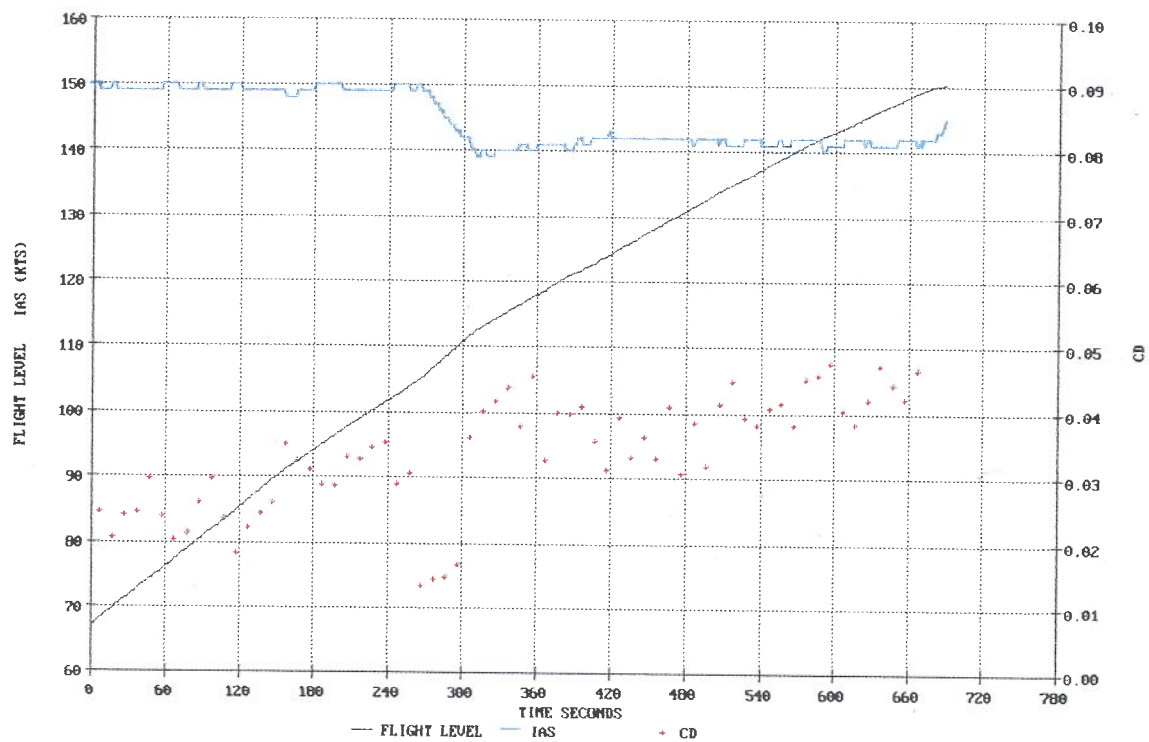
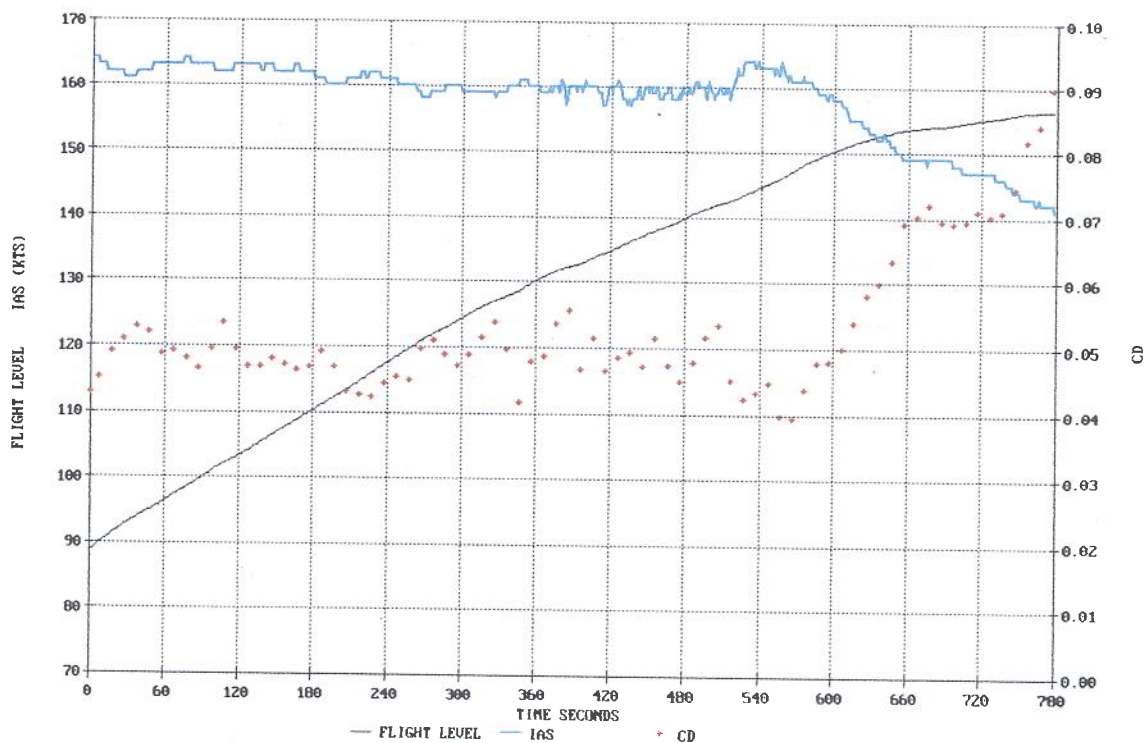


