# Guide to Aircraft Ground Deicing

Issue 21.1 – November 2024

Jacques Leroux, Ph.D.

#### Dear Reader,

Please:

- tell me when you find errors or omissions
- make suggestions for new documents to be indexed
- let me know what you like or don't like about the *Guide*
- send me questions; they may become new topics for the Q&A section
- tell other people about the *Guide;* they may, hopefully, find it useful

You can reach me at jleroux8@outlook.com.

Enjoy the *Guide*.

Jacques Leroux

#### CAUTION

The *Guide to Aircraft Ground Deicing* is provided for information purposes only and is made available to you on an as-is basis.

The Guide to Aircraft Ground Deicing:

- is <u>not</u> a normative document
- does not replace documents from regulators
- does not replace SAE Standards
- does not replace aircraft manufacturer documentation
- does not replace engine manufacturer documentation
- does not replace fluid manufacturer documentation
- always rely on the original documentation.

Jacques Leroux is Chair of the SAE G-12 Steering Group on Aircraft Ground Deicing, Cochair of the SAE G-12 Aircraft Deicing Fluid Committee, and Chair of the SAE/ICAO/IATA Council for the Global Aircraft Deicing Standards. He holds a Ph.D. in chemistry from McGill University and is a member of the Quebec Order of Chemists.

Other documents by Jacques Leroux: Aircraft Deicing Glossary Compendium of Aircraft Deicing Research

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# Guide to Aircraft Ground Deicing

#### Issue 21.1 – November 2024

#### Abstract

This *Guide*<sup>1</sup> provides an introduction to aircraft ground deicing, a brief description of the standards published by the SAE G-12 Aircraft Ground Deicing Committee and other SAE Committees, guidance issued by regulators, the FAA, Transport Canada, EASA, and ICAO, documents issued by the Transportation Safety Board of Canada and Boeing, an index for each document, a list of SAE G-12 contacts, a list of abbreviations, a list of current and past fluid manufacturers, charts of the documents, questions and answers, and a comprehensive general index.

#### **Table of Contents**

Changes in Issues 21 and 21.1	15
List of Indexed Documents	17
Acknowledgments	21
Abbreviations and Acronyms	23
Aircraft Deicing Fluid Manufacturers	31
SAE G-12 Contact List	33
Committees and Working Groups	33
Document Sponsors	33
Communication with SAE Chairs and Sponsors	35
Introduction to Ground Deicing	37
PART ONE: THE AIRCRAFT DEICING DOCUMENTS	45
Documents Issued by SAE	45
Documents Issued by the SAE G-12 Aircraft Deicing Fluids Committee	45
AIR5704A Field Viscosity Test for Thickened Aircraft Anti-Icing Fluids	45
AIR6232 Aircraft Surface Coating Interaction with Aircraft Deicing/Anti-Icing Fluids	45
AMS1424S Fluid, Aircraft Deicing/Anti-Icing, SAE Type I	48
AMS1424/1A Deicing/Anti-Icing Fluid, Aircraft SAE Type I Glycol (Conventional Nonconventional) Based	and 55
AMS1424/2A Deicing/Anti-Icing Fluid, Aircraft SAE Type I Non-Glycol Based	55

<sup>&</sup>lt;sup>1</sup> Get updates of this *Guide* by emailing a request at <u>jleroux8@outlook.com</u>.

AMS1428L Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Types II, III, and IV
AMS1428/1A Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Type II, III, and IV Glycol (Conventional and Nonconventional) Based
AMS1428/2A Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Type II, III, and IV Non-Glycol Based
ARP6852E Methods and Processes for Evaluation of Aerodynamic Effects of SAE-Qualified Aircraft Ground Deicing/Anti-Icing Fluids
AS5900E Standard Test Method for Aerodynamic Acceptance of AMS1424 and AMS1428 Aircraft Deicing/Anti-Icing Fluids
AS5901D Water Spray and High Humidity Endurance Test Methods for SAE AMS1424 and SAE AMS1428 Aircraft Deicing/Anti-Icing Fluids
AS9968A Laboratory Viscosity Measurement of Thickened Aircraft Deicing/Anti-Icing Fluids with a Viscometer
Documents Issued by the SAE G-12 Holdover Time Committee
ARP5718B Qualifications Required for SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluids
ARP5945A Endurance Time Tests for SAE Type I Aircraft Deicing/Anti-Icing Fluids 83
ARP6207 Qualifications Required for SAE Type I Aircraft Deicing/Anti-Icing Fluids 85
AS5681C Minimum Operational Performance Specification for Remote On-Ground Ice Detection Systems
Documents Issued by the SAE G-12 Methods Committee
ARP6257B Aircraft Ground De/Anti-icing Communication Phraseology for Flightcrew and Groundcrew
AS5537A Weather Support to Deicing Decision Making (WSDDM) Winter Weather Nowcasting System
AS6285E Aircraft Ground Deicing/Anti-Icing Processes
Documents Issued by the SAE G-12 Deicing Facilities Committee
ARP4902C Design of Aircraft Deicing Facilities
ARP5660B Deicing Facility Operational Procedures115
AS5635A Message Boards (MBs) 117
Documents Issued by the SAE G-12 Equipment Committee
AIR6284 Forced Air or Forced Air/Fluid Equipment for Removal of Frozen Contaminants
ARP1971D Aircraft Deicing Vehicle - Self-Propelled
Documents Issued by the SAE G-12 Training and Quality Control Committee 123
AS6286D Aircraft Ground Deicing/Anti-Icing Training and Qualification Program 123

#### Table of Contents

AS6332A Aircraft Ground Deicing/Anti-Icing Quality Management
ARP8831 Aircraft Ground Deicing/Anti-Icing Quality Auditing Checklist (21 October 2024)
Documents Issued by Regulators
Documents Issued by the Federal Aviation Administration
FAA, Holdover Time Guidelines, Winter 2024-2025, original issue
FAA, Ground Deicing Program, General Information, issue 2
FAA, Notice N 8900.50, "Industry Produced Standardized International Aircraft Ground Deicing Program, Winter 2008-2009"
FAA, Notice N 8900.708, "FAA–Approved Deicing Program Updates, Winter 2024–2025"
FAA, Degree-Specific Holdover Time Data, Winter 2024-2025, revision 1.0 166
FAA, Holdover Time Regression Guidelines Information, Winter 2024-2025, original issue
FAA, Advisory Circular AC 120-60B, "Ground Deicing and Anti-icing Program"
FAA, Advisory Circular AC 120-112, "Use of Liquid Water Equivalent System to Determine Holdover Times or Check Times of Anti-icing Fluids"
FAA, Advisory Circular AC 150/5300-14D, "Design of Aircraft Deicing Facilities" 171
FAA, Policy Statement: Type Certification Policy for Approval of Use of Type II, III, and IV Deicing/Anti-Icing Fluids on Airplanes Certificated Under 14 CFR Parts 23 and 25, Policy No: PS-ACE-23-05, PS-ANM-25-10
FAA, Safety Alert for Operators SAFO 01001, "Possible effects of Thickened Anti-icing Fluids on Takeoff Rotation for Airplanes with Unpowered Elevator Controls" 177
Documents Issued by Transport Canada 177
Transport Canada, Holdover Time Guidelines, Winter 2024-2025, original issue 177
Transport Canada, Advisory Circular AC 700-061, "Degree-Specific Holdover Times", issue 01
Transport Canada, Degree-Specific Holdover Times Winter 2024-2025, revision 1.0 issue
Transport Canada, Guidelines for Aircraft Ground Icing Operations, TP 14052E, issue 9187
Transport Canada, Holdover Time (HOT) Guidelines Regression Information Winter 2024-2025
Transport Canada, Civil Aviation Safety Alert CASA 2017-09, "Use of Holdover Timetables (sic) and Holdover Time Determination Systems in Heavy Snow Conditions, issue 2 (17 February 2023)
Transport Canada, Civil Aviation Safety Alert CASA 2019-09, "Use of SAE Type I Fluids as an Anti-icing Fluid", issue 1

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Transport Canada, Civil Aviation Safety Alert CASA 2023-01, "Type IV Aircraft Deicing/Anti-Icing Fluid Dow Chemical UCAR ENDURANCE EG106 Not Within Specification, issue 2
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Transport Canada, Standard 622.11, "Ground Icing Operations", Canadian Aviation Regulations
Transport Canada, Standard 622.11 Appendix A, "Minimum Assurance Requirement and Performance Specifications for Holdover Time Determination Systems (HOTDS)", Canadian Aviation Regulations
Barry B. Myers, Aircraft Anti-Icing Fluid Endurance, Holdover, and Failure Times Under Winter Precipitations Conditions, Transport Canada, TP 13832E
Transport Canada, Working Note No. 38, "Guidelines for Aeroplane Testing Following Deicing/Anti-Icing Fluid Application" initial issue
Transport Canada, Commercial and Business Aviation Inspection and Audit (Checklists) Manual, 1 <sup>st</sup> ed, TP 13750E
Documents Issued by EASA
EASA, EU Regulation 965/2012 and EASA Decision 2014/015/R: rule point CAT.OP.MPA.250 "Ice and other contaminants – ground procedures" and Guidance Material GM 1 to 3 to CAT.OP.MPA.250, as last amended
GM1 CAT.OP.MPA.250, "Ice and other contaminants – ground procedures: terminology" 222
GM2 CAT.OP.MPA.250, "Ice and other contaminants – ground procedures: de-icing/anti-icing – procedures"
GM3 CAT.OP.MPA.250, "Ice and other contaminants – ground procedures: de-icing/anti-icing background information"
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EASA, Safety Information Bulletin 2014-08R1, "Cold Soaked Fuel Frost Dispatch" 229
EASA, Safety Information Bulletin 2015-27, "Potential Adverse Effect of Alkali Organic Salt-based Aircraft De-Icing Fluids on Anti-Icing Holdover Protection and Potential Aircraft Corrosion"
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Transportation Safety Board of Canada, Air Transportation Safety Investigation Report A17C0146
De/Anti-Icing International Vendor Audit Checklist (DEVA Checklist) October 2012 243
Joel Hille, "Deicing and Anti-icing Fluid Residues", (2007) Q1 Boeing Aero Magazine article 3
Haruiko Oda et al, "Safe Winter Operations", (2010) Q4 Boeing Aero Magazine article 2
PART TWO: THE RUNWAY DEICING DOCUMENTS
Documents Issued by the SAE G-12 Runway Deicing Products Committee
AIR6130B Cadmium Plate Cyclic Corrosion Test
AMS1431F Solid Runway Deicing/Anti-Icing Product
AMS1435E Liquid Runway Deicing Product
AS6170 Ice Melting Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products
AS6172 Ice Undercutting Test Method for AMS1431 and AMS1435 Runways Deicing/Anti- Icing Products
AS6211 Ice Penetration Test Method for AMS1431 and AMS1435 Runways Deicing/Anti- Icing Products
Documents Issued by the SAE A-5A Wheels, Brakes and Skid Control Committee
AIR5490A Carbon Brake Contamination and Oxidation
AIR5567A Test Method for Catalytic Brake Oxidation
Documents Issued by SAE AE-8A Elec Wiring and Fiber Optic Interconnect Systems Installation
AIR7988 Impact of Alkali Metal-Based Runway De-icing Fluids on Aircraft Electrical Systems
Documents Issued by SAE G-15 Airport Snow and Ice Control
AMS1448B Sand, Airport Snow and Ice Control
Documents Issued by the FAA

FAA, Advisory Circular AC 150/5200-28G, "Notice to Air Missions (NOTAMs) for Air Operators
FAA, Advisory Circular AC 150/5200-30D, "Airport Field Condition Assessments and Winter Operations Safety"
FAA, Part 139 CertAlert no. 22-08, "Deicing/Anti-Icing Product Awareness"
FAA, Special Airworthiness Information Bulletin SAIB NM-08-27R1, "Landing Gear: Catalytic Oxidation of Aircraft Carbon Brakes Due to Runway De-icing (RDI) Fluids" 267
Documents Issued by Transport Canada
Transport Canada, Service Difficulty Advisory AV-2009-03, "Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icing (RDI) Fluids"
Documents Issued by EASA
EASA, Safety Information Bulletin SIB No. 2018-01, "Information on Materials Used for Runway and Taxiway De/Anti-icing"
EASA, Safety Information Bulletin SIB No. 2008-19R2, "Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icers"
Documents Issued by Boeing
QUESTIONS AND ANSWERS
Holdover Time and Allowance Time
1. What are the differences between the FAA and Transport Canada <i>Holdover Time Guidelines</i> ?
2. Is a generic holdover time the same as a generic holdover time table?
3. How many generic holdover time guidelines are there?
4. Is there a generic Type III holdover time guideline?
5. How many Type I fluid holdover time guidelines are there?
6. Why are Type I holdover time guidelines not labeled "generic"?
7. What is the meaning of <i>adjusted</i> in "adjusted holdover time" and "adjusted allowance time"?
8. Are "fluid application tables" the same as a "guidelines for the application of Type I/II/III/IV fluids"?
9. Where can I find the scientific reports that substantiate the allowance time and holdover time guidelines?
10. What does it mean when there is more than one METAR code reported?
11. When two METAR codes are reported simultaneously, is the order of the codes important?
12. When two METAR codes are reported, can there be an intensity qualifier?
SAE Standards
13. When does any SAE standard (AMS, AS, ARP, AIR) become effective? 277

#### Table of Contents

14 Ae	Does a manufacturer need to retest to all the technical requirements when a revised rospace Material Specification (AMS) is issued?
15 a j	Is it necessary to wait for the result of the storage stability test before offering for sale roduct according to an AMS specification?
16	Can a purchaser waive a requirement?
Fluid	Resides and Residual Fluids
17	Are residual fluid and fluid residue the same?
Lowe	t Operational Use Temperature and Highest Operational Use Concentration
18	What is the lowest aerodynamic acceptance temperature of a Type I fluid?
19 re	What are the highest operational use concentration and the highest operational use raction of a Type I fluid?
20	Where can the highest operational use refraction of a Type I fluid be found?
21 us	Where can the lowest operational use temperature (LOUT) at the highest operational concentration for a Type I be found?
22	Who determines if an aircraft is high speed, middle speed, or low speed?
23	Does the LOUT of a neat Type IV change with every batch?
Opera	ions
24 ap	Running out of Type IV after spraying the left-hand wing, may a different Type IV be blied to the right-hand wing?
25 to	Can various quantities of Type I fluid at different concentrations be blended together achieve a homogenous concentration?
26 co	Can the concentration of a Type I fluid be adjusted by adding water adding Type I fluid ncentrate?
Freezi	ng Point and Freezing Point Depression
27	What is freezing point?
28	Is freezing point the same as melting point?
29	Can a substance remain a liquid below its freezing point?
30	Can water be supercooled?
31	What is pour point?
32	What is freezing point depression?
33	What is a solution?
34	For deicing/anti-icing fluids, what is the solvent?
35	For deicing/anti-icing fluids, what is the solute?
36	What is an aqueous solution?
37 in	Do components, other than glycol, contribute to the freezing point depression of water deicing/anti-icing fluids?

38.	What is a colligative property?
39.	What is the freezing point of pure ethylene glycol?
40.	What is the freezing point of pure propylene glycol?
41. point	Is the freezing point of an aqueous solution related to the freezing point of the freezing depressant?
42.	What makes a freezing point depressant more effective than another one?
43.	How is freezing point measured?
Freezing	Point Buffer
44.	What is a freezing point buffer?
45.	What is a negative freezing point buffer condition?
46.	What is a negative freezing point buffer?
47.	What is the freezing point buffer when the fluid freezing point is at OAT?
48. anti-i	What is the minimum freezing point buffer for the application of Type I fluid as an acing fluid?
49. for a	What is the minimum freezing point buffer for the application of Type II/III/IV fluid nti-icing?
50.	What does the minimum freezing point buffer compensate for?
Refractio	on
51.	What is refraction?
52.	Is refractive index the same as index of refraction?
53.	What is a refractometer?
54.	Why is refraction of deicing/anti-icing fluids measured?
55.	What is a calibration?
56.	What is a calibration curve?
57. meas	Can the freezing point of a deicing/anti-icing fluid be obtained from a refraction surement?
58.	Does temperature affect refraction?
59.	At what temperature is refraction reported?
60.	What is a temperature compensated refractometer?
61. obtai	Can the freezing point of a mixture of ethylene glycol, propylene glycol and water be ned from a refraction measurement?
62.	Why does refraction seem to go up with time?
Viscosit	y
63.	What is viscosity (qualitative definition)?
64.	What is stress?
65.	What is shear stress?

66.	What is shear rate?
67.	What is viscosity (quantitative definition)?
68.	What is the unit of viscosity?
69.	What is a centipoise?
70.	What are synonyms for viscosity?
71.	What is a Newtonian fluid?
72.	What is a non-Newtonian fluid?
73.	What is a shear thinning fluid?
74.	What is a pseudoplastic fluid?
75.	What are thickened fluids?
76.	What makes Type II/III/IV fluids shear thinning?
77. applie	Do Type II/III/IV fluids recover their initial viscosity when the shear force is no longer d?
78.	What conditions are susceptible to degrade Type II/III/IV fluids?
79. fluid v	What conditions are susceptible to cause permanent shear degradation of Type II/III/IV viscosity?
80.	What happens during shear degradation?
81.	What types of pumps should be used with Type I fluids?
82.	What types of pumps should be used with Type II/III/IV fluids?
83.	Can Type IV fluid be filtered?
84. subjec	Will the viscosity of all Type IV fluids permanently degrade to the same extent when eted to a given high shear force?
85. requir	Is it possible to obtain from an independent organization a list of fluids fulfilling all the ements of AMS1424 or AMS1428?
86. qualifi	How many samples of different viscosities must a fluid manufacturer produce to get a ied Type II/III/IV product?
87.	How is the viscosity of the normal sample degraded?
88.	Does the lowest on-wing viscosity of a Type II/III/IV fluid change each year? 295
89. for its	Does a Type II/III/IV fluid manufacturer have the freedom to pick any viscosity range sales specification?
90.	What is the method to measure viscosity?
91.	Where can I find the method to measure viscosity for any fluid?
92.	Will the viscosity of a Type II/III/IV fluid change with every batch?
93.	What affects viscosity measurements?
94. manuf	May I use a spindle number other than the one recommended by the fluid facturer?

95. manu	If the viscosity of a Type II/III/IV fluid is below the low limit of the fluid facturer's sales specification, is the holdover time table for this fluid applicable? 296
96. holdo	If the viscosity of a Type II/III/IV fluid is below the lowest on-wing viscosity, is the over time table for this fluid applicable?
97.	If a viscometer is not available, may I use a refractometer as a substitute?
98. IV flu	Is the viscosity of a 75/25 Type IV fluid always lower than that of the undiluted Type uid?
Nomencl	ature
99.	Is a <i>neat</i> Type IV fluid the same as an <i>undiluted</i> Type IV fluid?
100.	What is a non-standard dilution of Type II/III/IV fluid?
101. holde	Do Type II/III/IV concentrations other than 100/0, 75/25, and 50/50 have published over times?
102.	What is miscible?
103.	What is Type I compatibility with Type II/III/IV fluids?
104. manu	How can I tell if Type I from manufacturer A is compatible with Type II/III/IV from facturer B?
105.	What is fluid commingling?
Specifica	tions and In-Use Limits
106.	What is a deicing/anti-icing fluid sales specification?
107.	What are the elements of a sales specification?
108. of an	Are the specification limits of a sales specification the same as those of the certificate alysis?
109.	What are deicing/anti-icing fluid in-service limits?
110.	Are in-use limits the same as in-service limits?
111.	What is a certificate of conformance?
112.	What is a certificate of analysis?
113.	Is a certificate of analysis the same as a certificate of conformance?
114.	What is a batch?
115.	What is a lot?
116.	What is shelf life?
117.	Who normally sets the shelf life for deicing/anti-icing fluids?
118. from	Is a four-year shelf life implied in the four-year removal criterion of obsolete fluids the FAA and Transport Canada list of fluids?
119.	What does on spec mean?
120.	What does off spec mean?

121 wit	Can a Type IV whose viscosity is below the lowest on-wing viscosity be blended a Type I and used with the Type I holdover time table?
Qualifi	cation
122	. What is the qualification expiry date?
123 qua	Can a fluid producer sell a Type I/II/III/IV fluid as a qualified fluid if made after the lification expiry date?
124 tim	Can a fluid be sprayed after its qualification expiry date and used with the holdover tables?
125	. Who publishes the qualification expiry date?
126 Gu	. How long is a fluid listed in the FAA and Transport Canada <i>Holdover Time delines</i> after its qualification expiry date?
127 con	. Would a fluid made during the four years after the qualification expiry date be sidered to be qualified?
128 fou	Can a fluid manufacturer sell a fluid after its qualification expiry date, during the -year period?
Sampli	ng
129	. What is a <i>sample</i> ?
130	. What is a <i>representative sample</i> ?
131	. What is a <i>retained sample</i> ?
132	. What is a <i>nozzle sample</i> ?
133	Is it easy to get a Type II/III/IV representative nozzle sample?
134	Is a Type II/III/IV fluid from a partially closed valve representative?
135	. How long should I retain samples of deicing/anti-icing fluids?
136	. What is a <i>sampling guideline</i> for deicing/anti-icing fluids?
137	. What is a sampling procedure?
138	. Why do I need a site-specific or equipment-specific sampling procedure? 304
139	. Do I need special equipment to sample a tank?
140	. What is a zone sampler?
141	Is sampling hazardous?
142	. What other procedures may I need to sample safely?
143 eac	. If I receive several drums or totes with the same lot number, do I need to sample a drum or tote?
144	. How should Type I/II/III/IV fluid samples be stored?
145	. What size should the sample be?
146	. How long should Type I/II/III/IV samples be kept?

147. tank tr	If I receive two bulk tank trucks with the same lot number, do I need to sample each uck?
148.	What is top loading?
149.	What is prior load?
150.	Can I remove insoluble particles from Type I by filtration?
151.	What is a likely source of insoluble particles in Type I fluid?
Recycling	
152.	Can glycol from spent Type I/II/III/IV fluid be recycled?
153. glycol	Can glycol be recycled from mixed streams of spent fluid containing both ethylene and propylene glycol?
154.	What is recycled Type I fluid?
155. a recyc	Does the manufacturer of the recycled Type I fluid need to advise purchasers that is cled Type I fluid?
156. recycle	Does the manufacturer of the recycled Type I fluid need to specify the origin of the ed glycol?
157.	How is glycol recycled at airports?
158.	How is the recycled Type I made from the recycled glycol?
159.	Does the site where the recycled Type I is produced need to be qualified? 307
Short Stor	ies – Lessons Learned
160.	Why does the Type I fluid smell like diesel?
161.	Why is the Type I pH too high?
162.	Why is the Type I Brix in the deicing unit too low?
163.	Why does the Type I Brix go down, from time to time, in the deicing truck? 309
164.	Why does Type IV not form a uniform layer on the wing?
165.	Why does the Type I not wet properly?
166.	Why does the Type I turn pink?
167.	Why is the Type I colorless in the sight tube?
Runway D	Deicing Products
168.	What is a brine?
169.	What is brining?
170.	What is a "liquified solid"?
Figure 1 Ai	rcraft Deicing Documents
Figure 2 Ru	inway Deicing Documents
GENERAL	. INDEX

## Changes in Issues 21 and 21.1

These revised documents replace the earlier published documents:

- FAA, *Degree-Specific Holdover Time Data, Winter 2024-2025*, revision 1 (3 October 2024)
- FAA, Ground Deicing Program, General Information, revision: original (6 August 2024)
- FAA, *Holdover Time Guidelines Regression Information, Winter 2024-2025*, original issue (6 August 2024)
- FAA, *Holdover Time Guidelines, Winter 2024-2025*, original issue (6 August 2024)
- FAA, Notice N 8900.708, "FAA–Approved Deicing Program, Winter 2024–2025" (2 August 2024)
- SAE AS5681C Minimum Operational Performance Specification for Remote On-Ground Ice Detection Systems (12 August 2024)
- SAE AS6286D Training and Qualification Program for Deicing/Anti-Icing of Aircraft on the Ground (2 July 2024)
- Transport Canada, *Degree-Specific Holdover Times, Winter 2024-2025*, revision 1 (3 October 2024)
- Transport Canada, Holdover Time (HOT) Guidelines Regression Information, Winter 2024-2025, original issue (6 August 2024
- Transport Canada, *Holdover Time (HOT) Guidelines, Winter 2024-2025*, original issue (6 August 2024)

This document was added:

• SAE ARP8831 Aircraft Ground Deicing/Anti-Icing Quality Auditing Checklist (21 October 2024)

This document was deleted:

• FAA, Ground Deicing Program, Summary of Changes to FAA Holdover Times (sic) Guidelines and Associated Documents of Winter 2023-2024, revision: original (2 August 2023). [The FAA now published a summary of changes to their Holdover Time Guidelines within the Holdover Time Guidelines.]

Several minor modifications were made throughout the Guide.

## **List of Indexed Documents**

- 1. Arriaga, Michael, "Effects of Alkali Metal Runway Deicers on Carbon Brakes" (2014) Q1:19 Boeing Aero Magazine.
- 2. De/Anti-Icing International Vendor Audit Checklist (DEVA Checklist) (October 2012)
- 3. EASA, EU Regulation 965/2012 and EASA Decision 2014/015/R: rule point CAT.OP.MPA.250 "Ice and other contaminants ground procedures" and Guidance Material GM 1 to 3 to CAT.OP.MPA.250, as last amended.
- EASA, Safety Information Notice SIB 2008-29, "Ground De- / Anti-icing of Aeroplanes; Intake / Fan-blade Icing and effects of fluid residues on flight controls – replacing EASA SIN No. 2006-09 issued 26 September 2006 (4 April 2008).
- 5. EASA, Safety Information Bulletin SIB 2008-19R2, "Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icers" (23 April 2013).
- 6. EASA, Safety Information Bulletin SIB 2010-28, "Possible effects of Thickened Anti-icing Fluids on Takeoff Rotation for Airplanes with Unpowered Elevator Controls (17 September 2010).
- 7. EASA, Safety Information Bulletin SIB 2011-22, "Ground and Airborne Icing" (28 July 2011).
- 8. EASA, Safety Information Bulletin SIB 2012-20, "Impact of thickened de/anti-icing fluids in aircraft performance" (20 November 2012).
- 9. EASA, Safety Information Bulletin SIB 2014-08R1, "Cold Soaked Fuel Frost Dispatch" (10 August 2016).
- EASA, Safety Information Bulletin SIB 2015-27, "Potential Adverse Effect of Alkali Organic Salt-based Aircraft De-Icing Fluids on Anti-Icing Holdover Protection and Potential Aircraft Corrosion" (16 December 2015).
- 11. EASA, Safety Information Bulletin SIB 2017-11, "Global De-icing Standards" (14 July 2017).
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- 13. EASA, Safety Information Bulletin SIB 2018-12, "Post de-icing/anti-icing checks" (27 July 2018).
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## Abbreviations and Acronyms

[H+]	hydrogen ion concentration in mole per liter
A4A	Airlines for America
A4E	Airlines for Europe
AAF	aircraft anti-icing fluid
AARTF	Transport Canada, Standards Branch, Commercial Flight Standards
AAT	aerodynamic acceptance test
AC	Advisory Circular (FAA and Transport Canada)
AC	alternating current
ACARS	aircraft communications addressing and reporting system
ACS	American Chemical Society
ADF	aircraft deicing fluid or aircraft deicing/anti-icing fluid
ADF/AAF	aircraft deicing/anti-icing fluid
AEA	Association of European Airlines
AFM	Aircraft Flight Manual
AFS	Flight Standard Service (FAA)
AGIP	approved ground icing program (Transport Canada)
AGL	above ground level
AIA	Aerospace Industries of America
AIP	Aeronautical Information Publication
AIR	Aerospace Information Report (SAE)
AIRMET	airman's meteorological information or aviation weather advisory
aka	also known as
ALP	airport layout plan
AMC	Acceptable Means of Compliance (EASA)
AMIL	Anti-icing Materials International Laboratory
AMM	Aircraft Maintenance Manual
AMS	Aerospace Material Specification (SAE)
AMS	American Meteorological society
AO	air operator (Transport Canada)
AO	antioxidant
AOA	angle-of-attack
AOC	air operator certificate (Transport Canada)
AOM	Aircraft Operating Manual or Aircraft Operations Manual
AOS	alkali organic salt
app	application (electronic)
APS	APS Aviation Inc.
APU	auxiliary power unit
AR	activity recording (FAA)
ARC	Advisory Rulemaking Committee (FAA)
ARP	Aerospace Recommended Practice (SAE)
AS	Aerospace Standard (SAE)
ASDE	airport surface detection equipment
ASI	aviation safety inspector (FAA)
ASOS	automated surface observing system
ASR	airport surveillance radar
AST	above ground storage tank
ASTM	American Society for Testing Materials
ATC TWR	air traffic control tower
ATC	air traffic control
ATCT	air traffic control tower
ATM	Air Traffic Management (ICAO)
ATOS	Air Transportation Oversight System (US)
ATR	Avions de transport régional

٨٣٢	air traffic sarvicas
AWOS	all traffic solvices
°Driv	Brix dogroes
	Dita deglees
BAe	Bruish Aerospace
BFU	Bundsstelle für Flugunfalluntersuchung <sup>2</sup>
BLDT	boundary layer displacement thickness
BOD	biochemical oxygen demand
°C	Celsius degrees
C DCT	custom data collection tool (FAA)
C of A	certificate of analysis
C of C	certificate of conformance
ca	circa (approximately)
CAA	Civil Aviation Authority
CAAC	Civil Aviation Administration of China
CAC	clean aircraft concept
CAP	comprehensive assessment plan (FAA)
CARs	Canadian Aviation Regulations
CASA	Civil Aviation Safety Alert (Transport Canada)
CASI	Civil Aviation Safety Inspector (Transport Canada)
CASS	Commercial Air Service Standard (Transport Canada)
CAT	comprehensive assessment plan (FAA)
CAT	Commercial Air Transport (EASA)
CAT.OP.MPA	Commercial Air Transport Operating Procedure Motor-Powered Aircraft (EASA)
CBA	Canadian Business Aviation
CBDS	computer based deicing simulator
CBT	computer-based training
CCME	Canadian Council of Ministers of the Environment
CD	coefficient of drag
CDF	centralized deicing facility
CEN	Comité européen de normalisation; European Committee for Standardization
CEPA	Canadian Environmental Protection Act
C <sub>f</sub>	coefficient of friction
CFD	computational fluid dynamics
CFR	Code of Federal Regulations (US)
CFS	Commercial Flight Standards (Transport Canada)
CG. cg	center of gravity
CH	certificate holder (FAA)
cl	2D lift coefficient
CL 3D	lift coefficient
clmax	2D maximum lift coefficient
Clmax	3D maximum lift coefficient
CML	consumable materials list (Airbus)
COD	chemical oxygen demand
COHSR	Canadian Occupational Health and Safety Regulations
COM	company operations manual (Transport Canada)
CRC	cvclic redundancy check
CRM	crew resource management
CSA	Canadian Standard Association
CSFF	cold-soaked fuel frost
CT	check time
CTDS	check time determination system
СТОТ	certain takeoff time
d-	<i>dextro</i> (rotatory): the opposite of <i>l</i> -
	······································

<sup>&</sup>lt;sup>2</sup> German Federal Bureau of Aircraft Accident Investigation.

## Abbreviations and Acronyms

DA	design assessment (FAA)
DAQCP	Deicing/Anti-Icing Quality Control Pool (IATA)
DC	direct current
DCT	data collection tool (FAA)
DDF	designated deicing facility
DEG	diethylene glycol
DEVA	de/anti-icing vendor audit
DGPS	differential global positioning system
DIS	deicing supervisor
	distance measuring equipment
DNL	discolved ovvgon
DO	distal chicat identifier
DUI	
DSHOT	degree-specific holdover time
DSHOTDA	degree-specific holdover time data administrator (Transport Canada)
EASA	European Aviation Safety Agency
ECD	estimated completion date
ECS	environmental control system
ED DCT	element design data collection tool (FAA)
EFB	electronic flight bag
e.g.	exempli gratia (for example)
EG	ethylene glycol
eHOT app	electronic holdover time application
eHOT	electronic holdover time
e-learning	electronic learning
EMB	electronic message board
ERP	emergency response plan
ET	endurance time
EU	European Union
EU-OPS	EASA Operations Regulations
EUROCAE	European Organization for Civil Aviation Equipment
EWIS	electrical wiring interconnection system
FA	flight attendant
FAA	Federal Aviation Administration United States Department of Transportation
FADS	forced air deicing systems
FAO	frequently asked questions
FAS	forced air system
FRO	fixed has operator
FDO	Flight Crow Operating Menuel
f	folio (and following)
	For the formation of the second secon
	Federal Meleorological Handbook No. 1, Surface weather Observations and Reports (U.S.)
FMS	Ingni management system
FMV55	Federal Motor Venicle Safety Standard
FO	first officer
FOD	foreign object damage or foreign object debris
FOM	Flight Operations Manual
fp	freezing point
FPD	freezing point depressant
FROIN	frost on indicator (Environment and Climate Change Canada)
FS	Flight Standards (FAA)
FSAT	Flight Standards Information Bulletins for Air Transportation (FAA)
FSDO	Flight Standards District Office (FAA)
FSIMS	Flight Standard Information Management System (FAA)
FSR	full scale range (viscometry)
FWP	flight working paper
	gravitational constant

G-12 ADF	G-12 Aircraft Deicing Fluid Committee (SAE)
G 12 DE	G 12 Deicing Eacility Committee (SAE)
G 12 E	G 12 Equipment Committee (SAE)
O-12 E	C 12 Emerging Deising Technology Committee (SAE)
G-12 EDI	G-12 Emerging Delcing Technology Committee (SAE)
G-12 HOT	G-12 Holdover Time Committee (SAE)
G-12 M	G-12 Methods Committee (SAE)
G-12 RDP G-12 RWG	G-12 Runway Deicing Product Committee (SAE) G-12 Rotorcraft Ground Deicing Working Group (SAE)
G-12 Steering	G-12 Steering Group (SAE)
G-12 T	G-12 Training and Quality Control Committee (SAE)
GAC	glycerine acetate
GID	ground ice detector
GIDS	ground ice detection system
GIP	Ground Icing Program (Transport Canada)
GM	Guidance Material (EASA)
GMP	glycol management plan
GOFRS	General Operating and Flight Rules Standards (Transport Canada)
GosNII GA	State Institute of Civil Aviation (Russia)
GPU	ground nower unit
GRV	glycol recovery vehicle
GTAA	Greater Toronto Airport Authority
GUI	graphical user interface
001 h	bour
	liou high humidite and manage test high humidite and manage time
	high number endurance test, high number endurance time
HOI	noldover time
HOTDR	holdover time determination report
HOTDS	holdover time determination system
HOUC	highest operational use concentration
HOUR	highest operational use refraction
HOWV	highest on-wing viscosity; see also footnote 3
HP	pressure altitude
HQ	Headquarters (FAA)
HRDC	Human Resources Department Canada
HSR	high speed ramp
HUPR	highest usable precipitation rate
IAC	Interstate Aviation Committee
IATA	International Air Transport Association
IBC	intermediate bulk container (aka tote)
ICA	Instructions for Continued Airworthiness (FAA)
ICAO	International Civil Aviation Organization
IEC	International Electrotechnical Commission
IDE	ineffective deicing event
ie	id est (that is)
in fine	at the end
in limino	at the beginning
ISO	International Organization for Standardization
	international Organization for Standardization
	in trust monufacturing
	In-Huck manufacturing
JAA	Joint Aviation Authonities (European Union)
JAK	John Aviation Requirements (European Union)
JUAB	Japan Civil Aviation Bureau
KAU	potassium acetate
KCAS	knots calibrated airspeed
KFOR	potassium formate
KIAS	knots indicated airspeed

KPI	key performance indicator
ks	sand grain roughness
kts	knots
l-	<i>levo</i> (rotatory); the opposite of <i>d</i> -
L	liter(s)
LAAT	lowest acceptable aerodynamic temperature
LOUT	lowest operational use temperature
LOWV	lowest on-wing viscosity
LSR	low-speed ramp
LUPR	lowest usable precipitation rate
LV	low viscosity (viscometry)
LWE	liquid water equivalent
LWES	liquid water equivalent system
MAC	mean aerodynamic chord
MANORS	Manual of Surface Weather Observations (Environment and Climate Change Canada)
MARPS	Minimum Assurance Requirements and Performance Specifications (Transport Canada)
MR	massage board
	message board
METDED	meteorological terminal aviation fourne weather report of meteorological terminal an report
MU	military
	miniary Miniatry of L and Infrastructure Transportation and Tourism (Ispan)
	ministry of Land, initiastructure, fransportation and fourism (Japan)
MOC	master list functions (FAA)
MOC	means of compliance (EASA)
mol wt	molecular weight
MOPS	minimum operational performance specification
MOWV	maximum on-wing viscosity
MSDS	material safety data sheet
MSR	middle speed ramp
MTBF	mean time between failures
NAAs	national aviation authorities (EASA)
NAAC	sodium acetate
NAE	National Aeronautical Establishment
NAFO	sodium formate
NAS	National Airspace System (FAA)
NASA IRT	NASA Icing Research Tunnel, Glenn Research Center, Cleveland OH
NASA	National Aeronautics and Space Administration
NCAR	National Center for Atmospheric Research
NCG	nonconventional glycol
NDT	non-destructive testing
NG	non-glycol
NITS	National Institute of Standards and Technology
no.	number (plural nos.)
NOTAM(s)	notice to airmen; notice to air missions (FAA)
NPA	Notice of Proposed Amendment (EASA)
NPRM	Notice of Proposed Rulemaking (FAA)
NS2D	2-dimensional Navier-Stokes CFS Code
NTO	no technical objection
NTSB	National Transportation Safety Board (U.S.)
NWS	National Weather Service (U.S.)

<sup>&</sup>lt;sup>3</sup> MOWV is not recommended as it could be misunderstood to mean maximum on-wing viscosity or minimum onwing viscosity. It was resolved in the G-12 HOT Committee (Helsinki May 2023) to replace the expressions "minimum on-wing viscosity (MOWV)" and "maximum on-wing viscosity (MOWV)" by "lowest on-wing viscosity (LOWV)" and highest on-wing viscosity (HOWV)" in all G-12 documents. The FAA and Transport Canada intend to do the same.

<sup>&</sup>lt;sup>4</sup> The preferred expression is now safety data sheet (SDS).

OACI	Organisation de l'aviation civile internationale (ICAO)
OAT	outside air temperature or outdoor ambient temperature
OEI	one engine inoperative
OEM	original equipment manufacturer
OFA	object free area
OFZ	obstacle free zone
005	out-of-service
005	out-of-specification
000	occupational safety and health
D D	page (plural pp)
P Do	Page (pittai pp)
	rascal
PA	Performance assessments (FAA)
PANS	Procedure for Air Navigation Services (ICAO)
par	paragraph
PDAC	postdeicing/anti-icing check
PFAS	polyfluoroalkyl substances
PG	propylene glycol
рН	acid base scale; the log of the reciprocal of the hydrogen ion concentration
PI	principal inspector (FAA)
PIB	product information bulletin
PIC	pilot-in-command
PITW	Propulsion Icing Wind Tunnel (National Research Council Canada, Ottawa)
PNF	pilot not flying
POI	Principal Operations Inspector (FAA and Transport Canada)
POTW	Publicly Owned Treatment Works (U.S.)
PPE	personal protective equipment
PRI	Performance Review Institute
РТО	power takeoff (for deicing units)
PTOCC	pretakeoff contamination check (FAA)
PTCOI	pretakeoff contamination inspection (Transport Canada)
PTRS	program tracking and reporting subsystem (FAA)
$\Omega \& A$	$\alpha$
QuAA QA	quality assurance
	quality assurance program
	quality assurance program
QC	quality control
	quality management system
R&D	research and development
RDF	runway deicing fluid
RDIMS	records, documents, and information management system (Canada)
RDP	runway deicing product
RH	relative humidity
RI	refractive index
RMK	remark
RMSE	root mean square error
RMT	rule-making task (EASA)
ROGIDS	remote on-ground ice detection systems
RPZ	runway protection zone
RSA	runway safety area
RTD	resistance temperature detector
RTO	rejected takeoff
RVR	runway visibility range
S	second(s)
S	section (plural ss)
SAE	Society of Automotive Engineers
SAIB	Special Airworthiness Information Bulletin (FAA)
SAP	super absorbent polymer
	I I I I I I I I I I I I I I I I I I I

## Abbreviations and Acronyms

SARPs	Standard and Recommended Practices (ICAO)
SAS	Safety Assurance System (FAA)
SAT	system analysis team (FAA)
SCADA	supervisory control and data acquisition
SCOUIC	Standing Committee on Operations Under Icing Conditions (Transport Canada)
SD	Safety Directive (EASA)
SDS	safety data sheet
SHED	Strategic Highway Research Program (U.S.)
SI	Le système international d'unités – The International System of Units
SIAGDP	Standardized International Aircraft Ground Deiging Program (U.S.)
SIR	Safety Information Bullatin (EASA)
SID	sie erst corintum (thus was it written)
SIC	sic erai scriptum (titus was it written)
SIGMET	
SLD	supercooled large droplets
SM	statute mile
SMI	Scientific Materials International
SMS	safety management system
SNOWTAM	snow warning to airmen
SOP	standard operation procedure or standard operating procedure
SOR	Statutory Orders and Regulations (Canada)
SP	service provider
SPECI	aviation special weather report
SRM	safety risk management
SSA	small sample adapter (viscometry)
STP	standard teaching plan
sub verbo	under the word (plural <i>sub verbis</i> )
SWAMP	severe wind and moisture prone
TAF	terminal aerodrome forecast
TAT	total air temperature
TC	Transport Canada
TCCA	Transport Canada Civil Aviation
TDC	Transportation Development Centre (Transport Canada)
TEM	threat and error management
ThOD	theoretical oxygen demand
TOD	total oxygen demand
TODR	takeoff distance required
ТР	teaching plan
ТР	Transport Canada publication
	tari safaty area
TSS	total suspended solids
	SAE AMS1424 Type I Aircreft Deising/Anti Joing Eluid
Type I	SAE AMS1424 Type I Aircraft Deicing/Anti-Icing Fluid
	SAE AMS1428 Type II Alician Delcing/Anti-Icing Fluid
Type III	SAE AMS1428 Type III Alicraft Delcing/Anti-Icing Fluid
Type Tv	SAE AMS1428 Type TV Aircraft Deicing/Anti-Icing Fluid
UF	upper fuseiage
ULA	ultra-low adapter (viscometry)
UQAC	Université du Québec à Chicoutimi
U.S. or US	United States of America
USAF	Unites States Air Force
USC	United States Code of Federal Regulations
UST	underground storage tank
UV	ultraviolet
V	versus
$\mathbf{V}_1$	takeoff decision speed
$V_2$	takeoff safety speed
VCS	very cold snow

## Guide to Aircraft Ground Deicing – Issue 21.1

V <sub>lof</sub>	liftoff speed
V <sub>mc</sub>	minimum control speed
V <sub>mu</sub>	minimum unstick speed
VOR	very high frequency omni range
Vr	rotation speed
Vs	start up velocity
V <sub>S1g</sub>	1-g stall speed
VSR	vehicle service road
VSZ	vehicle safety zone
VTP	vertical tail plane
VVCS	very very cold snow
WG	Working Group (SAE)
WHMIS	Workplace Hazardous Materials Information System (Canada)
WMO	World Meteorological Organization
WSDDM	weather support to deicing decision making
WSET	water spray endurance test, water spray endurance time

## Aircraft Deicing Fluid Manufacturers

Aircraft deicing fluid manufacturers not on the current FAA/Transport Canada list of fluids are shown in gray.

