

FEDERAL EXPRESS

AIRCRAFT DE/ANTI ICING

GENERAL PRETEST

**THIS PRETEST IS FOR THE USE OF MAINTENANCE
TECH TRAINING TO DETERMINE AN INDIVIDUALS
KNOWLEDGE PRIOR TO THE INITIAL DEICE TRAINING
CLASS. THIS IS NOT A PASS OR FAIL TEST.
CAREFULLY, READ THE QUESTION AND SELECT THE
MOST CORRECT RESPONSE**

1. When deicing ,remove accumulations of snow and ice, by _____
 - A. Applying de/anti-icing fluid to the highest point using a sweeping motion.
 - B. Allowing a time interval of several seconds to allow sufficient time for the heated solution to melt and loosen the ice.
 - C. Judging the effectiveness of your techniques to suit the weather conditions.
 - D. All of the above

2. When spraying Type II or Type IV the nozzle must be fully opened to prevent shearing of the fluid.
 - A. True
 - B. False

3. What information should be given to the flight crew after the de/anti ice operation is complete?
 - A. Type of fluid used for the final de/anti-icing application.
 - B. Time of beginning the final de/anti-icing application.
 - C. Employee number of the deicer or the qualified person performing the final check.
 - D. All of the above.

4. Which manual should be used as a reference for questions regarding de/anti ice procedures?
 - A. The Federal Express Winter Operations Manual.
 - B. The AOD Ground Servicing and Handling Manual.
 - C. General Maintenance Manual.
 - D. Aircraft Ramp Operations Manual.

5. If the flight crew leaves the flaps in the down position, this indicates _____.
- A. Normal procedure.
 - B. They landed in freezing slush.
 - C. The track/flap actuator areas may need to be de/anti-iced.
 - D. Both B and C.
6. Who has the final authority for acceptance of the aircraft prior to departure?
- A. The captain
 - B. The ramp manager
 - C. Aircraft maintenance
 - D. The ramp agent
7. Type I de-ice fluid must have a freeze protection level of _____ before it may be considered safe to apply.
- A. 32° F or lower
 - B. 15° F below outside ambient temperature
 - C. 18° F below outside ambient temperature
 - D. -20° F
8. Type I is best for de-icing, type II or IV fluids are best suited for _____.
- A. Anti-icing and holdover time.
 - B. Anti-icing but has poor holdover time.
 - C. Good holdover time but has poor anti-ice qualities.
 - D. De-icing the cockpit windows.

9. **Checking the calibration of the MISCO Glycol Tester is done by using pure water and ensuring a scale reading of +32°F.**
- A. True
 - B. False
10. **Type II and Type IV anti-ice fluids have been approved on all FedEx aircraft including the Fokker F-27 and the Cessna C-208.**
- A. True
 - B. False
11. **Deicing can be made easier during extended layovers by _____.**
- A. Removing accumulations as early as possible.
 - B. Performing several snow removal operations.
 - C. Pointing the tail of the aircraft toward the wind
 - D. Both A and B.
12. **You should never spray 100% anti-ice fluid _____.**
- A. On stabilizers
 - B. Forward of the main cargo door
 - C. On leading edge devices
 - D. On any control surface
13. **A safety harness must be worn at all times by the person performing deicing operations from the basket position on the deicing unit.**
- A. True
 - B. False

14. When using the non-fluid method for removing ice or snow, _____.

- A. Do not stand on the wing or stabilizer.
- B. Begin the deicing procedure by removing accumulations from the tail section.
- C. Do not use hard or sharp tools to scrape or chip ice from the aircraft.
- D. All of the above.

15. What fluids are used for Two step de/anti icing?

- A. Only cold anti-icing fluid.
- B. Cold anti-icing fluid followed by cold Type I (both at 100%)
- C. Hot Type I followed with 100% Type II or Type IV.
- D. None of the above.