FIGURE E-3

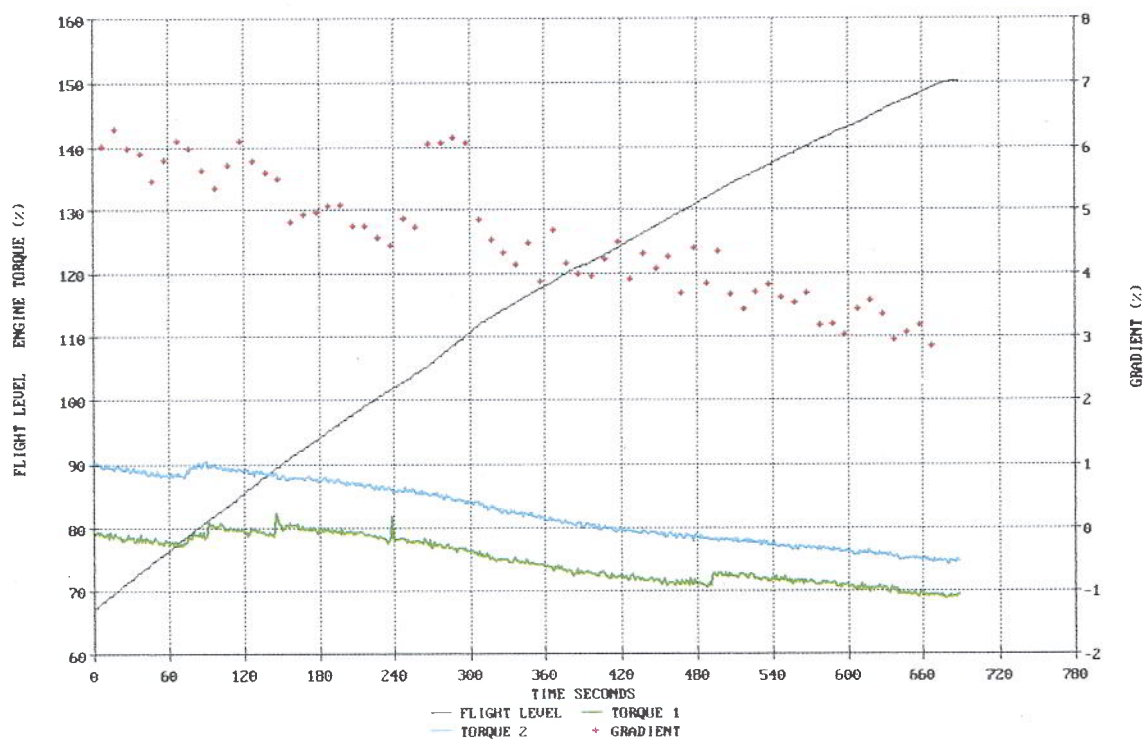




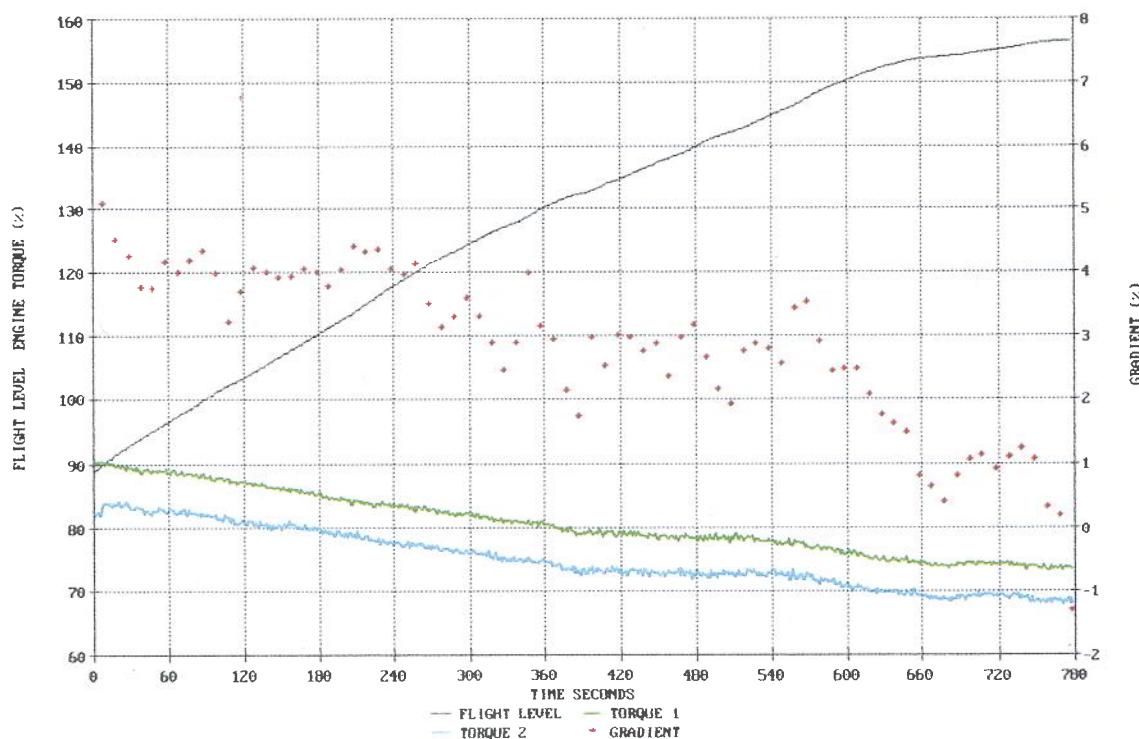
G-BMYK PREVIOUS FLIGHT DRAG COEFFICIENT  
FIGURE E-4