Abbreviated name	Name
ABAX	ABAX Industries
ADDCON	ADDCON EUROPE Gmbh
Aero Mag	Aero Mag 2000 SYR LLC
ALAB	ALAB Industries or ALAB International
AllClear	AllClear Systems
ARCO	ARCO Chemical Co. [acquired by Lyondell Chemical Co. in 1998]
Arcton	Arcton Ltd.
ASG	ASG LLC [renamed ASGlobal in 2021]
ASGlobal	ASG Global Aviation Chemicals Ltd
AVIAFLUID	AVIAFLUID International Ltd.
Aviation Shaanxi	Aviation Shaanxi Hi-Tech Physical Chemical Co. Ltd. [merged with Aviation Xi'an
	High-Tech Physical Co. Ltd. in 2022]
Aviation Xi'an	Aviation Xi'an High-Tech Physical Co. Ltd.
Baltic	Baltic Ground Services
BASF	BASF AG
Battelle	Battelle Memorial Institute
Beijing C.J.	Beijing C.J. Aviation Chemical Co. Ltd.
Beijing Phoenix	Beijing Phoenix Air Traffic Product Development and Trading Co.
Beijing Wangye	Beijing Wangye Aviation Chemical Product Co.
Beijing Yadilite	Beijing Yadilite Aviation Chemical Product Co. Ltd.
Boryszew	Boryszew S.A.
Chemco	Chemco Inc.
Chemical Specialists	Chemical Specialists Development Inc.
Clariant	Clariant Produkte (Deutschland) GmbH
Cryotech	Cryotech Deicing Technology
Deicing SolutionsDeicing	Solutions, LLC [now HOC Industries]
Delta Petroleum	Delta Rocky Mountain Petroleum
Dow	The Dow Chemical Company [a subsidiary of Dow Inc.]
DR Energy	DR Energy Group Ltd.
Ely Chemical	Ely Chemical Co. Ltd.
Gansu	Gansu Xiexin Huineng Science and Technology Development Co., Ltd.
Harbin	Harbin Aeroclean Aviation Tech Co. Ltd. [now Heilongjiang Hangjie Aero-chemical
	Technology Co. Ltd.]
Heilongjiang	Heilongjiang Hangjie Aero-chemical Technology
HOC	HOC Industries
Hoechst	Hoechst AG [acquired by Clariant Produkte (Deutschland) GmbH in 1997]
Hokkaido	Hokkaido NOF Corporation
Home Oil	Home Oil [HOC Industries; Deicing Solutions LLC)]
Inland	Inland Technologies Ltd. or Inland Technologies Canada Inc.
Jarchem	Jarchem Industries Ltd.
JSC	JSC RCP Nordix [formerly Oksayd Co. Ltd.]
Kilfrost	Kilfrost Limited
LNT	LNT Solutions Ltd.
Lyondell	Lyondell Chemical Company
Metss	Metss Corp.
MKS	MKS Devo Kimya Sanayi Ticaret A.S. (Turkey)
Newave	Newave Aerochemical Co. Ltd.

## Guide to Aircraft Ground Deicing – Issue 21.1

Octagon Process Inc. [acquired by Clariant Produkte (Deutschland) GmbH in 2011]
Oksayd Co. Ltd. [now JSC RCP Nordix]
Oslo Airport
Romchim Protect SRL
Sanshin Kagaku Kogyo Co.
Shaanxi Cleanway Aviation Chemical Co. Lt.
SPCA Ltd. [renamed ABAX Industries in 2008]
Texaco Inc. [now owned by Chevron Corporation]
TOPAN LLC
Union Carbide Corporation [acquired by Dow in 1999] or Union Carbide Canada Ltd.
Velvana a.s.
Viterbo S.A.
Xinjiang Zhongtian Liyang Chemical Technology Co, Ltd.

## SAE G-12 Contact List

### **Committees and Working Groups**

This is a list of the SAE G-12 committees, permanent working groups and their leadership.

For all of G-12, the SAE representative is Rhonda Joseph.

G-12 Aircraft Ground Deicing Steering Group, Jacques Leroux, chair; Steve Bastas and Warren Underwood, vice-chairs; Sarah Venckeleer, secretary.

G-12ADF Aircraft Deicing Fluids Committee, Jacques Leroux and Jerry Lewis, co-chairs; Sarah Venckeleer, secretary.

G-12AWG Aerodynamics Working Group, Andy Broeren and John Macomber, co-chairs; secretary changes every meeting.

G-12DF Deicing Facilities Committee, Ken Eastman and Kelvin Williamson, co-chairs; Gabriel Lépine, secretary.

G-12E Equipment Committee, Ed Sachs and David Thornton, co-chairs; Anders Larsen, secretary.

G-12FG Future Deicing Technology Committee, Jani S. Elasmaa and Marco Ruggi, co-chairs; secretary to be determined.

G-12HOT Holdover Time Committee, Yvan Chabot and Warren Underwood, co-chairs; Ben Bernier, secretary. Other regulator representatives: Alberto Fernandez Lopez, EASA Deicing Focal Point; Chuck Enders and Andrew Pierce, FAA Aviation Safety Inspectors; Tim Smith, FAA Computer Scientist; Antoine Lacroix, Transport Canada Research Development Officer.

G-12M Methods Committee, Joanne Trudeau and Steve Bastas, co-chairs; Shawna Parrott, secretary.

G-12RPD Runway Deicing Products Committee, Jean-Denis Brassard and Melissa Copeland, cochairs; Luc Capobianco, secretary.

G-12RWG Rotorcraft Ground Deicing Operation Working Group, Derek "Duff" Gowanlock, chair.

G-12T Training and Quality Control Committee, Mike Hanlon and David Tisch, co-chairs; Jerry Lewis, secretary.

#### **Document Sponsors**

Documents whose sponsors are unknown (mostly from committees other than G-12) or unreachable (e.g., retired) are not listed.

AIR5704A Field Viscosity Test for Thickened Aircraft Anti-Icing Fluids – Jerry Lewis.

AIR6130B Cadmium Plate Cyclic Corrosion Test – Michael Arriaga; to be determined for the next revision.

AIR6232 Aircraft Surface Coating Interaction with Aircraft Deicing/Anti-Icing Fluids – Marco Ruggi.

AIR6284 Forced Air or Forced Air/Fluid Equipment for Removal of Frozen Contaminants – David Thornton.

AMS1424/1A Deicing/Anti-Icing Fluid, Aircraft SAE Type I Glycol (Conventional and Nonconventional) Based – Jacques Leroux.

AMS1424/2A Deicing/Anti-Icing Fluid, Aircraft SAE Type I Non-glycol Based – Jacques Leroux.

AMS1424S Fluid, Aircraft Deicing/Anti-icing, SAE Type I – Melissa Copeland.

AMS1428/1A Fluid, Aircraft Deicing/Anti-icing, Non-Newtonian (Pseudoplastic), SAE Type II, III and IV Glycol (Conventional and Nonconventional) Based – Jacques Leroux.

AMS1428/2A Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Type II, III and IV Non-Glycol Glycol Based – Jacques Leroux.

AMS1428L Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Types II, III, and IV – Alex Meyers.

AMS1431F Solid Runway Deicing/Anti-Icing Product – Melissa Copeland.

AMS1435E Liquid Runway Deicing/Anti-Icing Product – Melissa Copeland.

ARP1971D Aircraft Deicing Vehicle - Self-Propelled – Anders Larsen.

ARP4902C Design of Aircraft Deicing Facilities – Oliver Arzt.

ARP5485B Endurance Time Test Procedures for SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluids – Stephanie Bendickson; Ben Bernier for the next revision.

ARP5660B Deicing Facility Operational Procedures – Bryan Crabtree.

ARP5718B Qualifications Required for SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluids – Stephanie Bendickson; Ben Bernier for the next revision.

ARP5945A Endurance Time Tests for SAE Type I Aircraft Deicing/Anti-Icing Fluids – Stephanie Bendickson; Ben Bernier for the next revision.

ARP6207 Qualifications Required for SAE Type I Aircraft Deicing/Anti-Icing Fluids – Marco Ruggi.

ARP6257B Aircraft Ground De/Anti-icing Communication Phraseology for Flightcrew and Groundcrew (a canceled document) – David Thornton.

ARP6852E Methods and Processes for Evaluation of Aerodynamic Effects of SAE-Qualified Aircraft Ground Deicing/Anti-Icing Fluids – Paulo Santos.

ARP8831 Aircraft Ground Deicing/Anti-Icing Quality Auditing Checklist – Jerry Lewis

AS5537A Weather Support to Deicing Decision Making (WSDDM) Winter Weather Nowcasting System – Scott Landolt.

AS5635A Message Boards (MBs) – Gabriel Lépine.

AS5681C Minimum Operational Performance Specification for Remote On-Ground Ice Detection Systems – Ben Bernier.

AS5900E Standard Test Method for Aerodynamic Acceptance of SAE AMS1424 and SAE AMS1428 Aircraft Deicing/Anti-Icing Fluids – Éric Villeneuve.

AS5901D Water Spray and High Humidity Endurance Test Methods for SAE AMS1424 and SAE AMS1428 Aircraft Deicing/Anti-Icing Fluids – Marc-Mario Tremblay; Caroline Blackburn for the next revision.

AS6170 Ice Melting Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products – Marc-Mario Tremblay; Jean-Denis Brassard for the next revision.

AS6172 Ice Undercutting Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products – Marc-Mario Tremblay; Jean-Denis Brassard for the next revision.

AS6211 Ice Penetration Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products – Marc-Mario Tremblay; Jean-Denis Brassard for the next revision.

AS6285E Aircraft Ground Deicing/Anti-Icing Processes – Fernando Echeverri.

AS6286D Training and Qualification Program for Deicing/Anti-Icing of Aircraft on the Ground – Alun Williams.

AS6332 Aircraft Ground Deicing/Anti-Icing Quality Management – Jerry Lewis.

AS9968A Laboratory Viscosity Measurement of Thickened Aircraft Deicing/Anti-Icing Fluids with a Viscometer – Kevin Connor; Jacques Leroux for the next revision.

### **Communication with SAE Chairs and Sponsors.**

Since the *Guide* is posted on the SAE website, it has to respect SAE publication guidelines. SAE forbids the publication of email addresses of SAE members in documents on its website. If you wish to communicate with co-chairs or sponsors, please email me at <u>jleroux8@outlook.com</u> summarizing the information you are looking for and I will put you in touch with the right person.
## **Introduction to Ground Deicing**

*Objective*. Over the years, documentation on aircraft ground deicing has increased considerably. Those less familiar with the documentation, and even those familiar with the field, sometimes, find it difficult to find specific information in authoritative documentation. The purpose of this document is to index the available current documentation and make it easier to find specific information related to aircraft *ground* deicing.

Accidents. Accidents occur when there is a) undetected contamination, b) detected contamination but ignored, c) undetected contamination after deicing, d) fluid failure after deicing, e) engine icing after deicing (very costly), f) improper procedures and g) systemic errors. "Improper procedures" is a catch-all category encompassing, for example, miscommunications. For instance, if strict communication protocols between flightcrew and groundcrew are not implemented, an aircraft can start to taxi with its perimeter not clear resulting in a collision with deicing vehicles. This appears innocuous, but fatalities have occurred upon a collision between aircraft and deicing vehicles. Below is a short description of selected key accidents which changed the way the industry deals with ground deicing issues.

*Air Florida Flight 90.* On January 13, 1982, after a takeoff run with adhering snow and ice to the aircraft, Air Florida Flight 90 hit the 14<sup>th</sup> Street Bridge near Washington National Airport. It plunged into the Potomac River killing 69. The NTSB conclusions were:

The National Transportation Safety Board determines that the probable cause of this accident was the flightcrew's failure to use engine anti-ice during ground operation and takeoff, their decision to take off with snow/ice on the airfoil surfaces of the aircraft, and the captain's failure to reject the takeoff during the early stage when his attention was called to anomalous engine instrument readings. Contributing to the accident were the prolonged ground delay between deicing and the receipt of ATC takeoff clearance during which the airplane was exposed to continual precipitation, the known inherent pitchup characteristics of the B-737 aircraft when the leading edge is contaminated with even small amounts of snow or ice, and the limited experience of the flightcrew in jet transport winter operations.<sup>5</sup>

NTSB recommendation A-82-9 reads as follows:

Immediately require flightcrews to visually inspect wing surfaces before takeoff if snow or precipitation is in progress and the time elapsed since either deicing or the last confirmation that the surfaces were clear exceeds 20 minutes to ensure

<sup>&</sup>lt;sup>5</sup> United States, National Transportation Safety Board, *Aircraft Accident Report: Air Florida Inc., Boeing 737-222, N62AF, Collision with 14<sup>th</sup> Street Bridge, Near Washington National Airport, Washington D.C., January 13, 1982* (Washington DC: Government of the United States, 10 August 1982) Report NTSB AAR-82-8 at p 82, <u>NTSB Air</u> *Florida Report. [Air Florida]* 

compliance with 14 CFR121.629(b) which prohibits takeoff if ice, snow or frost is adhering to the wings or control surfaces.<sup>6</sup>

FAA's response to recommendation A-82-9 was that reference to such a time as 20 minutes was "not in the best interest of aviation" as ice could form in a shorter period.<sup>7</sup> As a result of the Air Florida accident, R&D effort was accelerated to understand aircraft ground icing.

Two accidents in the late 1980s and early 1990s and the following in-depth investigations profoundly changed the way aircraft ground deicing is understood and performed.

*The Dryden Accident*. Air Ontario Flight 1363 Fokker F-28 aircraft crashed shortly after departure near Dryden, Ontario, on March 10, 1989. It was snowing that afternoon. The flightcrew did not request deicing. It attempted to takeoff with frozen contamination on the aircraft. Unable to gain altitude, the aircraft crashed killing 24 and injuring 69 on board. This accident was the subject of a judicial commission of inquiry led by Justice Virgil P. Moshansky.<sup>8</sup> Rather than satisfying himself with the immediate cause of the accident, pilot error, Justice Moshansky sought an understanding of the distant but effective causes of the accident.<sup>9</sup> He launched what was to be a systemic approach to understanding the accident: a thorough analysis of the Canadian aviation system. He attributed the ultimate probable causes of the accident not only to pilot error but a systemic failure of the air transportation system. His recommendation number 167 reads as follows:

That Transport Canada actively participate in the research and development necessary to establish safety effectiveness measurement systems that will lead to the most efficient use of resources in assuring safety. Cooperation with the United States Federal Aviation Administration and other international groups should be encouraged and resourced to obtain the maximum and most expedient benefits from such programs.<sup>10</sup>

This incited Transport Canada to a) allocate significant resources to research and development, in close cooperation with the FAA, in the area of aircraft ground deicing and b) participate in the SAE G-12 Committees, resulting in the development of authoritative standards and guidance documentation. The report facilitated the use of anti-icing fluids in Canada by encouraging the regulator to provide the necessary technical evaluation and regulatory framework for their use at large airports across the country.

*USAir Flight 405*. Three years after the Dryden accident, on March 22, 1992, another Fokker F-28 crashed at takeoff from LaGuardia Airport killing 27 due to ice accumulation on critical surfaces, 35 minutes following deicing with Type I fluid only. The National Transportation Safety Board, not unlike the Moshansky Inquiry, attributed the probable cause of the accident to the

<sup>&</sup>lt;sup>6</sup> *Ibid* at p 83.

<sup>&</sup>lt;sup>7</sup> *Ibid* at p 84.

<sup>&</sup>lt;sup>8</sup> The Honorable Virgil P. Moshansky, *Commission of Inquiry into the Air Ontario Crash at Dryden, Ontario: Final Report* (Ottawa: Minister of Supply and Services of Canada, 1992), <u>Moshansky Dryden Final Report</u>. [*Dryden*]
<sup>9</sup> The Honorable Virgil P. Moshansky & Donald L. Van Dyke, *The Role of the Judiciary in Aviation Safety: The Inside Story and Legacy of Dryden*, (Montreal: Royal Aeronautical Society, Montreal Branch Lecture, presented at ICAO, 16 October 2007), <u>Moshansky Lecture</u>.

<sup>&</sup>lt;sup>10</sup> Dryden, supra note 8 Vol. III at 1235.

failure of the airline industry and regulators "to provide flightcrews with procedures, requirements, and criteria compatible with departure delays in conditions conducive to aircraft icing and the decision by the flightcrew to takeoff without positive assurance that the aircraft wings were free of ice accumulation after 35 minutes of exposure to precipitation following de-icing".

Since 1993, the use of anti-icing fluid has become much more prevalent. FAA, in cooperation with Transport Canada, has pursued vigorously the fundamental understanding of aircraft icing and the development and dissemination of guidance, such as the *Holdover Time Guidelines*, and documentation related to aircraft ground deicing. FAA, like Transport Canada, exercises leadership positions in SAE G-12.

*West Wind Flight 282, Fond-du-Lac, Saskatchewan.* On December 13, 2017, West Wind ATR 42 encountered icing upon descent. The aircraft was contaminated. Before takeoff, one of the pilots advised the other pilot that the aircraft had residual ice. No deicing was done. It took off from Fond-du-Lac Airport and collided with trees 1400 feet from departure. One death. Ten serious injuries. A letter<sup>11</sup> from the Transportation Safety Board of Canada to the Minister of Transport explains that even though deicing equipment was available at Fond-du-Lac, the deicing equipment was inadequate to effectively deice an aircraft the size of an ATR-42. The letter recommends, *inter alia*, to identify locations with inadequate deicing/anti-icing equipment and take corrective action at Canadian northern remote airports. The final report issued on October 28, 2021.<sup>12</sup> It is well worth reading.

Royal Air Maroc Collision at Montreal (Mirabel) Airport. One should not think, that, in ground deicing, the only danger is frozen contamination on the aircraft. The Royal Air Maroc accident is a tragic example of what can go wrong in the deicing process itself. On January 21, 1995, the Royal Air Maroc 747-400 was parked at the deicing pad at Mirabel airport being deiced by a crew of Canadian Airlines International Ltd. The four engines were running. The flightcrew heard "dégivrage terminé" (deicing completed). The message was not intended for the flightcrew but for the deicing coordinator. The pilot attempted to communicate with the deicing crew without success. The Transportation Safety Board of Canada<sup>13</sup> concluded that engine noise probably prevented the deicing crew from hearing the pilot. Radio-communication equipment was not designed for engines-on operations. Communications protocols with the ice crew, apron control, and flightcrew were inadequate and engines-on deicing training was lacking. The perimeter of the aircraft was not clear. Two deicing vehicles were in front of the horizontal stabilizer of the aircraft. In the communication confusion, the aircraft started to taxi. It hit the deployed booms of the deicing vehicles. The deicing vehicles were overturned. The two deicing vehicle drivers sustained minor injuries. The three occupants of the deicing baskets fell from a height of 15 meters. The three sustained fatal injuries.

<sup>&</sup>lt;sup>11</sup> Letter from Kathleen Fox, Chair of the TSB of Canada to The Honorable Marc Garneau, Minister of Transport, December 14, 2018, <u>K Fox Letter to M Garneau</u>.

<sup>&</sup>lt;sup>12</sup> Transportation Safety Board of Canada, *Air Transportation Safety Investigation Report A17C0146* (Gatineau, QC: Transportation Safety Board of Canada, 28 October 2021), <u>TSB Fond-du-Lac Report</u>.

<sup>&</sup>lt;sup>13</sup> Transportation Safety Board of Canada, Aviation Occurrence Report, Collision with Vehicle, Royal Air Maroc Boeing 747-400 CN-RGA, Montreal (Mirabel) International Airport, Quebec, 21 January 1995, Report Number A95Q0015, <u>TSB Royal Air Maroc Mirabel Report</u>.

Near misses have occurred at various airports since the Royal Air Maroc fatal accident.

*Iberia IB 3195 Collision at Munich Airport.* In a sequence of events, uncannily similar to the Royal Air Maroc, a collision occurred at Munich airport, twenty-one years later, on January 20, 2016. The Iberia flightcrew was configuring the aircraft for deicing at a deicing pad. The copilot erroneously pushed the DISCH button on the cargo smoke panel discharging fire suppression product in the cargo hold. He should have pushed the DITCHING button on the cabin pressure panel to appropriately set the air conditioning units. With the fire suppressant discharged, the aircraft would not fly and did not need deicing anymore. The pilot conveyed to the deicing crew there was a technical problem and needed "to go back to the stand". The groundcrew understood there was a mechanical problem but did not understand the aircraft would not need deicing. There was communication confusion between the flightcrew and the deicing crew; standard phraseology was not used. Two deicing units remained in position, ready to start deicing. Their booms were in front of the winglets. The perimeter was not clear. Iberia flight 3195 Airbus 320 began to taxi, hitting the booms, and almost overturning the deicing units. No one was injured. The German Federal Bureau of Aircraft Accident Investigation (BFU)<sup>14</sup> called it a serious accident.

Aeroflot flight SU158 Airbus 350-900 had a collision with a deicing unit at Sheremetyevo on December 16, 2021. The deicing unit driver was admitted to the hospital with internal injuries.<sup>15</sup>

*Regulations*. Countries issue regulations prohibiting takeoff of aircraft contaminated with adhering frozen deposits. The regulations are enforced by National Aviation Authorities (NAA, also known as regulators) such as the United States Federal Aviation Administration (FAA)<sup>16</sup>, Transport Canada (TC)<sup>17</sup>, the Civil Aviation Administration of China (CAAC), the Japan Civil Aviation Bureau (JCAB) or supra national authorities such as the European Aviation Safety Agency (EASA).<sup>18</sup>

Guidance and advisory material. The regulations prohibiting the takeoff with frozen contamination require guidance material for compliance. Guidance and advisory material are

<sup>&</sup>lt;sup>14</sup> Jens Friedemann, Hans W. Hempelmann and Norman Kretschmer, *Investigation Report BFU16-0055-EX*, (Braunschweig: Bundsstelle für Flugunfalluntersuchung (BFU), 4 December 2017), <u>BFU Munich Report</u>.

<sup>&</sup>lt;sup>15</sup> https://www.airlive.net/incident-an-a350-900-collided-with-a-de-icing-truck-at-moscow-sheremetyevo-airport/.

<sup>&</sup>lt;sup>16</sup> United States 14 CFR § 121.629 (b) "No person may take off an aircraft when frost, ice, or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph (c) of this section. Takeoffs with frost under the wing in the area of the fuel tanks may be authorized by the Administrator.", <u>United States 14 CFR § 121.629 (b)</u>.

<sup>&</sup>lt;sup>17</sup> Canadian Aviation Regulations SOR/96-433, s. 602.11 (2) "No person shall conduct or attempt to conduct a takeoff in an aircraft that has frost, ice or snow adhering to any of its critical surfaces", Canadian Aviation Regulations SOR/96-433, s. 602.11 (2).

<sup>&</sup>lt;sup>18</sup> EASA CAT.OP.MPA.250 Ice and other contaminants — ground procedures

<sup>(</sup>a) The operator shall establish procedures to be followed when ground deicing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft.

<sup>(</sup>b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM, <u>http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:296:0001:0148:EN:PDF</u>.

issued by the regulators (e.g., EASA, FAA, Transport Canada), ICAO<sup>19</sup>, IATA, IAC<sup>20</sup>, and aircraft manufacturers such as Boeing<sup>21</sup> and Airbus.<sup>22</sup>

*Holdover Time Guidelines.* SAE Type I, II, III, and IV fluids, during winter operations, provide a limited period of protection against frozen or freezing precipitations while the aircraft is on the ground. The protection time can be estimated using holdover time guidelines that are published by the FAA or Transport Canada. Holdover time guidelines are derived from laboratory or outdoor tests. The holdover time guidelines published by the FAA and Transport Canada differ slightly, usually in the capping of values. Both the FAA and Transport Canada holdover time values are derived from a unique set of endurance time data which is updated every year taking into consideration the latest laboratory and outdoor tests. The FAA and Transport Canada are the only organizations publishing holdover times and they do from that single set of data.

*Standards.* SAE International publishes detailed standards and recommended practices, including specifications for the fluids used for aircraft deicing and anti-icing, testing procedures, qualification processes, endurance time testing, methods for deicing and anti-icing, training, and quality control. These documents are created, maintained, and updated by experts gathering under the auspices of the SAE G-12 Aircraft Ground Deicing Committee which works in close cooperation with the regulators. The FAA, Transport Canada, and more recently EASA, fund and perform icing research. The results are presented to the SAE G-12 members.

*SAE G-12.* The SAE G-12 Aircraft Ground Deicing Committee (SAE G-12) is comprised of a Steering Group, six committees and any number of *ad hoc* workgroups reporting to the Committees. Some workgroups are created to resolve particular issues and are disbanded when the issue is resolved, other workgroups are permanent, such as the Aerodynamics Working Group.

*SAE G-12 Meetings*. All the committees and workgroups that comprise the SAE G-12 Aircraft Ground Deicing Committee meet every May. Meeting locations change every year. The committees and workgroups often hold more working sessions during the year. Over the last few years, several committees have been meeting in late October or early November in Montreal, for the so-called mid-year meeting.

*SAE Documents*. The documents issued by SAE G-12 fall into four categories: Aerospace Material Specification (AMS), Aerospace Recommended Practice (ARP), Aerospace Information Report (AIR), and Aerospace Standard (AS). Each document has a sponsor who prepares the document according to the decisions of the committee where the document resides. The sponsor is also responsible for resolving issues associated with negative votes during balloting of the document. In this *Guide*, each document sponsor is listed under the document heading.

<sup>&</sup>lt;sup>19</sup> ICAO Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640), 2nd ed (Montreal: ICAO, 2000).

<sup>&</sup>lt;sup>20</sup> E. Petrov et al., *Methodical Recommendations: Airplane Protection from Icing Up on the Ground, Revision 3* (Moscow: IAC, September 2017), <u>Petrov Report</u>.

<sup>&</sup>lt;sup>21</sup> Haruiko Oda et al., "Safe Winter Operations", (2010) Q4 Boeing Aeromagazine 6, (2010) Q4 Boeing Aeromagazine <u>6</u>.

 $<sup>\</sup>overline{}^{22}$  Coming to Grips with Cold Weather Operations, AI/SR A007-01/00 (Toulouse: Airbus Industrie, 2000). For more recent information on Airbus procedures and qualified products (allowed materials) apply to Airbus for access to Airbus Aircraft Maintenance Manuals (AMM) and Consumable Materials List (CML) or raise a query with Airbus Support Engineering Department.

Global Aircraft Deicing Standards. ICAO, national aviation authorities, (e.g., FAA, Transport Canada, and EASA), SAE, and airline associations (e.g., AEA<sup>23</sup>) have developed recommended practices for aircraft ground deicing/anti-icing to provide unified standards. Experience has shown that differences are significant enough to prevent operators from adopting any single one of the many standards published.

The issue of multiple standards became more apparent as centralized deicing facilities (CDF) started operating in many countries. For instance, in Toronto, over 80 airlines fly into a centralized facility, each attempting to impose its standard for deicing on the staff for its aircraft. Staff would have had to be trained for each procedure resulting in a multitude of procedures, high training costs, and a complexity that added to the risk of non-compliance with the multiple procedures. Many CDFs faced with the impossible task of training their staff to many procedures, imposed their own procedures with the approval of the national regulatory authority. Flightcrews must learn the difference between each CDF, which adds to the complexity of their tasks. Service providers are being audited to different standards.

IATA approached the SAE G-12 in San Francisco in May 2011 and explained that IATA had received a mandate from its Operations Committee (OPC) comprised of the major airline members to develop globally harmonized deicing procedures. Safety and costs would be improved by the adoption of such standards.

SAE G-12 welcomed IATA's request. IATA and SAE agreed to enter into a formal cooperation agreement. SAE and IATA became sponsors of a newly created Council for the Global Aircraft Deicing Standards.<sup>24</sup> At its first meeting in Montreal, on November 10, 2011, ICAO became a sponsor of the Council and entered into a formal agreement with SAE.

The necessity for harmonization was stated to be 1) the improvement of safety by reducing the chance of discrepancy between the deicing performed and the deicing expected by the flightcrew as well as simplifying communication, 2) an increase in efficiency by reducing the training required by service providers, reducing the costs of airline audits, and simplifying contracts. Areas to be covered by the globalized standards were deicing/anti-icing methods, training, and quality assurance.

Rather than attempting to modify the existing SAE documents, it was decided to start from scratch and create new documents, the so-called "global deicing standards", to replace the existing SAE documents covering 1) deicing/anti-icing processes including flightcrew/groundcrew communications, 2) training, and 3) quality assurance.

<sup>&</sup>lt;sup>23</sup> The Association of European Airlines (AEA) ceased its operations in December 2016. The ex-AEA deicing working group continues its work under the auspices of the Airlines for Europe (A4E). <sup>24</sup> "SAE ICAO IATA Council for the Global Deicing Standards: Charter and Terms of Reference",

https://www.sae.org/servlets/works/committeeHome.do?comtID=TEAG12.

The global aircraft deicing standards are:

- AS6285E Aircraft Ground Deicing/Anti-Icing Processes (revised May 2023, effective August 2023)<sup>25</sup>
- AS6286D Training and Qualification Program for Deicing/Anti-Icing of Aircraft on the Ground (revised 31 March 2023)
- AS6332A Aircraft Ground Deicing/anti-icing Quality Management (revised July 2021)

*Research Reports*. APS Aviation has prepared over 180 reports<sup>26</sup> related to aircraft ground deicing for Transport Canada and the FAA. These reports are not indexed in this *Guide to Aircraft Ground Deicing*. Some of these reports are indexed in the *Compendium of Aircraft Deicing Research*.

*Documentation Notification Services*. The FAA and Transport Canada offer free email notification services upon publication of aircraft deicing documentation.

FAA: FAA Documentation Notification Services

Transport Canada: Transport Canada Documentation Notification Services

Members of SAE G-12 receive notification of SAE standard publications. To become a member, please contact Rhonda Joseph at <u>rhonda.joseph@sae.org</u> or Jacques Leroux at jleroux8@outlook.com.

There is no cost to be a member of SAE G-12, to receive committee minutes and review document ballots. People are encouraged to become members of SAE at minimal cost, but this is not required to be a member of SAE G-12.

<sup>&</sup>lt;sup>25</sup> SAE ARP6257B was deleted from the list as it was canceled September 15, 2023, and its content incorporated in AS6285.

<sup>&</sup>lt;sup>26</sup> <u>APS Aviation Reports</u>.

### PART ONE: THE AIRCRAFT DEICING DOCUMENTS

Figure 1 (p 313) provides a visual representation of how the aircraft deicing documents relate to each another.

### **Documents Issued by SAE**

### **Documents Issued by the SAE G-12 Aircraft Deicing Fluids Committee**

### AIR5704A Field Viscosity Test for Thickened Aircraft Anti-Icing Fluids

Stabilized November 27, 2023, by SAE G-12 ADF.

Sponsor: Jerry Lewis.

AIR5704A provides a description of a field screening method (or field "viscosity" check) for verifying an SAE Type II, III or IV anti-icing fluid is above its minimum low shear viscosity as published with holdover time guidelines. The test will determine if the fluid is (a) satisfactory, (b) unsatisfactory, or (c) borderline needing more advanced viscometry testing. Other field tests may be required to determine if an anti-icing fluid is usable, such as refraction, pH, appearance or other tests as may be recommended by the fluid manufacturer.

This field viscosity test is not suitable for all Type II/III/IV fluids.

Index for AIR5704A (Section and page numbers are those of AIR5704A) air bubble removal by centrifugation, s 3.2 Stony Brook apparatus for viscosity field check, s 3.3 viscosity field check – air bubble removal by centrifugation, s 3.2 viscosity field check – air bubbles, s 3.2 viscosity field check – air bubbles, s 3.2 viscosity field check – Stony Brook apparatus, s 3.3 viscosity field check – Type II/III/IV, Title at p 1 viscosity field check, Title at p 1 viscosity field test. *See* viscosity field check

#### AIR6232 Aircraft Surface Coating Interaction with Aircraft Deicing/Anti-Icing Fluids

Issued August 12, 2013, and reaffirmed April 2, 2019, by SAE G-12 ADF.

Sponsor: Marco Ruggi.

Aircraft operators in 2012 expressed interest in the use of aftermarket coatings on aircraft surfaces for various purposes, including appearance enhancement, fuel savings, and ice shedding. The coatings were designed to have hydrophilic or hydrophobic properties that could interfere with the wetting, thickness, holdover time, and aerodynamic properties of aircraft deicing/anti-icing fluid.

AIR6232 was issued to raise the issue of the potentially deleterious effects of these coatings and propose testing to evaluate the aircraft surface coating compatibility with the deicing/anti-icing fluids. AIR6232 also provides descriptions of suggested test methods for evaluating aircraft surface coating concerning durability, hardness, weathering, aerodynamic drag, ice adhesion, ice accumulation, contact angle, and thermal conductivity. These tests can provide informational data for characterizing the coatings and may be useful to aircraft operators when evaluating the coatings.

Index for AIR6332 (Section and page numbers are those of AIR6332) aerodynamic acceptance test - definition, s 2.2 advancing contact angle. See contact angle, advancing Airbus AIMS 09-00-002, s 5 aircraft coating. See aircraft surface coating aircraft surface coating – aftermarket, s Foreword at p 1 aircraft surface coating - AMS3090 weathering, s 5.1.2 aircraft surface coating – comparative endurance time test, s 3 aircraft surface coating - compatibility with aircraft surfaces, ss 5.1, 5.1.1, 5.1.2 aircraft surface coating - compatibility with cleaners, s 5.1.1 aircraft surface coating - compatibility with polishes, s 5.1.1 aircraft surface coating – compatibility with waxes, s 5.1.1 aircraft surface coating – definition, s 2.2 aircraft surface coating – durability, s 5.1.2 aircraft surface coating – effect of acid rain on, s 5.1.4 aircraft surface coating - effect of detergents on, s 5.1.4 aircraft surface coating - effect of hydraulic fluid on, s 5.1.4 aircraft surface coating – effect of jet fuel on, s 5.1.4 aircraft surface coating - effect of jet ultraviolet on, s 5.1.4 aircraft surface coating - effect of oxidation on, s 5.1.4 aircraft surface coating - effect of ozone on, s 5.1.4 aircraft surface coating - effect of Type I/II/III/IV on, ss 5.1.3-5.1.4 aircraft surface coating - effect on aerodynamic performance, s 4 aircraft surface coating – effect on drag, s 5.2 aircraft surface coating - effect on endurance time, ss 3, 5.7 aircraft surface coating – effect on frost formation, s 5.6 aircraft surface coating - effect on HOT, s 3 aircraft surface coating - effect on ice adhesion, s 5.3 aircraft surface coating – effect on inflight ice accretion, s 5.4.2 aircraft surface coating – effect on thermal conductivity, s 5.8 aircraft surface coating - effect on Type I, s Foreword at p 1, s 3 aircraft surface coating - effect on Type II/III/IV, s Foreword at p 1 aircraft surface coating - hardness, s 5.1.2 aircraft surface coating – immersion tests, s 5.1.4 aircraft surface coating – super-hydrophobic – limitation in frost, s 5.7 aircraft surface coating – thickness 1–2 mils, Rationale at p 1 aircraft surface coating - thickness test for Type II/III/IV, s 3.4 aircraft surface coating – weathering, s 5.1.2 aircraft surface coating – wetting test for Type I, s 3.4 aircraft surface coating. Title at p 1 angle, contact. See contact angle angle, roll-off. See roll-off angle angle, sliding. See sliding angle Boeing D6-17487, s 5 boundary layer displacement thickness - definition, s 2.2

Cassie state. See state, Cassie coating, aircraft surface. See aircraft surface coating contact angle – definition, s 2.2 contact angle hysteresis – definition, s 2.2 contact angle, advancing – definition, s 2.2 contact angle, advancing, s 5.5 contact angle, measurement of, s 5.5 contact angle, receding – definition, s 2.2 contact angle, receding, s 5.5 contact angle, ss 1, 5.5 definition – aerodynamic acceptance test, s 2.2 definition – aircraft surface coating, s 2.2 definition – boundary layer displacement thickness, s 2.2 definition – contact angle hysteresis, s 2.2 definition – contact angle, advancing, s 2.2 definition – contact angle, receding, s 2.2 definition - contact angle, s 2.2 definition – endurance time, s 2.2 definition – hydrophilic surface, s 2.2 definition – hydrophobic surface, s 2.2 definition – icephobic surface, s 2.2 definition – roll-off angle, s 2.2 definition – sliding angle, s 2.2 definition – state, Cassie, s 2.2 definition – state, Wenzel, s 2.2 definition - super-hydrophobic surface, s 2.2 definition – surface, treated, s 2.2 drop impact resistance, s 5.6 endurance time – definition, s 2.2 frost – endurance test, s 5.7 frost – formation, s 5.6 frost – growth, s 5.7 frost – nucleation, s 5.7 fuel savings, Foreword at p 1 hydrophilic surface – definition, s 2.2. hydrophobic surface – definition, s 2.2 hydrophobic surface - icephobic properties, does not imply, s 5.7 ice accretion – water droplet impact resistance, s 5.6 ice accretion, in-flight, s 5.4 ice accumulation test, static, s 5.4 ice adhesion test – centrifuge ice adhesion test, s 5.3 ice adhesion test - zero-degree cone test, s 5.3 ice shedding, Foreword at p 1, s 5.4.1 ice, impact. See ice accretion, in-flight icephobic surface – definition, s 2.2 impact ice. See ice accretion, in-flight paint protectants. Rationale at p 1 paint sealants, Rationale at p 1 receding contact angle. See contact angle, receding roll-off angle – definition, s 2.2 roll-off angle, s 5.5 sliding angle – definition, s 2.2 state, Cassie – definition, s 2.2 state, Cassie to Wenzel, s 5.7 state, Cassie, s 5.6 state, non-wetting, s 5.6

state, Wenzel – definition, s 2.2 state. Wenzel. s 5.6 state, wetting, s 5.6 sublimation (vapor phase to solid phase), s 5.7 super-hydrophobic surface – definition, s 2.2 surface, hydrophilic. See hydrophilic surface surface, hydrophobic. See hydrophobic surface surface, icephobic. See icephobic surface surface, super-hydrophobic. See super-hydrophobic surface surface, treated – definition, s 2.2 surface, untreated – definition, s 2.2 thermal conductivity, s 5.8 Type I – wetting test, s 3.4 Type I – wetting v time test, s 3.4 Type II/III/IV - thickness v time test, s 3.4 Wenzel state. See state, Wenzel wettability, quantification of, s 2.2 wettability. See also contact angle wettability. See also state, Wenzel wetting - water droplet impact resistance, s 5.6 wetting test, Type I, s 3.4

### AMS1424S Fluid, Aircraft Deicing/Anti-Icing, SAE Type I

Revised July 3, 2023, by SAE G-12 ADF.

Sponsor: Melissa Copeland.

AMS1424. sets the technical and environmental requirements and quality assurance provisions for aircraft deicing fluids (SAE Type I) that are used to remove frozen deposits from exterior surfaces of aircraft prior to takeoff. SAE Type I fluids do not contain thickeners.

AMS1424 is defined as the foundation specification for SAE Type I fluids. The SAE Type I fluids are divided into two categories: a) SAE Type I fluids based on glycol freezing point depressants, which include conventional glycols and nonconventional glycols and b) SAE Type I fluids based on non-glycol freezing point depressants.

SAE Type I fluids based on conventional and nonconventional glycol freezing point depressants are defined and identified as AMS1424/1 (read AMS1424 slash one) Type I fluids. The purpose of the AMS1424/1 specification, which is called a category specification, is to identify the SAE Type I fluid as a glycol (conventional or nonconventional) based fluid.

*Conventional glycols* are defined as ethylene glycol, diethylene glycol, and propylene glycol.

*Nonconventional glycols* are defined as organic non-ionic diols and triols, e.g., 1,3-propanediol, glycerine, and mixtures thereof, and mixtures with conventional glycols.

SAE Type I fluids based on non-glycol freezing point depressants are defined and identified as AMS1424/2 (read AMS1424 slash two) Type I fluids. The purpose of the AMS1424/2 specification, which is called a category specification, is to identify the SAE Type I fluid as a non-glycol based fluid.

*Non-glycol* is defined as all that is not glycol (conventional and nonconventional), such as organic salts, e.g., sodium formate, sodium acetate, potassium formate, potassium acetate, and any mixtures thereof.

*Mixtures* of any glycol with non-glycol are defined as non-glycol.

In summary, there is one foundation specification for Type I fluid, AMS1424, and two category specifications AMS1424/1 and AMS1424/2.

Index for AMS1424S (Section and page numbers are those of AMS1424S) 1,3-propanediol. See glycol, nonconventional - 1,3-propanediol aerodynamic acceptance test - Type I requirements, s 3.5.3 aircraft manufacturer documentation – fluid restrictions for aircraft type and model, s 1.2.1 alkali organic salts. See also non-glycol AMS1424 – performance v composition of matter specification, s 3.1 AMS1424/1, ss 1.1, 1.3.6. 5.1.3 AMS1424/2, ss 1.1, 1.3.6, 5.1.3 approval by purchaser, ss 4.2.2, 4.4.1, 7 Brix, s 3.2.4 commingling. See Type I - commingling; Type II/III/IV - commingling; fluid manufacturer documentation - fluid commingling compatibility, fluid. See fluid compatibility - Type I with Type II/III/IV conventional glycol. See glycol, conventional definition – glycol, s 3.1.1.1 definition – glycol, conventional and nonconventional, s 3.1.1 definition – glycol, conventional, s 3.1.1.1 definition – glvcol, non-, s 3.1.1.3 definition – glycol, nonconventional, s 3.1.1.2 definition – lot, Type I, s 4.3 definition – LOUT, Type I, s 1.2.2.1 definition – non-glycol, s 3.1.1.2 diethylene glycol. See also glycol, conventional – diethylene glycol ethylene glycol. See also glycol, conventional - ethylene glycol; EG v PG fluid application – two-step – compatibility of Type I with Type II/III/IV, s 1.3.6<sup>27</sup> fluid compatibility – Type I with Type II/III/IV, s 1.3.6<sup>28</sup> fluid manufacturer documentation – aerodynamic acceptance data, ss 1.3.2, 3.5.3 fluid manufacturer documentation - appearance, s 3.1.4 fluid manufacturer documentation – aquatic toxicity, s 3.1.5.4, Appendix A fluid manufacturer documentation - biodegradability, s 3.1.5.3 fluid manufacturer documentation - BOD, s 3.1.5.1 fluid manufacturer documentation – COD, s 3.1.5.2 fluid manufacturer documentation - color, s 3.1.4.1 fluid manufacturer documentation - flash point, s 3.2.1 fluid manufacturer documentation – fluid stability, s 3.3 fluid manufacturer documentation - freezing point v dilution data, s 1.2.2.1 fluid manufacturer documentation - freezing point, s 3.2.5 fluid manufacturer documentation - hard water stability, s 3.3.3 fluid manufacturer documentation - high humidity endurance test, s 3.5.2 fluid manufacturer documentation – LOUT for intended dilutions, s 1.2.2 fluid manufacturer documentation - LOUT, s 1.2.2

<sup>&</sup>lt;sup>27</sup> See also Q&As 103–104.

