

**NOTE–**

Severe icing is aircraft dependent, as are the other categories of icing intensity. Severe icing may occur at any ice accumulation rate when the icing rate or ice accumulations exceed the tolerance of the aircraft.

**EXAMPLE–**

Pilot report: give aircraft identification, location, time (UTC), intensity of type, altitude/FL, aircraft type, indicated air speed (IAS), and outside air temperature (OAT).

**NOTE–**

1. Rime ice. Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets.
2. Clear ice. A glossy, clear, or translucent ice formed by the relatively slow freezing of large supercooled water droplets.
3. The OAT should be requested by the FSS or ATC if not included in the PIREP.

**7–1–20. Definitions of Inflight Icing Terms**

See TBL 7–1–9, Icing Types, and TBL 7–1–10, Icing Conditions.

*TBL 7–1–9*  
**Icing Types**

<b>Clear Ice</b>	See Glaze Ice.
<b>Glaze Ice</b>	Ice, sometimes clear and smooth, but usually containing some air pockets, which results in a lumpy translucent appearance. Glaze ice results from supercooled drops/droplets striking a surface but not freezing rapidly on contact. Glaze ice is denser, harder, and sometimes more transparent than rime ice. Factors, which favor glaze formation, are those that favor slow dissipation of the heat of fusion (i.e., slight supercooling and rapid accretion). With larger accretions, the ice shape typically includes “horns” protruding from unprotected leading edge surfaces. It is the ice shape, rather than the clarity or color of the ice, which is most likely to be accurately assessed from the cockpit. The terms “clear” and “glaze” have been used for essentially the same type of ice accretion, although some reserve “clear” for thinner accretions which lack horns and conform to the airfoil.
<b>Intercycle Ice</b>	Ice which accumulates on a protected surface between actuation cycles of a deicing system.
<b>Known or Observed or Detected Ice Accretion</b>	Actual ice observed visually to be on the aircraft by the flight crew or identified by on-board sensors.
<b>Mixed Ice</b>	Simultaneous appearance or a combination of rime and glaze ice characteristics. Since the clarity, color, and shape of the ice will be a mixture of rime and glaze characteristics, accurate identification of mixed ice from the cockpit may be difficult.
<b>Residual Ice</b>	Ice which remains on a protected surface immediately after the actuation of a deicing system.
<b>Rime Ice</b>	A rough, milky, opaque ice formed by the rapid freezing of supercooled drops/droplets after they strike the aircraft. The rapid freezing results in air being trapped, giving the ice its opaque appearance and making it porous and brittle. Rime ice typically accretes along the stagnation line of an airfoil and is more regular in shape and conformal to the airfoil than glaze ice. It is the ice shape, rather than the clarity or color of the ice, which is most likely to be accurately assessed from the cockpit.
<b>Runback Ice</b>	Ice which forms from the freezing or refreezing of water leaving protected surfaces and running back to unprotected surfaces.

**Note–**

Ice types are difficult for the pilot to discern and have uncertain effects on an airplane in flight. Ice type definitions will be included in the AIM for use in the “Remarks” section of the PIREP and for use in forecasting.