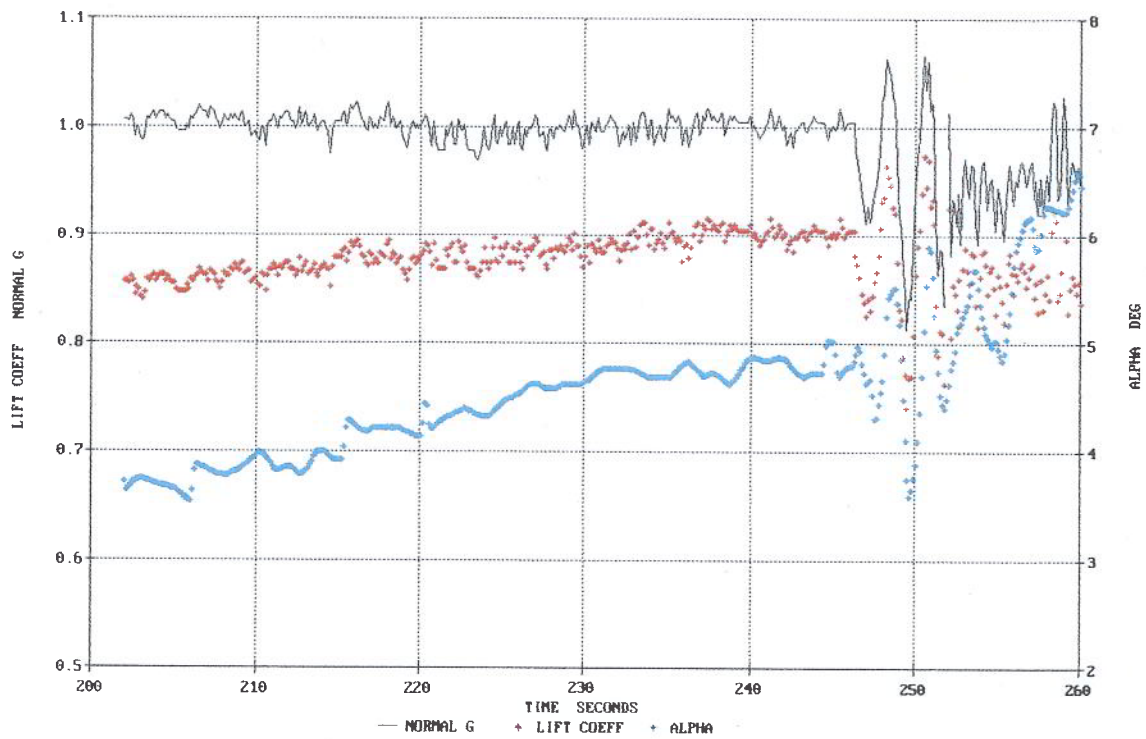
G-BMYK INCIDENT FLIGHT DRAG COEFFICIENT  
FIGURE E-5