<sup>&</sup>lt;sup>28</sup> Ibid.

fluid manufacturer documentation - materials compatibility data, s 3.4 fluid manufacturer documentation - pH limits, s 3.2.3 fluid manufacturer documentation - recycled glycol, presence of, s 4.4.2.1 fluid manufacturer documentation - refraction limits, s 3.2.4 fluid manufacturer documentation – safety data sheet, ss 1.3.1, 4.5.2 fluid manufacturer documentation – shear stability, s 3.3.4 fluid manufacturer documentation - specific gravity, s 3.2.2 fluid manufacturer documentation - storage stability, s 3.3.1 fluid manufacturer documentation - surface tension, s 3.2.6 fluid manufacturer documentation - tendency to foam, s 3.3.5 fluid manufacturer documentation – thermal stability, s 3.3.2 fluid manufacturer documentation - trace contaminants, s 3.1.6 fluid manufacturer documentation - viscosity limits, s 3.2.7 fluid manufacturer documentation - water spray endurance time, s 3.5.2 freezing point depressant - glycol, conventional and nonconventional, s 3.1.1 freezing point depressant – glycol, conventional, ss 3.1.1, 3.1.1.1 freezing point depressant – glycol, nonconventional, ss 3.1.1, 3.1.1.2 freezing point depressant – non-glycol, ss 3.1.1, 3.1.1.3, 3.1.3 glycerine. See glycol, nonconventional - glycerine glycol – definition, s 3.1.1.1 glycol, conventional – definition, s 3.1.1.1 glycol, conventional – diethylene glycol, s 3.1.1.1 glycol, conventional – ethylene glycol, s 3.1.1.1 glycol, conventional – propylene glycol, s 3.1.1.1 glycol, conventional and nonconventional – definition, s 3.1.1 glycol, non-. See non-glycol glycol, nonconventional – 1,3-propanediol, s 3.1.1.2 glycol, nonconventional – definition, s 3.1.1.2 glycol, nonconventional – glycerine, s 3.1.1.2 glycol, nonconventional – organic non-ionic diols and triols, s 3.1.1.2 glycol, nonconventional - organic non-ionic diols and triols, mixtures of, s 3.1.1.2 glycol, nonconventional - organic non-ionic diols and triols, mixtures with conventional glycol, s 3.1.1.2 glycol, recycled. See Type I – recycled glycol high humidity endurance test – Type I – 20 minutes minimum, s 3.5.2licensee, ss 4.4.3, 4.4.3.1, 4.4.3.2 lot – Type I – definition, s 4.3 modifications authorized by purchaser, s 7 nonconventional glycol. See glycol, nonconventional non-glycol – definition, s 3.1.1.3 non-glycol - organic salts mixtures with glycol, s 3.1.1.3 non-glycol – organic salts, mixtures of, s 3.1.1.3 non-glycol - potassium acetate, s 3.1.1.3 non-glycol - potassium formate, s 3.1.1.3 non-glycol – sodium acetate, s 3.1.1.3 non-glycol - sodium formate, s 3.1.1.3 propylene glycol. See also glycol, conventional - propylene glycol; EG v PG purchase order, ss 6, 8.4 purchaser, ss 3.1.4, 4.1, 4.2.2. 4.3.5, 4.4.1, 4.4.2.1, 4.5.2, 4.5.2, 5.1.1, 7 purchaser, modifications authorized by, s 7 qualification test report, ss 4.5, 4.5.1 qualification. See also requalification, periodic qualification, initial. See also Type I - qualification, initial qualification, initial, ss 4.2.2, 4.4.2 qualification, multiple location, ss 4.4.3, 4.4.3.1, 4.4.3.2, 4.4.3.3 qualification, production unit, s 4.4.3 qualification, site, s 4.4.3

quotation, s 6 recycled glycol. See Type I – recycled glycol rejection, s 7 requalification, periodic, s 4.2.3 requalification, periodic. See also Type I – requalification, periodic revision number, s 6 specification, category, ss 1.1, 1.1.1 specification, foundation, ss 1.1, 1.1.1 specification, nonconformance, s 7 subcontractor, ss 4.4.3, 4.4.3.1, 4.4.3.2 temperature buffer. See freezing point buffer Type I – acrylic plastics, effect on, s 3.4.6 Type I – aerodynamic acceptance –  $50/50_{-}$ , ss 3.5.3, 3.5.3.2 Type I – aerodynamic acceptance – concentrate form, ss 1.3.2, 3.5.3.2 Type I – aerodynamic acceptance – concentrations to test, ss 3.5.3, 3.5.3.2 Type I – aerodynamic acceptance – fluid elimination<sup>29</sup>, s 3.5.3.1 Type I – aerodynamic acceptance – fluid thickness, final, s 3.5.3.1 Type I – aerodynamic acceptance – fluid thickness, initial, s 3.5.3.1 Type I – aerodynamic acceptance – high speed ramp, s 3.5.3 Type I – aerodynamic acceptance – highest concentration, ss 3.5.3, 3.5.3.2 Type I – aerodynamic acceptance – low speed ramp, s 3.5.3 Type I – aerodynamic acceptance – ready-to-use, ss 3.5.3, 3.5.3.2 Type I – aging, accelerated, s 3.3.2Type I – aircraft manufacturer maintenance manual, s 1.2.1 Type I – aircraft manufacturer service letters, s 1.2.1 Type I – aircraft type and model restrictions, s 1.2.1 Type I – anti-icing performance – high humidity endurance test, s 3.5.2 Type I – anti-icing performance – sample sheared, s 3.5.2 Type I – anti-icing performance – water spray endurance test, s 3.5.2 Type I – appearance, s 3.1.4 Type I – approval by purchaser, s 4.4.1 Type I – aquatic toxicity, s 3.1.5.4 Type I – biodegradability, s 3.1.5.3 Type I – BOD, s 3.1.5.1 Type I – Brix, s 3.2.4Type I – cadmium as contaminant, s 3.1.6 Type I – carbon brake compatibility, s 1.3.8 Type I – certificate of analysis, s 4.2.1 Type I – chromium as contaminant, s 3.1.6 Type I – COD, s 3.1.5.2 Type I – color – mandatory, Rationale, s 3.1.4.1 Type I – color – orange, s 3.1.4.1 Type I – color – uniformity, s 3.1.4 Type I – commingling, s 1.3.6 Type I – compatibility with Type II/III/IV, s 1.3.6 Type I – composition – thickeners, free from, s 3.1 Type I – composition, s 3.1 Type I – concentrate to be diluted, ss 1.3.2, 3.5.2Type I – consistency, s 4.5.1 Type I – containers, ss 5.1.1, 5.1.3, 5.1.5, 8.4 Type I – contamination – other fluids, s 1.3.6 Type I – contamination – trace contaminants, s 3.1.6

<sup>&</sup>lt;sup>29</sup> AMS1424 refers to initial thickness and final thickness of the fluid in the aerodynamic acceptance test. AMS1428 refers to fluid elimination. The notions are related in that they attempt to quantify the quantity of fluid that is eliminated during the acceleration run.

Type I – corrosion – recycled glycol, caused by, s 4.4.2.1 Type I – corrosion, low embrittling cadmium plate, s 3.4.3 Type I – corrosion, sandwich, s 3.4.1 Type I - corrosion, stress-, s 3.4.4 Type I – crawling, s 1.3.7 Type I – drums, ss 5.1.2, 5.1.5, 8.4 Type I – effect on aircraft materials, s 3.4 Type I – environmental information, s 3.1.5 Type I – exposure, human, s 1.3.1 Type I – field test with deicing unit, s 1.3.7 Type I – film breaks, s 1.3.7 Type I – fisheyes, s 1.3.7 Type I – flash point, ss 1.3.3, 3.2.1 Type I – flash point, minimum, ss 1.3.3, 3.2.1 Type I – fluid manufacturer to report – all technical requirement results, s 4.5 Type I – fluid manufacturer to report – recycled glycol, presence of, s 4.4.2.1 Type I – fluid manufacturer to report – recycled glycol, source of, s 4.4.2.1 Type I – foam, tendency to, s 3.3.5 Type I – foreign matter, free from, s 3.1.4 Type I – freezing point buffer, s 1.2.2.1 Type I – freezing point curve, s 3.5.1 Type I – freezing point depressant, non-glycol, s 3.1.1 Type I – freezing point of 50/50 dilution, ss 3.2.5, 3.5.1 Type I – freezing point of concentrate form, s 3.2.5, Type I – freezing point of ready-to-use form, s 3.5.1.1 Type I – glycol (conventional and nonconventional) based fluid – technical requirements, s 3.1.2.1 Type I – glycol (conventional) based fluid – technical requirements, s 3.1.2.1 Type I – glycol (conventional) based fluid, ss 1.1.1, 3.1.1, 3.1.1, 3.1.2.1 Type I – glycol (nonconventional) based fluid – technical requirements, s 3.1.2.1 Type I – glycol based fluid, ss 1.1.1, 3.1.1. 3.1.1.1 Type I - halogens as contaminant, s 3.1.6 Type I – hard water stability, s 3.3.3 Type I – high humidity endurance test – sample sheared, s 3.5.2 Type I – high humidity endurance test, s 3.5.2Type I – hydrogen embrittlement, s 3.4.5 Type I – label – AMS1424/1 or AMS142/2, s 5.1.3 Type I - label - lot number, s 5.1.3 Type I – label – manufacturer's identification, s 5.1.3 Type I – label – purchase order number, s 5.1.3 Type I – label – quantity, s 5.1.3 Type I – label, ss 4.1, 5.1.3, 5.1.4, 5.1.5 Type I – lead as contaminant, s 3.1.6 Type I – lot acceptance tests, ss 4.2.1, 4.3.3 Type I - lot number, s 4.1 Type I – lot rejection, s 4.6 Type I – LOUT – definition, s 1.2.2.1 Type I – LOUT of dilutions, s 1.2.2 Type I – LOUT reporting requirement, s 1.2.2 Type I – LOUT, fluid manufacturer obligation to report, s 1.2.2 Type I – lumps, free from, s 3.1.4 Type I – matter, free from foreign, s 3.1.4 Type I – mercury as contaminant, s 3.1.6 Type I – mixing of fluids from different manufacturers, s 1.3.6 Type I – mold growth, s 3.1 Type I – nitrate as contaminant, s 3.1.6

Type I – nitrogen as contaminant, total, s 3.1.6

Type I – non-glycol based – technical requirement, additional, ss 3.1.1.2, 3.1.3 Type I – non-glycol based – technical requirements, s 3.1.2.2 Type I – non-glycol based, ss 1.1.1, 3.1.1, 3.1.1.3, 3.1.2.2, 3.1.3 Type I – painted surface, effect on, s 3.4.7 Type I – particulate contamination, s 3.1.4 Type I – performance properties, s 3.5 Type I - pH, s 3.2.3, Type I – phosphorus as contaminant, s 3.1.6 Type I – physical properties, s 3.2 Type I – polycarbonate, effect on, s 3.4.6.2 Type I – precautions, s 1.3 Type I – purchase order, ss 6, 8.4 Type I – qualification, initial – comparison to subsequent results<sup>30</sup>, s 4.5.1Type I – qualification, initial – expiration dates, s 4.2.2 Type I – qualification, initial – what: all technical requirement, s 4.2.2 Type I – qualification, initial – when: change in ingredients, s 4.2.2Type I – qualification, initial – when: change in processing, s 4.2.2 Type I – qualification, initial – when: confirmatory testing, s 4.2.2 Type I – qualification, initial – when: prior to first shipment, s 4.2.2 Type I – qualification, initial<sup>31</sup>, ss 4.2.2, 4.4.2Type I – qualification, multiple location – different from original location, s 4.4.3.1 Type I – qualification, multiple location – same as original location, s 4.4.3.2 Type I – qualification, multiple location – when: once, s 4.4.3.3 Type I – qualification, multiple location, s 4.4.3 Type I – qualification, production unit, ss 4.4.3, 4.4.3.2, 4.4.3.3 Type I – qualification, site, ss 4.4.3, 4.4.3.2, 4.4.3.3 Type I – qualification. See also Type I – regualification. Type I – quality assurance, s 4 Type I – ready-to-use, ss 3.2.5, 3.5.2 Type I – recycled glycol – contaminants, s 4.4.2.1 Type I – recycled glycol – obligation to report presence of, s 4.4.2.1 Type I – recycled glycol – obligation to report source of, s 4.4.2.1 Type I – recycled glycol – quality assurance, s 4.4.2.1 Type I – recycled glycol – source of, s 4.4.2.1 Type I – refraction, s 3.2.4 Type I – refraction, s 3.2.4 Type I – rejection, ss 4.6, 7 Type I – reports by independent facilities, ss 4.1, 4.2.3, 4.5 Type I – regualification. See Type I – qualification, periodic re-Type I – requalification, periodic – comparison to initial qualification, s 4.5.1 Type I – requalification, periodic – expiration dates, s 4.2.3 Type I - requalification, periodic - failures, maximum 2, s 4.6 Type I - requalification, periodic - failures, reporting of, s 4.6 Type I – requalification, periodic – what: aerodynamic acceptance, s 4.2.3

<sup>&</sup>lt;sup>30</sup> In section 4.5.1 "subsequent reports" are defined as the periodic requalification reports. Presumably, the multiple site qualification reports should also be subject to the product consistency check of section 4.5.1.

<sup>&</sup>lt;sup>31</sup> AMS1424S lists three kinds of qualification [my understanding]: 1) initial qualification (s 4.2.2), 2) periodic requalification (s 4.2.3) and 3) multiple site qualification (s 4.4.3). What tests? Initial qualification – all technical requirements; periodic qualification – aerodynamic acceptance, WSET and HHET; multiple site qualification, if methods, materials and handling is different from original site – all technical requirements; multiple site, if same methods, materials and handling as the original site – aerodynamic acceptance, WSET and HHET. When? Initial qualification – prior to first shipment; periodic qualification – for non-recycled and recycled glycols after two years and every 4 years thereafter [AMS1424M required testing every 2 years for recycled glycol]; multiple site – after the first multiple site qualification, there no requirement for further testing at that site, unless there is a change in method, materials or handling.

Type I – requalification, periodic – what: water spray endurance test and high humidity endurance test, s 4.2.3 Type I – requalification, periodic – when: 2 years and 4 years thereafter, s 4.2.3 Type I – Right to Know Regulation (US), s 5.1.4 Type I – runway concrete resistance, s 3.4.9 Type I – safety data sheet, ss 1.3.1.4.5.2Type I – same ingredients, s 4.4.2 Type I – same manufacturing procedures, s 4.4.2 Type I – same methods of inspection, s 4.4.2Type I – sampling, bulk shipments, s 4.3.1 Type I – sampling, drum shipments, s 4.3.2 Type I – sampling, statistical, s 4.3.5 Type I - sampling, tote shipments, s 4.3.2 Type I – shear, resistance to, s 3.3.4Type I – skins, free from, s 3.1.4 Type I – slipperiness, s 1.3.5 Type I – specific gravity, s 3.2.2 Type I – specification – AMS1424, Title at p 1 Type I – stability, hard water, s 3.3.3Type I – stability, storage, s 3.3.1 Type I – stability, thermal, s 3.3.2 Type I – storage stability, s 3.3.1 Type I – sulfur as contaminant, s 3.1.6 Type I – surface tension, s 3.2.6 Type I – suspended matter, s 3.1.4 Type I – testing backlog, ss 4.2.2, 4.2.3 Type I – testing, autonomous facilities, s 4.2.3 Type I – testing, confirmatory, ss 4.1, 4.2.2 Type I – testing, independent facilities, ss 4.1, 4.2.3, 4.5 Type I – testing, independent laboratories<sup>32</sup>, ss 4.1, 4.2.3, 4.5 Type I – testing, user approved, s 4.2.3 Type I – thermal stability, s 3.3.2 Type I – thickeners, free from, s 3.1 Type I – totes, ss 4.3.2, 5.1.2, 5.1.5 Type I – transparent plastics, effect on, s 3.4.6 Type I – transportation, s 5.1.5 Type I – unpainted surface, effect on, s 3.4.8 Type I – use of concentrate form, s 1.3.2 Type I – use of dilution, s 1.3.2 Type I – water spray endurance test -3 minutes minimum, s 3.5.2 Type I – water spray endurance test – sample sheared, s 3.5.2 Type I – water, composition of hard, s 3.3.3.1 Type I – water, soft, s 3.3.3 Type I – wetting, s 1.3.7 Type I glycol – (conventional and nonconventional) based fluid, ss 1.1.1, 3.1.1, 3.1.2.1 Type II/III/IV – compatibility with Type I, s 1.3.6 vendor, ss 3.2, 3.2.5, 3.3, 3.4, 3.5.3.2, 4.1, 4.3, 4.3.5, 4.4.2, 4.4.3.1, 4.4.3.2, 4.5. 6 vendor, original, s 4.4.3.1 waiver. See also modifications authorized by purchaser water spray endurance test – Type I – 3 minutes minimum, s 3.5.2

<sup>&</sup>lt;sup>32</sup> AMS1424S uses the various terms with apparently similar meaning: "independent laboratory" (s 4.1), "independent facility" (s 4.2.3), "autonomous test facility" (s 4.2.3), "independent testing facilities" (s 4.5). The term facility encompasses laboratory.

Aircraft Deicing Documents – Issued by the G-12 Aircraft Deicing Fluid Committee

# AMS1424/1A Deicing/Anti-Icing Fluid, Aircraft SAE Type I Glycol (Conventional and Nonconventional) Based

Revised December 13, 2023 by SAE G-12 ADF.

Sponsor: Jacques Leroux.

SAE Type I fluids based on conventional and nonconventional glycol freezing point depressants are defined and identified as AMS1424/1 (read AMS1424 slash one) Type I fluids. The purpose of the AMS1424/1 specification, which is called a category specification, is to identify the SAE Type I fluid as a glycol (conventional or nonconventional) based fluid. For further information read the description for AMS1424.

Index for AMS1424/1A
(Section and page numbers are those of AMS1424/1A)
AMS1424/1, Title at p 1
category specification, s 1.1.1
foundation specification, s 1.1.1
freezing point depressant – glycol, conventional, s.1.1.1
freezing point depressant – glycol, nonconventional, s 1.1.1
freezing point depressant – glycol, s 1.1.1
freezing point depressant – non-glycol, s 1.1.1
glycol, conventional, s 1.1.1
glycol, nonconventional, s 1.1.1
specification, category, s 1.1.1
specification, foundation, s 1.1.1
Type I – glycol (conventional and nonconventional) based fluid, Title at p 1, s 1.1.1
Type I – glycol (conventional) based fluid, s 1.1.1
Type I – glycol (nonconventional) based fluid, s 1.1.1
Type I – specification – AMS1424/1A, Title at p 1

#### AMS1424/2A Deicing/Anti-Icing Fluid, Aircraft SAE Type I Non-Glycol Based

Revised December 13, 2023, by SAE G-12 ADF.

Sponsor: Jacques Leroux.

SAE Type I fluids based on non-glycol freezing point depressants are defined and identified as AMS1424/2A (read AMS1424 slash two A) Type I fluids. The purpose of the AMS1424/2A specification, which is called a category specification, is to identify the SAE Type I fluid as a non-glycol based fluid. For further information read the description for AMS1424.

Index for AMS1424/2A (Section and page numbers are those of AMS1424/2A) category specification, s 1.1.1 foundation specification, s 1.1.1 freezing point depressant – non-glycol, s 1.1.1 specification, category, s 1.1.1 specification, foundation, s 1.1.1 Type I – non-glycol based, Title at p 1, s 1.1.1 Type I – specification – AMS1424/2, Title at p 1

# AMS1428L Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Types II, III, and IV

Revised February 14, 2023, by SAE G-12 ADF.

Sponsor: Alex Meyers.

AMS1428 sets the technical requirements for deicing/anti-icing fluids (SAE Type II, III and IV) used to protect aircraft surfaces against freezing or frozen precipitation for a certain but limited period before takeoff. These fluids contain thickeners giving shear thinning properties to the fluids. In other words, the thickeners selected for these fluids are such that the viscosity of the thickened fluid decreases when a shear strain is applied to the fluid. SAE Type II, III, and IV are often known as thickened anti-icing fluids.

AMS1428 is defined as the *foundation specification* for SAE Type II, III and IV fluids. The SAE Type II, III and IV fluids are divided into two *category specifications*: a) SAE Type II/III/IV fluids based on glycol freezing point depressants, which include conventional glycols and nonconventional glycols and b) SAE Type II/III/IV fluids based on non-glycol freezing point depressants.

SAE Type II/III/IV fluids based on conventional and nonconventional glycol freezing point depressants are defined and identified as AMS1428/1 (read AMS1428 slash one) Type II/III/IV fluids. The purpose of the AMS1428/1 specification, which is called a category specification, is to identify the SAE Type II/III/IV fluid as a glycol (conventional or nonconventional) based fluid.

*Conventional glycols* are defined as ethylene glycol, diethylene glycol, and propylene glycol.

*Nonconventional glycols* are defined as organic non-ionic diols and triols, e.g., 1,3-propanediol, glycerine and mixtures thereof and mixtures with conventional glycols.

SAE Type II/III/IV fluids based on non-glycol freezing point depressants are defined and identified as AMS1428/2 (read AMS1428 slash two) Type II/III/IV fluids. The purpose of the AMS1428/2 specification, which is called a category specification, is to identify the SAE Type II/III/IV fluid as a non-glycol based fluid.

*Non-glycol* is defined as all that is not glycol (conventional and nonconventional), such as organic salts, e.g., sodium formate, sodium acetate, potassium formate, potassium acetate and any mixtures thereof.

*Mixtures* of any glycol with non-glycol are defined as non-glycol.

In summary, there is one foundation specification for Type II/III/IV fluids, AMS1428L, and two category specifications AMS1424/1 and AMS1424/2.

*Holdover Time Guidelines.* SAE Type II, III and IV fluids provide a limited period of protection against frozen or freezing precipitations while the aircraft is on the ground. The protection time can be estimated using fluid-specific holdover time guidelines that are published by the FAA or Transport Canada.

*Commercialization Readiness.* For fluid manufacturers wishing to commercialize a Type II/III/IV, it should be noted that it is insufficient to meet all the requirements of AMS1428L to be able to use such fluids on aircraft. The fluids must be on the list of qualified fluid published by the FAA or Transport Canada, obtain holdover time guidelines, also published by the FAA and Transport Canada, and preferably, perform full scale spray test. This process to prepare for commercialization of SAE Type II/III/IV fluids is described in ARP5718A.

*Highlight of changes to AMS1428L.* The middle speed ramp was added as an option for aerodynamic acceptance testing (ss 1.1.2, 3.5.2). Complete aerodynamic data should be available from the fluid manufacturer (s 3.2.5.2). The fluid elimination in percentage elimination was replaced by fluid final thickness, that is 0.52 mm for the high speed ramp and the middle speed ramp, and 0.86 mm for the low speed ramp (s 3.2.5.4). Viscosity measurement now refer to AS9968 rather than ASTM D2196 (Rationale on p 1, s 3.2.3.2). Reference to MSDS have been changed to SDS. Periodic requalification test dates were aligned with AMS1424.

- (Section and page numbers are those of AMS1428L) 1,3-propanediol. *See* glycol, nonconventional – 1,3-propanediol aerodynamic acceptance test – fluid initial thickness – 2 mm, s 3.2.5.4 aerodynamic acceptance test – fluid residual thickness – Type II/III/IV high speed ramp – 0.52 mm, s 3.2.5.4 aerodynamic acceptance test – fluid residual thickness – Type II/III/IV high speed ramp – 0.86 mm, s 3.2.5.4
- aerodynamic acceptance test fluid residual thickness Type II/III/IV middle speed ramp 0.52 mm, s 3.2.5.4
- aerodynamic acceptance test high speed ramp description, s 3.2.5.2
- aerodynamic acceptance test low speed ramp description, s 3.2.5.2
- aerodynamic acceptance test middle speed ramp description, s 3.2.5.2
- aerodynamic acceptance test Type II/III/IV requirement, s 3.2.5.2
- aerodynamic acceptance test. See also Type II/III/IV aerodynamic acceptance
- alkali organic salts. See also non-glycol
- AMS1428 performance v composition of matter specification, s 3.1
- AMS1428/1, ss 1.1.1, 2.1.1
- AMS1428/2, ss 1.1.1, 2.1.1
- anti-icing performance<sup>33</sup>, s 3.2.4.1
- Brix<sup>34</sup>, s 3.2.1.4
- Buehler test<sup>35</sup>, s 3.2.2.4, Appendix A
- color uniformity, s 3.1.5
- color. See also Type I color; Type II color; Type III color; Type IV color
- conventional glycol. See glycol, conventional
- definition fluid, non-Newtonian, s 1.1.3
- definition fluid, pseudoplastic, s 1.1.4
- definition glycol, conventional and nonconventional, s 3.1.1
- definition glycol, conventional, s 3.1.1.1
- definition glycol, s 3.1.1.1
- definition glycol, non-, s 3.1.1.3
- definition glycol, nonconventional, s 3.1.1.2
- definition lot, Type II/III/IV, s 4.3

definition - maximum on-wing viscosity, s 4.2.2.1; see also footnote 3.

Index for AMS1428L

definition – lowest operational use temperature, Type II/III/IV, s 1.3.1

<sup>&</sup>lt;sup>33</sup> Anti-icing performance, as defined in AMS1428 (latest version), is comprised of WSET and HHET.

<sup>&</sup>lt;sup>34</sup> Brix is a unit of refraction. A table of conversion from Brix to index of refraction is available in Robert C. Weast,

ed, Handbook of Chemistry and Physics, 49th ed (Cleveland OH: Chemical Rubber Co., 1968-1969) at E-225.

<sup>&</sup>lt;sup>35</sup> The successive dry-out and rehydration test is sometimes referred to as the Buehler test after Mr. Rolf Buehler who developed it.

definition – non-glycol, s 3.1.1.3 definition – pseudoplastic, s 1.1.4 fluid commingling. See Type I – commingling; Type II/III/IV – commingling; fluid manufacturer documentation – fluid commingling fluid manufacturer documentation - aerodynamic acceptance data, ss 1.1.2, 3.2.5.2 fluid manufacturer documentation - aquatic toxicity, s 3.1.4 fluid manufacturer documentation - biodegradability, s 3.1.6.3 fluid manufacturer documentation - BOD, s 3.1.6.1 fluid manufacturer documentation - cold storage stability, 3.2.2.10 fluid manufacturer documentation - dry-out exposure to cold dry air, s 3.2.2.3 fluid manufacturer documentation – exposure to dry air, s 3.2.2.2 fluid manufacturer documentation - flash point, s 3.2.1.1 fluid manufacturer documentation - fluid stability, s 3.2.2 fluid manufacturer documentation - hard water stability, s 3.2.2.8 fluid manufacturer documentation - high humidity endurance test, s 3.2.4.1 fluid manufacturer documentation - LOUT for intended dilutions, s 1.3.1 fluid manufacturer documentation - LOUT, s 1.3.1 fluid manufacturer documentation - materials compatibility data, 3.3.2 fluid manufacturer documentation - pavement compatibility, s 3.3.5 fluid manufacturer documentation - pH limits, s 3.2.1.3 fluid manufacturer documentation - physical properties, s 3.2 fluid manufacturer documentation - refraction limits, s 3.2.1.4 fluid manufacturer documentation - safety data sheet, ss 1.3.2. 4.5.2 fluid manufacturer documentation - specific gravity, s 3.2.1.2 fluid manufacturer documentation - storage stability, s 3.2.2.6 fluid manufacturer documentation - successive dry out and rehydration, s 3.2.2.4 fluid manufacturer documentation - surface tension, s 3.2.1.5 fluid manufacturer documentation - tendency to foam, s 3.2.2.9 fluid manufacturer documentation - thin film thermal stability, s 3.2.2.5 fluid manufacturer documentation - TOD or COD, s 3.1.6.2 fluid manufacturer documentation - toxicity data, s 3.1.4 fluid manufacturer documentation - trace contaminants, s 3.1.7 fluid manufacturer documentation - Type I/II/III/IV, s 1.1.2 fluid manufacturer documentation - viscosity limits, s 3.2.3.3 fluid manufacturer documentation - water spray endurance test, s 3.2.4.1 fluid, non-Newtonian - definition, s 1.1.3 fluid, non-Newtonian, Title at p 1, ss 1.1, 1.1.3, 3.2.3, 3.2.3.1 fluid, pseudoplastic - definition, s 1.1.4 fluid, pseudoplastic, Title at p 1, ss 1.1.4, 3.2.3 fluid, thickened... See Type II/III/IV fluid, undiluted. See Type II/III/IV - undiluted fluid freezing point depressant - glycol, conventional and nonconventional, ss 3.1.1, 3.1.2.1 freezing point depressant - glycol, conventional, ss 3.1.1, 3.1.1.1 freezing point depressant – glycol, nonconventional, ss 3.1.1, 3.1.1.2 freezing point depressant - non-glycol, ss 3.1.1, 3.1.1.3, 3.1.2.2, 3.1.3 glycerine. See glycol, nonconventional - glycerine glycol – definition, s 3.1.1.1 glycol, conventional – definition, s 3.1.1.1 glycol, conventional – diethylene glycol, ss 3.1.1.1, 3.1.2.1 glycol, conventional – ethylene glycol, ss 3.1.1.1, 3.1.2.1 glycol, conventional – propylene glycol, ss 3.1.1.1, 3.1.2.1 glycol, conventional and nonconventional – definition, s 3.1.1 glycol, non-. See non-glycol glycol, nonconventional - 1,3-propanediol, s 3.1.1.2 glycol, nonconventional – definition, s 3.1.1.2 glycol, nonconventional – glycerine, s 3.1.1.2

glycol, nonconventional – organic non-ionic diols and triols, mixtures of, s 3.1.1.2 glycol, nonconventional – organic non-ionic diols and triols, mixtures with conventional glycol, s 3.1.1.2 glycol, nonconventional - organic non-ionic diols and triols, s 3.1.1.2 high humidity endurance test – Type II 50/50 – 0.5 hours minimum, s 3.2.4.1 high humidity endurance test – Type II 75/25 - 2 hours minimum, s 3.2.4.1 high humidity endurance test - Type II undiluted - 4 hours minimum, s 3.2.4.1 high humidity endurance test - Type III 50/50 - determine and report, s 3.2.4.1 high humidity endurance test - Type III 75/25 - determine and report, s 3.2.4.1 high humidity endurance test - Type III undiluted - 2 hours minimum, s 3.2.4.1 high humidity endurance test – Type IV 50/50 - 0.5 hours minimum, s 3.4.2.1 high humidity endurance test - Type IV 75/25 - 2 hours minimum, s 3.4.2.1 high humidity endurance test - Type IV undiluted - 8 hours minimum, s 3.4.2.1 lot – Type II/III/IV – definition, s 4.3 LOUT – Type II/III/IV – definition, s 1.3.1 lowest operational use temperature. See LOUT neat. See Type II/III/IV – undiluted fluid nonconventional glycol. See glycol, nonconventional non-glycol – definition, s 3.1.1.3 non-glycol – organic salts mixtures with glycol, ss 3.1.1.3, 3.1.2.2, 3.1.3 non-glycol - organic salts, mixtures of, ss 3.1.1.3, 3on board3.1.3 non-glycol - potassium acetate, ss 3.1.1.3, 3.1.2.2, 3.1.3 non-glycol – potassium formate, ss 3.1.1.3, 3.1.2.2, 3.1.3 non-glycol – sodium acetate, ss 3.1.1.3, 3.1.2.2, 3.1.3 non-glycol - sodium formate, ss 3.1.1.3, 3.1.2.2, 3.1.3 non-Newtonian fluid. See fluid, non-Newtonian propylene glycol. See also glycol, conventional - propylene glycol; EG v PG pseudoplastic fluid. See fluid, pseudoplastic refractometer - Brix scale, s 3.2.1.4 shear thinning. See Type II/III/IV – shear thinning Type II – aerodynamic acceptance – high speed ramp – mandatory, s 1.1.2 Type II – aerodynamic acceptance – low speed ramp – optional, s 1.1.2 Type II – aerodynamic acceptance – middle speed ramp – optional, s 1.1.2 Type II - color - yellow, s 1.1.2 Type II 50/50 - high humidity endurance test 0.5 hours minimum, s 3.2.4.1 Type II 50/50 – water spray endurance test 5 minutes minimum, s 3.2.4.1 Type II 75/25 – high humidity endurance test 2 hours minimum, s 3.2.4.1 Type II 75/25 – water spray endurance test 20 minutes minimum, s 3.2.4.1 Type II undiluted – high humidity endurance test 4 hours minimum, s 3.2.4.1 Type II undiluted – water spray endurance test 30 minutes minimum, s 3.2.4.1 Type II. See also Type II/III/IV Type II/III/IV – aerodynamic acceptance – additional ramp, s 4.2.2.1 Type II/III/IV – aerodynamic acceptance of highest viscosity dilution sample, s 3.2.5.3 Type II/III/IV – aerodynamic acceptance of sheared sample, s 3.2.5.1 Type II/III/IV – aerodynamic acceptance of unsheared sample, s 3.2.5.1 Type II/III/IV – aerodynamic acceptance, ss 1.1.2, 3.2.5 Type II/III/IV – anti-icing performance, s 3.2.4.1 Type II/III/IV – apparent viscosity ss 1.1.3, 1.1.4 Type II/III/IV – appearance s 3.1.5 Type II/III/IV – application s 1.2 Type II/III/IV – approval by purchaser s 4.4.1 Type II/III/IV – approval, re-, ss 4.2.2, 4.4.2 Type II/III/IV – aquatic toxicity, s 3.1.6.4 Type II/III/IV - biodegradability, s 3.1.6.3 Type II/III/IV – BOD, s 3.1.6.1 Type II/III/IV - Brix, s 3.2.1.4 Type II/III/IV – cadmium reporting requirement, s 3.1.7

Type II/III/IV – carbon brake compatibility, s 1.3.6 Type II/III/IV - certificate of analysis, s 4.2.1 Type II/III/IV – change in formulation, ss 4.2.2, 4.4.2 Type II/III/IV – change in ingredients, ss 4.2.2, 4.4.2 Type II/III/IV – change in production method, ss 4.3.2, 4.4.2 Type II/III/IV – chromium reporting requirement, s 3.1.7 Type II/III/IV - circuit breakers, defective, s 1.3.3 Type II/III/IV - classification, ss 1.1.2, 3.2.4.1 Type II/III/IV – COD, s 3.1.6.2 Type II/III/IV – cold storage stability, s 3.2.2.10 Type II/III/IV - color - mandatory, Rationale, s 3.1.5 Type II/III/IV – color, ss 1.1.2, 3.1.5 Type II/III/IV – commingling, s 1.3.4 Type II/III/IV - compatibility with brake material, s 1.3.6 Type II/III/IV - composition, s 3.1 Type II/III/IV – contaminants, s 3.1.7 Type II/III/IV – corrosion resistance, stress, s 3.3.2.4.1 Type II/III/IV – corrosion, aluminum alloy, s 3.3.2.2 Type II/III/IV – corrosion, low embrittling cadmium plate, s 3.3.2.3 Type II/III/IV - corrosion, sandwich, s 3.3.2.1 Type II/III/IV - corrosion, stress-, s 3.3.2.4 Type II/III/IV – corrosion, total immersion, s 3.3.2.2 Type II/III/IV – degradation, thermal – heated leading edge dry-out, s 3.2.2.5 Type II/III/IV – direct current hazard, s 1.3.3 Type II/III/IV – dry-out exposure to cold dry air, s 3.2.2.3 Type II/III/IV – dry-out exposure to dry air, s 3.2.2.3 Type II/III/IV – dry-out, heated leading edge, s 3.2.2.5 Type II/III/IV – dry-out, successive test. See Type II/III/IV – successive dry-out and rehydration test Type II/III/IV - dry-out, successive. See Type II/III/IV - residue Type II/III/IV – effect on acrylic plastics, s 3.3.2.6 Type II/III/IV – effect on aircraft materials, s 3.3.2 Type II/III/IV – effect on painted surfaces, s 3.3.3 Type II/III/IV – effect on polycarbonate, s 3.3.2.6.1 Type II/III/IV – effect on transparent plastics, s 3.3.2.6 Type II/III/IV – effect on unpainted surfaces, s 3.3.4 Type II/III/IV – electrochemical dehydrolysis, s 1.3.3 Type II/III/IV – environmental information, s 3.1.6 Type II/III/IV – exposure to cold dry air, s 3.2.2.3 Type II/III/IV – exposure to dry air, s 3.2.2.2 Type II/III/IV - exposure, human, s 1.3.2 Type II/III/IV – FAA/TC list of fluids<sup>36</sup> Type II/III/IV - fire hazard inhibitor, s 1.3.3 Type II/III/IV – fire hazard, s 1.3.3 Type II/III/IV - flash point, s 3.2.1.1 Type II/III/IV – fluid elimination, s 3.2.5.4 Type II/III/IV – fluid list (FAA/TC), s 1.5 Type II/III/IV - foam, tendency to, s 3.2.2.9 Type II/III/IV - freezing point buffer, s 1.3.1 Type II/III/IV – freezing point, s 3.3.1 Type II/III/IV – friction, s 1.3.5 Type II/III/IV – glycol dehydrolysis, s 1.3.3 Type II/III/IV - halogen reporting requirement, s 3.1.7

<sup>&</sup>lt;sup>36</sup> Both the FAA and Transport Canada issue a list of fluids. If a document refers to both, it is indexed as "fluid list (FAA/TC)". If the document refers to only one list, it will be indexed as "fluid list (FAA)" or "fluid list (TC)", as the case may be.

Type II/III/IV - hard water composition, s 3.2.2.8.1 Type II/III/IV – hard water stability, s 3.2.2.8 Type II/III/IV – high humidity endurance test requirements, s 3.4.2.1 Type II/III/IV – high viscosity sample<sup>37</sup>, ss 3.2.5, 4.2.2.1 Type II/III/IV – highest viscosity dilution, s 3.2.5.3 Type II/III/IV - maximum on-wing viscosity, s 4.2.2.1; see also footnote 3\_ Type II/III/IV – hydrogen embrittlement, s 3.3.2.5 Type II/III/IV - label - AMS1428/1 or AMS1428/2, s 5.1.2 Type II/III/IV - label - fluid manufacturer's identification, s 5.1.2 Type II/III/IV – label – lot number, s 5.1.2 Type II/III/IV – label – purchase order number, s 5.1.2 Type II/III/IV – label – quantity, s 5.1.2 Type II/III/IV – label, ss 4.1, 5.1.2, 5.1.3, 5.1.4 Type II/III/IV - lead reporting requirement, s 3.1.7 Type II/III/IV - leading edge dry-out, heated, s 3.2.2.5 Type II/III/IV – licensee manufacturing, s 4.4.3 Type II/III/IV – list of qualified fluids<sup>38</sup>, s 1.5 Type II/III/IV – lot – definition, s 4.3 Type II/III/IV - lot acceptance, s 4.2.1 Type II/III/IV - lot, ss 4.1, 4.2.1, 4.3, 4.5.1.1. 5.1.1.1, 5.1.2 Type II/III/IV - LOUT - fluid manufacturer obligation to report, s 1.3.1 Type II/III/IV – LOUT, s 1.3.1 Type II/III/IV – lowest on-wing viscosity, s 4.5.1.2; Type II/III/IV – low embrittling cadmium plate, s 3.3.2.3 Type II/III/IV – low viscosity sample, s 4.2.2.2 Type II/III/IV – magnesium alloy, corrosion of, s 3.3.2.2 Type II/III/IV – materials compatibility, s 3.3.2 Type II/III/IV - maximum on-wing viscosity, s 4.2.2.1 Type II/III/IV – mercury reporting requirement, s 3.1.7 Type II/III/IV - mixing with fluid from different manufacturers, s 1.3.4 Type II/III/IV – mixture with other fluids, s 1.3.4 Type II/III/IV – multiple location manufacturing, s 4.4.3 Type II/III/IV – nitrate reporting requirement, s 3.1.7 Type II/III/IV – noble metal coated wiring, s 1.3.3 Type II/III/IV – non-glycol based, ss 3.1.1, 3.1.1.3, 3.1.3 Type II/III/IV – non-Newtonian, ss 1.1, 1.1.3 Type II/III/IV – overnight exposure to dry air, s 3.2.2.2 Type II/III/IV – packaging, s 5.1 Type II/III/IV – pavement compatibility, s 3.3.5 Type II/III/IV - pH, s 3.2.1.3 Type II/III/IV – phosphate reporting requirement, s 3.1.7 Type II/III/IV - polycarbonate, effect on. See Type II/III/IV - effect on transparent plastics Type II/III/IV – preproduction tests, ss 3.2.2.2.2, 3.2.5.3.1, 4.2.2, 4.2.2.1<sup>39</sup>, 4.5.2, A.4, A.5.1. A.6.4 Type II/III/IV - pseudoplastic, s 1.1.4 Type II/III/IV – purchase order, ss 6, 9.4 Type II/III/IV - qualification test reports - AMS1428 latest revision, s 4.5.1.4 Type II/III/IV – qualification test reports – date of manufacture, s 4.5.1.4

<sup>&</sup>lt;sup>37</sup> ARP5718B recommends to fluid manufacturers to carefully select the viscosities of the high viscosity sample and low viscosity sample before submitting to the testing laboratories, as these viscosities will be used to establish to set the quality control limits for the fluid delivered. The viscosity of the high viscosity sample will become the highest on-wing viscosity (HOWV), also known as the maximum on-wing viscosity (MOWV).

<sup>&</sup>lt;sup>38</sup> Section 1.5 of AMS1428L refers to the FAA and Transport Canada list of qualified fluids. FAA and Transport Canada no longer use the term "qualified" for the fluid list published in their holdover time guidelines.

<sup>&</sup>lt;sup>39</sup> Several sections refer to preproduction samples or tests. The initial qualification tests of ss 4.2.2, 4.2.2.1, 4.2.2.2 are performed on preproduction samples. This is made explicit in ss A.4, A.5.1, A.6.4

Type II/III/IV – qualification test reports – fluid manufacturer identification, s 4.5.1.4 Type II/III/IV – qualification test reports – fluid quantity, s 4.5.1.4 Type II/III/IV – qualification test reports – lot number, s 4.5.1.4 Type II/III/IV – qualification test reports – manufacturing location, s 4.5.1.4 Type II/III/IV – qualification, initial – report, ss 4.5.1.1, 4.5.1.4 Type II/III/IV – qualification, initial, ss 4.2.2, 4.2.3.1, 4.2.2.2, 4.5.1.3 Type II/III/IV – requalification, periodic – 50/50, ss 4.2.3, 4.5.1.2 Type II/III/IV – requalification, periodic – 75/25, ss 4.2.3, 4.5.1.2 Type II/III/IV - requalification, periodic - comparison to initial qualification, s 4.5.1.2 Type II/III/IV – requalification, periodic – expiration dates, s 4.2.3 Type II/III/IV – regualification, periodic – sample,  $\leq 6$  months, s 4.2.3 Type II/III/IV – regualification, periodic – test facility, approved, s 4.5.1.3 Type II/III/IV - requalification, periodic - test facility, independent, s 4.5.1.3 Type II/III/IV – requalification, periodic – test variability, s 4.5.1.2 Type II/III/IV – regualification, periodic – undiluted, ss 4.2.3, 4.5.1.2 Type II/III/IV – regualification, periodic – what: viscosity, ss 4.2.3, 4.5.1.2 Type II/III/IV – requalification, periodic – what: water spray endurance test and high humidity endurance test, ss 4.2.3, 4.5.1.2 Type II/III/IV – requalification, periodic – when: every 2 years, s 4.2.3 Type II/III/IV – requalification, periodic, ss 4.2.3, 4.5.1.2 Type II/III/IV – quality assurance, s 4 Type II/III/IV – reaction, exothermic, s 1.3.3 Type II/III/IV – re-approval, ss 4.2.2, 4.4.2 Type II/III/IV – refraction, s 3.2.1.4 Type II/III/IV – rejection, ss 4.6, 7 Type II/III/IV – resampling, s 4.6 Type II/III/IV – residue – effect on flight safety, s 1.3.7 Type II/III/IV - residue - in aerodynamically quiet areas, s 1.3.7 Type II/III/IV - residue - in cavities, s 1.3.7 Type II/III/IV – residue – in gaps, s 1.3.7 Type II/III/IV - residue formation - first step application of Type II/III/IV in two-step application, s 1.3.7 Type II/III/IV - residue formation - one-step application of Type II/III/IV, s 1.3.7 Type II/III/IV - residue formation test. See Type II/III/IV - successive dry out and rehydration test Type II/III/IV – residue formation, s 3.2.2.4 Type II/III/IV - retesting, s 4.6 Type II/III/IV – rheological properties, s 3.2.3 Type II/III/IV - runway concrete scaling, s 3.3.5.1 Type II/III/IV – sales specification, s 3.2.3.3 Type II/III/IV – same ingredients, s 4.4.2 Type II/III/IV - sample selection. See also HOT, process to obtain - sample selection Type II/III/IV – sample selection, ss 4.2.2, 4.2.2.1, 4.2.2.2 Type II/III/IV - shear stability, s 3.2.2.7 Type II/III/IV - shear stress, effect on apparent viscosity, ss 1.1.3, 1.1.4 Type II/III/IV – shear thinning, s 1.1.4 Type II/III/IV - silver coated wiring, s 1.3.3 Type II/III/IV - slipperiness, s 1.3.5 Type II/III/IV – specific gravity, s 3.2.1.2 Type II/III/IV - specification - AMS1428, Title at p 1 Type II/III/IV – storage stability waived, s 4.2.2 Type II/III/IV – storage stability, s 3.2.2.6 Type II/III/IV – storage stability, cold, s 3.2.2.10 Type II/III/IV - storage, long term, s 3.2.2.1 Type II/III/IV - stress-corrosion resistance, s 3.3.2.4 Type II/III/IV – subcontractor manufacturing, s 4.4.3 Type II/III/IV – successive dry out and rehydration test, s 3.2.2.4, Appendix A Type II/III/IV – sulfur reporting requirement, s 3.1.7

Type II/III/IV – surface tension, s 3.2.1.5 Type II/III/IV – switches, defective, s 1.3.3 Type II/III/IV - technical requirements, s 3 Type II/III/IV - temperature cycling, s 3.2.2.10 Type II/III/IV – thermal stability, accelerated aging, s 3.2.2.1 Type II/III/IV – thermal stability, thin film, s 3.2.2.5 Type II/III/IV – thickened fluid, s 3.2.3 Type II/III/IV – titanium corrosion resistance, s 3.3.2.2 Type II/III/IV – TOD, s 3.1.6.2 Type II/III/IV - toxicity, s 3.1.4 Type II/III/IV - trace contaminants, s 3.1.7 Type II/III/IV – transportation, s 5.1.3 Type II/III/IV – U.S Military procurement, s 4.2.2.3 Type II/III/IV – undiluted, ss 1.3.1, 3.2.1 Type II/III/IV – viscosity limits, s 3.2.3.3 Type II/III/IV – viscosity measurement – fluid manufacturer's method, s 3.2.3.2.1 Type II/III/IV – viscosity measurement – in case of dispute, s 3.2.3.2.1 Type II/III/IV – viscosity measurement, ss 3.2.3.2, 3.2.3.2.1 Type II/III/IV – wiring, defective, s 1.3.3 Type II/III/IV - water spray endurance test limits, s 3.2.4.1 Type III – aerodynamic acceptance – high speed ramp – optional, s 1.1.2 Type III – aerodynamic acceptance – middle speed ramp or low speed ramp – mandatory, s 1.1.2 Type III – color – bright yellow, s 1.1.2 Type III 50/50 – high humidity endurance test determine and report, s 3.2.4.1 Type III 50/50 – water spray endurance test determine and report, s 3.2.4.1 Type III 75/25 – high humidity endurance test determine and report, s 3.2.4.1 Type III 75/25 – water spray endurance test determine and report, s 3.2.4.1 Type III undiluted – high humidity endurance test 2 hours minimum, s 3.2.4.1 Type III undiluted – water spray endurance test 20 minutes minimum, s 3.2.4.1 Type III. See also Type II/III/IV Type IV – aerodynamic acceptance – high speed ramp – mandatory, s 1.1.2 Type IV – aerodynamic acceptance – low speed ramp – optional, s 1.1.2 Type IV – aerodynamic acceptance – middle speed ramp – optional, s 1.1.2 Type IV - color - green, s 1.1.2 Type IV 50/50 – high humidity endurance test 0.5 hours minimum, s 3.2.4.1 Type IV 50/50 – water spray endurance test 5 minutes minimum, s 3.2.4.1 Type IV 75/25 – high humidity endurance test 2 hours minimum, s 3.2.4.1 Type IV 75/25 – water spray endurance test 20 minutes minimum, s 3.2.4.1 Type IV undiluted – HHET 8 hours minimum, s 3.2.4.1 Type IV undiluted – water spray endurance test 80 minutes minimum, s 3.2.4.1 Type IV. See also Type II/III/IV water spray endurance test - Type II 50/50 - 5 minutes minimum, s 3.2.4.1 water spray endurance test - Type II 75/25 - 20 minutes minimum, s 3.2.4.1 water spray endurance test - Type II undiluted - 30 minutes minimum, s 3.2.4.1 water spray endurance test - Type III 50/50 - determine and report, s 3.2.4.1 water spray endurance test - Type III 75/25 - determine and report, s 3.2.4.1 water spray endurance test – Type III undiluted – 20 minutes minimum, s 3.2.4.1water spray endurance test - Type IV 50/50 - 5 minutes minimum, s 3.2.4.1 water spray endurance test – Type IV 75/25 – 20 minutes minimum, s 3.2.4.1 water spray endurance test - Type IV undiluted - 80 minutes minimum, s 3.2.4.1

1431

# AMS1428/1A Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Type II, III, and IV Glycol (Conventional and Nonconventional) Based

Revised December 13, 2023, by SAE G-12 ADF.

