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The air is then sent through a water separator, where the air is forced to spiral along its length and centrifugal forces cause the moisture to be flung through a sieve and toward the outer walls where it is channeled toward a drain and sent overboard. Then, the air usually will pass through a water separator coalescer or the sock. The sock retains the dirt and oil from the engine bleed air to keep the cabin air cleaner. This water removal process prevents ice from forming and clogging the system, and keeps the cockpit and cabin from fogging on ground operation and low altitudes.

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please note

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