G-BMYK PREVIOUS FLIGHT CLIMB GRADIENT  
FIGURE E-6



G-BMYK INCIDENT FLIGHT CLIMB GRADIENT  
FIGURE E-7



G-BMYK INCIDENT ALPHA AND LIFT COEFFICIENT  
 FIGURE E-8



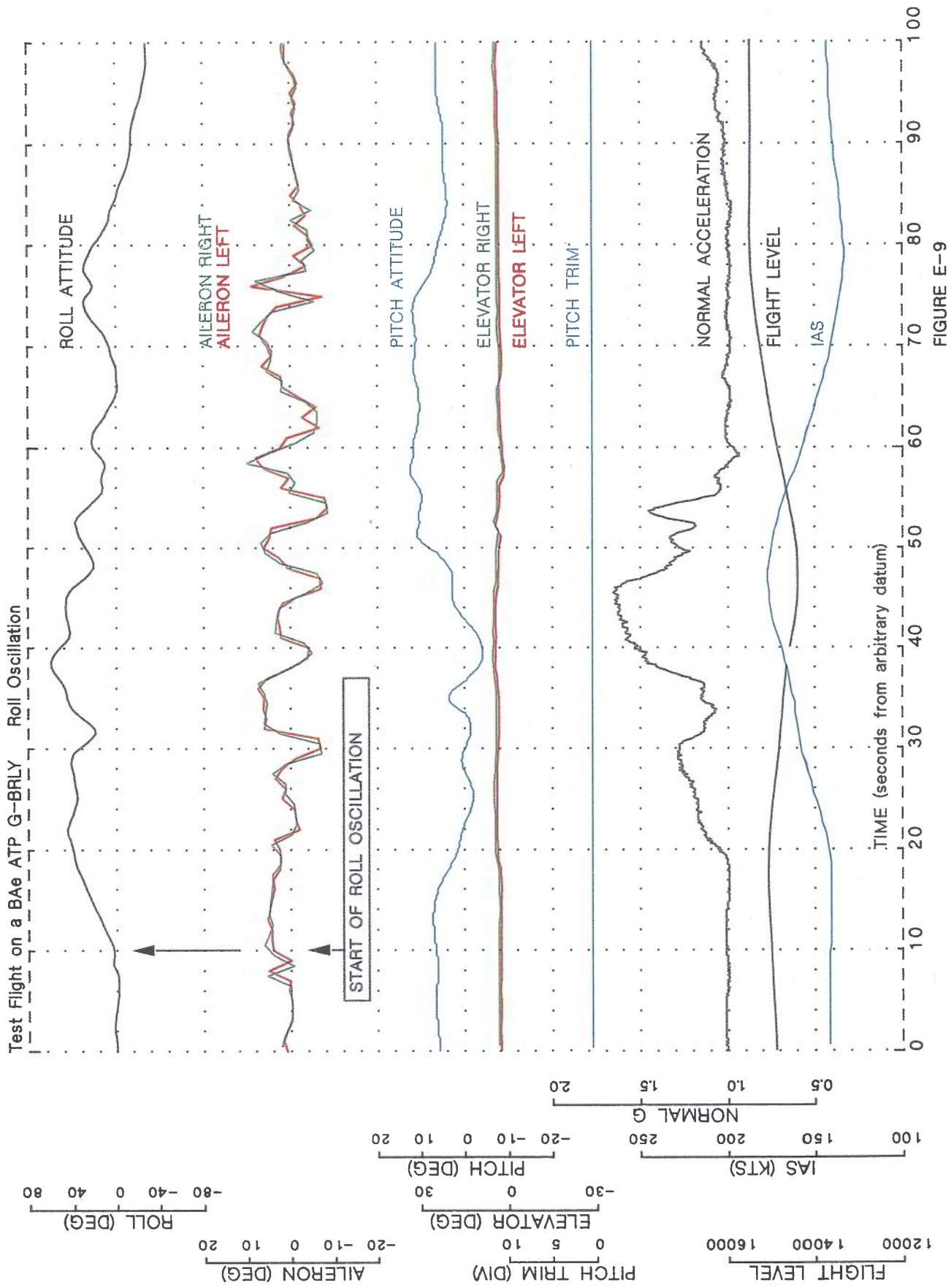