Sponsor: Jacques Leroux.

SAE Type II, III, and IV fluids based on conventional and nonconventional glycol freezing point depressants are defined and identified as AMS1428/1 (read AMS1428 slash one) Type II, III and IV fluids. The purpose of the AMS1428/1 specification, which is called a category specification, is to identify the SAE Type I fluid as a glycol (conventional or nonconventional) based fluid. For further information, read the definition of glycol conventional and nonconventional in AMS1428L, which is defined as the base specification.

Index for AMS1428/1A (Section and page numbers are those of AMS1428/1A) category specification, s 1.1.1 foundation specification, s 1.1.1 freezing point depressant – glycol, conventional, s.1.1.1 freezing point depressant – glycol, nonconventional, s 1.1.1 freezing point depressant – glycol, s 1.1.1 freezing point depressant - non-glycol, s 1.1.1 glycol, conventional, s 1.1.1 glycol, nonconventional, s 1.1.1 specification, category, s 1.1.1 specification, foundation, s 1.1.1 Type II/III/IV – glycol (conventional and nonconventional) based fluid, Title at p 1, s 1.1.1 Type II/III/IV – glycol (conventional) based, s 1.1.1 Type II/III/IV – glycol (nonconventional) based, s 1.1.1 Type II/III/IV – purchase documents, ss 2, 9.2 Type II/III/IV – specification – AMS1428/1A, Title at p 1

# AMS1428/2A Fluid, Aircraft Deicing/Anti-Icing, Non-Newtonian (Pseudoplastic), SAE Type II, III, and IV Non-Glycol Based

Revised December 13, 2023, by SAE G-12 ADF.

Sponsor: Jacques Leroux.

SAE Type II, III, and IV fluids based on non-glycol freezing point depressants are defined and identified as AMS1428/2 (read AMS1428 slash two) Type II, III, and IV fluids. The purpose of the AMS1428/2 specification, which is called a category specification, is to identify the SAE Type II, III and IV fluids as a non-glycol based fluid. For further information, read the definition of glycol conventional and nonconventional in AMS1428L, which is called the base specification.

Index for AMS1428/2A (Section and page numbers are those of AMS1428/2A) category specification, s 1.1.1 foundation specification, s 1.1.1 freezing point depressant – glycol, conventional, s.1.1.1 freezing point depressant – glycol, nonconventional, s 1.1.1 freezing point depressant – non-glycol, s 1.1.1 glycol, conventional, s 1.1.1 glycol, nonconventional, s 1.1.1 specification, category, s 1.1.1 specification, foundation, s 1.1.1 Type II/III/IV – glycol (conventional and nonconventional) based, Title at p 1, s 1.1.1 Type II/III/IV – glycol (conventional) based, s 1.1.1 Type II/III/IV – glycol (nonconventional) based, s 1.1.1

### ARP6852E Methods and Processes for Evaluation of Aerodynamic Effects of SAE-Qualified Aircraft Ground Deicing/Anti-Icing Fluids

Revised April 1, 2024, by SAE G-12 AWG and SAE G-12 ADF.

Sponsor: Paulo Santos.

AMS1424 and AMS1428 require aircraft deicing/anti-icing fluids to comply to the aerodynamic acceptance test whose purpose is to ensure that the aerodynamic performance of all fluids is no worse than an established accepted standard; this aerodynamic acceptance test is described in detail in AS5900. Even with successful aerodynamic acceptance qualification, there can be circumstances which require the evaluation of the aerodynamic effect of fluids on specific aircraft. ARP6852 does provide guidance for such aircraft specific evaluation.

ARP6852, prepared by the members of the G-12 Aerodynamics Working Group, describes methods known to have been used by aircraft manufacturers to evaluate specific aircraft aerodynamic performance and handling effects following application of glycol-based SAE AMS Type I, II, III or IV aircraft deicing/anti-icing fluids. Guidance and insight based upon those experiences are provided, including, similarity analyses, icing wind tunnel tests, flight tests, computational fluid dynamics and other numerical analyses.

ARP6852 further presents an historical account of the evaluation of the aerodynamic effects of fluids, including the initial work done by Boeing (Appendix A) in the 1980s and 1990s on high speed aircraft and of de Havilland (Appendix B) on commuter type aircraft which led to the development of the aerodynamic acceptance test described in AS5900. ARP6852 provides an extensive bibliography on the effects of fluids on aircraft aerodynamics and reports on the methods used by Bombardier (Appendix E), Cessna (Appendix D) and SAAB (Appendix C) to evaluate the effects of fluid on their respective aircraft. Appendix F (Aalto University) proposes a model for fluid shedding (fluid removal) from aerodynamic surfaces. Details of the development of the middle speed ramp are not to be found in ARP6852 but rather in Appendix C of AS5900 (revision AS5900E and onwards).

Index for ARP6852E (Section and page numbers are those of ARP6852E) aerodynamic acceptance test – Boeing history, s 3.4, Appendix A aerodynamic acceptance test - Bombardier (de Havilland) history, Appendix B aerodynamic acceptance test – development by Boeing, s 3.4. Appendix A aerodynamic acceptance test – development by de Havilland, Appendix B aerodynamic acceptance test - general description, s 3.3.2 aerodynamic acceptance test – high speed ramp – description, s 3.3.2 aerodynamic acceptance test – low speed ramp – description, s 3.3.2 aerodynamic acceptance test - maximum acceptable lift loss for commuter type aircraft with wing mounted propellers (8%), s 3.2.2 aerodynamic acceptance test - maximum acceptable lift loss for large transport jet aircraft (5.24%), s 3.2.2 aerodynamic acceptance test – middle speed ramp – description, s 3.3.2 aerodynamic acceptance test - subset of aerodynamic effect of fluids, Foreword at p 1 aerodynamic acceptance test -V2 > 1.10 VS1g, s 3.3.2 aerodynamic clean surface, description of, s 3.2 aerodynamic effect of fluids – bibliography, s 2.1.2 aerodynamic effect of fluids - compensating measures. See aerodynamic effect of fluids - performance adjustments aerodynamic effect of fluids – critical point at maximum angle of attack, s 3.2.1 aerodynamic effect of fluids - critical point during takeoff, s 3.2.1 aerodynamic effect of fluids - decrease of during ground roll, rotation and climb, s 3.2 aerodynamic effect of fluids - effect of angle of attack, s 3.2.1 aerodynamic effect of fluids – effect of fuselage geometry, s 3.2. aerodynamic effect of fluids - effect of geometry-limited aircraft, s 3.2.1 aerodynamic effect of fluids - effect of high lift configuration, s 3.2.1 aerodynamic effect of fluids - effect of initial climb speed, s 3.2.1 aerodynamic effect of fluids – effect of leading edge stall v trailing edge stall, s 3.2.1 aerodynamic effect of fluids - effect of leading edge stall v trailing edge stall, s 3.2.1 aerodynamic effect of fluids - effect of OAT on fluid flowoff, s 3.2.1 aerodynamic effect of fluids - effect of OAT on fluid viscosity, s 3.2.1 aerodynamic effect of fluids - effect of rotation speed, s 3.2.1 aerodynamic effect of fluids - effect of speed and time to accelerate to rotation speed, s 3.2.1 aerodynamic effect of fluids – effect of time to accelerate to climb speed, s 3.2.1 aerodynamic effect of fluids - effect of wing stall characteristics, s 3.2.1 aerodynamic effect of fluids - evaluation by Boeing, Appendix A aerodynamic effect of fluids – evaluation by Bombardier, Appendix E aerodynamic effect of fluids - evaluation by Cessna, Appendix D aerodynamic effect of fluids – evaluation by de Havilland, Appendix B aerodynamic effect of fluids - evaluation by SAAB, Appendix C aerodynamic effect of fluids - evaluation methods - computational fluid dynamics and other numerical analyses, ss 1.4.5.6.1 aerodynamic effect of fluids - evaluation methods - flight tests, ss 1, 4.4, 6.1 aerodynamic effect of fluids – evaluation methods – methodologies pros and cons, s 6.1, Table 1 at p 27 aerodynamic effect of fluids - evaluation methods - process flow chart, s 4.1 aerodynamic effect of fluids - evaluation methods - similarity analysis, ss 1, 4.2, 6.1 aerodynamic effect of fluids - evaluation methods - wind tunnel tests, ss 1, 4.3, 6.1 aerodynamic effect of fluids - evaluation methods, s 4 aerodynamic effect of fluids - fluid presence at time of rotation, s 3.2.1 aerodynamic effect of fluids - on aileron control forces, s 6.3 aerodynamic effect of fluids - on aircraft aerodynamic performance, ss 3.2.1, 6.2-6.3 aerodynamic effect of fluids - on BLDT, s 3.2.1 aerodynamic effect of fluids - on CLmax, s 3.2.1 aerodynamic effect of fluids – on drag, ss 3.2.1, 6.2 aerodynamic effect of fluids - on elevator control force, s 3.2.2 aerodynamic effect of fluids - on elevator effectiveness, s 3.2.2 aerodynamic effect of fluids - on elevator tab effectiveness, s 3.2.2 aerodynamic effect of fluids - on handling qualities, ss 3.2.2, 6.3 aerodynamic effect of fluids - on hinge moment, s 3.2.2 aerodynamic effect of fluids - on lateral control, ss 3.2.2, 6.3

aerodynamic effect of fluids - on lift, ss 3.2.1, 6.2 aerodynamic effect of fluids – on Mitsubishi YS-11, s 3.2.2 aerodynamic effect of fluids - on specific aircraft, reasons to evaluate - additional requirements beyond AAT. s 3.4. Foreword at p 1 aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – different from Boeing 737-200ADV, s 3.4 aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – report of high stick forces during rotation, s 3.4 aerodynamic effect of fluids - on specific aircraft, reasons to evaluate - report of high wheel forces during rotation, s 3.4 aerodynamic effect of fluids - on specific aircraft, reasons to evaluate - rotation speed different from AAT, s 3.4 aerodynamic effect of fluids - on specific aircraft, reasons to evaluate - takeoff acceleration different from AAT, s 3.4 aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – takeoff speed corrections to compensate for lift loss caused by fluids, s 3.4 aerodynamic effect of fluids - on specific aircraft, reasons to evaluate - variation in wing design, s 3.4 aerodynamic effect of fluids – on specific aircraft, s 3.4, Foreword at p 1 aerodynamic effect of fluids - on stick/column forces, ss 3.2.2, 6.2 aerodynamic effect of fluids – on tab effectiveness, s 3.2.2 aerodynamic effect of fluids - on takeoff climb gradient, s 6.2 aerodynamic effect of fluids - on takeoff margins, ss 3.2.1, 6.2 aerodynamic effect of fluids - on takeoff rotation, s 6.3 aerodynamic effect of fluids – on takeoff safety margin, s 6.2 aerodynamic effect of fluids - performance adjustments - attitude, s 5 aerodynamic effect of fluids – performance adjustments – braking energy, s 5 aerodynamic effect of fluids - performance adjustments - pitch rate, s 5 aerodynamic effect of fluids - performance adjustments - takeoff flap settings, s 6.3 aerodynamic effect of fluids - performance adjustments - takeoff distance, s 5 aerodynamic effect of fluids – performance adjustments – takeoff speeds, ss 3.2.1, 5, 6.2–6.3 aerodynamic effect of fluids - performance adjustments - takeoff weight, s 5 aerodynamic effect of fluids - performance adjustments - takeoff technique, s 5 aerodynamic effect of fluids - performance adjustments - to ensure adequate safety margins, s 5 aerodynamic effect of fluids - performance adjustments, s 5 aerodynamic effect of fluids - performance adjustments. See also Type II/III/IV - aircraft operational considerations aerodynamic effect of fluids – regulatory qualification, s 1 aerodynamic effect of fluids - rotation difficulties on aircraft with unpowered pitch control surfaces, ss 3.2.2, 6.3 aerodynamic effect of fluids - scaling law for flowoff, Appendix F aerodynamic effect of fluids - scaling law, Appendix F.3.2 aerodynamic effect of fluids - secondary wave, ss 3.4, 4.2.1, A.1, E.2.6, F.3.3 aerodynamic effect of fluids - *superset of* aerodynamic acceptance test (AS5900), Foreword at p 1 aerodynamic effect of fluids - superset of aerodynamic effect of fluids - on specific aircraft (ARP6852), Foreword at p 1 aerodynamic effect of fluids – sweeping frequency, Appendix F.3.2 aerodynamic effect of fluids - sweeping number, Appendix F.3.2 aerodynamic effect of fluids – transient<sup>40</sup> nature of, ss 3.2, 3.2.1, 4.4.3.2.2 aerodynamic effect of fluids - wave roughness introduced by flowoff, s 3.2 aerodynamic effect on specific aircraft - Boeing 737-200ADV, ss 3.2.1, 3.4, Appendix A Boeing – aerodynamic acceptance test history, ss 3.2.1, 3.2.4, Appendix A Boeing B737-200 ADV - aerodynamic acceptance test, ss 3.2.1, 3.4, Appendix A Bombardier (de Havilland) - aerodynamic acceptance test history, Appendix B Bombardier DHC-8, Appendix B Bombardier. See also aerodynamic effect of fluids - evaluation by Bombardier Cessna. See also aerodynamic effect of fluids - evaluation by Cessna

<sup>&</sup>lt;sup>40</sup> ARP6852E appears to use the words "transient" and "transitory" as synonyms when referring to the aerodynamic effects of fluid as in "[t]he aerodynamic effects of fluids are transitory..." (s 4.4.3.2.2) or "[c]urrent data suggests that the fluid transient behavior..." (s 3.2.1). Here we index under "transient".

clean surface - definition, s 3.2 clean surface – functional definition, s 3.2 de Havilland DHC-8, Appendix B de Havilland. See also aerodynamic effect of fluids - evaluation by de Havilland definition - clean surface. s 3.2 definition – fluid, qualified, s 1 first note definition - fluid, thickened, s 2.2 sub verbis "thickened fluid(s)" definition – HOT, s 2.2 definition – LOUT, s 2.2 definition - surface, clean, s 3.2 fluid flowoff - solitary waves, s 4.2.1 fluid flowoff – speed and time dependence, s 3.2.1 fluid flowoff – wave motion, ss 3.2.1, 4.2.1 fluid flowoff at rotation – incomplete, s 3.2 fluid manufacturer documentation - aerodynamic acceptance data, s 4.4.2 fluid, qualified – definition, s 1 first note fluid, thickened – definition, s 2.2 sub verbis "thickened fluid(s)" HOT – definition, s 2.2 Kuopio Finland tests, Appendix A leading edge thermal anti-icing system - dehydration of Type II/III/IV, s 3.2 leading edge, heated, s 3.2 lift loss – proportional to relative roughness, s. F.3.3 lift loss - contribution of secondary wave, ss 3.4, A.2 LOUT – definition, s 2.2 Mitsubishi YS-11, s 3.2.2 performance adjustments, aircraft. See aerodynamic effect of fluids - performance adjustments ramp, high speed. See aerodynamic acceptance test – high speed ramp ramp, low speed. See aerodynamic acceptance test - low speed ramp roughness - wave induced, ss 3.2, 3.2.1, F.3.3 SAAB. See also aerodynamic effect of fluids - evaluation by SAAB surface, clean – definition, s 3.2 surface, clean – functional definition, s 3.2 Type I – functional description, s 3.1 Type II/III/IV – degradation, thermal – heated leading edge dry-out, s 3.2 Type II/III/IV – dry-out, heated leading edge, s 3.2 Type II/III/IV – functional description, s 3.1 von Karman Institute for Fluid Dynamics, Appendices A-C wave height – proportional to fluid thickness, s F.3.3. wave roughness, ss 3.2, 3.2.1 wing stall characteristics, s 3.2.1

# AS5900E Standard Test Method for Aerodynamic Acceptance of AMS1424 and AMS1428 Aircraft Deicing/Anti-Icing Fluids

Revised August 19, 2021, by SAE G-12 ADF.

Sponsor: Éric Villeneuve.

This standard provides test methods to ensure acceptable aerodynamic characteristics of the deicing/anti-icing fluids as they flow off aircraft lifting and control surfaces during the takeoff ground acceleration and climb. AS5900 establishes the aerodynamic flowoff requirements for SAE AMS1424 Type I and SAE AMS1428 Type II, III and IV fluids used to deice and/or anti-ice aircraft.

#### Aircraft Deicing Documents – Issued by the G-12 Aircraft Deicing Fluid Committee

Three aerodynamic acceptance tests are thus defined:

1- The *high speed test* simulates the takeoff of large transport jet aircraft<sup>41</sup> with speeds<sup>42</sup> at rotation exceeding approximately 100 knots and with time<sup>43</sup> from brake release to rotation greater than 20 s. This takeoff is simulated using a *high speed ramp* where the test is performed as 65 m/s (126 knots) and a 25 s acceleration at 2.6 m/s<sup>2</sup>.

2- The *middle speed test* simulates the takeoff of large commuter turboprop aircraft<sup>44</sup> with speeds at rotation between 80 and 100 knots and with a time from brake release to rotation between 16 and 20 s. The takeoff is simulated using a *middle speed ramp* where the test is performed at 46 m/s (90 knots) and an 18 s acceleration at 2.6 m/s<sup>2</sup>.

3- The *low speed test* simulates the takeoff of commuter turboprop aircraft<sup>45</sup> with speeds at rotation between 60 and 100 knots and with a time from brake release to rotation between 15 and 20 s. The takeoff is simulated using a *low speed ramp* where the test is performed at 35 m/s (70 knots) and a 17 s acceleration at 2.1 m/s<sup>2</sup>.

In this AS5900E, the most significant changes are: 1) the addition of a middle speed ramp for large turboprop aircraft, 2) a detailed justification in Appendix C for the middle speed ramp, 3) interpolation is used to measure the lowest acceptable aerodynamic temperature (LAAT) for Type I when LAAT are below -38°C for improved reproducibility and accuracy and 4) replacement of the percent elimination requirement by a final thickness requirement for AMS1428 fluids.

The FAA and Transport Canada state: "If uncertain whether the aircraft to be treated conforms to the low speed, the middle speed, or the high speed aerodynamic test, consult the aircraft manufacturer."  $^{46}$ 

Index for AS5900E (Section, page, and appendix numbers are those of AS5900E) aerodynamic acceptance test – aircraft, large jet, s 3.1a aerodynamic acceptance test – aircraft, large turboprop, s 3.1 b aerodynamic acceptance test – aircraft, turboprop, s 3.1 c aerodynamic acceptance test – BLDT – acceptance limit – high speed, ss 7.1.1, 7.2.1, Appendix B aerodynamic acceptance test – BLDT – acceptance limit – low speed, ss 7.1.3, 7.2.3 aerodynamic acceptance test – BLDT – acceptance limit – middle speed, ss 7.1.2, 7.2.2, Appendix C aerodynamic acceptance test – BLDT – Bernoulli equation, s 6.4.2.2 aerodynamic acceptance test – BLDT – calculation, s 6.4.2.2 aerodynamic acceptance test – BLDT, dry – at 35 m/s –  $\leq$  3.2 mm, s 4.2.4.3 aerodynamic acceptance test – BLDT, dry – at 46 m/s –  $\leq$  3.1 mm, s 4 2.4.2 aerodynamic acceptance test – BLDT, dry – at 65 m/s –  $\leq$  2.9 mm, s 4.2.4.1 aerodynamic acceptance test – BLDT, ss 1, 4.2.4.1–4.2.4.3, 6.1, 6.2.7.4, 6.3.4, 6.3.4.1, 6.3.4.2, 6.4.4.1, 6.4.1.2, 6.4.2.2, 6.5.2, 6.5.3, 7., 7.1.1–7.1.3, 7.3.1, 8., Appendices A–C

<sup>&</sup>lt;sup>41</sup> Large jet transport aircraft are also known as high speed aircraft.

<sup>&</sup>lt;sup>42</sup> Takeoff rotation speed or rotation speed are also known as VR.

<sup>&</sup>lt;sup>43</sup> Time from brake release to rotation is also known as takeoff run time or ground acceleration time or brake release to VR.

<sup>&</sup>lt;sup>44</sup> Commuter large turbo-prop aircraft are colloquially known as middle speed aircraft.

<sup>&</sup>lt;sup>45</sup> Commuter turbo-prop aircraft are colloquially known as low speed aircraft.

<sup>&</sup>lt;sup>46</sup> FAA, *Holdover Time Guidelines, Winter 2024-2025*, original issue (6 August 2024) and Transport Canada, *Holdover Time (HOT) Guidelines Winter 2024-2025*, original issue (6 August 2024), both at p 77 at note 6.

aerodynamic acceptance test - calibration requirements, s 4.1 aerodynamic acceptance test – description, s 3.1 aerodynamic acceptance test - facility independence from fluid manufacturer, s 3.3 aerodynamic acceptance test – facility qualification frequency – 5 years, s 3.3 aerodynamic acceptance test – facility qualification<sup>47</sup>, s 3.3aerodynamic acceptance test - facility requirements, ss 3.3, 4 aerodynamic acceptance test - facility third party review, s 3.3 aerodynamic acceptance test - fluid elimination. See aerodynamic acceptance test - fluid residual thickness aerodynamic acceptance test - fluid formulation change, s 7.4 aerodynamic acceptance test - fluid made by licensee, s 7.4 aerodynamic acceptance test - fluid property change, s 7.4 aerodynamic acceptance test – fluid residual thickness – Type I high speed ramp -0.60 mm, s 6.2.10.1 aerodynamic acceptance test – fluid residual thickness – Type I low speed ramp – 0.40 mm, s 6.2.10.1aerodynamic acceptance test – fluid residual thickness – Type I middle speed ramp – 0.50 mm, s 6.2.10.1 aerodynamic acceptance test – fluid residual thickness – Type II/III/IV high speed ramp – 0.52 mm, s 6.2.10.2 aerodynamic acceptance test - fluid residual thickness - Type II/III/IV low speed ramp - 0.86 mm, s 6.2.10.2 aerodynamic acceptance test – fluid residual thickness – Type II/III/IV middle speed ramp – 0.52 mm, s 6.2.10.2 aerodynamic acceptance test – fluid, new, s 7.4 aerodynamic acceptance test - high speed ramp - description, ss 3.1 a, 4.3.4.1.1 aerodynamic acceptance test - high speed ramp - reference fluid, s 3.2.1 aerodynamic acceptance test - high speed ramp - speed diagram, Figure 1 aerodynamic acceptance test - high speed ramp - velocity, ss 3.1 a, 4.3.4.1.1 aerodynamic acceptance test - high speed ramp, ss 3.1 a, 4.3.4.1.1 aerodynamic acceptance test - initial testing, s 7.3.1 aerodynamic acceptance test - LAAT, ss 6.1, 8, Appendices A, C aerodynamic acceptance test - low speed ramp - description, ss 3.1 c, 4.3.4.1.3 aerodynamic acceptance test – low speed ramp – reference fluid, s 3.2.3 aerodynamic acceptance test – low speed ramp – speed diagram, Figure 3 aerodynamic acceptance test – low speed ramp – velocity, ss 3.1 c, 4.3.4.1.3 aerodynamic acceptance test - low speed ramp, ss 3.1 c, 4.3.4.1.3 aerodynamic acceptance test – method, Title at p 1 aerodynamic acceptance test - middle speed ramp - description, ss 3.1 b, 4.3.4.1.2 aerodynamic acceptance test – middle speed ramp – reference fluid, s 3.2.2 aerodynamic acceptance test – middle speed ramp – speed diagram, Figure 2 aerodynamic acceptance test - middle speed ramp - velocity, ss 3.1 b, 4.3.4.1.2 aerodynamic acceptance test - non-glycol based fluid, s 1 aerodynamic acceptance test – procedure, s 6 aerodynamic acceptance test - results, s 9 aerodynamic acceptance test – retesting, s 7.3.2 aerodynamic acceptance test - site. See aerodynamic acceptance test - facility aerodynamic acceptance test – test duct frost, ss 6.3.2, 6.3.4.1, 6.3.4.2 aerodynamic acceptance test – test fluid age < 3 months, s 5.1 aerodynamic acceptance test - test fluid final thickness. See aerodynamic acceptance test - fluid residual thickness aerodynamic acceptance test – test fluid high humidity endurance test, s 5.1 aerodynamic acceptance test - test fluid identification, s 5.1 aerodynamic acceptance test - test fluid pH, s 5.2.4 aerodynamic acceptance test – test fluid precooling, s 6.2.2 aerodynamic acceptance test – test fluid quantity per run – 1 L, s 5.1aerodynamic acceptance test – test fluid refraction, ss 5.2.3, 6.2.4, 6.2.9, 6.3.3 aerodynamic acceptance test - test fluid requirements, s 5 aerodynamic acceptance test – test fluid settling period of 5 minutes, s 6.2.6

<sup>&</sup>lt;sup>47</sup> The expressions "test facility", "facility", "site/facility" "aerodynamic acceptance test facility" appear to be used interchangeably (ss 3.3, 4, 4.5). Section 3.3 defines qualification of the facility, associated staff and resources as technical suitability and competency.

aerodynamic acceptance test – test fluid surface tension, s 5.2.2

aerodynamic acceptance test – test fluid initial thickness 2 mm, s 6.2.5

aerodynamic acceptance test – test fluid unsheared, s 5.1

aerodynamic acceptance test – test fluid viscosity, s 5.2.1

aerodynamic acceptance test - test fluid water spray endurance test (unsheared), s 5.1

aerodynamic acceptance test – test fluid, dilution of, ss 5.1, 6.1, 6.4

aerodynamic acceptance test - test fluid, experimental, s 5.1

- aerodynamic acceptance test test fluid, production, s 5.1
- aerodynamic acceptance test test gas air, s 4.3.1

aerodynamic acceptance test – test gas – nitrogen, s 4.3.1

aerodynamic acceptance test - third party reviewer, ss 3.3, 9

- aerodynamic acceptance test Type I, ss 1, 3.1, 6.1
- aerodynamic acceptance test Type II/III/IV, ss 1, 3.1, 6.1

aerodynamic acceptance test, Title at p 1

aerodynamic flowoff characteristics, acceptability of, s 1

aircraft – speed, high, s 3.1 a

aircraft – speed, low, s 3.1 c

aircraft - speed, middle, s 3.1 b

Antonov An 24/140 – middle speed ramp, development of, Appendix C

ATR 42 – middle speed ramp, development of, Appendix C

BLDT. See aerodynamic acceptance test - BLDT

boundary layer displacement thickness. See aerodynamic acceptance – BLDT

de Havilland DHC-8 100 – middle speed ramp, development of, Appendix C

de Havilland DHC-8 200 – middle speed ramp, development of, Appendix C

de Havilland DHC-8 300 – middle speed ramp, development of, Appendix C definition – LAAT, s 6.1

fluid elimination – Type II/III/IV high speed ramp, s 6.2.10.2

fluid elimination – Type II/III/IV low speed ramp, s 6.2.10.2

Fokker 50 – middle speed ramp, development of, Appendix C

high speed ramp. See aerodynamic acceptance test – high speed ramp

LAAT – definition, s 6.1

LAAT. See also aerodynamic acceptance test – LAAT

low speed ramp. See aerodynamic acceptance test - low speed ramp

lowest acceptable aerodynamic temperature. See LAAT; aerodynamic acceptance test – LAAT

middle speed ramp. See aerodynamic acceptance test - middle speed ramp

SAAB 340/2000 – middle speed ramp, development of, Appendix C

Xian MA60/600 – middle speed ramp, development of, Appendix C

#### AS5901D Water Spray and High Humidity Endurance Test Methods for SAE AMS1424 and SAE AMS1428 Aircraft Deicing/Anti-Icing Fluids

Revised September 4, 2019, by SAE G-12 ADF.

Sponsors: Marc-Mario Tremblay; Caroline Blackburn for the next revision.

The purpose of this standard is to determine the anti-icing endurance of AMS1424 Type I and AMS1428 Type II, III, and IV fluids under controlled laboratory conditions. AS5901D establishes a) the minimum requirements for an environmental test chamber and b) the test procedures to carry out anti-icing performance tests according to the current specification for aircraft deicing/anti-icing fluids.

Index for AS5901D (Section and page numbers are those of AS5901D) anti-icing performance – high humidity endurance test and water spray endurance test, s 3.1 edge effect. See water spray endurance test – failure zone; high humidity endurance test – failure zone high humidity endurance test – air temperature ( $0.0^{\circ}$ C), s 5.4.1, Table 1 high humidity endurance test – air velocity, horizontal, s 5.4.1, Table 1 high humidity endurance test – calibration, s 5 high humidity endurance test - description, ss 3.3, 6.4 high humidity endurance test – failure criteria, s 3.3 high humidity endurance test – failure zone, s 3.3, Figure 1 high humidity endurance test - fluid preparation, s 6.3 high humidity endurance test – fluid sheared, s 6.3 high humidity endurance test – fluid temperature (ambient, 15–25°C), s 6.3 high humidity endurance test – humidity generator, s 4.2.2.1 high humidity endurance test – icing intensity  $(0.30 \text{ g/dm}^2/\text{h})$ , ss 4.2.2, 5.4.2, Table 1 high humidity endurance test – nucleation, no, s 6.1 high humidity endurance test – relative humidity (>80%), s 5.4.1, Table 1 high humidity endurance test - report, s 6.6 high humidity endurance test – reproducibility – Type I (20%), s 6.5 high humidity endurance test - reproducibility - Type II/III/IV (10%), s 6.5 high humidity endurance test – spray equipment, s 4 high humidity endurance test – test chamber, ss 4.2, 4.2.2 high humidity endurance test – test description, ss, 3.3, 6.4 high humidity endurance test – test method, ss 3.3, 6.4 high humidity endurance test – test plate cleanliness, s 6.1 high humidity endurance test – test plate temperature (-5.0°C), s 5.4.1, Table 1 high humidity endurance test – test plate, s 4.3 high humidity endurance test – water droplet size, s 5.2.2 water droplet size – laser diffraction method, s 5.3.2 water droplet size – slide impact method with oil, s 5.3.1 water spray endurance test – air temperature (-5.0°C), s 5.4.1, Table 1 water spray endurance test – calibration, s 5 water spray endurance test - description, ss 3.2, 6.4 water spray endurance test – failure criterion, s 3.2 water spray endurance test – failure zone, s 3.2, Figure 1 water spray endurance test - fluid preparation, s 6.3 water spray endurance test – fluid sheared, s 6.3 water spray endurance test - fluid temperature (ambient, 15-25°C), s 6.3 water spray endurance test – icing intensity (5  $g/dm^2/h$ ), ss 4.2.1, 5.4.2, Table 1 water spray endurance test – nucleation, no, s 6.1 water spray endurance test – report, s 6.6 water spray endurance test - reproducibility - Type I (20%), s 6.5 water spray endurance test - reproducibility - Type II/III/IV (10%), s 6.5 water spray endurance test - spray equipment s 4.2.1 water spray endurance test – test chamber, ss 4.2, 4.2.1 water spray endurance test – test description, ss 3.2, 6.4 water spray endurance test – test plate cleanliness, s 6.1 water spray endurance test – test plate temperature (-5.0°C), s 5.4.1, Table 1 water spray endurance test – test plate, s 4.3 water spray endurance test – water droplet size, s 5.2.1, Table 1

#### AS9968A Laboratory Viscosity Measurement of Thickened Aircraft Deicing/Anti-Icing Fluids with a Viscometer

Issued July 23, 2021, by SAE G-12 ADF.

Sponsors: Kevin Connor; Jacques Leroux for the next revision.
#### Aircraft Deicing Documents – Issued by the G-12 Aircraft Deicing Fluid Committee

AS9968A describes a standard laboratory method (as opposed to a field method) for viscosity measurements of thickened (SAE Type II, III, and IV) anti-icing fluids.

Prior to AS9968A, fluid manufacturers published alternate methods to AS9968 for fluids. AS9968A now allows for a measurement of viscosity with different spindles, temperatures other than 20°C and rotational speeds other than 0.3 rpm which were prescribed in the first issue of AS9968.

This revised standard calls for an accurate reporting of all the conditions of viscosity measurement: sample volume, spindle number, sample temperature, rotational speed, measurement duration, and the type of viscometer used. By specifying all the measurement parameters, fluid manufacturers can now refer to AS9968A for the viscosity method.

The expanded scope of this revision allows for AMS1428 viscosity conformance testing as well as for quality assurance purposes. To compare viscosities, exactly the same measurement elements must have been used to obtain those viscosities.

It is also possible to use a viscometer other than the Brookfield LV as long as equivalency is established.

A section (Appendix A) provides information on the effect of test parameters on accuracy and precision of the viscosity measurements.

Index for AS9968A (Section, appendix, and page numbers are those of AS9968A) ASTM D2196 – analogous to AS9968, s 3 ASTM E3116 – analogous to AS9968, s 3 Type II/III/IV – viscosity measurement, Title at p 1 viscometer, Anton Paar, s 7 viscometer, Brookfield LV, Rationale at p 1, ss 1, 4.2, 4.5, 4.6, 7 viscometer. See also Type II/III/IV – viscosity measurement viscosities - comparison of, s 1 viscosity measurement – accuracy, s 1, Appendix 1 viscosity measurement - air bubble removal by centrifugation ss 4.1, 6.1 viscosity measurement – calibration and checks, ss 5.1-5.2, 5.4 viscosity measurement – effect of sample chamber geometry, s 1 viscosity measurement – measurement duration, s 4.7 viscosity measurement – precision, s 1, Appendix 1 viscosity measurement - rotational speed, s 4.4 viscosity measurement – sample at 0°C precautions, s 6.2 viscosity measurement – sample homogeneous, s 6.1 viscosity measurement - sample loading, s 6.2 viscosity measurement - sample no lumps, s 6.1 viscosity measurement – sample no pipetting, s 6.2 viscosity measurement - sample no stratification, s 6.1 viscosity measurement – sample no syringing, s 6.2 viscosity measurement – sample shearing, s 6.2viscosity measurement – sample substantially free of air bubbles, ss 6.1–6.2 viscosity measurement – sample volume, ss 4.6, Appendix A at par 2 viscosity measurement – spindle insertion, s 6.2 viscosity measurement – spindle selection, s 4.5, Appendix A at par 3

viscosity measurement – spindles, ss 4.5, 6.2, 7 viscosity measurement – temperature check, s 5.3 viscosity measurement – temperature control, s 4.3, Appendix A at par 1 viscosity measurement – viscosity standard, ss 4.8, 5.4 viscosity measurement report – AS9968, use of, s 7 viscosity measurement report – measurement duration, s 7 viscosity measurement report – presentation of results, s 7 viscosity measurement report – rotational speed, s 7 viscosity measurement report – sample temperature, s 7 viscosity measurement report – sample volume, s 7 viscosity measurement report – spindle number, s 7 viscosity measurement report – spindle number, s 7

### **Documents Issued by the SAE G-12 Holdover Time Committee**

ARP5485B Endurance Time Test Procedures for SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluids

Revised October 10, 2017, by SAE G-12 HOT.

Sponsors: Stephanie Bendickson; Ben Bernier for the next revision.

ARP5485B provides the sample selection and endurance time test procedures, for SAE Type II, III, and IV aircraft deicing/anti-icing fluids, required for the generation of endurance time data of acceptable quality for review by the SAE G-12 HOT. Specifically, ARP5945B describes laboratory endurance procedure testing for freezing fog, freezing drizzle, light freezing rain, rain on cold-soaked wing, and snow (two methods: the NCAR/APS Aviation method and the AMIL method). It describes natural outdoor procedures for snow and frost.

*Snow tests* can be performed by three methods: 1) outdoors with natural snow, 2) indoors with artificial snow or collected natural snow, storing the artificial snow or collected natural snow, and distributing either systematically over the test plates<sup>48</sup> or 3) indoors with artificial snow made as the test is being performed.<sup>49</sup> Artificial snow is made by a) spraying fine water droplets in a cold chamber resulting in fine solid ice crystals that are collected on the cold chamber floor (used in method 2) or b) shaving ice cores into ice shavings with a so-called snowmaker (used in method 3). Outdoor tests are performed under uncontrolled weather conditions, which means all desired temperature/snow precipitation rate combinations may not be tested during a given winter; indoor tests are performed under conditions.

Its sister document for AMS1424 Type I fluids is ARP5945A whose title is *Endurance Time Test Procedures for SAE Type I Aircraft Deicing/Anti-Icing Fluids*.

<sup>48</sup> The collected snow process and subsequent distribution method were developed at AMIL.

<sup>&</sup>lt;sup>49</sup> The instantaneous shaving core snowmaker method was developed at NCAR and extensively used by APS Aviation.

endurance time tests - Type II/III/IV - failure mode - visual, Foreword at p 1 endurance time tests - Type II/III/IV - failure mode, snow - dilution, s 10.4.6 endurance time tests - Type II/III/IV - failure mode, snow - snow-bridging, s 10.4.6 endurance time tests - Type II/III/IV - failure, frozen contamination - 30% area, s 4.7.2 endurance time tests – Type II/III/IV – failure, frozen contamination – appearance, s 4.7.2 endurance time tests – Type II/III/IV – failure, snow – 30% area or non-absorption over 5 crosshairs, s 10.4.6 endurance time tests – Type II/III/IV – fluid manufacturer documentation – freezing point data, s 3.2.5c endurance time tests - Type II/III/IV - fluid manufacturer documentation - color, s 3.2.5a endurance time tests - Type II/III/IV - fluid manufacturer documentation - refraction data, s 3.2.5a endurance time tests – Type II/III/IV – fluid manufacturer documentation – safety data sheet, s 3.2.5c endurance time tests – Type II/III/IV – fluid manufacturer documentation – viscosity, 3.2.5b endurance time tests - Type II/III/IV - fluid manufacturer documentation - viscosity method, 3.2.5b endurance time tests – Type II/III/IV – fluid manufacturer documentation – freezing point depressant, s 3.2.5c endurance time tests – Type II/III/IV – fluid manufacturer documentation – test name, s 3.2.5a endurance time tests – Type II/III/IV – fluid manufacturer documentation – dilutions to be tested, s 3.2.5c endurance time tests – Type II/III/IV – freezing drizzle, s 7 endurance time tests - Type II/III/IV - freezing fog, s 6 endurance time tests - Type II/III/IV - frost, laboratory, s 5 endurance time tests - Type II/III/IV - frost, natural, s 12 endurance time tests - Type II/III/IV - ice crystal seeding, s 4.7.3 endurance time tests - Type II/III/IV - icing intensity measurements, s 4.6.2 endurance time tests – Type II/III/IV – icing intensity measurements by regression analysis, s 4.6.2.2 endurance time tests – Type II/III/IV – icing intensity measurements with reference ice-catch plates, s 4.6.2.1 endurance time tests - Type II/III/IV - light freezing rain, s 8 endurance time tests – Type II/III/IV – manufacturer's mandatory documentation, s 3.1.5 endurance time tests - Type II/III/IV - purpose, Foreword at p 1, s 1.1 endurance time tests – Type II/III/IV – rain on cold-soaked wing, s 9 endurance time tests – Type II/III/IV – regression analysis, s 4.6.2.2 endurance time tests - Type II/III/IV - relation to HOT, Foreword at p 1, s 1.2 endurance time tests - Type II/III/IV - sample - viscosity reduced after manufacturing, s 3.1.1 endurance time tests - Type II/III/IV - sample - without shearing, ss 3.1.3, 3.2.1 endurance time tests - Type II/III/IV - sample selection - viscosity reduction by manufacturer, s 3.3.1 endurance time tests - Type II/III/IV - sample selection, s 3.1 endurance time tests - Type II/III/IV - sample viscosity, s 3.1.4 endurance time tests - Type II/III/IV - snow form excludes hail, s 11.4.6 endurance time tests - Type II/III/IV - snow form excludes ice pellets, s 11.4.6 endurance time tests - Type II/III/IV - snow form excludes soft hail (graupel), s 11.4.6 endurance time tests – Type II/III/IV – snow form *excludes* graupel (soft hail), s 11.4.6 endurance time tests - Type II/III/IV - snow form includes capped columns, s 11.4.6 endurance time tests - Type II/III/IV - snow form includes columns, s 11.4.6 endurance time tests - Type II/III/IV - snow form includes irregular particles, s 11.4.6 endurance time tests - Type II/III/IV - snow form includes needles, s 11.4.6 endurance time tests - Type II/III/IV - snow form includes plates, s 11.4.6 endurance time tests – Type II/III/IV – snow form *includes* snow grains, s 11.4.6 endurance time tests - Type II/III/IV - snow form includes spatial dendrites, s 11.4.6 endurance time tests - Type II/III/IV - snow form includes stellar crystals, s 11.4.6 endurance time tests - Type II/III/IV - snow grains, s 11.4.6 endurance time tests – Type II/III/IV – snow, artificial – made by shaving ice cores ss 10, 10.1.7 endurance time tests – Type II/III/IV – snow, artificial – made by spraying water in a cold chamber, ss 10.1.6.3, 10.1.6.4 endurance time tests – Type II/III/IV – snow, artificial – test, indoor – with storage and distribution, ss 10, 10.1.6 endurance time tests - Type II/III/IV - snow, artificial - test, indoor - without storage, ss 10, 10.1.7 endurance time tests - Type II/III/IV - snow, laboratory, s 10 endurance time tests - Type II/III/IV - snow, natural - test, outdoor, s 11 endurance time tests – Type II/III/IV – snow, natural, s 11 endurance time tests - Type II/III/IV - test plate cleanliness, ss 4.7.1, 11.4.1

endurance time tests - Type II/III/IV - testing agent - independence from fluid manufacturer, s 1.4.1 endurance time tests - Type II/III/IV - testing agent role/duties, ss 1.4.2, 3.2 endurance time tests - Type II/III/IV - variability across test plates, s 4.6.3 endurance time tests - Type II/III/IV - viscosity check on unsheared sample, s 3.2.2 endurance time tests - Type II/III/IV - viscosity reduction by manufacturer. s 3.3.1 endurance time tests - Type II/III/IV - water droplet size - dye stain method, s 4.6.5d endurance time tests - Type II/III/IV - water droplet size - laser diffraction method, s 4.6.5c endurance time tests – Type II/III/IV – water droplet size – slide impact method with colloidal silver, s 4.6.5b endurance time tests - Type II/III/IV - water droplet size - slide impact method with oil, s 4.6.5a endurance time tests – Type II/III/IV – water hardness, nozzles, s 4.5.6 endurance time tests – Type II/III/IV – water spray endurance test check on unsheared sample, s 3.2.1 endurance time tests – Type II/III/IV, Title at p 1 endurance time tests – Type III – fluid manufacturer documentation – intended method of use, s 3.2.5 endurance time tests. Title at p 1 fluid manufacturer documentation. See also endurance time tests - Type II/III/IV - fluid manufacturer documentation regression analysis method – icing intensity, s 4.6.2.2 regression analysis method for icing intensity measurements, Type II/III/IV, s 4.6.2.2 Type II/III/IV – failure criteria, ss 4.7.2, 11.4.6 water droplet size - dye stain method, s 4.6.5d water droplet size - laser diffraction method, s 4.6.5c water droplet size - slide impact method with colloidal silver, s 4.6.5b water droplet size - slide impact method with oil, s 4.6.5a

# ARP5718B Qualifications Required for SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluids

Revised December 7, 2017, by SAE G-12 HOT.

