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The 787 utilizes an electro-thermal ice protection scheme, in which several heating blankets are bonded to the interior of the protected slat leading edges. The heating blankets may then be energized simultaneously for anti-icing protection or sequentially for deicing protection to heat the wing leading edge.

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Power consumption for this service is 45 to 75 kW. Anti-icing capability requires a power supply of 150 to 200 kW on an aircraft the size of a 787. "We're trying to keep power consumption to a minimum on the Dreamliner," says Bamford. "We only need enough power to break the adhesion of ice to the structure to shed ice from the wing."

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