FIGURE E-9

Test Flight on a BAe ATP G-BRLY STALL

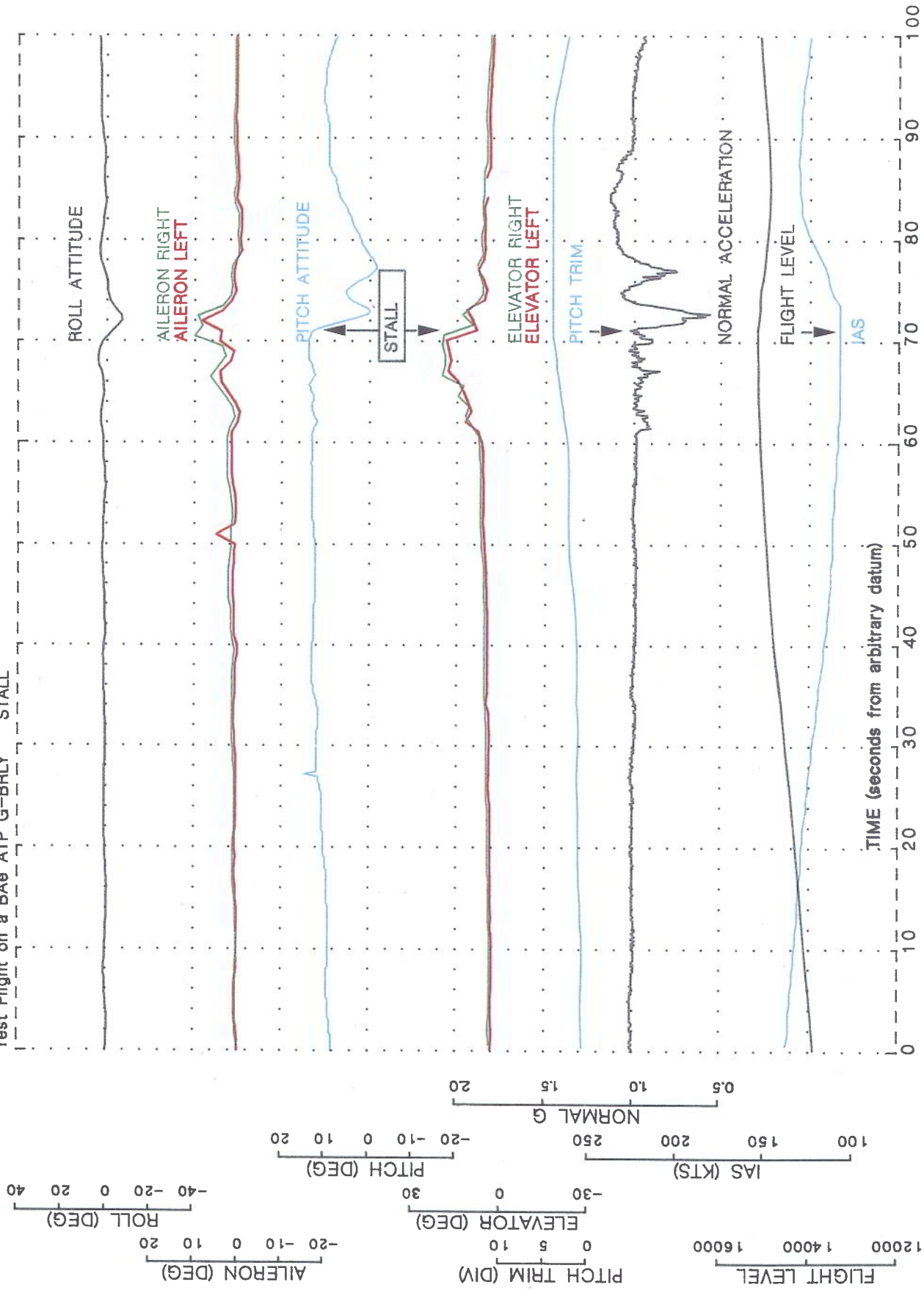
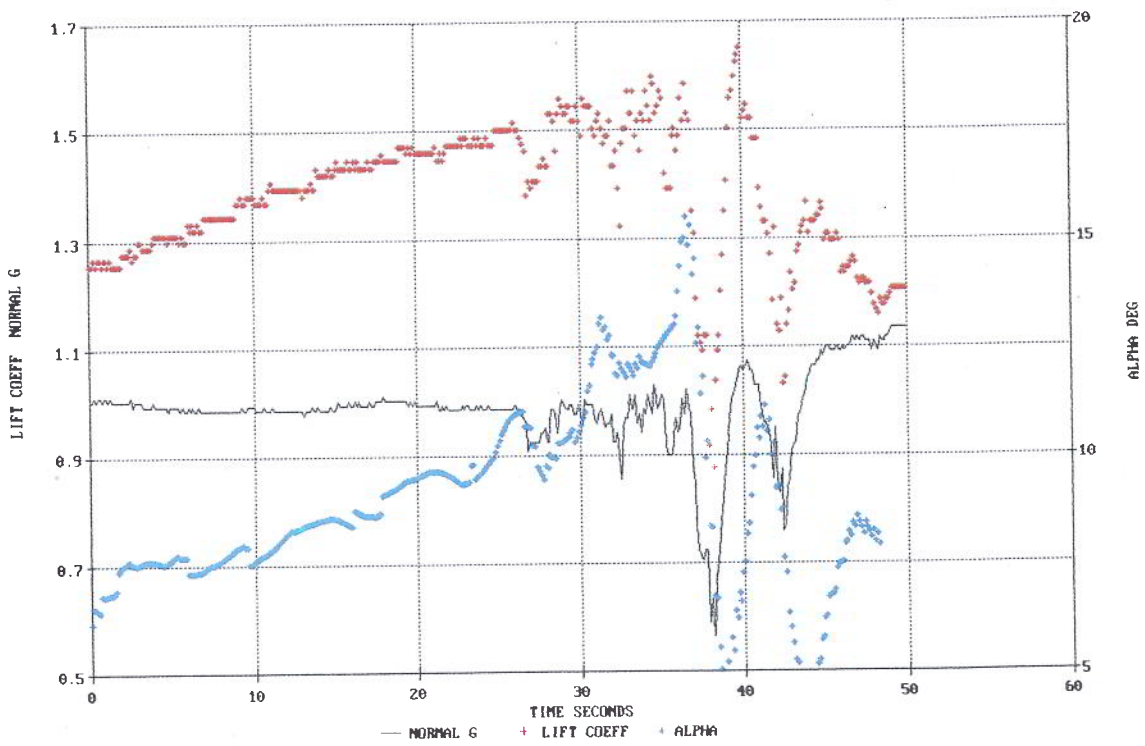
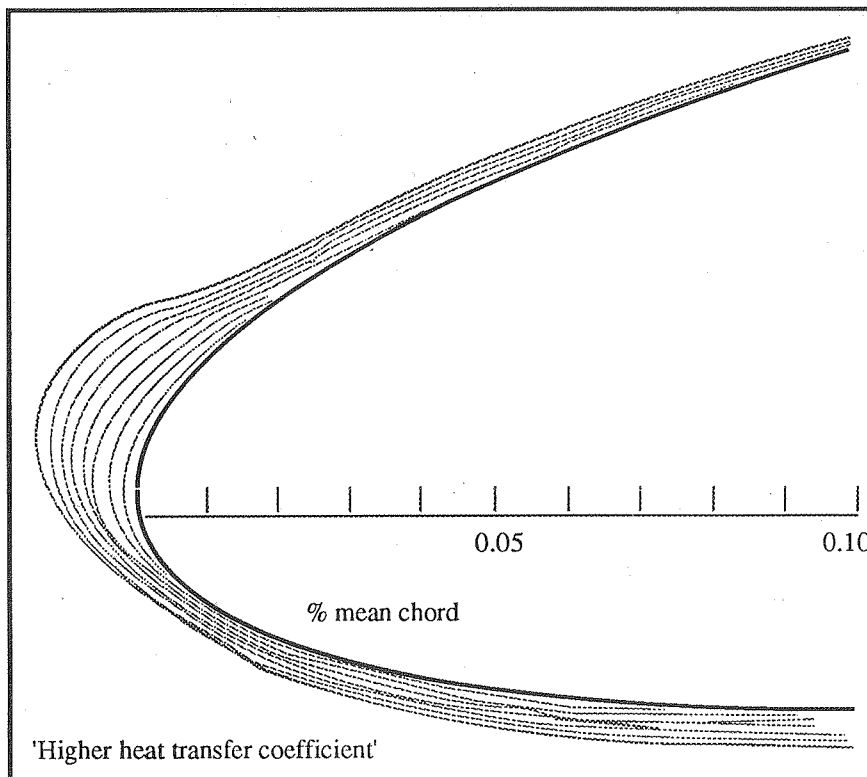
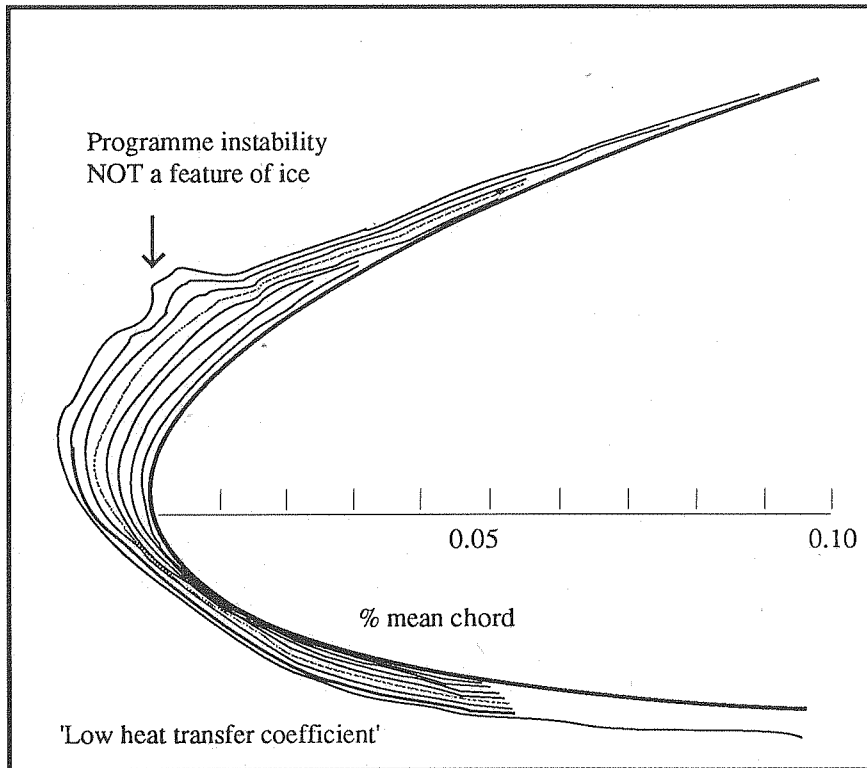