Sponsors: Stephanie Bendickson; Ben Bernier for the next revision.

In version B, this document name changed. The name of version A was ARP5718A Process to Obtain Holdover Times for Aircraft Deicing/Anti-Icing Fluids, SAE AMS1428 Types II, III, and IV.

The purpose of ARP5718 is to explain to fluid manufacturers and users, at a high level, the steps required for an experimental fluid i) to become a commercially usable fluid, ii) to obtain allowance and holdover times, and iii) to be listed on the FAA and Transport Canada fluid list.

Meeting all the technical requirements of AMS1428 is insufficient for a Type II, III or IV de/antiicing fluid to be used on an aircraft. For such fluid to be used commercially, it must be associated to holdover time guideline and be identified on the fluid list published by the FAA and Transport Canada. It is further recommended that a field spray trial be conducted with the fluid to demonstrate acceptable operational performance.

ARP5718B a) describes the preparatory steps to test an experimental fluid according to AMS1428, b) advises fluid manufacturers on sample selection issues, particularly in selecting viscosity parameters for experimental fluids, c) offers a short description of wind tunnel testing for obtaining data to generate allowance times, d) provides a suggested protocol for field spray testing, e) details the protocol used to generate holdover time guidelines from endurance time data, including the

format of the holdover time tables, e) explains the process for inclusion and exclusion of fluids on the FAA/Transport Canada fluid lists, f) describes the role of the SAE G-12 ADF and HOT Committees and g) explain the publication process for the Type III/IV allowance and Type II/III/IV holdover time guidelines.

Its sister document for AMS1424 Type I fluids is ARP6207 Qualifications Required for SAE Type I Aircraft Deicing/Anti-Icing Fluids.

Index for APR5718B (Section and page numbers are those of ARP5718B) aerodynamic acceptance test - definition, s 2.3 aircraft manufacturer documentation – list fluid types allowed on aircraft, footnote 1 at p 1 allowance time - definition, s 2.3 allowance time - failure mode - aerodynamic and visual, s 2.3 allowance time - precipitation - ice pellets and small hail, s 5.1.1f allowance time - sample selection - Type II/III/IV, s 3.4.3 allowance time – wind tunnel testing, ss 3.4.1, 3.4.2, 3.4.3 allowance time. See also wind tunnel testing AMIL gel residue tables<sup>50</sup>, s 3.2.3 AMIL residue tables. See AMIL gel residue tables AMS1428 - purpose - minimum requirements for Type II/III/IV fluids, s 3.2.1 AMS1428/1 - purpose - identity of freezing point depressant, s 3.2.1 AMS1428/2 - purpose - identity of freezing point depressant, s 3.2.1 bleed-through. See color bleed-through color bleed-through - definition, s 4.3 color bleed-through - evaluation, s 4.3 color intensity, evaluation of – field spray test, s 4.3c definition – aerodynamic acceptance test, s 2.3 definition - allowance time, s 2.3 definition – bleed-through, s 4.3c definition – endurance time, s 2.3 definition - FAA/TC list of fluids. See definition - fluid list (FAA/TC) definition - fluid list (FAA/TC), s 2.3 definition - highest usable precipitation rate. See definition - HUPR definition - HOT guideline, fluid-specific, s 2.3 definition - HOT guideline, generic, ss 2.3, 5.8 definition – HOT guideline, s 2.3 definition - HOT table. See definition - HOT guideline definition – HOT, s 2.3 definition – HUPR, s 2.3 definition - LOUT, Type II/III/IV, s 2.3 definition - lowest usable precipitation rate. See definition - LUPR definition - lowest on-wing viscosity s 2.3 definition – LUPR, s 2.3 definition – maximum on-wing viscosity<sup>51</sup>, s 2.3 definition - precipitation rate, highest usable. See definition - HUPR

definition – precipitation rate, lowest usable. See definition – LUPR

<sup>&</sup>lt;sup>50</sup> AMIL, "Anti-icing Fluids Gel Residue Testing Results", <u>AMIL Gel Residue Charts</u>. Type II/III/IV upon evaporation may leave residue on aircraft surface, particularly in aerodynamically quiet areas. The residues may upon rehydration form gels that are susceptible to freezing and which may hinder the movement of critical parts of the aircraft. Different Type II/III/IV fluids have different propensity to form such residues. AMIL conducted a study where several fluids were tested for the propensity for Type II/III/IV fluids to form rehydrated residues. The results are published online. <sup>51</sup> The expression maximum on-wing viscosity has been replaced by highest on-wing viscosity,

definition - viscosity limit, lower sales specification, s 2.3 definition – water sprav endurance test, s 2.3 endurance time – definition. s 2.3 endurance time – limits in natural snow, s 5.5 endurance time – LUPR and HUPR analysis, s 5.5.2 endurance time tests - Type II/III/IV - sample selection, s 3.3.2 FAA/TC list of fluids. See fluid list (FAA/TC) failure mode, allowance time - aerodynamic and visual, s 2.3 failure mode, endurance time - visual, s 2.3 failure mode, HOT - visual, s 2.3 field spray test. See spray test, field fluid list (FAA/TC) - addition of new fluid, s 5.10 fluid list (FAA/TC) – definition, s 2.3 fluid list (FAA/TC) – fluid expiry dates, s 5.10c fluid list (FAA/TC) – fluid manufacturer deadline to provide data – June 01, s 9 fluid list (FAA/TC) – obsolete data, removal of, ss 5.10b, 5.11 fluid list (FAA/TC) – publication process, ss 5.10, 5.11, 8 fluid list (FAA/TC) - publication timeline, s 9 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (licensee location) - initial qualification test report – aerodynamic acceptance, s 5.7.5 fluid manufacturer - obligation to provide to FAA/TC - additional requested data, s 5.9.4 fluid manufacturer – obligation to provide to FAA/TC – data – general obligation, s 5.9 fluid manufacturer – obligation to provide to FAA/TC – deadlines, ss 5.6, 5.9.2, 5.9.3, 9 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (licensee location) - initial qualification test report – water spray endurance test, s 5.7.5 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (licensee location) - original qualification test data. s 5.7.5 fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV – list of fluids to be commercialized by June 01, ss 5.9.1, 9 fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV – periodic requalification test report – aerodynamic acceptance, ss 5.9.3, 5.9.3.1, 5.9.3.2 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV - periodic requalification test report - antiicing performance, ss 5.9.3, 5.9.3.1, 5.9.3.2 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV - restrictions on use of, s 5.2 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV - periodic requalification test report multiple locations<sup>52</sup> fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (new) - initial qualification test report aerodynamic acceptance, high speed, ss 5.9.2, 5.9.2.1 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (new) - initial qualification test report - antiicing performance, ss 5.9.2, 5.9.2.1 fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (new) – freezing point data, 5.9.2, 5.9.2.1 fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (new) – endurance time data, s 3.3 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (new) - unique name, s 5.6 fluid manufacturer - obligation to provide to FAA/TC - Type II/III/IV (new) - final name by May 01, s 5.6 fluid manufacturer – obligation to provide to FAA/TC – Type III (new) – initial qualification test report – aerodynamic acceptance, low speed, ss 5.9.2, 5.9.2.2 fluid manufacturer – obligation to provide to FAA/TC – Type III (new) – initial gualification test report – aerodynamic acceptance, high speed (optional), ss 5.9.2, 5.9.2.2

fluid manufacturer – obligation to provide to FAA/TC – Type III (new) – initial qualification test report – anti-icing performance, ss 5.9.2, 5.9.2.2

fluid manufacturer - obligation to provide to FAA/TC - Type III (new) - endurance time data, s 3.3

<sup>&</sup>lt;sup>52</sup> The requirement for fluid manufacturers to provide data for each manufacturing location was an explicit requirement of s 5.7.3 of ARP5718A. The section 5.7.3 became section 5.9.3 in ARP5718B but the sentence requiring the provision of data for each manufacturing location is no longer present in that section. We believe it is an implicit obligation as there is not statement excluding multiple sites from reporting.

fluid manufacturer - obligation to provide to FAA/TC - Type III (new) - initial qualification test report - freezing point data, ss 5.9.2, 5.9.2.2 fluid manufacturer – obligation to provide to FAA/TC – Type III (new) – to be used heated, not heated or both, s 5.2 fluid manufacturer – obligation to provide to FAA/TC – Type III (new) – unique name, s 5.6 fluid manufacturer – obligation to provide to FAA/TC – Type III (new) – final name by May 01, s 5.6 fluid manufacturer - option not to publish fluid-specific HOT, s 5.7.1 fluid manufacturer - sample selection considerations, Type II/III/IV, ss 3.2.2, 3.3.2 fluid manufacturer licensee - fluid-specific HOT guideline, s 5.7.5 fluid name - final commercial name, s 5.6 fluid name - formulation change, upon, s 5.6 fluid name - new unique name, s 5.6 fluid name – reformulation, s 5.6 fluid residue table. See Type II/III/IV - fluid residue table, AMIL fluid retesting, s 5.7.4 fluid, new - development of fluid-specific HOT, s 5.7 fluid, new – new unique name, mandatory, s 5.6 fluid, new - obligation to provide information to FAA/TC, s 5.9 fluid-specific HOT guidelines. See HOT, fluid-specific foam, tendency to - field spray test, s 4.3a formulation change - name change, s 5.6 freezing point buffer - Type II/III/IV - 7°C, s 2.3 gel residue table, AMIL, s 3.2.3 generic HOT guidelines. See HOT - generic high viscosity preproduction sample – maximum on-wing viscosity, s 3.2.2 HOT – capping of. See HOT, preparation of Type II/III/IV – HOT values, capping of HOT – definition, s 2.3 HOT – failure mode – visual, s 2.3 HOT – guideline – definition, s 2.3 HOT – guideline – fluid-specific – definition, s 2.3 HOT - guideline - generic - definition, s 2.3 HOT - guideline - publication date, s 9 HOT - guideline - validity - lowest on-wing viscosity, ss 2.3, 5.7.2 HOT – reduction – heavy precipitation rates, s 5.1.5 HOT - reduction - heavy weather conditions, s 5.1.5 HOT - reduction - high moisture content precipitation, s 5.1.5 HOT – reduction – high wind velocity, s 5.1.5 HOT – reduction – jet blast, s 5.1.5 HOT – reduction – wing skin temperature lower than OAT, s 5.1.5 HOT - rounding of. See HOT, preparation of Type II/III/IV - HOT values, rounding of HOT - validity of - lowest on-wing viscosity s 5.7.2 HOT table synonym for HOT guideline, s 2.3 HOT, preparation of Type II - generic - to exclude Type IV data, s 5.8 HOT, preparation of Type II/III/IV - cautions - aircraft skin temperature lower than OAT, s 5.1.5 c HOT, preparation of Type II/III/IV - cautions - heavy precipitation rates, s 5.1.5a HOT, preparation of Type II/III/IV - cautions - heavy weather, s 5.1.5a HOT, preparation of Type II/III/IV - cautions - high moisture content precipitation, s 5.1.5a HOT, preparation of Type II/III/IV - cautions - high winds, s 5.1.5b HOT, preparation of Type II/III/IV - cautions - jet blast, s 5.1.5b HOT, preparation of Type II/III/IV - cautions - no inflight-protection, s 5.1.5d HOT, preparation of Type II/III/IV - cells, s 5.1.3 HOT, preparation of Type II/III/IV - date of issue, s 5.1.6 HOT, preparation of Type II/III/IV - date of obsolescence, s 5.1.6 HOT, preparation of Type II/III/IV - date of revision, s 5.1.6 HOT, preparation of Type II/III/IV - fluid product names, s 5.6 HOT, preparation of Type II/III/IV – fluid retesting, s 5.7.4 HOT, preparation of Type II/III/IV - fluid-specific - licensee, s 5.7.5

HOT, preparation of Type II/III/IV - fluid-specific - manufacturer option not to publish, s 5.7.1 HOT, preparation of Type II/III/IV – format, s 5.1 HOT, preparation of Type II/III/IV – generic, s 5.8 HOT, preparation of Type II/III/IV – HOT values from endurance time data, ss 3.3.1, 5.4 HOT, preparation of Type II/III/IV – HOT values range, s 5.1.3 HOT, preparation of Type II/III/IV - HOT values, capping of, s 5.4.2 HOT, preparation of Type II/III/IV - HOT values, rounding of, s 5.4.1 HOT, preparation of Type II/III/IV - new fluids, s 5.10 HOT, preparation of Type II/III/IV - notes, s 5.1.4 HOT, preparation of Type II/III/IV - obsolete data, removal of, s 5.11 HOT, preparation of Type II/III/IV – precipitation categories – freezing fog or ice crystals, s 5.1.1a HOT, preparation of Type II/III/IV - precipitation categories - freezing drizzle, s 5.1.1c HOT, preparation of Type II/III/IV - precipitation categories - frost, active s 5.1.1f HOT, preparation of Type II/III/IV - precipitation categories - light freezing rain, s 5.1.1d HOT, preparation of Type II/III/IV - precipitation categories - rain on cold-soaked wing, s 5.1.1e HOT, preparation of Type II/III/IV – precipitation categories – snow, snow grains or snow pellets, s 5.1.1b HOT, preparation of Type II/III/IV - precipitation categories, s 5.1.1 HOT, preparation of Type II/III/IV - removal of obsolete data, s 5.11 HOT, preparation of Type II/III/IV - sample selection - fluid manufacturer considerations, ss 3.2.2, 3.2.3, 3.3.2 HOT, preparation of Type II/III/IV - sample selection, ss 3.2.2, 3.2.3, 3.3.2 HOT, preparation of Type II/III/IV - temperature ranges, s 5.1.2 HOT, preparation of Type II/III/IV - timeline, s 9 HOT, preparation of Type III – generic – none published, s 5.8 HOT, preparation of Type IV – generic – to exclude Type II data, s 5.8 maximum on-wing viscosity - definition, s 2.3 maximum on-wing viscosity – manufacturer consideration in selecting sample for high viscosity preproduction sample, s 3.2.2 maximum on-wing viscosity - relation to high viscosity preproduction sample, s 3.2.2 HUPR – definition, s 2.3 HUPR – purpose – sets limit for light and very light natural snow, s 5.5.1a HUPR - purpose - sets limit for LWE systems, s 5.5.1b list of fluids. See fluid list LOUT - Type II/III/IV - definition, s 2.3 lower sales specification viscosity limit. See viscosity limit, lower sales specification lowest on-wing viscosity – definition, ss 2.3, 3.3.2 lowest on-wing viscosity – HOT validity, s 5.7.2 lowest on-wing viscosity – lower than lower sales specification viscosity limit, ss 2.3, 5.7.2 lowest on-wing viscosity – manufacturer considerations in selecting sample for endurance testing, s 3.3.2 LUPR – definition, s 2.3 LUPR – purpose – sets limit for light and very light natural snow, s 5.5.1a LUPR – purpose – sets limit for LWE systems, s 5.5.1b LUPR and HUPR calculations, s 5.5.2 maximum on-wing viscosity - definition, ss 2.2 sub verbo MOWV, 2.3, 3.2.2 MOWV. See maximum on-wing viscosity; highest on-wing viscosity name. See fluid name new fluid. See fluid, new precipitation rate, highest usable. See HUPR precipitation rate, lowest usable. See LUPR product name. See also fluid name residues, gel – AMIL gel residue tables, s 3.2.3 residues, presence of – field spray test, s 4.3e. SAE G-12 ADF mid-year meeting timeline, s 9 SAE G-12 ADF, role of, ss 6.7.3 SAE G-12 annual meeting timeline, s 9 SAE G-12 HOT agenda items, mandatory, s 7.3 SAE G-12 HOT co-chairs, s 7.1

SAE G-12 HOT mid-year meeting timeline, s 9 SAE G-12 HOT, role of, s 7 spray test, field – color bleed-through, evaluation of, s 4.3c spray test, field – color intensity, evaluation of, s 4.3c sprav test, field – flow, evaluation of, s 4.3b spray test, field – foam, tendency to, s 4.3a spray test, field – protocol, s 4.3 spray test, field – reason for, s 4.1 spray test, field - report, s 4.4 spray test, field – residues, presence of, s 4.3e spray test, field – tendency to foam, evaluation of, s 4.3 spray test, field – viscosity of nozzle samples, s 4.3 spray test, field – viscosity of prenozzle samples, s 4.3 sprav test, field. Foreword at p 1, s 4, see footnote 53 spray trial, field. See spray test, field Transport Canada/FAA list of fluids. See fluid list (FAA/TC) Type II/III/IV – commercialization condition – AMS1428 technical requirements, meet the, Foreword at p 1 Type II/III/IV - commercialization condition - field spray test, Foreword at p 1 Type II/III/IV – commercialization condition<sup>53</sup> – fluid list (FAA/TC), be on the, Foreword at p 1 Type II/III/IV - commercialization condition - HOT guideline, have a, Foreword at p 1 Type II/III/IV – commercialization decision, ss 5.6, 5.7.1 Type II/III/IV – field spray test<sup>54</sup>, Foreword at p 1, ss 1d, 4 Type II/III/IV – fluid residue table, AMIL, s 3.2.3 Type II/III/IV – gel residue table, AMIL, s 3.2.3 Type II/III/IV – manufacturer. See fluid manufacturer Type II/III/IV – name change upon reformulation, s 5.6 Type II/III/IV – name, experimental, s 5.6 Type II/III/IV - name, final commercial - date due May 01, s 5.6 Type II/III/IV – name, new, s 5.6 Type II/III/IV - qualification. See ARP5718B Type II/III/IV – residue table, AMIL, s 3.2.3 Type II/III/IV – sample selection considerations, ss 3.2.2, 3.2.2 Type II/III/IV – sample selection considerations, ss 3.2.2, 3.2.3, 3.3.2, 3.4.3 Type II/III/IV - sample selection. See also HOT, process to obtain - sample selection Type II/III/IV – use on aircraft. See Type II/III/IV – commercialization condition upper sales specification viscosity limit. See viscosity limit, upper sales specification viscosity limit, lower sales specification - definition, s 2.3 viscosity limit, lower sales specification – higher than lowest on-wing viscosity, ss 2.3, 5.7.2 viscosity limit, upper sales specification – definition, s 2.3 viscosity limit, upper sales specification – lower than maximum on-wing viscosity, s 2.3 viscosity, high preproduction sample, s 3.2.2 viscosity, highest on-wing viscosity. See maximum on-wing viscosity; highest on-wing viscosity viscosity, lowest on-wing. See lowest on-wing viscosity viscosity, maximum on-wing. See maximum on-wing viscosity; highest on-wing viscosity wind tunnel - sample selection, s 3.4.3 wind tunnel testing – frequency, s 3.4.2 wind tunnel testing – purpose – establish allowance time, s 3.4.1 wind tunnel testing - purpose - simulate ice pellet conditions, s 3.4.1 wind tunnel testing - Type III/IV undiluted only, s 3.4.1 water spray endurance test – definition, s 2.3

<sup>&</sup>lt;sup>53</sup> There are four conditions to commercialize an SAE Type II/III /IV fluid, the first three are mandatory, the fourth one is highly recommended: 1) meet the technical requirements of AMS1428, 2) be identified on the FAA/Transport Canada list of fluids and 3) have a holdover time guideline published by the FAA/Transport Canada and 4) running a field spray test to demonstrate operational performance (see ARP5718B p 1).

<sup>&</sup>lt;sup>54</sup> Field spray trial (p 1) and field spray test (s 4.1) appear to be used interchangeably in ARP5718B.

#### ARP5945A Endurance Time Tests for SAE Type I Aircraft Deicing/Anti-Icing Fluids

Revised October 10, 2017, by SAE G-12 HOT.

Sponsors: Stephanie Bendickson; Ben Bernier for the next revision.

ARP5945 provides sample selection criteria and test procedures for SAE Type I aircraft deicing/anti-icing fluids, required for the generation of endurance time data of acceptable quality for review by the SAE G-12 HOT. Specifically, ARP5945 describes laboratory endurance procedure testing for freezing fog, freezing drizzle, light freezing rain, rain on cold-soaked wing, and snow (two methods, NCAR/APS method and the AMIL method). It describes natural outdoor procedures for snow and frost.

A significant body of previous research and testing has indicated that all Type I fluids formulated with propylene glycol, ethylene glycol, and diethylene glycol perform in a similar manner from an endurance time perspective. Type I deicing/anti-icing fluids whose freezing point depressant is one of those three glycols do not require testing for endurance times. Fluids formulated with 1) glycol freezing point depressants other than those listed above, and 2) all non-glycol freezing point depressants, must be tested for endurance times using the methods described in this ARP5945.

Its sister document for AMS1428 Type II/III/IV fluids is ARP5485 whose title is *Endurance Time Test Procedures for SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluids*.

Index for ARP5945A (Section and page numbers are those of ARP5945A) contamination [frozen] – appearance – frost on treated surface, s 4.7.2 contamination [frozen] - appearance - ice crystals, disseminated, s 4.7.2 contamination [frozen] - appearance - ice front, s 4.7.2 contamination [frozen] - appearance - ice pieces imbedded in fluid, s 4.7.2 contamination [frozen] – appearance – ice pieces partially imbedded in fluid, s 4.7.2 contamination [frozen] - appearance - ice sheet, s 4.7.2 contamination [frozen] - appearance - slush front, s 4.7.2 contamination [frozen] - appearance - slush in clusters, s 4.7.2 contamination [frozen] - appearance - snow bridges, s 4.7.2 crystallization, delayed, s 4.7.3 definition – endurance time, Foreword at p 1 diethylene glycol based Type I – endurance time tests not required, ss 1.1, 3.1 endurance time – definition, Foreword at p 1 endurance time tests – Type I – crystallization, delayed, s 4.7.3 endurance time tests - Type I - data examination by SAE G-12 HOT, Rationale at p 1, ss 1.1, 1.2 endurance time tests - Type I - data validation by SAE G-12 HOT, Rationale at p 1, ss 1.1, 1.2 endurance time tests - Type I - diethylene glycol based - test not required, s 1.1 endurance time tests - Type I - ethylene glycol based - test not required, s 1.1 endurance time tests – Type I – failure mode – visual, Foreword at p 1 endurance time tests – Type I – failure mode, snow – dilution – more prevalent, s 10.4.6 endurance time tests - Type I - failure mode, snow - dilution, s 10.4.6 endurance time tests – Type I – failure mode, snow – snow-bridging, s 10.4.6 endurance time tests – Type I – failure, frozen contamination – 30% area, s 4.7.2 endurance time tests – Type I – failure, frozen contamination – appearance, s 4.7.2 endurance time tests - Type I - failure, snow - 30% area or non-absorption over 5 crosshairs, s 10.4.6 endurance time tests – Type I – fluid manufacturer documentation – aerodynamic acceptance data, s 3.4.2 endurance time tests – Type I – fluid manufacturer documentation – freezing point v dilution data, s 3.2.5a endurance time tests – Type I – fluid manufacturer documentation – freezing point v refraction data, s 3.2.5b endurance time tests - Type I - fluid manufacturer documentation - LAAT, s 3.4.2 endurance time tests - Type I - fluid manufacturer documentation - safety data sheet, s 3.2.5c endurance time tests – Type I – freezing drizzle, s 7 endurance time tests - Type I - freezing fog, s 6 endurance time tests - Type I - frost, laboratory s 5 endurance time tests - Type I - frost, natural, s 12 endurance time tests - Type I - glycol based, other - test required, s 1.1 endurance time tests - Type I - ice crystal seeding, s 4.7.3 endurance time tests – Type I – icing intensity measurements by regression analysis, s 4.6.2.2 endurance time tests – Type I – icing intensity measurements with reference ice-catch plates, s 4.6.2.1 endurance time tests – Type I – icing intensity measurements, s 4.6.2 endurance time tests – Type I – light freezing rain, s 8 endurance time tests - Type I - manufacturer's mandatory documentation, s 3.2.5 endurance time tests - Type I - non-glycol based - test required, ss 1.1, 3.1 endurance time tests – Type I – plate cleanliness, ss 7.4.1, 11.4.1 endurance time tests - Type I - propylene glycol based - test not required, ss 1.1, 3.1 endurance time tests – Type I – purpose, p 1 endurance time tests - Type I - rain on cold-soaked wing, s 9 endurance time tests - Type I - regression analysis, ss 4.6.2.2, 6.2.1.3, 11.4.5 endurance time tests – Type I – relation to HOT, Foreword at p 1, s 1.2 endurance time tests - Type I - report, s 4.7.4 endurance time tests - Type I - sample selection, ss 1.1, 1.4.2, 1.4.3, 3 endurance time tests - Type I - sample, sheared, ss 3.2.2, 3.2.3, 3.3.1, 3.3.2, 3.4.3 endurance time tests - Type I - snow form excludes graupel (soft hail), s 11.4.6 endurance time tests - Type I - snow form excludes hail, s 11.4.6 endurance time tests – Type I – snow form excludes ice pellets, s 11.4.6 endurance time tests - Type I - snow form excludes soft hail (graupel), s 11.4.6 endurance time tests - Type I - snow form includes capped columns, s 11.4.6 endurance time tests - Type I - snow form includes columns, s 11.4.6 endurance time tests - Type I - snow form includes irregular particles, s 11.4.6 endurance time tests - Type I - snow form includes needles, s 11.4.6 endurance time tests - Type I - snow form includes plates, s 11.4.6 endurance time tests - Type I - snow form includes snow grains, s 11.4.6 endurance time tests - Type I - snow form includes spatial dendrites, s 11.4.6 endurance time tests - Type I - snow form includes stellar crystals, s 11.4.6 endurance time tests - Type I - snow grains, s 11.4.6 endurance time tests – Type I – snow grains, s 11.4.6 endurance time tests – Type I – snow, laboratory – shorter time than natural snow, Foreword at p 1 endurance time tests - Type I - snow, laboratory - snow distribution systems, ss 10.1.5, 10.1.6, 10.1.7 endurance time tests - Type I - snow, laboratory - snow sources, ss 10.4.1, 10.4.2 endurance time tests - Type I - snow, laboratory, s 10 endurance time tests - Type I - snow, natural, s 11 endurance time tests - Type I - temperature, lowest test, ss 3.4.2, 12.3 endurance time tests - Type I - test facility - independence from fluid manufacturer, s 1.5.1 endurance time tests - Type I - test facility, role of, s 1.4.2 endurance time tests – Type I – test facility, ss 1.5.1, 4.4, 4.6.2.4, 4.7.4 endurance time tests – Type I – test plate cleanliness, s 4.7.1 endurance time tests – Type I – testing agent – independence from fluid manufacturer, s 1.4.1 endurance time tests – Type I – testing agent duties, ss 1.4.2, 3.2, 3.3 endurance time tests – Type I – testing agent, role of, ss 1.4.2, 3.2, 3.3, endurance time tests - Type I - variability across test plates, ss 4.6.3, 4.7.4, 6.2.2, 7.2.2, 8.2.2, 9.2.2, 10.2.5 endurance time tests - Type I - water droplet size - dye stain method, s 4.6.5d endurance time tests – Type I – water droplet size – laser diffraction method, s 4.6.5c endurance time tests - Type I - water droplet size - slide impact method with colloidal silver, s 4.6.5b endurance time tests - Type I - water droplet size - slide impact method with oil, s 4.6.5a

endurance time tests - Type I - water hardness, s 4.5.6 endurance time tests - Type I - water spray endurance test check on sheared sample, ss 3.2.2, 3.2.3, 3.3.1, 3.3.2 endurance time tests – Type I, Title at p 1, Rationale at p 1, s 3 ethylene glycol based Type I – endurance time tests not required, ss 1.1, 3.1 failure mode, endurance time – visual. Foreword at p 1 failure, plate - 30% coverage with frozen contamination, s 4.7.2 failure, plate. See also contamination [frozen] - appearance fluid. supercooled. See crystallization, delayed fluid manufacturer documentation. See also endurance time tests - Type I - fluid manufacturer documentation non-glycol based Type I – endurance time tests required, ss 1.1, 3.1 propylene glycol based Type I – endurance time tests not required, ss 1.1, 3.1 regression analysis method - icing intensity, ss 4.6.2.2, 6.2.1.3 regression analysis method for icing intensity measurement, Type I, ss 4.6.2.2, 6.2.1.3 SAE G-12 HOT, role of, s 1.2 supercooled fluid. See crystallization, delayed. Type I – failure criteria, Foreword at p 1, ss 4.7.2, 4.7.3, 6.4.7, 10.4.6, 12.4.4 water droplet size – dye stain method, s 4.6.5d water droplet size – laser diffraction method, s 4.6.5c water droplet size - slide impact method with colloidal silver, s 4.6.5b water droplet size - slide impact method with oil, s 4.6.5a

### ARP6207 Qualifications Required for SAE Type I Aircraft Deicing/Anti-Icing Fluids

Issued October 10, 2017, by SAE G-12 HOT.

Sponsor: Marco Ruggi.

The purpose of ARP6207 is to explain to fluid manufacturers and users, at a high level, the steps required for an experimental fluid i) to become a commercially usable fluid, ii) to be allowed to use the Type I holdover times, and iii) to be listed on the FAA and Transport Canada list of fluids.

Meeting all the technical requirements of AMS1424 is insufficient for a Type I deicing fluid to be used on an aircraft. ARP56207 explains that there are four conditions to commercialize an SAE Type I fluid, the first three are mandatory, the fourth one is highly recommended: 1) meet the technical requirements of AMS1424, 2) be identified on the FAA/Transport Canada fluid list and 3) have a performance such that it can be used with the Type I holdover time guidelines published by the FAA/Transport Canada and 4) running a field spray test to demonstrate operational performance

ARP6207 a) describes the preparatory steps to test an experimental fluid according to AMS1424, b) advises fluid manufacturers on sample selection issues for experimental fluids, c) provides a suggested protocol for field spray testing, d) details the protocol to demonstrate that an experimental Type I can be used with the FAA/Transport Canada Type I holdover time guidelines, e) explains the process for inclusion and exclusion of fluids on the FAA/Transport Canada fluid lists, f) describes the role of the SAE G-12 ADF and HOT Committees and g) the publication process for Type I holdover time guidelines.

Its sister document for AMS1428 fluids, is ARP5718 whose title is *Qualifications Required for* SAE Type II/III/IV Aircraft Deicing/Anti-Icing Fluid.

Index for ARP6207

(Section and page numbers are those of ARP6207) aerodynamic acceptance test – definition, s 2.3 aircraft manufacturer documentation - list fluid types allowed on aircraft, footnote 1 at p 1 alkali organic salt based Type I – effect on Type II/III/IV protection time, s 3.2 alkali organic salt based Type I – exclusion from the fluid list (FAA/TC), s 3.2 alkali organic salt based Type I - HOT - invalid, s 3.2 allowance time - definition, s 2.3 allowance time - failure mode - aerodynamic and visual, s 2.3 allowance time – Type I – none, s 3.5 allowance time - Type II - none, s 3.5 allowance time - Type III undiluted, s 3.5 allowance time - Type IV undiluted, s 3.5 allowance time – wind tunnel testing, s 3.5 allowance time. See also wind tunnel testing AMS1424 – purpose – minimum requirements for Type I, s 3.3.1 AMS1424/1 – purpose – identity of freezing point depressant, s 3.2 AMS1424/2 – purpose – identity of freezing point depressant, s 3.2 AOS. See alkali organic salt color intensity, evaluation of - field spray test, s 4.3d definition - aerodynamic acceptance test, s 2.3 definition – allowance time, s 2.3 definition – endurance time, s 2.3 definition - FAA/TC list of fluids. See definition - fluid list (FAA/TC) definition - fluid list (FAA/TC), s 2.3 definition - HOT guideline, s 2.3 definition - HOT guideline, fluid-specific, s 2.3 definition – HOT guideline, generic, ss 2.3, 5.5 definition - HOT table. See definition - HOT guideline definition – HOT, s 2.3 definition - LOUT, Type I, s 2.3 definition - water spray endurance test, s 2.3 endurance time – definition, s 2.3 endurance time tests - Type I - glycol based - none, s 3.4.1 endurance time tests - Type I - non-glycol based - test required, s 3.4.1 endurance time tests – Type I – sample selection, s 3.4.2 FAA/Transport Canada list of fluids. See fluid list (FAA/TC) failure mode, allowance time - aerodynamic and visual, s 2.3 failure mode, endurance time - visual, s 2.3 failure mode, HOT - visual, s 2.3 field spray test. See spray test, field fluid list (FAA/TC) – addition of new Type I fluid, ss 5.6.2, 5.7 fluid list (FAA/TC) - definition, s 2.3 fluid list (FAA/TC) – fluid expiry dates, s 5.7c fluid list (FAA/TC) - fluid manufacturer deadline to provide data - June 01, ss 5.6.1, 5.6.2, 5.6.3, 9 fluid list (FAA/TC) – obsolete data, removal of, ss 5.7b, 5.8 fluid list (FAA/TC) – publication process, ss 5.7, 5.8, 8, 9 fluid list (FAA/TC) – publication timeline, ss 8, 9 fluid manufacturer – obligation to provide to FAA/TC – additional requested data, s 5.6.4 fluid manufacturer – obligation to provide to FAA/TC – data – general obligation, s 5.6 fluid manufacturer – obligation to provide to FAA/TC – deadlines, ss 5.3, 5.6.1, 5.6.2, 5.6.3, 5.9.3, 9 fluid manufacturer – obligation to provide to FAA/TC – Type I – list of fluids to be commercialized by June 01, ss 5.6.1,9 fluid manufacturer - obligation to provide to FAA/TC - Type I - periodic requalification test report - aerodynamic acceptance, ss 5.6.3, 5.6.3.1 fluid manufacturer – obligation to provide to FAA/TC – Type I – periodic requalification test report – anti-icing performance, ss 5.6.3, 5.6.3.1

fluid manufacturer - obligation to provide to FAA/TC - Type I - restrictions on use of, s 5.2 fluid manufacturer – obligation to provide to FAA/TC – Type I (licensee location) – initial qualification test report – aerodynamic acceptance, s 5.7.2 fluid manufacturer – obligation to provide to FAA/TC – Type I (licensee location) – original qualification test data, s 5.7.2 fluid manufacturer - obligation to provide to FAA/TC - Type I (licensee location) - initial qualification test report water spray endurance test, s 5.7.2 fluid manufacturer - obligation to provide to FAA/TC - Type I (new) - initial qualification test report aerodynamic acceptance, high speed and or low speed, ss 5.6.2, 5.6.2.1b fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – initial qualification test report – anti-icing performance, ss 5.6.2, 5.6.2.1a fluid manufacturer - obligation to provide to FAA/TC - Type I (new) - freezing point data, ss 5.6.2, 5.6.2.1c fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – endurance time data, s 3.4.1 fluid manufacturer - obligation to provide to FAA/TC - Type I (new) EG based - endurance time data not required, s 3.4.1 fluid manufacturer – obligation to provide to FAA/TC – Type I (new) PG based – endurance time data not required, s 3.4.1 fluid manufacturer - obligation to provide to FAA/TC - Type I (new) DEG based - endurance time data not required, s 3.4.1 fluid manufacturer - obligation to provide to FAA/TC - Type I (new) - final name by May 01, s 5.3 fluid manufacturer - obligation to provide to FAA/TC - Type I (new) - unique name, s 5.3 fluid manufacturer - sample selection considerations, Type I, ss 3.3.2, 3.4.2 fluid manufacturer licensee - Type I HOT guideline, s 5.7.2 fluid name – final commercial name, s 5.3 fluid name – formulation change, upon, s 5.3 fluid name - new unique name, s 5.3 fluid name – reformulation, s 5.3 fluid, new - data required for use with generic HOT, s 5.7 fluid, new - new unique name, mandatory, s 5.3 fluid, new - obligation to provide information to FAA/TC, s 5.6.2 fluid-specific HOT guidelines. See HOT, fluid-specific foam, tendency to - field spray test, s 4.3a formulation change - name change, s 5.3 freezing point buffer - Type I - 10°C, s 2.3 generic HOT guidelines. See HOT, generic HOT – definition, s 2.3 HOT – failure mode – visual, s 2.3 HOT – guideline – definition, s 2.3 HOT – guideline – fluid-specific – definition, s 2.3 HOT – guideline – generic – definition, s 2.3 HOT – guideline – publication date, ss 8, 9 HOT - guideline - publication timeline for, s 9 HOT - reduction - heavy precipitation rates, s 5.1.4 HOT – reduction – heavy weather conditions, s 5.1.4 HOT – reduction – high moisture content precipitation, s 5.1.4 HOT - reduction - high wind velocity, s 5.1.4 HOT – reduction – jet blast, s 5.1.4 HOT - reduction - wing skin temperature lower than OAT, s 5.1.4 HOT – Type I fluid-specific – none, s 2.3 HOT table synonym for HOT guideline, s 2.3 HOT, preparation of Type I – aluminum materials, s 5.1 HOT, preparation of Type I – cautions – aircraft skin temperature lower than OAT, s 5.1.4a HOT, preparation of Type I - cautions - heavy precipitation rates, s 5.1.4a HOT, preparation of Type I - cautions - heavy weather, 5.1.4a HOT, preparation of Type I – cautions – high moisture content precipitation, s 5.1.4a

HOT, preparation of Type I - cautions - high winds, s 5.1.4a

HOT, preparation of Type I – cautions – jet blast, s 5.1.4a HOT, preparation of Type I – cautions – no inflight-protection, s 5.1.4b HOT, preparation of Type I – cells, s 5.1.2 HOT, preparation of Type I – composite materials, s 5.1 HOT, preparation of Type I – date of issue, s 5.1.5 HOT, preparation of Type I - date of obsolescence, s 5.1.5 HOT, preparation of Type I – date of revision, s 5.1.5 HOT, preparation of Type I - fluid product names, s 5.3 HOT, preparation of Type I - fluid-specific - none published, ss 2.3, 5.1, 5.4 HOT, preparation of Type I – format, s 5.1 HOT, preparation of Type I – frost, active, s 5.1 HOT, preparation of Type I - HOT values from R&D, s 2.3 HOT, preparation of Type I – HOT values not from endurance time data, s 5.4 HOT, preparation of Type I – HOT values range, s 5.1.2 HOT, preparation of Type I – licensee, s 5.7.2 HOT, preparation of Type I – new fluids, ss 5.6.2, 5.7a HOT, preparation of Type I – notes, s 5.1.3 HOT, preparation of Type I – obsolete data, removal of, ss 5.7b, 5.8 HOT, preparation of Type I - precipitation categories - freezing fog or ice crystals, s 5.1.1a HOT, preparation of Type I - precipitation categories - freezing drizzle, s 5.1.1c HOT, preparation of Type I - precipitation categories - frost, active s 5.1.1 HOT, preparation of Type I – precipitation categories – light freezing rain, s 5.1.1d HOT, preparation of Type I – precipitation categories – rain on cold-soaked wing, s 5.1.1e HOT, preparation of Type I – precipitation categories – snow, snow grains or snow pellets, s 5.1.1b HOT, preparation of Type I – precipitation categories, s 5.1.1 HOT, preparation of Type I – ready-to-use dilutions, s 5.7.1 HOT, preparation of Type I – removal of obsolete fluid data, ss 5.7b, 5.8 HOT, preparation of Type I – sample selection – fluid manufacturer considerations, ss 3.3.2, 3.4.2 HOT, preparation of Type I - sample selection, ss 3.3.2, 3.4.2 HOT, preparation of Type I – temperature ranges, s 5.1.2 HOT, preparation of Type I - timeline, s 9 HOT, preparation of Type I – unchanging, s 2.3 HOT, preparation of Type I -, ss 2.3, 5, 5.1 LOUT – Type I – definition, s 2.3 name. See fluid name new fluid. See fluid. new product name. See also fluid name SAE G-12 ADF mid-year meeting timeline, s 9 SAE G-12 ADF, role of, s 6 SAE G-12 annual meeting timeline, s 9 SAE G-12 HOT agenda items, mandatory, s 7.3 SAE G-12 HOT co-chairs, s 7.1 SAE G-12 HOT mid-year meeting timeline, s 9 SAE G-12 HOT, role of, s 7 spray test, field - beading, evaluation of, s 4.3b spray test, field - color intensity, evaluation of, s 4.3d spray test, field – fisheyes, presence of, s 4.3b spray test, field - flow, evaluation of, s 4.3c spray test, field – foam, tendency to, s 4.3a spray test, field – protocol, s 4.3 spray test, field - reason for, s 4.1 spray test, field – report, s 4.4 spray test, field - residues, presence of, s 4.3e spray test, field - tendency to foam, evaluation of, s 4.3a spray test, field – wetting, evaluation of, s 4.3b spray test, field, Foreword at p 1, s 4, see footnote 55

spray trial, field. See spray test, field

Transport Canada/FAA list of fluids. See fluid list (FAA/TC)

Type I – commercialization condition – AMS1424 technical requirements, meet the, Foreword at p 1

Type I – commercialization condition – field spray test, Foreword at p 1

Type I – commercialization condition – fluid list (FAA/TC), be on the, Foreword at p 1

Type I – commercialization condition – performance sufficient to be used with HOT guideline, Foreword at p 1

Type I – commercialization decision, ss 5.3, 9

Type I – field spray test<sup>55</sup>, Foreword at p 1, ss 1d, 4

- Type I manufacturer. See fluid manufacturer
- Type I name change upon reformulation, s 5.3
- Type I name, experimental, s 5.3
- Type I name, final commercial date due May 01, s 5.3
- Type I name, new, s 5.3
- Type I qualification, Title at p 1
- Type I sample selection considerations, ss 3.3.2, 3.4, 3.4.1, 3.4.2, 3.4.3
- Type I sample selection. See also HOT, process to obtain sample selection

Type I - use on aircraft. See Type I - commercialization condition

water spray endurance test – definition, s 2.3

#### AS5681C Minimum Operational Performance Specification for Remote On-Ground Ice Detection Systems

AS5681C revised July 2, 2024 by SAE G-12 HOT.

Sponsor: Ben Bernier.

