

If this message is not correctly displayed please [click here](#).



SI 2025-01

Winter operations - Kodiak

Dear Kodiak owners, operators and Network members,

As seasonal weather conditions change across our global operations, it's important that pilots review the appropriate procedures to ensure continued safety and reliability.

With winter approaching in the regions where many owners/operators are located, this is an opportune time to review cold-weather operations for Kodiak aircraft.

The FAA approved Airplane Flight Manual is the go-to resource for Kodiak operations, with detailed information that includes the following sections:

- Section 2 - Limitations
- Section 3 - Inadvertent Flight into Icing Conditions
- Section 4.4. - Preflight Inspections
- Section 4.5 - Cold Weather Operations
- Section 7.21 - Icing Equipment
- Section 8.5 - Servicing

- Section 9 - Supplements (TKS Ice Protection System)

Adhere to the “Clean Aircraft” concept, and make sure no frost, ice or snow is adhering to the aircraft prior to takeoff. Several general aviation accidents have occurred where the pilot-in-command broomed off a layer of snow but did not remove the thin layer of ice underneath. The best way to verify that the aircraft’s surfaces are clean is by touch (wearing hand protection when required), checking for a change in friction. The difference in friction may be subtle, but can be detected quite easily with practice.

For Kodiaks equipped with the optional TKS Ice Protection System, sufficient TKS fluid reservoir levels should be verified. In addition, the system should be operationally checked prior to flight to verify evidence of Ice Protection Fluid along the length of all panels.

NOTE: Ground deicing fluid is not currently authorized for use on Kodiak aircraft.



A typical list of surfaces that must be free of contaminants (including frost, ice and snow) for proper aircraft operation includes:

- Wing leading edges, upper and lower surfaces;
- High-lift devices such as leading edge and flaps;
- All control surfaces;
- Propellers;
- Engine inlets, particle separators, and screens;
- Fuselage;

- Cooling air intakes, inlets, and exhausts;
- Landing gear;
- Vertical and horizontal stabilizing devices, leading edges, upper and lower surfaces, side panels;
- Windshields and other windows necessary for visibility;
- Antennas; and
- Exposed air data sensors/probes, such as angle of attack vanes, pitot-static pressure probes and static ports.

Source: NASA (<https://aircrafticing.grc.nasa.gov>).

Daher Aircraft's Care team is available to answer any questions and provide additional information. email: Care@daher.com, or call 1-208-263-1111.



www.tbm.aero



www.kodiak.aero



#FLYTBM #FLYKODIAK

*If this message is not correctly displayed please [click here](#).
[Click here to Unsubscribe](#)*