FIGURE E-10



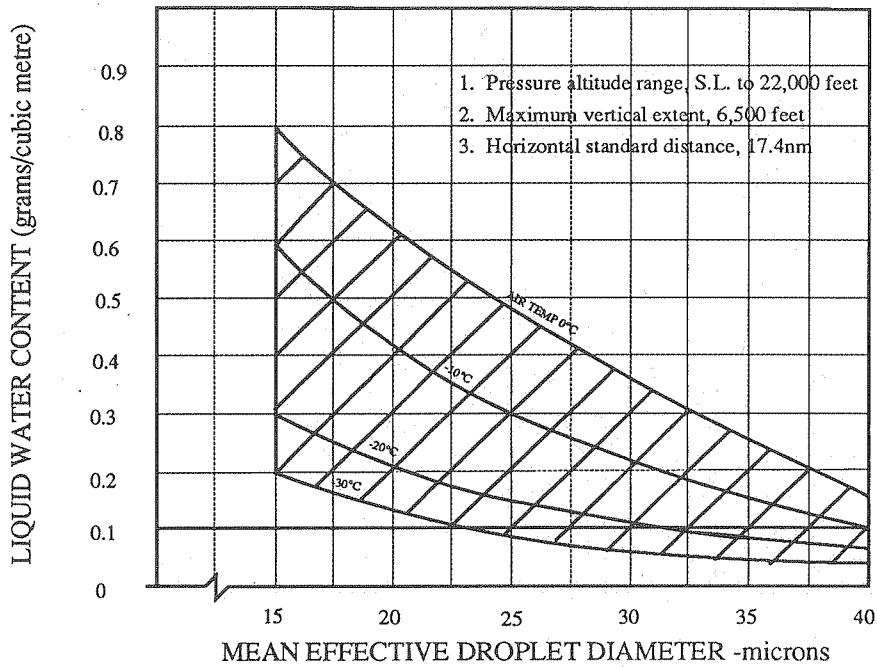
G-BRLY TEST FLIGHT ALPHA AND LIFT COEFFICIENT  
 FIGURE E-11