AS5681 specifies the minimum operational performance specification (MOPS) of remote onground ice detection systems (ROGIDS). ROGIDS are ground-based systems that indicate whether frozen contamination is present on aircraft surfaces.

ROGIDS are intended to be used during aircraft ground deicing operations to inform groundcrews or flightcrews about the condition of the aircraft.

AS5681 presents a functional description of ROGIDS, design requirements, minimum performance requirements, laboratory tests conditions to evaluate the ROGIDS, recommended test procedure to demonstrate compliance with the minimum requirements and operational evaluation requirements to verify the performance of in-service ROGIDS.

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Index for AS5681C
(Section and page numbers are those of AS5681C)
accidents, ground icing – catastrophic – rate, s D.4.1
accidents, ground icing – categories – detected frozen contamination but ignored, s D.3.1
accidents, ground icing – categories – fluid failure after deicing, s D.3.1
accidents, ground icing – categories – undetected frozen contamination, s D.3.1
accidents, ground icing – categories – undetected frozen contamination after deicing, s D.3.1
accidents, ground icing – categories – undetected frozen contamination after deicing, s D.3.1
accidents, ground icing – historical data, ss D.3.1, D.4, D.5
anti-icing – definition, s 2.2
check, postdeicing. See postdeicing/anti-icing check
clear ice – definition, s 2.2
clear ice – detection – ROGIDS as supplement to tactile predeicing check, s 1.3
```

<sup>&</sup>lt;sup>55</sup> Field spray trial (p 1) and field spray test (s 4.1) appear to be used interchangeably in ARP6207.

clear ice - detection - ROGIDS as supplement to visual predeicing check, s 1.3 clear ice - detection - ROGIDS detection threshold, s 4.1.1 clear ice – detection – ROGIDS v tactile check, Foreword par 3 at p 1 clear ice - detection - ROGIDS v visual check, Foreword par 3 at p 1 clear ice - detection - ROGIDS, s 1.3 clear ice - difficulty to detect s 2.2 clear ice - occurrence - inflight, s 2.2 clear ice - occurrence - on the ground, s 2.2 clear ice - undetected - probability estimate, s D.4.1 contaminant, frozen. See contamination [frozen] contamination [frozen] – definition, s 2.2 contamination [frozen] – superset of frost, s 2.2 contamination [frozen] – superset of ice, s 2.2 contamination [frozen] - superset of slush, s 2.2 contamination [frozen] - superset of snow, s 2.2 critical ice contamination - definition, s D.3.2 critical ice contamination rate, s D.4.1 definition – anti-icing, s 2.2 definition - check, predeicing, s 2.2 sub verbis "predeicing check" definition - clear ice, s 2.2 definition - contamination [frozen], s 2.2 sub verbis "frozen contamination/contaminants" definition – critical ice contamination, s D.3.2 definition – deicing event, s 2.2 definition – deicing, s 2.2 definition - failure, latent, s 2.2 definition - fluid failure, s 2.2 sub verbis "deicing/anti-icing fluid failure" definition - ice contamination, critical, s D.3.2 definition – illuminance, s 2.2.2 definition - ROGIDS detection angle, maximum, s 2.2 sub verbis "maximum detection angle" definition - ROGIDS detection angle, minimum, s 2.2 sub verbis "minimum detection angle" definition - ROGIDS detection distance, maximum, s 2.2 sub verbis "maximum detection distance" definition - ROGIDS detection distance, minimum, s 2.2 sub verbis "minimum detection distance" definition - ROGIDS false negative, s 2.2 sub verbis "false negative" definition - ROGIDS false positive, s 2.2 sub verbis "false positive" definition – ROGIDS, s 2.2 definition – system, s 2.2 deicing – definition, s 2.2 deicing event – definition, s 2.2 deicing events - historical data 1985-2005, s D.3.1 deicing events - worldwide estimate 1985-2005, s D.3.1 failed fluid. See fluid failure failure, deicing/anti-icing fluid. See fluid failure failure, fluid. See fluid failure failure, latent – definition, s 2.2 failure, latent, ss 2.2, 3.7.2, failure, undetected. See failure, latent fluid failure – definition, s 2.2 fluid failure – description – adherence of frozen contamination, s 2.2 fluid failure – description – dulling of surface reflectivity, s 2.2 fluid failure – description – no absorption of precipitation, s 2.2 fluid failure - description - presence of frozen contamination in the fluid, s 2.2 fluid failure - description - presence of frozen contamination on the fluid, s 2.2 fluid failure - description - snow accumulation, random, s 2.2 fluid failure - description - snow accumulation, s 2.2 fluid failure – description – surface freezing, s 2.2 fluid failure – description, s 2.2

frost - detection - ROGIDS less reliable than visual check, Foreword par 4 at p 1 frost – detection – ROGIDS v visual check. Foreword par 4 at p 1 frozen contaminant.<sup>56</sup>. See contamination [frozen] ice contamination, critical - definition, s D.3.2 ice contamination, critical – probability estimate, s D.4.2 ice detection system, remote on-ground. See ROGIDS ice, clear. See clear ice illuminance – definition, s 2.2.2 remote on-ground ice detection system. See ROGIDS ROGIDS - alternative to tactile postdeicing/anti-icing check, s 1.3 ROGIDS - alternative to visual postdeicing/anti-icing check, s 1.3 ROGIDS – approval by regulator, ss 1.1, 1.3 ROGIDS – approval for postdeicing/anti-icing check, s 1.3 ROGIDS – approval for predeicing check, s 1.3 ROGIDS - clear ice detection v tactile check, Foreword par 3 at p 1 ROGIDS – definition, s 2.2 ROGIDS – design requirement, s 3 ROGIDS - detection angle, maximum - definition, s 2.2 ROGIDS – detection angle, minimum – definition, s 2.2 ROGIDS - detection distance, maximum - definition, s 2.2 ROGIDS – detection distance, minimum – definition, s 2.2 ROGIDS - detection of clear ice - detection threshold, s 4.1.1 ROGIDS – detection of clear ice predeicing, s 4.1 ROGIDS – detection of frost – below reliable detection threshold, Foreword par 3 at p 1 ROGIDS - detection of frost - undefined, s 4.1 ROGIDS – detection of residual clear ice postdeicing during precipitation, s 4.1 ROGIDS – detection of residual clear ice postdeicing, s 4.1 ROGIDS - detection of slush - undefined, s 4.1 ROGIDS – detection of snow – undefined, s 4.1 ROGIDS - detection threshold, s 4.1.1 ROGIDS - effect of fluid foam on, s 4.3 ROGIDS - false negative - definition, s 2.2 ROGIDS – false positive – definition, s 2.2 ROGIDS – frost detection v visual check, Foreword par 4 at p 1 ROGIDS – functional description – clear ice detection, s 1.3 ROGIDS – hand held, s 1.3 ROGIDS – human factors tests, Foreword par 3-4 at p 1 ROGIDS – latent failure rate, ss 2.2, 3.7.2, D.3.2 ROGIDS – minimum operational performance specification, Title at p 1, ss 1, 1.1, 4 ROGIDS - minimum performance specification, s 4 ROGIDS - monitored surface - definition, s 2.2 ROGIDS – MOPS, Title at p 1, ss 1, 1.1, 4 ROGIDS - pedestal mounted, s 1.3 ROGIDS - performance specification in environmental test conditions, minimum, s 5 ROGIDS – performance specification, minimum, s 4 ROGIDS - performance, minimum operational, s 6 ROGIDS - test plates - aluminum painted, s B.4.3 ROGIDS - test plates - aluminum bare, s B.4.3 ROGIDS - test plates - composite painted, s B.4.3 ROGIDS - test plates - composite painted, s B.4.3 ROGIDS - test plates - deicing boot, s B.4.3 ROGIDS - regulatory requirements, ss 1.1, 1.3 ROGIDS - v human inspection, s D.3.1 ROGIDS - vehicle mounted, s 1.3

<sup>&</sup>lt;sup>56</sup> Frozen contaminants and frozen contamination are generally used as synonyms.

ROGIDS, Title at p 1 system – definition, s 2.2

## **Documents Issued by the SAE G-12 Methods Committee**

# ARP6257B Aircraft Ground De/Anti-icing Communication Phraseology for Flightcrew and Groundcrew

ARP6257B cancelled September 15, 2023, by SAE G-12 M.

Sponsor: David Thornton.

AS6287B contained standardized scripts for communication between aircraft flightcrews and groundcrews during aircraft deicing operations. It covered contact protocols, aircraft configuration, de/anti-icing treatment needed and postdeicing reporting requirements. The content of ARP6257 was incorporated in AS6285.

As ARP6257B is cancelled, it is not indexed.

#### AS5537A Weather Support to Deicing Decision Making (WSDDM) Winter Weather Nowcasting System

Revised February 10, 2021, by SAE G-12 M.

Sponsor: Scott Landolt.

AS5537 provides guidelines for the deployment of weather support to deicing decision making nowcasting weather system which is a form of holdover time determination system (HOTDS). This system converts real-time snow data and other precipitation data into liquid water equivalent data which is matched to endurance time data using appropriate regression equation. The system provides a check time for an aircraft treated with Type I/II/II/IV fluids. The check time is used to determine the fluid protection capability in varying weather conditions.

Index for AS5537A (Section and page numbers are those of AS5537A) LWES, ss 1.2, 3.3 METAR - hourly snow intensity based on visibility, s 1.2 METAR – no provision of liquid equivalent snowfall rate, s 1.2 METAR – snowfall intensity underestimation – heavily rimed snow, s 1.2 METAR – snowfall intensity underestimation – high-visibility high-snowfall rate conditions, s 1.2 METAR – snowfall intensity underestimation – snow containing single crystals of compact shape, s 1.2 METAR – snowfall underestimation – wet snow, s 1.2 nowcasting, Title at p 1, ss 1.1, 1.2 precipitation gauge - GEONOR, s 4.1 precipitation gauge - hot plate, 4.3 precipitation gauge – OTT Pluvio, s 4.2 snow gauge. See precipitation gauge snowfall intensity - underestimation in heavily rimed snow, METAR, s 1.2 snowfall intensity – underestimation in snow containing single crystals of compact shape, METAR, s 1.2 snowfall intensity – underestimation in wet snow, METAR, s 1.2 snowfall rate – liquid water equivalent, Foreword at p 2, s 1.2 visibility

weather support to deicing decision making, Title at p 1 windshield, ss 4.1, 4.2 weather support to deicing decision making – calibration, s 9 weather support to deicing decision making – computer system requirements, s 11 weather support to deicing decision making – precipitation gauge siting, ss 3.2, 8 weather support to deicing decision making – precipitation gauge specification, ss 3.3, 4–5 weather support to deicing decision making – relative humidity measurement requirements, s 5 weather support to deicing decision making – temperature measurement requirements, s 5 weather support to deicing decision making – temperature measurement requirements, s 5

#### AS6285E Aircraft Ground Deicing/Anti-Icing Processes

Revised May 22, 2023, by SAE G-12 M. Effective August 01, 2023.

Sponsor: Fernando Echeverri.

This document sets the procedures to perform deicing and anti-icing of aircraft subject to any form of freezing or frozen precipitation.

It distinguishes the responsibilities of the pilot-in-command, the aircraft operator, the service provider, the airport authority, the regulator and air traffic control.

It covers methods to deice and anti-ice aircraft using AMS1424- and AMS1428-qualified fluid and processes not using fluids. It provides procedures to deal with frost prevention with cold-soaked aircraft and spot deicing.

It informs on the checks to be performed to ascertain if deicing is required or to verify for the presence of frozen contamination after deicing. It describes the how communications should be done.

It explains the requirement for quality program, quality assurance and quality control. It states that staff must be trained and qualified.

aircraft manufacturer documentation - need for tactile check, s 6.2 aircraft manufacturer documentation - salt-based fluid, s 5.5 aircraft manufacturer documentation - tactile check, s 6.2 aircraft manufacturer documentation – Type II/III/IV residue – cleaning, ss 6.6.2, 5.7.1, 5.7.2 aircraft manufacturer documentation - Type II/III/IV residue - inspection method, ss 5.6.2, 5.7.1-5.7.2 aircraft manufacturer documentation - Type II/III/IV residue - inspection frequency, ss 5.6.2, 5.7.1-5.7.2 aircraft manufacturer documentation - Type II/III/IV residue - maintenance requirements, ss 5.6.2, 5.7.1-5.7.2 aircraft manufacturer documentation – Type II/III/IV residue, ss 5.6.2, 5.7.1–5.7.2 aircraft operator - responsibility - adaptation of deicing/anti-icing procedures, Rationale par 5 at p 1 aircraft operator - responsibility - aircraft configuration in absence of flightcrew, s 8.2 aircraft operator – responsibility – aircraft type special procedures, Rationale par 5 at p 1 aircraft operator – responsibility – deicing/anti-icing procedures, Rationale par 5 at p 1 aircraft operator - responsibility - deicing/anti-icing program, s 3.2 aircraft operator - responsibility - engine ice removal procedure, s 5.7.9 aircraft operator - responsibility - ground deicing programs, s 3.2 aircraft operator – responsibility – groundcrew qualification, s 8.2 aircraft operator – responsibility – management, s 3.2 aircraft operator - responsibility - party assignment for anti-icing code, s 8.4.1 aircraft operator - responsibility - party assignment for postdeicing/anti-icing check, s 8.4.1 aircraft operator - responsibility - pilot-in-command, s 3.2 aircraft operator - responsibility - quality program, s 4 aircraft operator - responsibility - special checks, ss 6.1, 6.3 aircraft skin temperature lower than OAT. See wing temperature lower than OAT airline. See aircraft operator airport authority – responsibility – communication before, during, after deicing, s 8.5 airport authority - responsibility - deicing facilities operability, s 3.4 airport authority - responsibility - environmental regulation compliance, s 3.4 airport authority - responsibility - fluid logistics airside, s 3.4 airport authority - responsibility - health and safety, s 3.4 airport authority - responsibility - message boards, s 3.4 airport authority - responsibility - off gate/CDF/DDF procedures, s 8.5 airport authority - responsibility - taxi and stop guidance, s 8.5 airport authority – responsibility – taxi routing, s 8.5 airport authority - responsibility - unique requirements, s 8.5 airport authority – responsibility – weather support, s 3.4 anti-icing – definition, s 2.2.2.2 anti-icing code – definition, s 2.2.2.2 anti-icing code – exception for local deicing, s 8.4.1.1 anti-icing code – functional definition, s 8.4.1.1 anti-icing code - transmission after completion of postdeicing/anti-icing check, ss 8.4, 8.4.1, 8.5, 8.6, 8.6.1, 8.6.1.1 anti-icing fluid – definition, s 2.2.2.2 anti-icing procedure. See fluid application; fluid application - anti-icing application equipment. See deicing unit ATC - responsibilities, s 3.6 audit pool – DAQCP, s 4.1 audit pool, s 4.1 Brix – definition. s 2.2.2.2 brooms. See contamination [frozen] - removal with brooms buffer, negative. See freezing point buffer - negative buffer. See freezing point buffer certificate of analysis - definition, s 2.2.2.2 certificate of analysis, ss 4.3.1.3a, 4.3.1.3b certificate of conformance – definition, s 2.2.2.2 check - definition, s 2.2.2.2 check, clear ice. See clear ice check; check, special check, contamination. See contamination check

check, deicing/anti-icing. See postdeicing/anti-icing check check, flight control. See flight control check check, fluid acceptance. See fluid acceptance check, fluid. See fluid test check, pretakeoff contamination. See pretakeoff contamination check check, pretakeoff. See pretakeoff check check, special - aircraft-specific check, ss 6.1 note, 6.3 note 1 check, special – clear ice check, ss 6.1 note, 6.3 note 1 check, special - excludes contamination check, s 6.1 note check, tactile. See tactile check clean aircraft concept, s 3.5 clean condition – air conditioning inlets, s 7.4 clean condition – air conditioning outlets, s 7.4 clean condition – air conditioning pressure-release valves, s 7.4 clean condition – angle of attack sensors, s 5.7.7.1 clean condition - control surfaces, s 7.1 clean condition - critical surfaces, s 7 clean condition - data sensing devices, s 7.2 clean condition - engine control system probes, s 7.3 clean condition – engine cooling intakes, s 7.3 clean condition - engine exhaust, s 7.3 clean condition – engine fan blades, ss 7.3, 5.4.2.7 clean condition – engine inlets, s 7.3 clean condition - engine intake, s 5.4.2.7 clean condition – engine leading edge, s 7.3 clean condition – engine ports, s 7.3 clean condition – engine spinner cones, s 7.3 clean condition - fuel tank vents, s 7.6 clean condition - fuselage - presence of frost, s 7.7 clean condition - fuselage, s 6.7 clean condition - horizontal stabilizer. See clean condition - stabilizer, horizontal clean condition - inlets, s 7.7 clean condition – landing gear doors, s 7.5 clean condition – landing gear, ss 5.7.7.6, 7.5 clean condition - nose, ss 7.2 note, 6.8 clean condition – outflow valves, s 7.4 clean condition - outlets, s 7.7 clean condition - pitot tubes, s 7.2 clean condition - pressure release valves, s 7.2 clean condition - propellers, ss 5.4.2.7, 7.3 clean condition - radome, s 7.8 clean condition - rudder, s 7.1 clean condition - sensor, s 7.2 clean condition – sensors – angle of attack, ss 6.3, 7.2 clean condition - sensors - near heated windows, s 7.8 clean condition – sensors – temperature, ss 6.2, 7.3 clean condition – stabilizer, horizontal, s 7.1 clean condition - stabilizer, vertical, s 7.1 clean condition - static ports, s 7.2 clean condition – tail. s 7.1 clean condition - vertical stabilizer. See clean condition - stabilizer, vertical clean condition - wheel bays, s 5.7.7.6 clean condition - window caution, heated, s 7.8 note clean condition - windows, flightdeck, s 7.8 clean condition - wings, s 7.1 clean condition - wingtip devices, s 7.1

clean condition, s 7 clear ice - conditions conducive to, ss 2.2.2.2 sub verbis "clear ice" and "cold soaking", 5.7.12 clear ice - definition. s 2.2.2.2 clear ice – detection, s 5.7.12 clear ice - difficulty to detect, ss 2.2.2.2 sub verbis "clear ice", 5.7.12 clear ice - effect of, s 2.2.2.2 sub verbis "clear ice" clear ice check, s 6.1 note clear ice- detection. See also tactile check cold-soaked fuel frost - definition, s 2.2.2.2 sub verbis "fuel frost" cold-soaked horizontal stabilizer, s 5.5.3 cold-soaked wing, s 5.5.3 cold soaking - definition, s 2.2.2.2 cold soaking - factors - fuel cell location, s 2.2.2.2 cold soaking – factors – fuel cell type, s 2.2.2.2 cold soaking – factors – fuel quantity, s 2.2.2.2 cold soaking – factors – fuel temperature, s 2.2.2.2 cold soaking – factors – time at high altitude, s 2.2.2.2 cold soaking – factors – time since refueling, s 2.2.2.2 cold soaking - fuel caused, ss 2.2.2.2, 5.5.3, 6, 6.3, 7.1, 8.4.1.1, combustion heaters – asphyxiation danger in poorly ventilated areas, ss 4.3.3, 9.1 communication - English language, s 5.1 communication – local language, s 5.1 communication with flightcrew – absence of flightcrew at time of deicing\_57, ss 8.2c, 8.1 note communication with flightcrew – ACARS, ss 8.4.1.1, 8.5 communication with flightcrew - after deicing/anti-icing, ss 8.5, 8.6.1, 8.6.1.1 communication with flightcrew – aircraft configuration (deicing), ss 8.2, 8.6, 8.6.1, 8.6.1.1 communication with flightcrew – all clear signal, ss 8.1, 8.3, 8.4.2, 8.6.1.1 communication with flightcrew – before starting deicing/anti-icing, ss 8.2, 8.5, 8.6.1.1 communication with flightcrew - CDF, s 8.5 communication with flightcrew – communication plan, s 8.7a communication with flightcrew - contamination check results, s 8.5b communication with flightcrew - DDF, s 8.5 communication with flightcrew – deicing unit proximity sensor activation, ss 5.7.13. 8.3.1.1, 8.6.1.2 communication with flightcrew - deicing/anti-icing treatment required, s 8.2 communication with flightcrew – electronic flight bag, ss 8.4.1.1, 8.5, 8.6 communication with flightcrew – emergency, ss 8.5c, 8.1.6.2 communication with flightcrew - engines-on, ss 8.3, 8.5, ,8.6.1.1, 8.6.1.2 communication with flightcrew - English language, s 8.1 communication with flightcrew – exception, s 8.1 note communication with flightcrew - flight interphone, ss 8.1, 8.5 communication with flightcrew – frost, local, ss 5.5.3.7, 8.4.1.1. communication with flightcrew – hand signals, s 8.1 communication with flightcrew - headset, ss 8.1, 8.5 communication with flightcrew - interrupted operations, ss 5.7.11, 8.3.1.2, 8.6.1.2 communication with flightcrew - local language, s 8.1 communication with flightcrew - message boards, ss 8.1, 8.4.1.1, 8.5, 8.6 communication with flightcrew – off-gate, s 8.5 communication with flightcrew – phraseology, ss 8.2, 8.6, 8.3.1.2, 8.4.1.1, 8.4.1.2, 8.6, 8.6.1., 8.6.1.1, 8.6.1.2 communication with flightcrew – postdeicing/anti-icing report, ss 3.3, 8.4, 8.4.1, 8.4.1.1, communication with flightcrew – proximity sensor activation, ss 5.7.13. 8.3.1.1, 8.6.1.2 communication with flightcrew - taxi and stop guidance, s 8.5, 8.6.1.1, 8.6.1.2 communication with flightcrew - taxi instructions, ss 8.5, 8.6.1.1, 8.6.1.2 communication with flightcrew - verbal, precedence of, s 8.5

<sup>&</sup>lt;sup>57</sup> AS6285E is not explicit about the need to communicate with the flightcrew if deicing/anti-icing is performed in its absence. *See* s 14c of FAA Notice N 8900.636 for more information.

communication with flightcrew - VHF, ss 8.1, 8.5, communications with flightcrew – engines-on – positive hold control, ss 8.3, 8.5, 8.6, 1.1, 8.6, 1.2 communications, s 8 configuration, aircraft deicing. See aircraft configuration (deicing) contamination [frozen] – definition, s 2.2.2.2 sub verbo "contamination" contamination [frozen] – effect on rear mounted engines, s 5.4.1.4 contamination [frozen] - removal from door mechanisms, s 5.4.2.6 contamination [frozen] - removal from downlocks, s 5.4.2.6 contamination [frozen] - removal from elevator, s 5.4.2.1 contamination [frozen] - removal from engine fan blades, ss 5.4.2.7, 5.7.9 contamination [frozen] – removal from engine intake, s 5.4.2.7 contamination [frozen] - removal from engines, ss 5.4.2.7, 5.7.9 contamination [frozen] - removal from flap track, s 5.7.8 contamination [frozen] – removal from flaps, ss 5.4.2.2, 5.7.8 contamination [frozen] - removal from flightdeck windows, s 5.4.2.5 contamination [frozen] - removal from fuselage, s 5.4.2.4 contamination [frozen] - removal from gravel deflectors, s 5.4.2.6 contamination [frozen] - removal from hard wing aircraft, s 5.4.2.1 contamination [frozen] - removal from landing gear, s 5.4.2.6 contamination [frozen] - removal from lower wing surface, s 5.4.2.2 contamination [frozen] - removal from nose [aircraft], s 5.4.2.5 contamination [frozen] - removal from propeller driven aircraft, s 5.4.2.1 contamination [frozen] - removal from propellers, s 5.4.2.7 contamination [frozen] – removal from radome, s 5.4.2.5 contamination [frozen] - removal from stabilizer, horizontal, s 5.4.2.1 contamination [frozen] - removal from steering systems, s 5.4.2.6 contamination [frozen] - removal from underwing surface, s 5.4.2.2 contamination [frozen] - removal from uplocks, s 5.4.2.6 contamination [frozen] - removal from vertical surfaces, s 5.4.2.3 contamination [frozen] - removal from wheel bays, s 5.4.2.6 contamination [frozen] - removal from wings, s 5.4.2.1 contamination [frozen] - removal general strategy, ss 5.4.1, 5.4.2 contamination [frozen] - removal with brooms, s 5.2 contamination [frozen] - removal with fluid injected into forced air, s 5.2 contamination [frozen] - removal with fluids, s 5.4 contamination [frozen] - removal with fluids. See also fluid application contamination [frozen] - removal with forced air, s 5.2 contamination [frozen] – removal with heat, s 5.2 contamination [frozen] – removal with hot air, s 5.4.2.7 contamination [frozen] - removal with hot water, s 5.2 contamination [frozen] - removal with infrared, ss 5.2, 5.3 contamination [frozen] - removal with negative buffer hot fluid s 5.2 contamination [frozen] – splash up, s 5.7.8 contamination [frozen] - superset of frost, s 2.2.2.2 contamination [frozen] - superset of frozen deposits, s 2.2.2.2 contamination [frozen] - superset of ice, s 2.2.2.2 contamination [frozen] - superset of semi-frozen deposits, s 2.2.2.2 contamination [frozen] - superset of slush, s 2.2.2.2 contamination [frozen] - superset of snow, s 2.2.2.2 contamination check – definition, s 2.2.2.2 contamination check - establishes need for deicing, ss 2.2.2.2, 6.1 contamination check - excludes special check, s 6.1 contamination check - performance of, ss 6.1, 6.2, 7.1-7.8, 8.5b contamination check – responsibility of qualified personnel, s 8.7b contamination check - verification of all areas needing clean condition, s 6.1 contamination, chemical - definition, s 2.2.2.2 sub verbis "chemical contamination"

contract - service support, s 1.2 critical component – definition. Rationale par 4 at p 1 critical surface – definition, Rationale par 4 at p 1 DAQCP, s 4.1 definition - "Brix, s 2.2.2.2 sub verbo "Brix" definition - anti-icing code, s 2.2.2.2 definition - anti-icing fluid, s 2.2.2.2 definition – anti-icing, s 2.2.2.2 definition – Brix, s 2.2.2.2 definition – certificate of analysis, s 2.2.2.2 definition - certificate of conformance, s 2.2.2.2 definition - check, s 2.2.2.2 definition – clear ice, s 2.2.2.2 definition - cold-soaked fuel frost, s 2.2.2.2 sub verbis "fuel frost" definition – cold soaking, s 2.2.2.2 definition - contamination [frozen], s 2.2.2.2 sub verbo "contamination" definition – contamination check, s 2.2.2.2 definition - contamination, chemical, s 2.2.2.2 sub verbis "chemical contamination" definition – critical component, Rationale par 4 at p 1 definition – critical surface, Rationale par 4 at p 1 definition – deicing fluid, s 2.2.2.2 definition - deicing service personnel, s 2.2.2.2 definition – deicing service provider, s 2.2.2.2 definition – deicing, s 2.2.2.2 definition - deicing/anti-icing, s 2.2.2.2 definition – dewpoint, s 2.2.2.2 definition - fluid, thickened, s 2.2.2.2 sub verbis "thickened fluid" definition - freezing drizzle, s 2.2.2.2 definition – freezing fog, s 2.2.2.2 definition - freezing point, s 2.2.2.2 definition - freezing point buffer, negative, s 2.2.2.2 definition – freezing point buffer, s 2.2.2.2 definition - freezing rain, heavy, s 2.2.2.2 sub verbis "heavy freezing rain" definition - freezing rain, light, s 2.2.2.2 sub verbis "freezing rain (light)" definition – freezing rain, moderate, s 2.2.2. sub verbis "moderate freezing rain" definition – frost point, s 2.2.2.2 definition – frost, s 2.2.2.2 definition - frost, active, s 2.2.2.2 sub verbis "active frost" definition - frost, cold-soaked fuel, s 2.2.2.2 sub verbis "fuel frost" definition - frost, local, s 2.2.2.2 sub verbis "frost, local" definition - frost, non-environmental, s 2.2.2.sub verbis "fuel frost" definition - gel, s 2.2.2.2 sub verbis "residue/gel" definition – groundcrew, s 2.2.2.2 definition – hail, s 2.2.2.2 definition - highest on-wing viscosity, s 2.2.2.2; see also footnote 3 definition - hoarfrost, s 2.2.2.2 sub verbis "hoarfrost" and "frost/hoar frost" definition – HOT guideline, s 5.5.2 definition - HOT, s 2.2.2.2 sub verbis "holdover time" definition - HOWV, s 2.2.2.2 sub verbis "highest on-wing viscosity" definition - ice pellets, s 2.2.2.2 definition - LOUT, s 2.2.2.2 sub verbis "lowest operational use temperature" definition - lowest on-wing viscosity, s 2.2.2.2 sub verbis "lowest on-wing viscosity" definition - may (SAE), s 2.2.2.1 definition - must, s 2.2.2.1 definition - negative buffer. See definition - freezing point buffer, negative definition - postdeicing check, s 2.2.2.2

definition - postdeicing/anti-icing check, s 2.2.2.2 definition – predeicing process, s 2.2.2.2 definition – preflight contamination check, s 2.2.2.2 definition – pretakeoff check, s 2.2.2.2 definition – pretakeoff contamination check, s 2.2.2.2 definition – proximity sensor, s 2.2.2.2 definition – qualified staff, s 2.2.2.2 definition – quality assurance, s 2.2.2.2 definition - quality control, s 2.2.2.2 definition - refraction, s 2.2.2.2 definition – refractive index, s 2.2.2.2 definition - refractometer, s 2.2.2.2 definition - residue/gel, s 2.2.2.2 definition – rime ice, s 2.2.2.2 definition - service provider, s 2.2.2.2 sub verbis "deicing service provider" definition – shall (SAE), s 2.2.2.1 definition – shelf life, s 4.3.1.5 definition - should (SAE), s 2.2.2.1 definition – slush, s 2.2.2.2 definition - snow grains, s 2.2.2.2 definition - snow pellets, s 2.2.2.2 definition - snow, s 2.2.2.2 definition - staff, qualified, s 2.2.2.2 sub verbis "qualified staff" definition – storage tank, s 2.2.2.2 definition – tactile check, s 2.2.2.2 deicing – definition, s 2.2.2.2 deicing facility – infrared. See infrared deicing facility deicing fluid – definition, s 2.2.2.2 deicing service personnel – definition, s 2.2.2.2 deicing service provider. See service provider deicing unit – asphyxiation danger in poorly ventilated areas, ss 4.3.3, 9.1 deicing unit – operation in confined areas, ss 4.3.3, 9.1 deicing unit – operation in poorly ventilated areas, ss 4.3.3, 9.1 deicing, s 5.4 deicing. See also contamination [frozen], removal of; fluid application deicing/anti-icing – absence of flightcrew at the time of, ss 8.1, 8.2c deicing/anti-icing - definition, s 2.2.2.2 deicing/anti-icing contracts, s 1.2 deicing/anti-icing decision – aircraft deiced or anti-iced some time before flightcrew arrival, ss 8.1, 8.2c, 6 deicing/anti-icing decision - aircraft subject to ice accretion in-flight, s 6 deicing/anti-icing decision – aircraft subject to snow or ice conditions during taxi to gate, s 6 deicing/anti-icing decision - aircraft subject to snow or ice conditions, s 6 deicing/anti-icing decision - aircraft subject to snow or ice conditions while parked, s 6 deicing/anti-icing decision - cold-soaked aircraft with ice or frost, s 6 deicing/anti-icing decision - contamination check by flightcrew, s 6 deicing/anti-icing decision – contamination check by groundcrew, s 6 deicing/anti-icing processes, Title at p 1 deicing/anti-icing See also fluid application deicing/anti-icing, aircraft requirements after. See clean condition deicing/anti-icing, interruption of, ss 5.7.11, 8.6.1.2 deicing/anti-icing, one-step. See fluid application - one-step deicing/anti-icing, two-step. See fluid application - two-step dewpoint - definition, s 2.2.2.2 engine deicing – deicing fluid, s 5.4.2.7 engine deicing – hot air, ss 5.4.2.7, 5.7.9 engine deicing – mechanical means, s 5.4.2.7

engine deicing, ss 5.4.2.7, 5.7.9 engine icing – conditions conducive to – freezing fog. s 5.7.9 engine icing - conditions conducive to - freezing precipitation, s 5.7.9 engine manufacturer documentation - engine deicing procedure, ss 1.1, 5.7.9 engine manufacturer recommendations – compliance with, s 1.1 flaps and slats contamination – blowing snow, s 5.7.8 flaps and slats contamination - in-flight ice accretion, s 5.7.8 flaps and slats contamination - not visible when retracted, s 5.7.8 flaps and slats contamination – splash up during taxi, s 5.7.8 flight control check, s 6.6 flight control, ss 5.6.2, 5.7.1, 5.7.2, 6.6 fluid acceptance - assurance of hose cleanliness, s 4.3.1.1.1 fluid acceptance – assurance of tank truck cleanliness or top loading<sup>58</sup>, s 4.3.1.1.1fluid acceptance – before filling deicing unit, s 4.3.1.2 fluid acceptance – before filling storage tank, s 4.3.1.2 fluid acceptance – certificate of analysis – appearance, s 4.3.1.3a fluid acceptance – certificate of analysis – fluid manufacturer specification limits, ss 4.3.1.3a–4.3.1.3b fluid acceptance – certificate of analysis – pH, s 4.3.1.3a fluid acceptance - certificate of analysis - refraction, s 4.3.1.3a fluid acceptance - certificate of analysis - viscosity, s 4.3.1.3a fluid acceptance - certificate of analysis, ss 4.3.1.3a, 4.3.1.3b fluid acceptance – discrepancies, s 4.3.1.7 fluid acceptance - discrepancy procedure, s 4.3.1.7 fluid acceptance – documentation – batch number, s 4.3.1.3b fluid acceptance – documentation – batch number, 4.3.1.3b fluid acceptance - documentation - brand name, s 4.3.1.3b fluid acceptance – documentation – certificate of analysis, s 4.3.1.3a fluid acceptance – documentation – fluid concentration, s 4.3.1.3b fluid acceptance - documentation - fluid name, s 4.3.1.3b fluid acceptance - documentation - lot number, s 4.3.1.3b fluid acceptance - irregularities procedure, s 4.3.1.7 fluid acceptance - irregularities, s 4.3.1.7 fluid acceptance – lot number, s 4.3.1.3b fluid acceptance - nonconformities procedure, s 4.3.1.7 fluid acceptance - nonconformities, s 4.3.1.7 fluid acceptance - nonconformity procedure, s 4.3.1.7 fluid acceptance - previous load documentation, s 4.3.1.1.1 fluid acceptance – product brand name, s 4.3.1.3b fluid acceptance – product name, s 4.3.1.3b fluid acceptance - records, s 4.3 fluid acceptance – sample from bulk delivery, s 4.3.1.5 fluid acceptance - sample from drums, s 4.3.1.5 fluid acceptance - sample from packaged goods, s 4.3.1.5 fluid acceptance – sample from pails, s 4.3.1.5 fluid acceptance – sample from totes, s 4.3.1.5 fluid acceptance - sample tests - appearance - color, s 4.3.1.6 fluid acceptance – sample tests – appearance – foreign body contamination, s 4.3.1.6fluid acceptance – sample tests – pH (optional), s 4.3.1.6 fluid acceptance - sample tests - refraction, s 4.3.1.6 fluid acceptance – sample tests – viscosity (optional), s 4.3.1.6 fluid acceptance - seal check, s 4.3.1.4 fluid acceptance – seal number check, s 4.3.1.4 fluid application – air conditioning off, s, s 5.7.6 fluid application - aircraft configuration, ss 5.7.5, 8.2, 8.4.2, 8.6, 8.6.1.1, 8.7.5

<sup>58</sup> See Q&A 148

fluid application - aircraft manufacturer recommendations, ss 1.1, 5.4.2, 5.7.5, 5.7.9 fluid application – anti-icing – amount required, s 5.7.2 fluid application – anti-icing – before first step fluid freezes, s 5.7.2 fluid application - anti-icing - clean aircraft, on, ss 5.5, 5.5.3.3 fluid application – anti-icing – maximum protection, s 5.5 fluid application - anti-icing - not on top of contamination, s 5.7.1 fluid application – anti-icing – one-step application of Type II/III/IV – residue formation, s 5.7.1 fluid application - anti-icing - overnight aircraft, s 5.5 fluid application - anti-icing - uniformity, s 5.5.1 fluid application – APU bleed air off, s 5.7.6 fluid application - composite surfaces, s 5.4.1.3 fluid application - elevator, ss 5.4.5.1, 5.5.1, 5.6.2, 5.7.1, 5.7.2 fluid application – engine manufacturer recommendations, ss 1.1, 5.7.6, 5.7.7.2, 5.7.9 fluid application – engines, ss 5.7.6, 5.7.9, 5.4.5.7, 5.7.9 fluid application – folding wing bushings, s 5.7.7.5 fluid application – folding wing hinges, s 5.7.7.5 fluid application – fuselage, s 5.4.2.4 fluid application – general strategy, s 5.4.2 fluid application – guidelines, s 5.8 fluid application - heat loss, s 5.4.1 fluid application - horizontal stabilizer. See fluid application - stabilizer, horizontal fluid application – interruption – communications with flightcrew, ss 5.7.11, 8.3.1.2, 8.6.1.2 fluid application – interruption, ss 5.7.11, 8.3.1.2, 8.6.1.2 fluid application – landing gear and wheel bays, s 5.4.5.6 fluid application - local areas, s 5.4.3 fluid application – minimize dilution with the first step fluid, s 5.4.2 fluid application – nose, aircraft, s 5.4.2.5 fluid application - one-step, ss 2.2.2. sub verbo "anti-icing fluid", 4.3.3.1, 5.1, 5.4.2.2, 5.4.3, 5.5.1, 5.5.2, 5.6.1, 5.6.2, 5.7.1, 5.7.2, 8.4.1.1, 8.6.6.1 fluid application - radome, s 5.4.2.5 fluid application - redeicing, s 5.3 fluid application - removal of all frozen contamination, s 5.4.2 fluid application – removal of diluted fluid, s 5.4.2 fluid application – rudder, ss5.4.2.1, 5.5.1, 7.1 fluid application - side-effect, possible - lubricant removal, ss 5.7.7.4, 7.10 fluid application - side-effect, possible - residues. See also Type II/III/IV - residue fluid application – side-effect, possible – residues, s 5.7.10, 7.9, 5.5, 5.6.2, 5.7.1, 5.7.2, 5.7.10, 7.9 fluid application – stabilizer, horizontal, ss 5.4.2.1, 5.4.3, 5.5.1, 5.5.2, 5.5.3, 5.6.2, 5.7.2 fluid application – stabilizer, vertical, ss 5.4.2.3, .5.5.1, 5.5.2, fluid application - steering system, s 5.4.2.6 fluid application – symmetrical, ss 5.7.4, 5.4.2.2, 5.4.3, 5.5.3.4, 5.7.4 fluid application - temperature limits, Type I, s 5.5.1 fluid application - three-minute rule. See three-minute rule fluid application – two-step – compatibility of Type I with Type II/III/IV, s 5.7.2 fluid application – two-step, s 5.5.3.3, 5.5.2, 5.6.1, 5.6.2, 5.7.2 fluid application – Type I – anti-icing – quantity  $\geq 1 \text{ L/m}^2$ , s 5.5.1 fluid application – Type I – anti-icing – temperature  $\geq 60^{\circ}$ C, s 5.5.1 fluid application - unheated - ineffective to deice, s 2.2.2.2 sub verbis "deicing fluid" fluid application – vertical surfaces, s 5.4.2.3 fluid application – wheel bays, s 5.4.2.6 fluid application – windows, cabin, ss 5.5.7.3, 5.5.7.4 fluid application - windows, flightdeck, ss 5.4.2.5, 5.5.7.3, 5.7.7.4 fluid application – wing, ss 5.4.2.1, 5.4.2.2, 5.4.3, 5.5.1, 5.5.3.1, 5.5.3.4, 5.6.2, 5.7.1, 5.7.2 fluid check. See fluid test fluid commingling - consult with manufacturers, s 10.1 fluid commingling from different manufacturers – prevention of inadvertent mixing, s 10.2

fluid commingling of different types - prevention of inadvertent mixing, s 10.2 fluid compatibility – Type I with Type II/III/IV<sup>59</sup>, 5.7.1 fluid delivery. See fluid acceptance fluid failure – description – color change to white, s 5.5.3.6 fluid failure – description – loss of gloss, s 5.5.3.6 fluid failure - description - presence of ice crystals in the fluid, s 5.5.3.6 fluid failure, deicing/anti-icing anew upon, s 5.7.2 fluid manufacturer documentation - aerodynamic acceptance data, s 8.6.1 fluid manufacturer documentation - certificate of analysis, s 4.3.1.3 fluid manufacturer documentation - concentration limits, s 5.6.1 fluid manufacturer documentation - contact information, s 4.3.1.7 fluid manufacturer documentation - discrepancies procedure or contact information, s 4.3.1.7 fluid manufacturer documentation - field viscosity limits [optional], s 4.3.1.6c fluid manufacturer documentation - field viscosity method [optional], s 4.3.6d fluid manufacturer documentation - fluid application, s 5.5.1 fluid manufacturer documentation – fluid manufacturer specification, ss 4.3, 4.3.1.3, 4.3.1.5, 4.3.2, 4.3.2.3, 4.3.5 fluid manufacturer documentation - fluid name, ss 4.3.1.3b, 10.1 fluid manufacturer documentation - fluid transfer system requirements, ss 4.3, 10.2, 10.4 fluid manufacturer documentation - fluid, heating of, ss 4.3.4, 10.3 fluid manufacturer documentation - freezing point data, s 5.6.1 fluid manufacturer documentation - in-service limits, ss 4.3.2, 4.3.2.3, 4.3.3.2, 4.3.3.3, 4.3.5 fluid manufacturer documentation - irregularities procedure or contact information, s 4.3.1.7 fluid manufacturer documentation - LAAT, s 5.6.1 fluid manufacturer documentation – mixing of different products, s 10.1 fluid manufacturer documentation – refraction, maximum [for LOUT calculation], s 8.6.1 fluid manufacturer documentation - safety data sheet, s 10.1 fluid manufacturer documentation - shelf life, s 4.3.1.5 note fluid manufacturer documentation – storage tank requirements, s 10.1 fluid manufacturer documentation - temperature limits, ss 4.3.4, 10.3 fluid manufacturer documentation - viscosity limits (optional), field, s 4.3.5d fluid manufacturer documentation - viscosity method (AS9968), s 4.3.5e fluid manufacturer documentation - viscosity method (optional), field, s 4.3.5d fluid qualification – AMS1424, Rationale par 1 at p 1 fluid qualification – AMS1428, Rationale par 1 at p 1 fluid sampling. See sampling fluid storage. See storage fluid test - frequency - after truck maintenance, s 4.3.2.2.1 fluid test - frequency - daily, s 4.3.3 fluid test – frequency – preseason<sup>60</sup>, ss 4.2 note 1, 4.3.2, 4.3.2.2.1 fluid test - frequency - upon acceptance, s 4.3.1.5 fluid test – frequency – upon suspected contamination, s 4.3.2.1.1 fluid test - frequency - upon suspected degradation, s 4.3.2.1.1 fluid test - frequency - within-season, ss 4.2 note 2, 4.3.2 fluid test - limits. See fluid manufacturer documentation - fluid manufacturer specification; fluid manufacturer documentation - in-service limits fluid test - program, s 4.3.2 fluid test – records, s 4.3 fluid test. See also fluid acceptance fluid transfer system - chemical contamination, s 10.2 fluid transfer system – dedicated, s 10.2 fluid transfer system – design, s 10.2 fluid transfer system - fluid manufacturer's recommendation, s 10.2 fluid transfer system - hoses, s 10.2

<sup>&</sup>lt;sup>59</sup> See Q&As 103–104.

<sup>&</sup>lt;sup>60</sup> Pre-season and start-of-the-season appear to be used interchangeably.

fluid transfer system – labeling of discharge points, s 10.2 fluid transfer system – labeling of fill ports, s 10.2 fluid transfer system - labeling, s 10.2 fluid transfer system – no inadvertent mixing, s 10.2 fluid transfer system - no mixing with fluid of different manufacturer, s 10.2 fluid transfer system - no mixing with fluid of different Types of fluids, s 10.2 fluid transfer system – nozzle, s 10.2 fluid transfer system – piping, s 10.2 fluid transfer system - pumps, s 10.2 fluid transfer system – shearing, s 10.2 fluid transfer system - valves, s 10.2 fluid, thickened - definition, s 2.2.2.2 sub verbis "thickened fluid" folding wing – bushings, deicing of, s 5.7.7.5 folding wing – deicing, s 5.7.7.5 folding wing – hinges, deicing of, s 5.7.7.5 folding wing – lubricant removal by deicing, s 5.7.7.5a forced air, ss 5.2, 9.1 freezing drizzle – definition, s 2.2.2.2 freezing fog – definition, s 2.2.2.2 freezing point – definition, s 2.2.2.2 freezing point buffer – definition, s 2.2.2.2 freezing point buffer – negative – predeicing process, s 5.2 freezing point buffer – sufficient – wing skin temperature lower than OAT, ss 5.7.1 caution 1, 5.7.2 caution 1 freezing point buffer – Type I –  $10^{\circ}$ C, ss 2.2.2. *sub verbis* "lowest operational use temperature", ss 4.3.3.1, 5.6.1 freezing point buffer – Type II/III/IV – 7°C, ss 2.2.2.2 sub verbis "lowest operational use temperature", s 5.6.1 freezing point buffer, negative - definition, s 2.2.2.2 freezing rain - heavy - definition, s 2.2.2.2 freezing rain - light - definition, s 2.2.2.2 freezing rain – moderate – definition, s 2.2.2.2 frost - active - definition, s 2.2.2.2 sub verbis "active frost" frost - active - formation conditions, s 2.2.2.2 sub verbis "active frost" frost - definition, s 2.2.2.2 sub verbis "frost/hoarfrost" frost - formation - condensation and freezing, s 2.2.2. sub verbis "active frost" and "frost/hoarfrost" frost - formation - deposition<sup>61</sup>, s 2.2.2.2 sub verbis "active frost" and "frost/hoar frost" frost - formation - OAT above 0°C, s 2.2.2.2 sub verbis "frost point" frost – formation conditions, s 2.2.2.2, sub verbis "frost point" frost - local - definition, s 2.2.2.2 sub verbis "frost, local" frost - local - flightcrew communications, s 5.5.3.7 frost – local – fluid application ( $\geq 50^{\circ}$ C) when frost starts to form, s 5.5.3.3 frost - local - fluid application and coverage, s 5.5.3.1 frost - local - fluid application to clean surface, s 5.5.3.3 frost - local - prevention - aircraft operator approval, s 5.5.3.2 frost - local - prevention - by trained personnel, s 5.5.3.2 frost - local - prevention - no HOT, ss 5.5.3.5, 5.5.3.7 frost - local - prevention, ss 5.5.3-5.5.3.7 frost - local - removal, ss 5.4.3, 5.5.3.3 frost - local - symmetrical treatment, ss 5.5.3.4 frost - local - tactile check, s 5.5.3.6 frost - removal - with fluid, ss 5.4.1.1, 5.5.3.3

<sup>&</sup>lt;sup>61</sup> When the surface is at or below the frost point, frost is formed by deposition (also known as desublimation or sublimation), that is from the water vapor in the atmosphere directly to solid phase on the surface, without going through a liquid phase. Sublimation: "Direct evaporation from ice. In meteorology, the term is also applied to the reverse process, in which water vapour changes directly to the solid phase." Deposition: "The formation of ice on a surface directly from water vapour, without passing through a liquid phase. See sublimation". Source: oxfordreference.com.

frost point – definition, s 2.2.2.2 frost point - v dewpoint, s 2.2.2.2 sub verbis "frost point" frost point – higher than dewpoint at given humidity level, s 2.2.2. sub verbis "frost point" frost, cold-soaked fuel - definition, s 2.2.2.2 sub verbis "fuel frost" frost, cold-soaked fuel – exception, s 7.1 frost, non-environmental - definition, s 2.2.2.2 sub verbis "fuel frost" gel - definition, s 2.2.2.2 sub verbis "residue/gel" global aircraft deicing standards, Rationale par 2 at p 1 ground deicing program - aircraft operator responsibility, s 3.2 ground deicing program – approval by regulator, s 3.5 ground deicing program – infrared deicing facility, s 5.3 groundcrew - definition, s 2.2.2.2 hail – definition, s 2.2.2.2 heat loss, s 5.4.1 highest on-wing viscosity – definition, s 2.2.2.2; see also footnote 3 hoarfrost - definition, s 2.2.2.2 sub verbis "hoarfrost" and "frost/hoarfrost" holdover time. See HOT HOT - definition, s 2.2.2.2 sub verbis "holdover time" HOT – effect of aircraft surface coating, s 5.5.2 HOT - end of, s 5.5.2 HOT – estimated time of protection, ss 5.5.2, 5.7.3 HOT – guideline – definition, s 5.5.2 HOT - maximum - undiluted Type II/III/IV, s 5.5.2 HOT – publication by FAA and TC, s 5.5.2 HOT – reduction – heavy precipitation rates, s 5.5.2 HOT – reduction – high moisture content precipitation, s 5.5.2 HOT – reduction – high wind velocity, s 8.5.3 HOT – reduction – jet blast, s 5.5.2 HOT – 76% adjusted – regression calculations, p 6 HOT - reduction - wing skin temperature lower than OAT, s 5.5.2 HOT – responsibility of HOT guideline data remains with user, s 5.5.2 HOT - start of - one-step deicing/anti-icing, s 5.5.2 HOT - start of - two-step deicing/anti-icing, s 5.5.2 HOT - start of, s 5.5.2HOT, no – local area deicing, ss 5.4.3, 8.4.1.2 HOT, no – local frost prevention, s 5.5.3.5, 8.4.1.2 HOWV - definition, s 2.2.2.2 sub verbis "highest on-wing viscosity" ice accretion, in-flight, s 5.7.8 ice crystals – adhesion – effect of aircraft parking location, s 5.4.1.4 ice crystals - adhesion - effect of deicing fluid, s 5.4.1.4 ice crystals – adhesion – effect of fuel tanks (heat releasing), s 5.4.1.4 ice crystals - adhesion - effect of heat releasing equipment - bridges, s 5.4.1.4 ice crystals – adhesion – effect of heat releasing equipment – ground power unit, s 5.4.1. ice crystals – adhesion – effect of hydraulic fluid heat exchangers, s 11b(8) ice crystals - adhesion - effect of OAT, s 5.4.1.4 ice crystals - adhesion - effect of proximity of other aircraft, s 5.4.1.4 ice crystals – adhesion – effect of refueling, ss 5.4.1.4 ice crystals - temperature generally below -10°C, s 5.4.1.4 ice crystals, s 5.4.1.4 ice pellets – definition, s 2.2.2.2 ice ridges on nose - pitot tubes affected by, s 7.2 note ice, light - removal of, s 5.4.1.1 ice, removal of, s 5.4.1.3 impact ice. See ice accretion, in-flight infrared deicing – functional description, s 5.3 infrared deicing facility – general requirements, s 5.3

infrared deicing facility - procedure for aircraft inspection, s 5.3 infrared deicing facility - procedure for anti-icing aircraft, s 5.3 infrared deicing facility – procedure for deicing aircraft, s 5.3 infrared deicing, s 5.3 infrared facility. See infrared deicing facility in-service limits, ss 4.3.2, 4.3.2.3, 4.3.3.2, 4.3.3.3, 4.3.5 in-use limits. See in-service limits local frost. See frost – local LOUT - definition, s 2.2.2.2 sub verbis "lowest operational use temperature" LOUT - Type I, s 2.2.2.2 sub verbis "lowest operational use temperature" LOUT – Type II, s 2.2.2.2 sub verbis "lowest operational use temperature" LOUT – Type III, s 2.2.2.2 sub verbis "lowest operational use temperature" LOUT – Type IV, s 2.2.2.2 sub verbis "lowest operational use temperature" LOUT – wing skin temperature lower than OAT, ss 5.7.1–5.7.2 lowest on-wing viscosity - definition, s 2.2.2.2 sub verbis "lowest on-wing viscosity" lowest on-wing viscosity – HOT validity, s 4.3.2.3 may (SAE) – definition, s 2.2.2.1 must (SAE) – definition, s 2.2.2.1 negative buffer. See freezing point buffer - negative negative freezing point buffer. See freezing point buffer - negative nozzle samples. See sampling OAT, wing skin temperature lower than, ss 5.7.1–5.7.2 one-step fluid application. See fluid application – one-step pH – indicator paper, s 4.3.5c pH - meter, s 4.3.5cpH - method, s 4.3.5c pilot-in-command – responsibility for clean aircraft, Rationale par 6 at p 1, s 3.1 pilot-in-command. See also communications with flightcrew postdeicing check – definition, s 2.2.2.2 postdeicing report, ss 6.4, A.14.1.4 postdeicing/anti-icing check - before aircraft dispatch, s 6.3 postdeicing/anti-icing check - by qualified staff, s 6.3 postdeicing/anti-icing check - definition, s 2.2.2.2 postdeicing/anti-icing check – elements of, s 6.3 postdeicing/anti-icing check - excludes clear ice check, s 6.3 postdeicing/anti-icing check - incorporated in deicing/anti-icing operation or as separate check, s 6.3 postdeicing/anti-icing check - repetition, s 6.3 postdeicing/anti-icing check - responsibility to conduct, ss 3.3, 8.4.1 postdeicing/anti-icing check - visibility of all treated surfaces, s 6.3 postdeicing/anti-icing check, ss 2.2.2.2, 8.4.1, 6.3 predeicing process - brooms, s 5.2 predeicing process - definition, s 2.2.2.2 predeicing process – forced air with fluid, s 5.2 predeicing process – forced air, s 5.2 predeicing process – heat, s 5.2 predeicing process - heavy frozen contaminant accumulation, s 8.4.3 predeicing process – hot air, s 5.2 predeicing process – hot water, s 5.2 predeicing process – infrared, s 5.2 predeicing process – negative freezing point buffer hot fluid, s 5.2 predeicing process, ss 2.2.2.2, 5.2 preflight contamination check – by flightcrew, ss 2.2.2.2 sub verbis contamination check, 6, 6.1, 6.2 preflight contamination check - by groundcrew, ss 2.2.2.2 sub verbis contamination check, 6, 6.1, 6.2 preflight contamination check – definition, s 2.2.2.2 sub verbis contamination check pretakeoff check - assessment by flightcrew if HOT is still appropriate, s 6.4 pretakeoff check – definition, s 2.2.2.2

pretakeoff check, ss 2.2.2.2, 5.5.5, 6.4, 6.5 pretakeoff contamination check – alternative is redeicing, s 6.5 pretakeoff contamination check – definition, s 2.2.2.2 pretakeoff contamination check – when critical surface conditions cannot be determined by flightcrew, s 6.5 pretakeoff contamination check – when HOT exceeded, ss 2.2.2.2, 6.5 pretakeoff contamination check, ss 2.2.2.2, 6.5 program, ground deicing and anti-icing, ss 3.2, 3.5 proximity sensor – definition, s 2.2.2.2 proximity sensor activation - communications with flightcrew, ss 5.7.13, 8.3.1.1, 8.6.1.2 proximity sensor activation - reporting procedure, ss 5.7.13, 8.6.1.2 qualified staff – definition, s 2.2.2.2 quality assurance – audit, s 4.1 quality assurance – definition, s 2.2.2.2 quality assurance – *subset of* quality program, s 4 quality assurance, ss 4, 4.1 quality control – definition, s 2.2.2.2 quality control – *subset of* quality program, s 4 quality control, ss 3.3, 4, 4.1, 4.2, 4.3, 4.3.6, 11 quality program - superset of quality assurance and quality control, s 4 refraction – method, s 4.3.5b refractive index – definition, s 2.2.2.2 refractometer – definition, s 2.2.2.2 regulator – responsibility – aircraft operator deicing program, approval of, s 3.5 regulator – responsibility – aircraft operator deicing program, review of, s 3.5 regulator - responsibility - clean aircraft concept policies and standards, s 3.5 regulator - responsibility - clean aircraft concept, advocacy of, s 3.5 regulator – responsibility – regulations and guidance material, s 3.5 residue. See Type II/III/IV - residue residue/gel - definition, s 2.2.2.2 rime ice – definition, s 2.2.2.2 sample bottle label - concentration [e.g., 100/0, 75/25, 50/50], s 4.3.6c sample bottle label – date sample taken, s 4.3.6c sample bottle label - name of airline or service provider sending the sample, see footnote 62 sample bottle label - name of vessel [e.g., deicing unit 5, storage tank B, tote 57], s 4.3.6c sample bottle label – origin [airport code, city], s 4.3.6c sample bottle label – product name, s 4.3.6c sample bottle label - where sample taken from [e.g., nozzle, bottom valve, top of tank, middle of tank], s 4.3.6c sample bottle label. $^{62}$  – hazard category sampling – frequency. *See* fluid test – frequency sampling - nozzle - collection with stand, s 4.3.6a sampling – nozzle – collection with trash cans, s 4.3.6b sampling – procedure<sup>63</sup>, s 4.3.6 seals, shipment. See fluid acceptance - seals service provider – contracts, s 1.2 service provider - definition, s 2.2.2.2 sub verbis "deicing service provider" service provider - responsibility - authorizations, s 3.3 service provider – responsibility – communication protocol with flightcrew, s 3.3 service provider - responsibility - compliance with AS6285, s 3.3 service provider - responsibility - compliance with AS6286, s.3.3 service provider - responsibility - compliance with AS6332, s 3.3

<sup>&</sup>lt;sup>62</sup> Although not listed in section 4.3.6c of AS6285E, the following should appear on a sample label: name of the airline or service provider sending the sample and hazard category of the fluid, a mandatory requirement for shipping chemicals.

<sup>&</sup>lt;sup>63</sup> Although not covered in AS6285E, a complete sampling procedure should cover safety precautions, personal protective equipment, special hazards at airport, environmental considerations, etc. See Q&A 138 for more details.

service provider - responsibility - deicing according to standards, s 3.3 service provider - responsibility - deicing facility operability, s 3.3 service provider - responsibility - deicing facility safety, s 3.3 service provider - responsibility - deicing process documentation, s 3.3 service provider – responsibility – environmental compliance, s 3.3 service provider - responsibility - infrastructure, s 3.3 service provider - responsibility - postdeicing/anti-icing check, s 3.3 service provider - responsibility - postdeicing/anti-icing report communications to flightcrew, s 3.3 service provider - responsibility - qualification of personnel, s 3.3 service provider - responsibility - quality control program, s 3.3 service provider – responsibility – quality program, s 4 service provider – responsibility – regulation compliance, s 3.3 service provider - responsibility - remote facility instructions, s 3.3 service provider - responsibility - reporting postdeicing/anti-icing report to flightcrew, s 3.3 service provider - responsibility - safety of personnel, s 3.3 service provider – responsibility – sufficient number of personnel, s 3.3 service provider – responsibility – supervision of deicing processes, s 3.3 service provider - responsibility - supervision, s 3.3 service provider - responsibility - tools and clothing for personnel, s 3.3 service provider - responsibility - training program, s 3.3 shall (SAE) – definition, s 2.2.2.1 shelf life – definition, s 4.3.1.5 shelf life, s 4.3.1.5 should (SAE) - definition, s 2.2.2.1 slipperiness, s 10.1 slush - definition, s 2.2.2.2 slush - splash up, s 5.7.8snow – definition, s 2.2.2.2 snow grains – definition, s 2.2.2.2 snow grains - subset of snow [for HOT], s 2.2.2.2 sub verbis "snow grains" snow pellets - definition, s 2.2.2.2 snow pellets - subset of snow [for HOT], s 2.2.2.2 sub verbis "snow pellets" snow removal [from the aircraft], s 5.4.1.2 snow, cold dry. See snow, dry snow, dry – adhesion – effect of aircraft parking location, s 5.4.1.4 snow, dry - adhesion - effect of deicing fluid, s 5.4.1.4 snow, dry – adhesion – effect of fuel tanks (heat releasing), s 5.4.1.4 snow, dry – adhesion – effect of heat releasing equipment – bridges, s 5.4.1.4 snow, dry – adhesion – effect of heat releasing equipment – ground power unit, s 5.4.1. snow, dry - adhesion - effect of hydraulic fluid heat exchangers, s 11b(8) snow, dry - adhesion - effect of OAT, s 5.4.1.4 snow, dry - adhesion - effect of proximity of other aircraft, s 5.4.1.4 snow, dry - adhesion - effect of refueling, ss 5.4.1.4 snow, dry - temperature generally below -10°C, s 5.4.1.4 snow, dry, s 5.4.1.4 snowflake formation, s 2.2.2.2 sub verbo "snow" spray directly, no – airstream direction detectors, s 5.7.7.1 spray directly, no – angle of attack sensors, s 5.7.7.1 spray directly, no – brakes, ss 5.7.7, 5.4.2.6, 7.5 spray directly, no – control surface openings, s 5.4.2.1 spray directly, no - electrical components, ss 7.5, 5.7.7 spray directly, no - engine core, ss 5.4.2.7, 5.7.6, 5.7.7.2 spray directly, no – engine probes, s 5.7.7.2 spray directly, no – engine, ss 5.4.2.7, 5.7.7.2, spray directly, no – exhausts, ss 5.7.7, 7.5, spray directly, no – folding wing bushings, s 5.7.7.4
spray directly, no – folding wing hinges, s 5.7.7.4 spray directly, no – pitot tubes, s 5.7.7.1 spray directly, no - static ports, s 5.7.7.1 spray directly, no – thrust reversers, ss 5.7.7, 7.5 sprav directly, no – vertical tail, into, s 5.4.2.1 spray directly, no – wheels, ss 5.7.7, 7.5 spray directly, no - windows, cabin, s 5.7.7.3 spray directly, no – windows, flightdeck, s 5.7.7.3 spray directly, no – wire harness, ss 7.5, 5.7.7 spray, no – APU, s 5.7.7.2 spray, no – control surface cavities, s 5.7.7.2 spray, no – intakes and outlets, s 5.7.7.2 staff, qualified – definition, s 2.2.2.2 sub verbis "qualified staff" storage - contamination check, s 10.1 storage - corrosion check, s 10.1 storage – corrosion in vapor space, s 10.1 storage - dedicated, s 10.1 storage - degradation check - frequency, s 10.1 storage - degradation check, s 10.1 storage - dissimilar metals, s 10.1 storage - effect of prolonged heating, s 4.3.4 storage - galvanic couple, s 10.1 storage - inspection - annual, s 10.1 storage - label, s 10.1 storage – labeling, conspicuous, s 10.1 storage - prolonged heating, s 10.3 storage - sampling frequency s 10.1 storage - temperature, s 10.1 storage - viscosity test, s 4.3.2.3 storage – water loss, s 10.3 storage tank - definition, s 2.2.2.2 tactile check - aircraft manufacturer requirements, s 6.2 tactile check – clear ice detection, ss 5.5.3.2, 5.7.12<sup>64</sup>, 8.4.1.1 note 1 tactile check – definition, s 2.2.2.2 tactile check – mandatory for some aircraft, s 2.2.2.2, 8.6 tactile check - postdeicing/anti-icing check completion, s 5.5.3.6 tactile check, ss 2.2.2.2, 5.5.3.6, 5.7.12, 6.1, 6.2, 6.3 note 1, 7.3, 8.4.1.1 note 1, 8.6 training, s 11 two-step deicing/anti-icing, s 5.7.2 Type I – acetate based, s 5.5 Type I – application guidelines. See fluid application Type I – compatibility with Type II/III/IV, s 5.7.2 Type I – degradation, thermal – undesirable aerodynamic effects, s 10.3 Type I – degradation, thermal – upon low fluid usage (turnover), s 10.3 Type I – degradation, thermal – water loss, s 10.3 Type I – fluid application. See fluid application Type I – formate based, s 5.5 Type I – functional description, s 5.5.3 Type I – LOUT, s 2.2.2.2 sub verbis "lowest operational use temperature" Type I – maximum concentration, ss 4.3.3.1, 5.6.1 Type I – use of concentrate form, no, s 5.6.1 Type I – water loss – undesirable aerodynamic effects, s 10.3 Type I/II/III/IV - degradation, thermal - fluid manufacturer recommendations, s 4.3.4

<sup>&</sup>lt;sup>64</sup> AS6285E s 5.7.12 calls for close visual or physical examination to ascertain there is no clear ice. A tactile check is such a form of physical examination.

Type I/II/III/IV – degradation, thermal – heating, direct, s 4.3.4 Type I/II/III/IV – degradation, thermal – heating, indirect, s 4.3.4 Type II/III/IV – 50/50 – tolerance on fluid/water mixtures, s 4.3.3.3 Type II/III/IV – 75/25 – tolerance on fluid/water mixtures, s 4.3.3.3 Type II/III/IV – application guidelines. See fluid application Type II/III/IV – degradation, thermal – HOT reduction, s 10.3 Type II/III/IV – degradation, thermal – standby heating, excessive, s 10.3 Type II/III/IV - degradation, thermal - viscosity reduction, s 10.3 Type II/III/IV - degradation, thermal - water loss, s 10.3 Type II/III/IV - dehydration. See Type II/III/IV - degradation, thermal - water loss Type II/III/IV – fluid application. See fluid application Type II/III/IV - fluid transfer system - dedicated, s 10.2 Type II/III/IV – fluid transfer system – labeling, s 10.2 Type II/III/IV – fluid transfer system, s 10.2 Type II/III/IV – functional description, s 5.5.2 Type II/III/IV – removal from flightdeck windows, s 5.7.7.4 Type II/III/IV – residue – flight control restrictions, ss 5.7.1, 5.7.2 Type II/III/IV - residue cleaning - program, s 5.7.1 Type II/III/IV - residue cleaning, s 5.7.10 Type II/III/IV – residue detection, ss 5.7.1, 5.7.2 Type II/III/IV - residue formation - conditions conducive to, ss 5.6.2, 5.7.1, 5.7.2, 5.7.10 Type II/III/IV – residue formation – no takeoff and no precipitation after fluid application, s 7.9 Type II/III/IV – residue formation – Type I to alleviate, s 5.7.1 Type II/III/IV – residue formation – use of Type II/III/IV without Type I, s 5.7.2 Type II/III/IV – residue inspection, ss 5.7.1, 5.7.2, 5.7.10 Type II/III/IV - residue, s 5.7.10 Type II/III/IV – thickness application, sufficient, ss 5.5, 5.5.1 Type II/III/IV – typical quantity, s 5.5.1 Type II/III/IV – use as deicing fluid – residue inspection and cleaning program required, ss 5.7.1, 5.7.2 Type II/III/IV – use in first step of two-step process – residue inspection and cleaning program required, s 5.7.2 Type II/III/IV – use in one-step deicing – residue inspection and cleaning program required, s 5.7.2 Type II/III/IV - water loss - degradation and lower HOT, s 10.3 Type II/III/IV – water loss, ss 5.5, 10.3 viscosity field check - falling ball, s 4.3.5d viscosity field check - Stony Brook apparatus, s 4.3.5d viscosity measurement method - AS9968, s 4.3.5e viscosity measurement method - fluid manufacturer, s 4.3.5e viscosity test, laboratory. See viscosity measurement method windows, flightdeck - removal of Type II/III/IV, s 7.8 windows, heated - precaution, s 7.8 wing skin temperature lower than OAT, ss 5.5.2, 5.7.1-5.7.2 wing, folding. See folding wing

## **Documents Issued by the SAE G-12 Deicing Facilities Committee**

#### **ARP4902C Design of Aircraft Deicing Facilities**

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Sponsor: Oliver Arzt.

ARP4902C provides guidance material to assist in assessing the need for and feasibility of developing deicing facilities, the planning (size and location) and design of deicing facilities including environmental and operational considerations.

Index for ARP4902C (Section and page numbers are those of ARP4902C) 14 CFR 77 Subpart C, s 3.2.1.1.1 ADF, spent. See spent deicing fluid; deicing facility - spent deicing fluid aircraft deicing facility. See deicing facility aircraft deicing pad. See deicing pad common fluid, s 6.1.3 definition - deicing facility, s 2.2.1 definition – deicing facility, primary, s 4.2.2 definition – deicing facility, remote, s 2.2.1.2 definition – deicing facility, secondary, s 4.2.2 definition – deicing facility, terminal, s 2.2.1.1 definition – deicing pad, s 2.2.2 definition - spent deicing fluid, compliant, s 5.3.3 definition - spent deicing fluid, high concentration, s 5.3.3 definition - spent deicing fluid, low concentration, s 5.3.3 definition - storm water, clean, s 4.1.2 definition - storm water, contaminated, s 4.1.2 deicing facility – accident reporting, s 6.9.1c deicing facility – aircraft dimensions, s 3.2.2.3 deicing facility – aircraft failure, s 6.5.1.5 deicing facility – aircraft fleet mix, s 4.2.3.1 deicing facility - aircraft ground movement complexity, s 3.3.2 deicing facility – aircraft marshaling plan, s 6.5.1.1 deicing facility – aircraft parking area, s 2.2.2 deicing facility – aircraft queueing, ss 3.3.2.2, 3.3.2.2.1, 3.3.2.2.2 deicing facility – aircraft types, ss 3.2.2.3, 3.2.2.1.1 deicing facility - aircraft wait times, s 3.3.2.2 deicing facility – airport security, s 3.3.5.2 deicing facility – airport utility master plan, s 3.5.1 deicing facility – airspace analysis, s 3.2.1.4 deicing facility – airway facilities, s 3.2.1.1.1f deicing facility – all clear signal, s 6.4.1 deicing facility – apron perimeter, s 4.5.2 deicing facility – arrival/departure priority during deicing events, s 3.3.2.2.4 deicing facility – ATC line-of-sight limitations, s 3.2.1.3 deicing facility - ATC workload, s 3.3 deicing facility - ATC, coordination with, ss 3.3.1, 6.2, 6.2.1, 6.2.2 deicing facility - building code, s 3.2.1.4 deicing facility – bypass taxiing capability, s 3.2.2.2

deicing facility – clean aircraft concept, s 6.4.2 deicing facility – clean aircraft concept, facilitation of, s 3.1 deicing facility – clearance standards, ss 3.2.1, 3.2.1.1, 3.2.1.1.1 deicing facility – common fluid, s 6.1.3 deicing facility – communications with flightcrew – all clear signal, ss 6.4.1, 6.4.2 deicing facility - communications with flightcrew, ss 6.4, 6.4.1, 6.4.2 deicing facility - communications with groundcrew, ss 6.4.3, 6.9.1 deicing facility – construction, Foreword p 1, ss 4, 4.9 deicing facility - containment, s 5.3.1 deicing facility – definition, s 2.2.1 deicing facility – deicing agreement, s 6.4.2 deicing facility – deicing contract, s 6.4.2 deicing facility – deicing fluid transfer system, s 3.3.6.3 deicing facility – deicing pad safety, s 6.7.1 deicing facility – deicing pads, number of, ss 4.2.4, 4.2.4.1, 4.2.4.2 deicing facility – deicing unit – mobile v fixed, s 6.6.5 deicing facility – deicing unit maneuvering area, ss 2.2.2, 3.3.4 deicing facility - deicing unit, ss 3.3.6.1, 3.3.6.2, 4.2.5, 4.2.5.1-4.2.5.5 deicing facility – deicing unit, number of, s 4.2.5.6 deicing facility – deicing unit, types of, ss 4.2.5, 4.2.5.1–4 deicing facility - departure demand, s 4.2.3 deicing facility – departure sequencing program, s 3.3.2.2.3 deicing facility – design, Title at p 1, Rationale at p 1, Foreword at p 1, s 4 deicing facility – detention pond. See deicing facility – spent deicing fluid – detention pond deicing facility – disabled aircraft, ss 3.2.2.2, 6.5.1.2 deicing facility – drainage and collection, ss 4.1, 4.5, 4.6, 5.3.2 deicing facility – drainage, ss 3.2.1.4, 3.5.3.1, 4.1, 4.5, 4.6, 4.6.1, 4.6.3, 4.6.4, 4.6.5, 4.6.5, 1, 4.8, 5.3.1, 5.3.2, 5.3.2.2, 5.3.2.3, 6.5.2.2 deicing facility – driver training, s 6.9.1e deicing facility – effect on water quality, s 5.1.2 deicing facility - emergency response, ss 6.2.1, 6.5.1.5, 6.9.1, 6.9.2 deicing facility - emergency road access, s 3.3.7 deicing facility – engine exhaust wake, s 3.2.1.4 deicing facility - engine shutdown/restart, s 6.5.1.2 deicing facility – engines-on deicing – HOT maximization, s 4.2.4 deicing facility – engines-on deicing – throughput improvement, s 4.2.4 deicing facility – environmental considerations, ss 3.3, 3.2.1.4, 3.3.9, 5, 5.1.2, 5.6 deicing facility – environmental monitoring – BOD, ss 5.1.1, 5.2 deicing facility – environmental monitoring – COD, s 5.2 deicing facility – environmental monitoring – pH, s 5.2 deicing facility – environmental monitoring – TOC, s 5.2 deicing facility - environmental monitoring - total suspended solids, s 5.2 deicing facility – environmental reporting, s 6.9.6 deicing facility – equipment failures, s 6.5.1.2 deicing facility - escort. See deicing facility - follow me vehicle deicing facility – facility activation, s 6.4.4 deicing facility - FBO, s 6.1.1.4 deicing facility - fleet mix, s 4.2.3.1 deicing facility - fluid biodegradation. See deicing facility - spent deicing fluid - biodegradation deicing facility – fluid labeling, ss 3.3.6.4, 5.3.1 deicing facility – fluid photolysis. See deicing facility – spent deicing fluid – photolysis deicing facility - fluid quality control, s 6.3 deicing facility – fluid transfer labeling, ss 3.3.6.4, 5.3.1 deicing facility – fluid transfer system, ss 3.3.6.3, 5.3.1 deicing facility – follow me vehicle, ss 4.1.1.2.1, 6.9.1g deicing facility – gate hold procedure, s 6.2.2

deicing facility – glycol – oxygen depleting potential, s 5.1.1 deicing facility – glycol recovery vehicle, ss 5.3.3, 5.5.2 deicing facility - grooved pavements, s 4.5.1 deicing facility – ground power unit, s 6.6.6 deicing facility – ground vehicle movement control, ss 3.3.4.1, 3.3.4.2, 3.3.5 deicing facility - groundwater protection, s 5.3.5 deicing facility – growth, future, s 3.2.2.3 deicing facility – GRV, s 5.3.3, 5.5.2 deicing facility - HOT considerations, ss 3.3.1.1, 3.3.2.2.4, 4.2.4 deicing facility - HOT maximization - engines-on deicing, s 4.2.4 deicing facility - illumination glare, s 3.5.2.1 deicing facility - infrared. See infrared deicing facility deicing facility - jet blast, ss 3.2.1.4, 4.3.3, 6.8 deicing facility – jet blast, protection from, s 6.8 deicing facility - jet start, s 6.6.6 deicing facility – labeling, discharge points, s 3.3.6.4 deicing facility - labeling, fill ports, s 3.3.6.4 deicing facility – labeling, storage tank, s 3.3.6.4 deicing facility – land use considerations, adjacent, s 3.2.1.4 deicing facility - lighting, ss 3.5.2, 3.5.2.1, 3.5.2.2, 3.5.2.3, 4.4.2 deicing facility – lighting, in-pavement, ss 3.5.2.3, 4.4.1.2, 4.4.1.2.2 deicing facility - location considerations, Rationale at p 1, ss 3, 6.1.6 deicing facility – NAVAIDS, interference with, s 3.2.1.2 deicing facility – object clearing criteria, s 3.2.1.1.1 deicing facility – object free area, s 3.2.1.1.1a deicing facility - obstacle clearance limits, s 3.1 deicing facility – oil/water separator, ss 5.3.2.2, 5.4, 5.4.2 deicing facility – operational considerations, Rationale at p 1, Foreword at p 1, ss 3.2.2, 6 deicing facility – pad configuration, s 4.3 deicing facility – passenger emergency, s 6.5.1.5 deicing facility – pavement lighting, ss 3.5.2.3, 4.4.1.2, 4.4.1.2.1, 4.4.1.2.2 deicing facility - pavement markings, s 4.4.1.1 deicing facility - pavement system, ss 4.5, 4.5.1, 4.5.2 deicing facility – pedestrian traffic, s 6.7.1 deicing facility – personnel security permits, s 6.9.1f deicing facility – personnel shelters, ss 6.6.3, 6.8 deicing facility – piping, s 5.3.1 deicing facility – planning, Rationale at p 1, Foreword at p 1 deicing facility – postdeicing/anti-icing check, ss 3.2.2.1.2, 6.1.4.1 deicing facility – prevailing winds, ss 3.3.3.1, 4.3.5 deicing facility - prop wash, s 3.2.1.4 deicing facility – queuing, aircraft, s 3.3.2.2 deicing facility - ramp safety procedures, s 6.7.1 deicing facility – recycling ADF, s 5.4.2 deicing facility – remote – definition, s 2.2.1.2 deicing facility - remote - subset of deicing facility, s 2.2 deicing facility – runway obstacle free zone, s 3.2.1.1.1c deicing facility – runway protection zone, s 3.2.1.1.1g deicing facility – runway proximity, departure, s 3.3.1.1 deicing facility – runway safety area, s 3.2.1.1.1b deicing facility - runway safety area, s 3.2.1.1.1c deicing facility – secondary containment, s 5.3.1 deicing facility – security requirements, ss 6.5.1.5, 6.9.5 deicing facility - separation standards, ss 3.2.1, 3.2.1.1, 3.2.1.1.2, 4.3.1, 4.3.2 deicing facility - signage, s 6.5.1.4 deicing facility - site considerations, multiple, s 3.4e

deicing facility - site, multiple, s 3.4 deicing facility – siting, ss 3, 3.3, 3.6, 4.2 deicing facility - size, Rationale at p 1, ss 4.2, 4.2.1, 6.1.6 deicing facility - snow and ice control plan. See deicing facility - snow removal deicing facility – snow removal, ss 3.3.3.2, 3.3.8, 4.6.3, 6.5.2.1, 6.9.3 deicing facility – speed limit, s 6.9.1b deicing facility – spent deicing fluid – above ground storage tanks, s 5.3.4.3 deicing facility - spent deicing fluid - biodegradation, s 5.4.2 deicing facility - spent deicing fluid - biological destruction, 5.4.2 deicing facility – spent deicing fluid – detention pond, ss 4.6.5.2, 5.3.4.1, 5.3.5 deicing facility - spent deicing fluid - disposal - controlled release, s 5.2 deicing facility – spent deicing fluid – disposal – permitting, ss 5.2, 5.4.2 deicing facility – spent deicing fluid – disposal, ss 5.2, 5.4.1 deicing facility – spent deicing fluid – disposal, sanitary, ss 5.2, 5.4.2 deicing facility – spent deicing fluid – fluid segregation, s 5.3.3 deicing facility – spent deicing fluid – photochemical oxidation, s 5.4.4 deicing facility – spent deicing fluid – photolysis, s 5.3.2 deicing facility – spent deicing fluid – recycling, s 5.4.3 deicing facility - spent deicing fluid - storage size, s 5.3.4 deicing facility - spent deicing fluid - underground storage tanks, s 5.3.4.2 deicing facility - spent deicing fluid - waste water treatment plant, s 5.4.2 deicing facility - staffing, qualified, s 6.1.5 deicing facility – staging areas, s 3.5.2.2 deicing facility - stop marks, s 6.5.1.1 deicing facility - storage labeling, s 3.3.6.4 deicing facility - storage, deicing fluid, ss 3.3.6.3, 3.3.6.4, 5.3.1 deicing facility – storm drain system, s 5.3.2.2 deicing facility – storm water, s 4.6.5 deicing facility - superset of remote deicing facility, s 2.2 deicing facility – superset of terminal deicing facility, s 2.2 deicing facility - surface water, s 5.3.2.1 deicing facility - taxi routes - deicing facility bypass, ss 3.2.2.2, 6.2.3 deicing facility – taxi routes, ss 3.3.2, 6.2.3 deicing facility – taxiway safety area, s 3.2.1.1.1c deicing facility - terminal - definition, s 2.2.2.1 deicing facility – threshold siting requirements, s 3.2.1.1.1e deicing facility – throughput capacity, s 3.2.2.1 deicing facility - throughput demand, ss 3.2.1.1, 6.6.1 deicing facility – training, s 6.1.2 deicing facility - use, alternative, s 4.7 deicing facility – valve types, s 5.3.2.2 deicing facility - vehicle staging, s 6.6.3 deicing facility – vehicle traffic, ss 6.5.2, 6.5.2.1, 6.5.2.2 deicing facility – water quality guidelines, ss 5.2, 5.4.1 deicing facility – water quality standards, s 5.2 deicing facility – weather considerations, s 3.3.3 deicing facility – winds, prevailing, ss 3.3.3.1, 4.3.5 deicing facility – wingtip separation, s 4.3.1 deicing fluid disposal. See deicing facility - spent deicing fluid deicing fluid, spent. See spent deicing fluid; deicing facility – spent deicing fluid deicing pad – definition, s 2.2.2 deicing, primary – definition, s 4.2.2 deicing, secondary – definition, s 4.2.2 FAA AC 150/5300-13, ss 3.2.1.1, 3.2.1.1.1, 4.3.2, 4.3.4, 4.4.1.1, 6.2.1 FAA AC 150/5300-14, ss 4.1, 4.2.4.2, 4.3.1, 4.4.1.2.2, 5.5.1 FBO, s 6.1.1.4

FBO. See also service provider fluid transfer system – labeling, ss 3.3.6.4, 5.1 fluid, common, s 6.1.3 gate hold procedure, s 6.2.2 glycol recovery vehicle, ss 5.3.3, 5.5.2 HOT maximization – engines-on deicing, s 4.2.4 ICAO Doc 9157, ss 3.2.1.1, 4.1, 4.3.1, 4.3.2, 4.3.4, 4.4.1.1, 4.4.1.2.2, 6.2.1 infrared deicing facility, s 5.5.1 remote deicing facility. See deicing facility - remote service provider, ss 6.1.1.1, 6.1.2, 6.1.5 snow removal, ss 3.3.8, 6.5.2.1 spent deicing fluid – fluid segregation, s 5.3.3 spent deicing fluid, compliant – definition, s 5.3.3 spent deicing fluid, high concentration – definition, s.5.3.3 spent deicing fluid, low concentration fluid – definition, s 5.3.3 storage – labeling, ss 3.3.6.4, 5.1 taxi routes, s 6.2.3 terminal deicing facility – subset of deicing facility, s 2.2 water quality guidelines. See also deicing facility - water quality guidelines water quality guidelines, purpose of, s 5.2 water quality standard. See deicing facility - water quality guidelines

### **ARP5660B Deicing Facility Operational Procedures**

ARP5660B revised July 24, 2023, by SAE G-12 DF.

Sponsor: Bryan Crabtree.

ARP5660 provides guidelines for the standardization of safe operating procedures to be used in performing the services and maintenance at designated deicing facilities (DDF), centralized deicing facilities (CDF) or remote deicing facilities. AIR5660 should be used by regulators and airport authorities to develop and standardize approvals and permits for the establishment and operation of a DDF. The coordination of stakeholders is required prior to the approval of design plans for a deicing facility. Operating procedures must be agreed to, in writing, by all air operators, airport authorities, regulators and service providers prior to commencing deicing operations.

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Index for ARP5660B
(Section and page numbers are those of ARP5660B)
ACARS - definition, s 2.3 sub verbis "aircraft communication and reporting system (ACARS)"
aircraft addressing and reporting system - definition, s 2.3
central deicing facility – definition, s 2.3
central deicing facility - subset of designated deicing facility, Foreword at p 1, s 1.1, s 2.3
central deicing facility. See also designated deicing facility; deicing facility
contamination [frozen] - removal with forced air at designated deicing facility, s 3.3
contamination [frozen] - removal with infrared at designated deicing facility, s 3.3
control point – definition, s 2.3
control point. See also transfer point
definition - tactile check, s 2.3
definition - ACARS, s 2.3 sub verbis "aircraft addressing and reporting system (ACARS)"
definition - aircraft addressing and reporting system, s 2.3
definition - control point, s 2.3
definition – deicing bay, s 2.3
definition - deicing coordinator, s 2.3
```