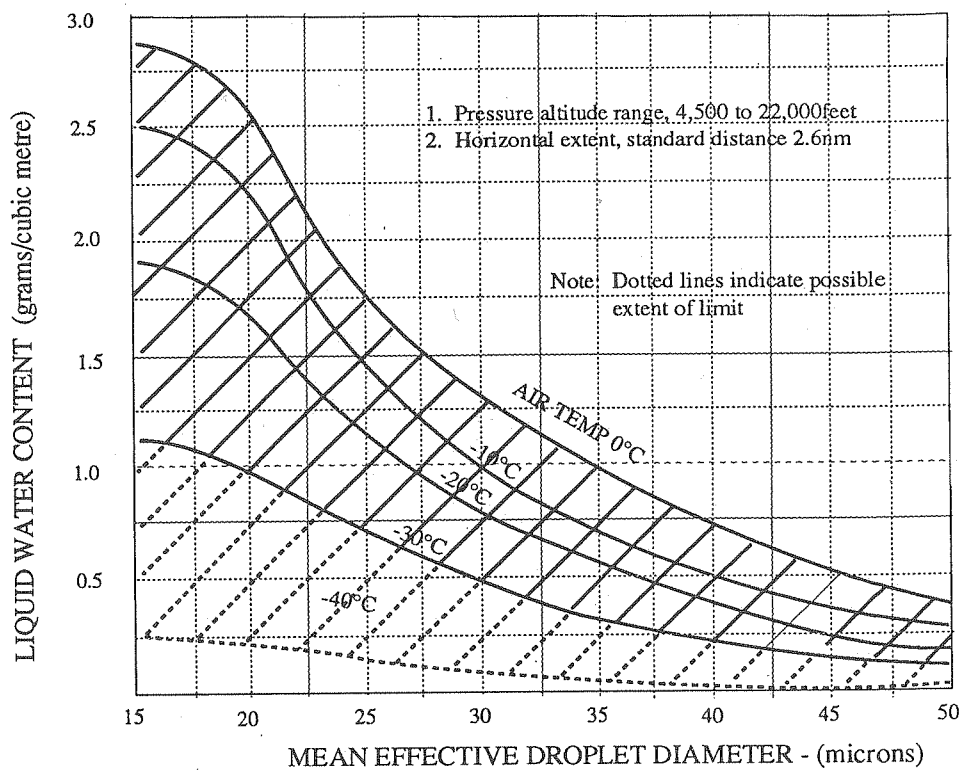


DRA Farnborough computer prediction of ice accretion  
on incident ATP wingtip section at 2 minute intervals  
(-5°/250 microns droplet size/0.3 grams per cubic metre LCW)