definition - deicing coordinator, s 2.3 definition – deicing crew, s 2.3 definition – deicing facility, s 2.3 sub verbis "aircraft deicing facility" definition - deicing facility, central, s 2.3 sub verbis "central deicing facility" definition – deicing facility, designated, s 2.3 sub verbis "designated deicing facility" definition - deicing facility, remote, s 2.3 sub verbis "remote deicing facility definition - deicing operator, s 2.3 definition – deicing pad, s 2.3 definition - deicing vehicle operator, primary, s 2.3 sub verbis "deicing coordinator or primary vehicle operator" definition - ground coordinator, s 2.3 definition – icehouse, s 2.3 definition – iceman, s 2.3 definition – pad control, s 2.3 definition – pad leadership, s 2.3 definition - pink snow, s 2.3 definition – positive hold, s 2.3 definition – primary deicing vehicle operator, s 2.3 sub verbis "deicing coordinator or primary vehicle operator" definition - slot management, s 2.3 definition - snow desk, s 2.3 definition – snow removal method, half-pad, s 8.4.4 definition - snow removal method, high speed, s 8.4.1 definition – snow removal method, load and go, s 8.4.3 definition – snow removal method, push and pile, s 8.4.2 definition - snow, pink, s 2.3 sub verbis "pink snow" definition – staging area, s 2.3 definition - transfer point, s 2.3 definition – windrow, s 2.3 deicing bay – definition, s 2.3 deicing coordinator - definition, s 2.3 deicing crew – definition, s 2.3 deicing facility - definition, s 2.3, sub verbis "aircraft deicing facility" deicing facility – operational procedure, Title at p 1 deicing facility - remote - definition, s 2.3 sub verbis "remote deicing facility" deicing facility – remote – subset of designated deicing facility, p 1, s 15.2 deicing operator - definition, s 2.3 deicing pad – definition, s 2.3 deicing vehicle operator, primary - definition, s 2.3 sub verbis "deicing coordinator or primary vehicle operator" designated deicing facility – approval, s 14 designated deicing facility – communications, ss 4–4.3.5, 7.3–7.3.2, 15.4 designated deicing facility - control boundaries, s 15.2 designated deicing facility – definition, s 2.3 sub verbis "designated deicing facility (DDF)" designated deicing facility - design of, s 1.2 designated deicing facility - documentation, s 11 designated deicing facility – emergency action plans, ss 7–7.3.2 designated deicing facility – engines-on deicing, ss 3.2, 4.1.5, 4.2.5.1–4.2.5.2 designated deicing facility – environmental considerations, ss 5–5.12.2 designated deicing facility – first come first serve, exceptions to, s 15.6.1 designated deicing facility - fluid acceptance, ss 12.1.7-12.1.8 designated deicing facility – fluid management, ss 12–12.1.11 designated deicing facility – fluid testing, ss 12.1.9–12.1.10 designated deicing facility – HOTDS, s 15.6.2 designated deicing facility – operational procedure, ss 1.1, 3–3.13 designated deicing facility – phraseology, s 4.1.1 designated deicing facility - pilot brief sheet, s 4.3.1 designated deicing facility – prestorm planning, s 15.1, designated deicing facility – quality control, ss 13–13.5

designated deicing facility - safety, ss 9-9.5 designated deicing facility – service provider, single, s 4.3.1 designated deicing facility – service providers, several, s 4.3.2 designated deicing facility – snow removal from apron surfaces, ss 8-8.7 designated deicing facility – spent deicing fluid, s 5.9 designated deicing facility – superset of centralized deicing facility, Foreword at p 1, s 1.1, s 2.3 sub verbis "designated deicing facility" designated deicing facility – superset of remote deicing facility, Foreword at p 1, s 1.1, s 2.3 sub verbis "designated deicing facility" designated deicing facility - suspension of operations, s 15.5 designated deicing facility – training, ss 6–6.5 engines-on deicing, ss 2.3 sub verbis "remote deicing facility", 3.2, 4.1, 4.1.5. 4.2.5.1, 4.2.5.2, 6.5, fluid acceptance – designated deicing facility, ss 12.1.7–12.1.8 glycol mitigation, s 5.11 ground coordinator - definition, s 2.3 hand signals, ss 4.2.1, 4.2.6 icehouse – definition, s 2.3 iceman – definition, s 2.3 message boards - use at designated deicing facility, s 4.1.4 pad control – definition, s 2.3 pad control point – definition, s 2.3 pad leadership - definition, s 2.3 pink snow – definition, s 2.3 positive hold – definition, s 2.3 primary deicing vehicle operator – definition, s 2.3 sub verbis "deicing coordinator or primary vehicle operator" slot management – definition, s 2.3 snow desk - definition, s 2.3 snow removal - designated deicing facility, s 8 snow removal method, half pad – definition, s 8.4.4 snow removal method, high-speed - definition, s 8.4.1 snow removal method, load and go - definition, s 8.4.3 snow removal method, push and pile - definition, s 8.4.2 snow, pink - definition, s 2.3 sub verbis "pink snow" staging areas $^{65}$  – definition, s 2.3 tactile check – definition, s 2.3 tandem deicing – definition, s 2.3 transfer point – definition, s 2.3 windrow - definition, s 2.3

#### AS5635A Message Boards (MBs)

AS5635A revised June 9, 2022, by SAE G-12 DF.