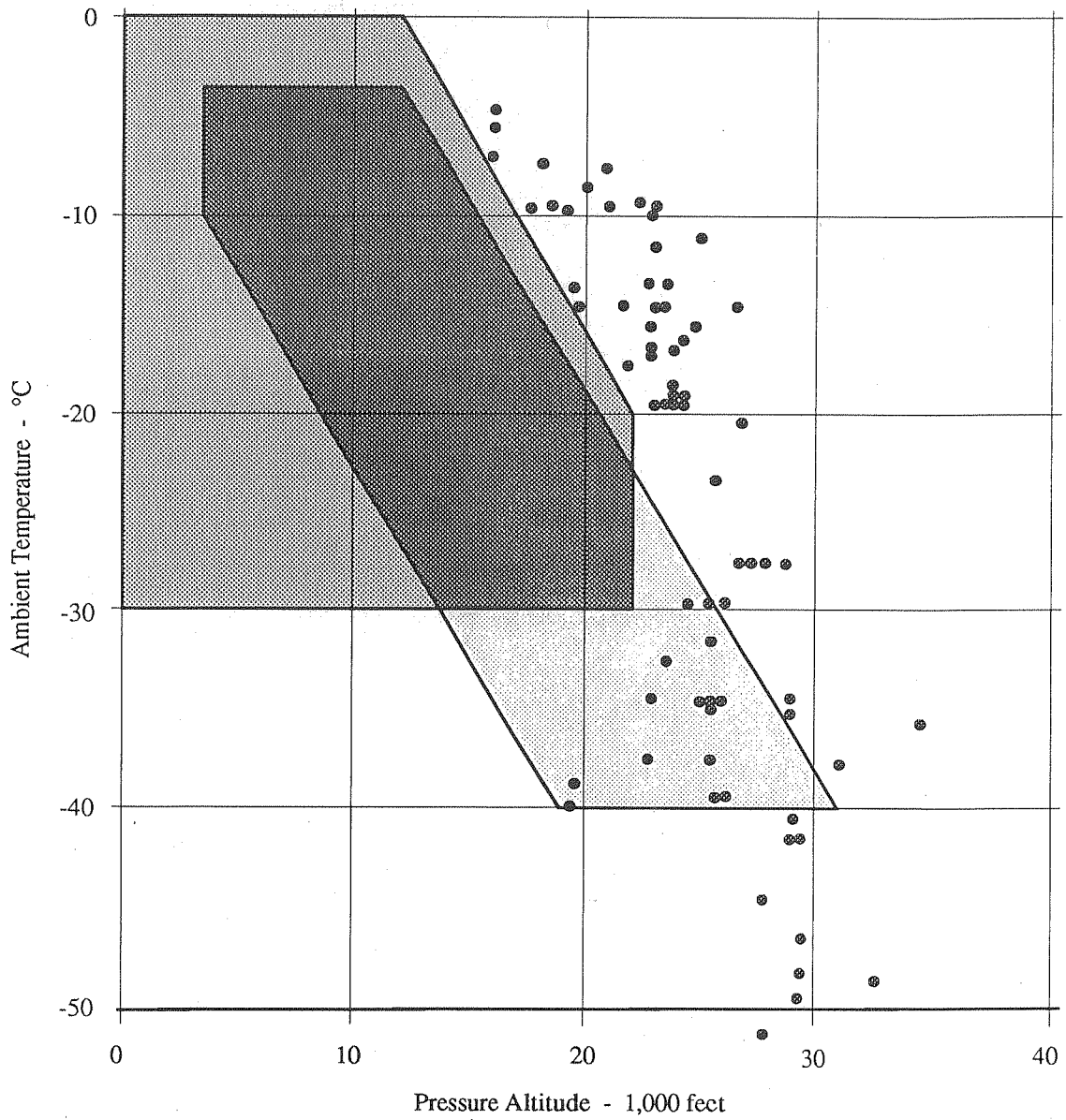
Extract from JARs Annex C



**Figure G-1:**  
 Continuous maximum (Stratiform clouds)  
 Atmospheric icing conditions  
 Liquid water content Vs Mean effective drop diameter



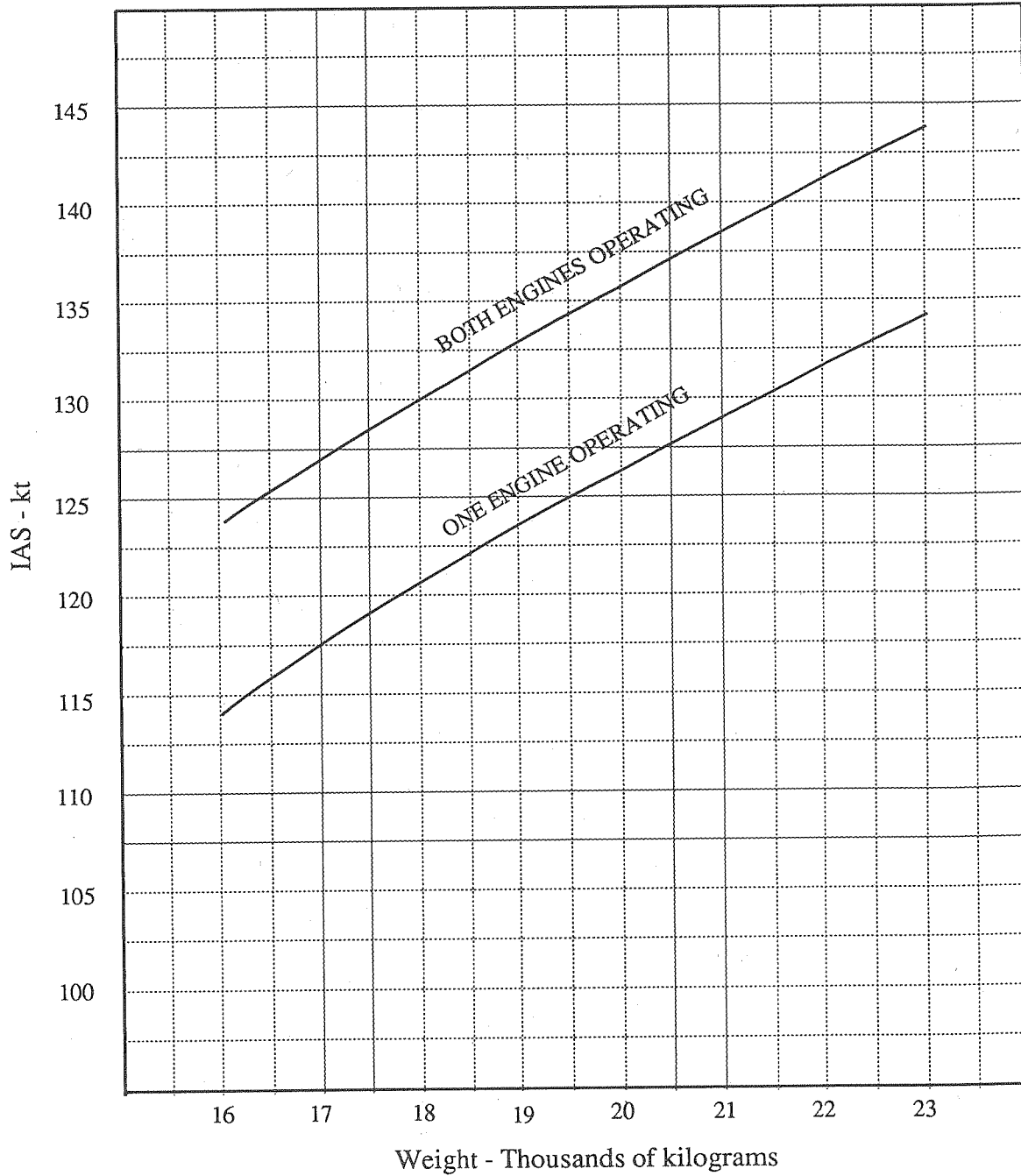
**Figure G-2:**  
 Intermittent maximum (Cumuliform clouds)  
 Atmospheric icing conditions  
 Liquid water content Vs Mean effective drop diameter



JAR Appendix C - Atmospheric Icing Conditions  
Ambient Temperature vs Pressure Altitude

Figure G-3:





Manufacturer's Minimum En Route Climbing Speeds