Sponsor: Gabriel Lépine.

AS5635A establishes the minimum standard requirements for message boards at deicing facilities including the minimum content and appearance of the display, functional capabilities, design, inspection, and testing requirements

Index for AS5635A (Section and page numbers are those of AS5635A) anti-icing – definition, s 2.2

<sup>&</sup>lt;sup>65</sup> Section 2 of ARP4902C defines staging area, yet the deicing pad definition refers to staging bay.

definition – anti-icing, s 2.2 definition – deicing, s 2,2 definition – icehouse, s 2.2 definition – system, s 2.2 deicing – definition, s 2.2 icehouse – definition, s 2.2 message board - acceptance, final, s 4 message board - control of, s 1.3.2 message board - design requirements, s 3 message board - dimensions, s 3.7 message board - display - aircraft guidance, ss 1.3.1, 1.3.3, 3.1 message board – display – aircraft identification, ss 3.1, 3.5.2 message board – display – aircraft movement instructions, s 1.3.1, 1.3.3, 3.1, 3.5.5 message board - display - aircraft positioning, s 1.3.1, 1.3.3. 3.1, 3.5.3 message board - display - airline identification, s 3.1 message board – display – final fluid application time, s 3.1 message board – display – flight number, s 3.5.2 message board - display - fluid brand, s 1.1 message board - display - fluid quantity, s 1.1 message board - display - fluid Type, s 3.1 message board - display - format, s 3.7.2 message board - display - OAT, ss 3.1, 3.5.4 message board – display – pad identification, ss 3.1, 3.5.2, 3.7.3 message board – display – radio frequencies, ss 3.1, 3.5.4 message board - display - vehicle movement instructions, s 1.3.1, 1.3.3 message board - display - visibility, s 3.8.3 message board – inspection and testing, s 4 message board – location of, s 3.4.1 message board - precedence of verbal communications, ss 3.5, 3.5.1 message board - purpose, Foreword at p 1, s 3.2 message board - redundancy, built-in, s 3.8.1 message board - regulatory compliance, s 3.2 message board - safety requirements, s 3.8 message board - superset of electronic message board, Foreword at p 1 message board – system malfunction procedure, s 3.6.2 message board - technical requirements, s 3.3 message board – temperature range, s 3.8.4 message board – weather conditions, s 3.8.4 message board, Title at p 1 signage, lead in, s 3.5 system – definition, s 2.2

### **Documents Issued by the SAE G-12 Equipment Committee**

# AIR6284 Forced Air or Forced Air/Fluid Equipment for Removal of Frozen Contaminants

Issued January 22, 2015, by SAE G-12 E.

Sponsor: David Thornton.

Forced air is a process by which an airstream is utilized to remove accumulation of frozen contamination from the aircraft. Forced air can be used with or without deicing fluid, heated or unheated. AIR6284 provides information on equipment, safety, operation, and methodology for use of deicing vehicles equipped with forced air.

Index for AIR6284 (Section and page numbers are those of AIR6284) airstream, Rationale at p 1, ss 3, 4.3.2, 5.1.3 contamination [frozen] - removal with forced air and fluid, Rationale at p 1 contamination [frozen] - removal with forced air, Title at p 1 deicing unit - forced air. See forced air foam - forced air application of Type II/III/IV, s 4.3.3 forced air – air pressure at nozzle, pp 5–10 forced air – air pressure, maximum, s 5.1.2 forced air – air velocity v distance, pp 11–16 forced air – air velocity, pp 5–10 forced air – air volumes, pp 5–10 forced air - aircraft safety - debris, s 4.2 forced air - concern - damage to landing gear, s 5.1.4 forced air - concern - damage to wheel well components s 5.1.4 forced air - concern - debris as projectiles, ss 4.1, 4.2 forced air - concern - frozen contamination in control areas, s 5.1.5 forced air - foam formation, s 4.3.3 forced air - ice removal, pp 33, 34, 42 forced air - incomplete removal of contaminants, s 5.1.1 forced air – injected fluid quantity, pp 5–10 forced air – noise levels s 4.1, pp 28–29 forced air - personnel safety - noise, s 4.1 forced air - personnel safety - projectiles, s 4.1 forced air - postdeicing/anti-icing check, s 5.1.6 forced air - pressure distribution, p 17 forced air - pressure loads, average, p 19 forced air - pressure loads, peak, p 18 forced air - pressure, average, p 17 forced air - pressure, peak, p 17 forced air – projectile formation, pp 40-41 forced air - removal of frozen contamination, Title at p 1 forced air – safety trials, pp 20-42 forced air – sound level, s 4.1, pp 28–29 forced air – v fluid – snow removal, pp 35–39 forced air – with fluid – no HOT, s 4.3.1 forced air – with fluid, Rationale at p 1 forced air – with heated fluid, Rationale at p 1

forced air – with unheated fluid, Rationale at p 1 forced air – without fluid, Rationale at p 1 HOT, no – Type I applied with forced air, s 4.3.1 Type I – forced air – no HOT, s 4.3.1 Type II/III/IV – application with forced air – foam, ss 4.3.3, 5.2.5 (warning) Type II/III/IV – application with forced air – thickness, s 4.3.3 Type II/III/IV – application with forced air – viscosity check required, s 4.3.2 Type II/III/IV – degradation – forced air, s 4.3.2

#### **ARP1971D Aircraft Deicing Vehicle - Self-Propelled**

Revised February 13, 2019, by SAE G-12 E.

Sponsor: Anders Larsen.

ARP1971D covers requirements for a self-propelled, boom type aerial device, equipped with an aircraft deicing/anti-icing fluid spraying system, with an open basket or enclosed cabin.

Index for ARP1971 (Section and page numbers are those of ARP1971) aircraft deicing vehicle - self-propelled. See deicing unit anti-icing truck. See deicing unit basket. See deicing unit - basket boom. See deicing unit - boom cabin. See deicing unit - basket/cabin; deicing unit - cabin deicing truck. See deicing unit deicing unit – acceptance, s 4 deicing unit - aerial device, ss 3.1, 3.2.3, 3.4, 4.3.3 deicing unit – aircraft washing, s 3.9.17 deicing unit – axle mass, s 3.2.12 deicing unit – basket/cabin – load capacity, ss 3.2.3, 3.2.12 deicing unit - basket/cabin - person capacity - number of persons, ss 3.2.3, 3.2.12 deicing unit – basket/cabin – weight capacity, s 3.2.3 deicing unit - basket/cabin, ss 3.1, 3.2.3, 3.2 note, 3.2.12, 3.3.2, 3.4.1, 3.4.2, 3.4.4, 3.4.6.1, 3.4.6.3, 3.4.7.8-3.4.18, 3.5.2, 3.5.10, 3.5.12, 3.8.1, 3.8.6, 3.9.1, 3.9.3, 3.9.11, 3.9.16, 3.9.17, 3.9.21, 3.9.29, 4.3.2, 4.3.4, 4.3.7 deicing unit - blower, s 3.2.9 deicing unit – boom elevation system, s 3.2.11 deicing unit - boom, ss 3.1, 3.2, 3.2.4, 3.2.8, 3.2.11, 3.4-3.4.18, 3.5.12, 3.7.1, 3.7.6, 3.8.1, 3.8.9, 3.9.9, 3.9.21, 3.9.29, 3.9.29.5, 4.3.2, 4.3.5, 4.3.7, deicing unit - cabin. See also deicing unit - basket/cabin; deicing unit - cabin deicing unit - cabin, s 3.9.29 deicing unit - chassis, ss 3.1, 3.2.2, 3.2.9, 3.3-3.3.13, 3.9.7, 3.9.27, deicing unit – combustion heaters, s 3.2.7 deicing unit - controls and instrumentation, s 3.6 deicing unit – engine speed, s 3.2.9 deicing unit - fast heating system, s 3.2.7 deicing unit - fill ports - sizes, s 3.9.19 deicing unit - fill ports, s 3.9.19

deicing unit – fluid contamination<sup>66</sup>, s 3.5.6

<sup>&</sup>lt;sup>66</sup> ARP1971D does not offer an exhaustive list of potential sources of chemical contamination, for example when new equipment is placed into service, it may have been shipped with an antifreeze solution in the pump and piping system.

deicing unit – fluid degradation test, s 3.9.1 deicing unit – fluid delivery pressure, s 3.2.4 deicing unit – fluid delivery rate, s 3.2.4 deicing unit - fluid delivery temperatures, ss 3.2.7, 3.5.20 deicing unit – fluid fill couplings, s 3.9.19 deicing unit - fluid fill ports, s 3.9.19 deicing unit - fluid heating system ss 3.2.7, 3.5.15-18, 3.9.3, 3.9.25-26 deicing unit – fluid heating system, electric 3.9.25 deicing unit - fluid labeling, s 3.5.1 deicing unit - fluid level gauges, s 3.6.8 deicing unit – fluid mixing system, ss 3.9.2, 3.9.3 deicing unit – fluid pressure gauge, ss 3.6.2, 3.9.20 deicing unit – fluid proportioning system, ss 3.2.5, 3.9.2, 3.9.3 deicing unit – fluid pumps – circulating/mixing, s 3.9.1 deicing unit - fluid pumps - on demand, s 3.9.1 deicing unit – fluid pumps – positive displacement, s 3.9.1 deicing unit – fluid pumps – rotary diaphragm, s 3.9.1 deicing unit – fluid pumps – self-priming, s 3.5.7 deicing unit - fluid pumps - strainer, s 3.5.7 deicing unit - fluid pumps - test for fluid shear degradation, s 3.9.1 deicing unit - fluid pumps - Type II/III/IV, s 3.9.1 deicing unit – fluid sampling, s 3.9.30.4 deicing unit - fluid spray pattern, s 3.5.11 deicing unit – fluid system labelling, s 3.5.1 deicing unit – fluid system, s 3.5 deicing unit – fluid tank capacity, s 3.5.2 deicing unit – fluid tank design, s 3.5.4 deicing unit – fluid tank fittings, s 3.5.5 deicing unit - fluid temperature, ss 3.2.6. 3.9.3 deicing unit - fuel capacity, s 3.2.10 deicing unit - heating system - combustion type, s 3.2.7 deicing unit – heating system – fast heating, s 3.2.7 deicing unit – heating system, ss 3.2.7, 3.2.11 deicing unit – hose color, anti-icing fluid – green with yellow stripe, s 3.5.1 deicing unit - hose color, deicing fluid - red with yellow stripe, s 3.5.1 deicing unit – hose couplings, s 3.9.19 deicing unit – hot water deicing system, ss 3.2.7, 3.5.4, 3.9.2 deicing unit - labeling - fill ports, s 3.5.1 deicing unit – labeling – fluid selection switches, s 3.5.1 deicing unit – labeling – nozzles, s 3.5.1 deicing unit – labeling – tank covers, s 3.5.1 deicing unit – labeling, ss 3.2.12, 3.5.1 deicing unit – labeling. See also deicing unit – markings deicing unit – maintenance manuals, s 5 deicing unit – maintenance training, s 6.3 deicing unit - markings - basket/cabin load capacity, s 3.2.12 deicing unit – markings – emergency boom lowering instructions, s 3.2.12 deicing unit – markings – laden and unladen mass on each axel, s 3.2.12 deicing unit – markings – operating instruction summary, s 3.2.12 deicing unit – markings – wind velocity, permissible, s 3.2.12 deicing unit – markings, s 3.2.12

This antifreeze solution is an unwanted contaminant and needs to be cleaned off. Rain can enter through covers, so can melted snow. Often deicing trucks tanks are filled with water in the summertime for training purpose; care should be taken to drain the water before the deicing truck is put back into service.

deicing unit - mixing system. See deicing unit - fluid mixing system deicing unit - modifications, s 6.4 deicing unit – name-plate, s 3.2.12 deicing unit - nozzle - adjustable, s 3.5.11 deicing unit - nozzle - flow rate adjustment, s 3.5.11 deicing unit – nozzle – fluid degradation test, s 3.9.1 deicing unit – nozzle – ground level – deicing fluid only, s 3.5.2 deicing unit - nozzle - ground level, s 3.5.2 deicing unit – nozzle – gun type, s 3.5.10 deicing unit - nozzle - pressure gauge, s 3.9.23 deicing unit – nozzle – spray patterns, s 3.5.11 deicing unit – nozzle – turret, ss 3.4.13, 3.5.10, 3.5.13 deicing unit - nozzle - Type II/III/IV, ss 3.9.1-3.9.3 deicing unit - nozzle, ss 3.2.4, 3.2.7, 3.4.13, 3.5.1, 3.5.2, 3.5.4, 3.5.10-14, 3.5.16, 3.6.3, 3.9.1-3, 3.9.5, 3.9.16, 3.9.16, 3.9.17, 3.9.23, 3.9.29.2, 3.9.29.9, 3.9.30.4, 4.3.6 deicing unit - on-board fluid mixing system, ss 3.9.2, 3.9.3 deicing unit – operating instructions, s 3.2.12 deicing unit – parts, ss 5.2, 6.1 deicing unit - personnel basket. See deicing unit - basket deicing unit – power distribution, s 3.2.8 deicing unit – product support, s 6 deicing unit – proportioning mix system, ss 3.9.2, 3.9.3 deicing unit – proportioning system, s 3.2.5 deicing unit – propulsion system, s 3.2.11 deicing unit - pumps. See deicing unit - fluid pumps, s 9.1 deicing unit – spare part list, s 5.2 deicing unit – spare parts, s 6.1 deicing unit - speed control device, s 3.8.9 deicing unit – speed, ss 3.2.2, 3.3.9, 3.9.27 deicing unit – spray delivery rate, s 3.2.4 deicing unit - spray nozzle See deicing unit - nozzle deicing unit – spray pressure, s 3.2.4 deicing unit – spray system, s 3.2.12 deicing unit - stability, s 3.4.1 deicing unit – tank capacity, s 3.2.5 deicing unit - tank covers, s 3.5.6 deicing unit – tank rain entry prevention, s 3.5.6 deicing unit – technical requirements, s 3 deicing unit - training by deicing unit manufacturer, s 6.3 deicing unit - Type II, III and IV system, ss 3.2.5, 3.9.1-3.9.3 deicing unit - wind load, ss 3.4.2, 3.4.6.3 deicing unit - wind speed. permissible. See deicing unit - wind velocity deicing unit - wind velocity, permissible, s 3.2.12 deicing vehicle. See deicing unit deicing/anti-icing truck. See deicing unit hot water deicing. See deicing unit - hot water deicing; contamination [frozen] - removal with hot water; fluid application – hot water nozzle. See deicing unit - nozzle pump. See also deicing unit - fluid pump vehicle, deicing. See deicing unit

# Documents Issued by the SAE G-12 Training and Quality Control Committee

#### AS6286D Aircraft Ground Deicing/Anti-Icing Training and Qualification Program

Revised July 2, 2024, by SAE G-12 T. Effective August 1, 2024.

Sponsor: Alun Williams.

This document sets the standard for the qualification and training programs as well as evaluations for personnel involved in aircraft ground deicing.

Its purpose is to serve as a global aircraft deicing training manual (Rationale at par 5).

A standard teaching plan with theoretical and practical elements is proposed in sections 6.2 and 6.4.

Appendix A provides background to the theoretical elements of the standard teaching plan

Appendix B (which was Appendix C in AS6286B) provides recommended training times for the theoretical elements of the training plan.

Appendix B of AS6286B, aircraft diagrams and estimated fluid quantities for thickened fluids, was deleted.

Index for AS6286D (Section and page numbers are those of AS6286D) accountable executive - definition, s 2.3.1 sub verbis "winter program manager" accountable executive, ss 2.3.1, 4.1, 4.2.1, 4.2.2 accountable person - definition, s 2.3.1 sub verbis "winter program manager" accountable person, ss 2.3.1, 4.1, 4.2.1, 4.2.2 aircraft configuration (deicing), ss 6.4, A.14.1, A.14.1.5, A.14.2 anti-icing fluid - functional description, s 3.1 anti-icing fluid additives - aquatic toxicity, ss A.16.2 c., A.17.1.3, A.17.2.2 AS6286 - complementary to AS6285, s 3.4 AS6286 - complementary to AS6332, s 3.4 AS6286 – subordinate to AS6285, Rationale at par 2 AS6286 aircraft deicing procedures - precedence of AS6285 procedures, s A.0 AS6332 – subordinate to AS6285, Rationale at par 2 boot, leading edge deicing boot. See boot, deicing check, flight control. See flight control check clean aircraft concept - compliance, s 2.3.2 sub verbis "winter program manager" clean aircraft concept - definition, Rationale at par 4, s 3.1 clean aircraft concept, Rationale at par 4, ss 2.3.2 sub verbis "winter program manager", 2.3.1, 3.1, 3.2, 4.2.1, 5.2, 6.2, A.3.2, A.4, A.4.1, A.13.1, A.19.1.2, A.20.2., B.2 clean condition – angle of attack sensors, s A.6 clean condition – critical components, ss Rationale at par 4, 3.1, A.4.1 clean condition - critical surfaces, ss Rationale at par 4, 3.1. A.4.1, A.8.1.1 clean condition - engine fan blades, s A.3.7

clean condition - flaps, ss 3.1, A.3.4 clean condition – fuselage top, s A.6 clean condition - pitot tubes, s A.6 clean condition - propellers, ss A.3.7, A.14.1.2 clean condition - pylons, s A.3.3.4 clean condition - radome, s A.6 clean condition - sensors, s 3.1 clean condition - slats, s A.3.3.4 clean condition - stabilizer lower surface, horizontal, s A.3.3.4 clean condition - stabilizer, horizontal, s A.6 clean condition - stabilizer, vertical, s A.6 clean condition - stall strips, s A.3.3.4 clean condition - strakes, s A.3.3.4 clean condition – undercarriage, s A.6 clean condition - vanes, s A.3.3.4 clean condition - vortex generators, s A.3.3.4 clean condition - vortilons, s A.3.3.4 clean condition - windshield, s A.6.1 clean condition - winglets, s A.3.3.4 clean condition - wings, ss 3.1, A.6 clear ice - definition, s A.5.3.1 competence level - monitoring, s 6.1 competence level - service provider personnel, s 6.1 contamination [frozen] - effect on airflow, ss A.3.2, A.3.3.4 contamination [frozen] - effect on control surfaces, s A.3.3.4 contamination [frozen] – effect on drag, ss A.3, A.3.2, A.3.3.2, A.3.3.4, A.3.6, A.3.7, A.5.1.2 contamination [frozen] – effect on engine, ss A.3.3.4, A.3.7, A.5.5.1, A.5.5.3 contamination [frozen] – effect on lift, ss A.4.2, A.4.4 contamination [frozen] - effect on operating envelope, s A.3.2 contamination [frozen] – effect on propeller balance, s A.3.7 contamination [frozen] - effect on propeller performance, s A.3.7 contamination [frozen] – effect on stall angle, s A.3.2 contamination [frozen] - effect on stall speed, s A.3.2 contamination [frozen] - from fuselage melted ice or snow, s A.5.3.3 contamination [frozen] – from ice accretion in-flight, s A.5.3.3 contamination [frozen] – from water blown by jet engines, s A.5.3.3 contamination [frozen] - from water blown by propellers, s A.5.3.3 contamination [frozen] - from water splashed by wheels, s A.5.3.3 contamination [frozen] - removal by hand, s A.13.4 contamination [frozen] - removal from engine fan blades, A.13.4 contamination [frozen] - removal from engine inlets, s A.13.4 contamination [frozen] - removal from engine inlets, s A.13.4 contamination [frozen] - removal from propellers, ss A.13.4, A.15.1, A.15.3 contamination [frozen] - removal with brushes, s A.13.4 contamination [frozen] - removal with hot air, s A.13.4 contamination [frozen] - removal with soft cloth hand, s A.13.4 critical component – definition, ss 3.1, A.4.1 critical surface - definition, ss 3.1, A.4.1 definition - accountable executive, s 2.3.1 sub verbis "winter program manager" definition - accountable person, s 2.3.1 sub verbis "winter program manager" definition - clean aircraft concept, Rationale at par 4, s 3.1 definition - clear ice, s A.5.3.1 definition - critical component, Rationale at par 4, ss 3.1, A.4.1 definition - critical surface, Rationale at par 4, ss 3.1, A.4.1 definition – dewpoint, s A.5.2 b. definition - drag, s A.2.1

definition - flightcrew trainer, s 2.3.1 definition – freezing drizzle, s A.5.2 c. definition – freezing fog, s A.5.2 d. definition – freezing rain, heavy, s A.5.2 i. definition – freezing rain, light, s A.5.2 h. definition – freezing rain, moderate, s A.5.2 i. definition – frost point, s A.5.2 b. definition - frost, s A.5.2 e. definition - frost, active, s A.5.2 a. definition – hail, s A.5.2 f. definition – hail, small, s A.5.2 g. definition – hazard, s A.16.1 definition – head of deicing training, s 2.3.1 definition – hoarfrost, s A.5.2 e. definition - HOT, s A.10.4.1 definition – ice pellets, s A.5.2 g definition - lift, s A.2.1 definition - management team, senior, s 2.3.1 sub verbis "senior management team" definition – preflight contamination check, ss 2.3.1, 4.5 definition – quality management system, s 2.3.1 definition - responsible person, s 2.3.1 sub verbis "winter program manager" definition – risk, s A.16.1 definition – snow grains, s A.5.2 k. definition - snow pellets, s A.5.2 l. definition - snow, s A.5.2 j. definition – thrust, s A.2.1 definition - trainer, flightcrew, s 2.3.1 sub verbis "flightcrew trainer" definition - training, head of deicing, s 2.3.1 sub verbis "head of deicing training" definition - weight, s A.2.1 definition – winter program manager, s 2.3.1 deicing fluid – functional description, s 3.1 deicing fluid additives - aquatic toxicity, s A.16.2 deicing unit - maintenance schedule, ss A.12.4, A.18.1.1 deicing/anti-icing contracts, s 1.2 deicing/anti-icing service agreements, s 1.2 dewpoint – definition, s A.5.2 b. drag – definition, s A.2.1 flightcrew trainer - definition, s 2.3.1 flightcrew trainer, ss 2.3.1, 4.12 fluid application - unheated - ineffective to deice, s 3.1 fluid failure - description - lack of wetting, s A.13.2.1 fluid manufacturer documentation - certificate of analysis, s A.11.1 fluid manufacturer documentation - clean container documentation, s A.11.1 fluid manufacturer documentation - fluid transfer handling, ss A.10.4.1, A.10.5, A.11.1, A.11.3, A.16.2 fluid manufacturer documentation - fluid, heating of, s A.11.3 fluid manufacturer documentation - pressure and flow rate requirements, s A.12.6 fluid manufacturer documentation - product information bulletin, s A.16.2 fluid manufacturer documentation - safety data sheet, s A.16.2 fluid manufacturer documentation - storage tank requirements, ss A.10.5 FOD, s A.5.2.1. See also clear ice-effect of freezing drizzle – definition, s A.5.2 c. freezing fog – definition, s A.5.2 d. freezing rain – heavy – definition, s A.5.2 i. freezing rain – light – definition, s A.5.2 h. freezing rain - moderate - definition, s A.5.2 h. frost – active – definition, s A.5.2 a.

frost – definition, s A.5.2 e. frost - formation conditions - cloudless nights, low wind (radiation cooling), s A.5.1.2 frost – formation conditions, s A.5.1.2 frost-local, s A.9.2.1 frost - local - prevention - no HOT, s A.9.2.1 frost - local - removal, s A.9.2.1 frost - local - symmetrical treatment, s A.9.2.1 frost - local, ss A.5.1.2. A.9.2.1 frost - on fuselage, s A.5.1.2 frost - on lower horizontal stabilizer surface, s A.5.1.2 frost - on lower wing surface, s A.5.1.2 frost - roughness, s A.5.1.2 global aircraft deicing standards – list, Rationale at par 2 hail, small – definition, s A.5.2 g. hazard - definition, s A.16.1.1 hazard for personnel – asphyxiation, s A.16.3 hazard for personnel - cold weather, s A.16.4 hazard for personnel - collision, s A.16.4 hazard for personnel - darkness, s A.16.3 hazard for personnel - deicing unit, s A.16.3 hazard for personnel - exposure to chemicals, ss A.16.2, A.16.4 hazard for personnel - fall from height, s A.16.4 hazard for personnel - fall, s A.16.4 hazard for personnel - fatigue, s A.16.4 hazard for personnel - hot fluids, s A.16.4 hazard for personnel - jet blast, s A.16.3 hazard for personnel - noise, loud, ss A.12.2, A.16.4 hazard for personnel - poor visibility, ss A.12.2, A.16.3 hazard for personnel – pressure of fluid spray, s A.12.2 hazard for personnel - slipperiness, ss A.12.2, A.15.3, A.16.2 hazard, identified, s A.16.1 hazards of ice, snow and frost, ss A.5.1-A.5.6 head of deicing training - definition, s 2.3.1 head of deicing training, ss 2.3.1, 3.3.1, 3.3.2, 4.1, 4.2, 4.2.2, 4.3, 4.11, 4.12, 5.2, 6.3, 9.3, A.4.3 hoarfrost – definition, s A.5.2 e. HOT – definition. A.10.4.1 HOT – operational purpose, s 3.1 ICAO deicing/anti-icing requirement, s 3.1 ice accretion, in-flight, s A.3.3.2 ice crystals - accumulation on wing - removal required, s A.9.2.1 ice crystals - adhesion - effect of aircraft parking location, s A.9.2.1 ice crystals - adhesion - effect of deicing fluid, s A.9.2.1 ice crystals - adhesion - effect of fuel tanks (heat releasing), s A.9.2.1 ice crystals - adhesion - effect of heat releasing equipment - bridges, s A.9.2.1 ice crystals – adhesion – effect of heat releasing equipment – ground power unit, s A.9.2.1 ice crystals - adhesion - effect of OAT, s A.9.2.1 ice crystals - adhesion - effect of proximity of other aircraft, s A.9.2.1 ice crystals - adhesion - effect of refueling, s A.9.2.1 ice crystals - adhesion - effect of wing in the sun, s A.9.2.1 ice crystals - adhesion - effect of wing temperature, s A.9.2.1 ice crystals - adhesion, s A.9.2.1 ice crystals - temperature generally below -10°C, s A.9.2.1 ice crystals, s A.9.2.1 ice crystals, - evidence of non-adhesion - swirling, s A.9.2.1 ice pellets – definition, s A.5.2 g. improvement, continual, ss 3.2, 5.1, A.4.4, A.19.1.1, A.19.1.2

ISO 9001 - continual improvement, s 3.2 ISO 9001 – customer requirements, s 3.2 ISO 9001 – regulatory requirements, s 3.2 leading edge - aerodynamically critical, s A.3.3.4 leading edge deicing boot. See boot. deicing lift-definition, s A.2.1 management team, senior - definition, s 2.3.1 management team, senior – role, ss 4.1. 5.2 METAR, s A.5.5.2 personal protective equipment - eye/face protective equipment, ss A.12.10, A.16.4 personal protective equipment - face shields, s A.16.4 personal protective equipment - fall protection equipment, ss A.12.2, A.12.10, A.16.4 personal protective equipment - gloves, ss A.12.10, A.16.4 personal protective equipment - harnesses, ss A.12.2, A.12.10, A.16.4 personal protective equipment - hearing protection, ss A.12.2, A.12.10, A.16.4 personal protective equipment – lanyards, ss A.12.10, A.16.4 personal protective equipment – protective clothing, s A.16.4 personal protective equipment - protective footwear, a A.16.4 personal protective equipment - reflective wear, s A.16.4 personal protective equipment - respiratory protection when needed, ss A.12.10, A.16.4 personal protective equipment - weatherproof clothing, s A.12.10 preflight contamination check, ss 2.3.1, 4.5, 6.2, A.8.1.4 program manager. See winter program manager. quality management system – definition, s 2.3.1 quality management system, s 3.2 responsible person - definition, s 2.3.1 sub verbis "winter program manager" responsible person, ss 2.3.1, 4.1, 4.2.1, 4.2.2 rime, s A.5.1.2 risk - definition, s A.16.1 risk assessment, s A.16.1 roughness, effect of, s A.5.1.2 SMS - functional description, s A.16.1 snow – definition, s A.5.2 j. snow grains – definition, s A.5.2 k. snow pellets – definition, s A.5.2 l. snow, dry – accumulation on wing – removal required, s A.9.2.1 snow, dry - adhesion - effect of aircraft parking location, s A.9.2.1 snow, dry – adhesion – effect of deicing fluid, s A.9.2.1 snow, dry – adhesion – effect of fuel tanks (heat releasing), s A.9.2.1 snow, dry - adhesion - effect of heat releasing equipment - bridges, s A.9.2.1 snow, dry – adhesion – effect of heat releasing equipment – ground power unit, s A.9.2.1 snow, dry - adhesion - effect of OAT, s A.9.2.1 snow, dry - adhesion - effect of proximity of other aircraft, s A.9.2.1 snow, dry – adhesion – effect of refueling, s A.9.2.1 snow, dry – adhesion – effect of wing in the sun, s A.9.2.1 snow, dry - adhesion - effect of wing temperature, s A.9.2.1 snow, dry - adhesion, s A.9.2.1 snow, dry - temperature generally below -10°C, s A.9.2.1 snow, dry, s A.9.2.1 snow, dry, - evidence of non-adhesion - swirling, s A.9.2.1 stunt flyer, s A.2.2 TAF, s A.5.5.3 thrust - definition, s A.2.1 trainer - qualification, ss A.1, A.1.1 trainer, flightcrew - definition, s 2.3.1 sub verbis "flightcrew trainer" training - accident/incident analysis, s A.16.5

training - accident/incident reporting, s A.16.5 training – aerodynamic acceptance test, s A.10.6 b. training – aerodynamics – acceptance test, s A.10.6 b. training - aerodynamics - aerodynamic forces, s A.2.1 training – aerodynamics – angle of attack, ss A.2.2–A.2.4 training - aerodynamics - angle of attack, critical, s A.2.3 training - aerodynamics - contamination, effect of, ss A.3-A.3.t training - aerodynamics - critical surfaces, s A.3.3.4 training - aerodynamics - flaps and slats, s A.3.3.4 training - aerodynamics - frost, effect of, ss A.3.3.4, A.3.5, A.3.6 training – aerodynamics – fuselage, s A.3.3.4 training – aerodynamics – laminar and turbulent airflow, ss A.2.2, A.2.3, A.3.2, A.3.3.4 training - aerodynamics - lift coefficient, s A.2.3 training – aerodynamics – operating envelope, s A.2.4 training - aerodynamics - stall speed, s A.2.4 training – aerodynamics – stall, aerodynamic, A.2.3 training - aerodynamics - upwash, s A.2.2 training – aerodynamics, s A.2 training - aircraft manufacturer recommendations, s 1.1 training – all clear signal, ss A.14.1, A.14.1.1 training - annual. See training - recurrent training – anti-icing code, ss 6.2, A.14.1–A.14.1.7, Table B1 training – anti-icing, ss A.8.1.2–A.8.2.3 training - certificate of analysis, s A.11.1 training - certificate of qualification, s 6.6.2 training – certificate, s 6.6.2 training - check, special, s A.8.1.4 training - check, visual - engine blades, s A.3.7 training - classroom vs practical, s 1.1 training - clean aircraft concept, Rationale at par 4, ss 2.3.1 sub verbis "winter program manager", 3.1, 3.2, 4.2.1, 5.2, 6.2, A.3.2, A.4, A.4.1, A.13.1, A.19.1.2, A.20.2, B.2 training - clear ice - conditions conducive to, ss 5.4.1, A.5.3.2, A.15.2 training – clear ice – detection, ss A.14.1.3, A.15.2 training - clear ice - difficulty to detect, A.15.2 training - clear ice, ss A.5.3.1, A.5.3.2, A.15.2 training - cold soaking - conditions conducive to - flight at high altitude, s A.5.3.2 training - cold soaking - conditions conducive to - refueling, s A.5.3.2 training – cold soaking – conditions conducive to, s A.5.3.2 training - cold soaking - fuel caused, s A.5.3.2 training - cold soaking - functional description, s A.5.3.2 training - communications with flightcrew - English language, s A.14.1.1 training - communications with flightcrew - off-gate process, s A.14 .2 training - communications with flightcrew, ss 4.13, 6.2, A.4.4, A.8.1.4, A.12.5, A.14.1-A.14.1.7, B.2 training - computer based - deicing simulators, ss 3.3.3, 6.7 training - computer based, ss 3.3.3, 6.7, 9.5 training - contamination check, ss 6.2, A.15.1 training – contractor – air carrier approved program, s 8.3 training - contractor - air carrier management plan, s 8.4 training – contractor – approved training program, s 8.2 training - contractor, ss 8.1–8.4 training - critical surface - air conditioning inlets/outlets, s A15.1 training - critical surface - airstream direction detector probes, s A15.1 training - critical surface - angle of attack sensors, s A15.1 training - critical surface - engine fan blades, s A15.1 training - critical surface - engine inlets, s A15.1 training - critical surface - flaps, s A15.1

training - critical surface - fuel tank vents, s A15.1 training - critical surface - fuselage, s A15.1 training - critical surface - landing gear doors, s A15.1 training – critical surface – landing gear, s A15.1 training – critical surface – outflow valves, s A15.1 training – critical surface – pitot tubes, s A15.1 training - critical surface - propellers, A15.1 training - critical surface - static ports, s A15.1 training - critical surface - stationary surfaces underneath moveable surfaces, s A15.1 training - critical surface - wing, tail and control surfaces, s A.15.1 training – deicing instructor, ss 3.3.1, 4.3, 4.8, 5.2, Appendix B training – deicing operation, ss A.8.1.1, A.8.2.1, A.9.1, A.9.2, A.9.3 training – deicing unit – asphyxiation hazard – combustion heaters, s A.16.3 training – deicing unit – awareness of surroundings, s A.12.3 training - deicing unit - basket layout, open, s A.12.8 training – deicing unit – boom description, s A.12.4 training – deicing unit – braking test, s A.12.2 training – deicing unit – cabin layout, enclosed, s A.12.8 training – deicing unit – communication between driver and sprayer, ss A.12.2, A.12.3 training – deicing unit – communication system monitoring, s A.12.3 training - deicing unit - communication system, s A.12.5 training - deicing unit - components, basic, s A.12.8 training – deicing unit – deicing data collection, s A.12.7 training – deicing unit – description, s A.12.1 training – deicing unit – emergency boom lowering, s A.12.3 training - deicing unit - emergency shut off, s A.12.3 training – deicing unit – emergency stop, s A.12.3 training – deicing unit – filling of, s A.12.4 training – deicing unit – filling station, s A.12.4 training - deicing unit - fire extinguisher, ss 6.4, A.12.2, A.12.3 training - deicing unit - fluid concentration monitoring, s A.12.6 training – deicing unit – fluid flow rate, ss 6.4, A.12.6 training – deicing unit – fluid overfilling prevention system, s A.12.3 training – deicing unit – fluid pressure monitoring, ss A.12.3, A.12.6 training – deicing unit – fluid temperature monitoring, ss A.12.3, A.12.6 training – deicing unit – hazard – collision with aircraft, s A.12.2 training - deicing unit - hazard - collision with moving vehicles, s A.12.2 training – deicing unit – hazard – poor visibility due to weather, s A.12.2 training – deicing unit – hazard – poor visibility while spraying, s A.12.2 training - deicing unit - hazard, s A.16.3 training – deicing unit – labeling, A.11.3, A.12.4 training – deicing unit – lifting device, s A.12.1 training - deicing unit - maximum speed when deicing, s A.12.4 training - deicing unit - maximum wind with boom elevated, s A.12.4 training – deicing unit – nozzle, use of, s A.12.6 training - deicing unit - readiness, ss A.12.2, A.12.4, A.16.3 training – deicing unit – safety precautions, s A.12.2, A.16.3 training – deicing unit – underwing spraying, ss 6.4, A.12.1 training - deicing unit - walk-around preoperation check - basket/cabin, s A.12.11 training – deicing unit – walk-around preoperation check – boom, s A.12.11 training – deicing unit – walk-around preoperation check – emergency and safety equipment, s A.12.11 training – deicing unit – walk-around preoperation check – engine, s A.12.11 training – deicing unit – walk-around preoperation check – fuel, s A.12.11 training - deicing unit - walk-around preoperation check - heater, s A.12.11 training - deicing unit - walk-around preoperation check - nozzle, s A.12.11 training – deicing unit – walk-around preoperation check – pump, s A.12.11

training – deicing unit – walk-around preoperation check – windshield washer fluid, s A.12.11 training – deicing v anti-icing, s A.8.2.1 training - deicing/anti-icing - purpose of, s A.4.6 training - deicing/anti-icing - restore operating envelope, s A.4.6 training – deicing/anti-icing decision. s A.8.1.4 training – deicing/anti-icing fluid, no flammability hazard, s A.16.2. training - demonstration of skills. See training - evaluation training – dispatch, s 3.3.1 training - duration, s 4.3.1. Appendix B, Table B.1 training - engine manufacturer recommendations, s 1.1 training – ethylene glycol – handling of, ss A.10.4.1, A.17.3 training - evaluation - computer-based training, ss 3.3.3, 6.1, 6.7 training - evaluation - failed, s 6.6.2 training - evaluation - plagiarism, s 3.3.3 training - evaluation - practical, ss 4.3.1, 6.1, 6.3 in fine, 6.5, 6.6.2 training – evaluation – records, ss 6.1, 6.6.2 training - evaluation - retaken, s 6.6.2 training – evaluation – review with trainee, ss 6.1, 6.3, 9.3, 9.6 training - evaluation - theoretical - open book v closed book, s 6.3 training - evaluation - theoretical - passing score, ss 6.1, 6.3 training - evaluation - theoretical - review with trainee, ss 6.1, 6.3, 9.3 training – evaluation – theoretical, ss 4.3.1, 6.1, 6.3, 6.6.2 training - evaluation, ss 3.3.3, 4.3, 4.3.1, 4.4-4.13, 6.1-6.3, 6.5, 6.6.2, 9.3, 9.5, 9.6 training - examination. See training - evaluation training – flightcrew, s 4.12 training - fluid - thickened v unthickened, ss A.8.2.2, A.10.2, A.10.4.1, A.10.5. A.10.6 training – fluid application – air conditioning off, s A.14.1.5 training - fluid application - aircraft manufacturer requirements, ss A.9.2, A.9.3.2 training – fluid application – aircraft upper surfaces, s A.13.2 training - fluid application - APU bleed air off, s A.14.1.5 training - fluid application - fuselage, s A.13.2 training - fluid application - one-step, s 6.2, A.8.1, A.8.2, A.8.2.1, A.8.2.2, A.9.2, A.10.2, A.13.2.1, A.14.1.3, B.1 training – fluid application – redeicing, s A.8.2.3 training - fluid application - rudder, s A.13.3 training – fluid application – stabilizer, horizontal, s A.13.3 training - fluid application - stabilizer, horizontal, s A.13.3 training - fluid application - stabilizer, vertical, s A.13.2 training – fluid application – stabilizer, vertical, s A.13.3 training – fluid application – static ports, s A.15.4 training - fluid application - symmetrical, ss A.9.2, A.9.3.2, A.13.4, A.13.6 training – fluid application – tail, s A.13.2 training - fluid application - tails, s A.13.2 training - fluid application - temperature, s A.9.3.1 training – fluid application – T-tail, s A.13.3 training – fluid application – two-step, ss 6.2, A.8, A.8.2, A.8.2.1, A.8.2.3, A.9.3.2, A.10.2, A.10.3, A.13.5.1, A.13.6, A.14.1.3, A.14.2.1, B.2 training – fluid application – wings, s A.13.2 training - fluid certificate of analysis, s A.11.1 training - fluid failure - description, s A.13.5.1 training – fluid handling, s A.11.1–A.11.3 training - fluid manufacturer documentation - fluid handling system, s A.11.3 training - fluid manufacturer documentation - fluid heating, ss A.10.5, A.11.3 training - fluid manufacturer documentation - fluid pressure and flow rates, s A.12.6 training - fluid manufacturer documentation - product information bulletin, s A.16.2 training - fluid manufacturer documentation - safety data sheet, s A.16.2 training - fluid recovery, s A.17.3

training - fluid shear degradation, ss A.10.5, A.11.3 training – fluid specification – AMS1424, s A.10.6 training - fluid specification - AMS1428, s A.10.6 training - fluid storage - labeling, s A.11.3 training – fluid storage – tank inspection, s A.11.3 training - fluid storage - totes, s A.11.3 training - fluid storage - drums, s A.11.3 training – fluid testing – brand name, s A.11.1 training - fluid testing - concentration, s A.11.1 training - fluid testing - delivery documentation, s A.11.1 training – fluid transfer system – dedicated, s A.11.3 training – fluid transfer system – labels, s A.11.3 training – fluid transfer system, ss A.10.5, A.11.3 training - fluid, Newtonian v non-Newtonian, ss A.10.5-A.10.6 training – foam confused as snow, s A.9.2 training – fundamentals – case studies, s 9.4 training – fundamentals – demonstration, s 9.4 training - fundamentals - demonstration-performance method, s 9.4 training - fundamentals - evaluations, ss 9.3, 9.6 training - fundamentals - forgetfulness, s 9.2 training - fundamentals - human factors, s 9.4 training - fundamentals - language issues, s 9.3 training – fundamentals – learning process, ss 9.1, 9.2 training – fundamentals – lecture method, s 9.4 training - fundamentals - misconceptions, s 9.4 training – fundamentals – motivation, ss 9.3, 9.4 training – fundamentals – professionalism, ss 9.1, A.16.5 training – fundamentals – teaching for adults, s 9.1 training - fundamentals - teaching for audience with variable background, s 9.1 training – fundamentals – teaching process, s 9.3 training - fundamentals - training aids, ss 9.4, 9.5 training – fundamentals – training material, s 9.4 training – fundamentals – training methods, s 9.4 training – fundamentals – training process, ss 9.1, 9.2 training - fundamentals - unsafe habits, s 9.1 training - fundamentals - visual aids, ss 9.2, 9.4 training - fundamentals - what if scenarios, s 9.4 training – fundamentals – what, why and how, s 9.1 training – global deicing standards, s A.4.5 training - gloves, use of, ss 6.2, A.12.10, A.16.4, B.1 training - groundcrew, ss 4.4-4.9 training - hazard for personnel. See hazard for personnel training – hazard v risk, s A.16.1 training – hazardous materials, s 1.3 training – hazardous processes, s 1.3 training - hazards of ice, snow and frost, ss A.3-A.3.7 training – head of deicing training – cumulation of positions, s 4.2.2 training – head of deicing training, ss 2.3.1 sub verbis "head of deicing training", 3.3.1, 3.3.2, 4.1, 4.2, 4.2.2, 4.3, 4.11, 4.12, 5.2, 6.3, 9.3, A.4.3 training – health and safety, s 1.3 training - heat loss, s A.9.1 training – high humidity endurance test, s A.10.2 training – HOT – end of, s A.13.5.1 training - HOT - guidelines, ss 3.1, 5.2, 6.2, 6.3, A.4.5, A.5, A.5.2, A.5.4, A.8.2.1, A.8.2.2, A.8.2.3, A.9.2, A.9.3.1, A.10.2, A.10.4.1, A.10.5, A.11.3, A.12.4, A.13.5, A.14.1.1, A.14.1.3, A.14.2.1, A.16.2, B.1

training - HOT - start of, ss A.9.3.2, A.13.5.1

training – HOT – use of, s A.13.5.1 training – human error, s A.16.5 training – human factors, ss A.16.5, B.1 training – ICAO – alphabet, s A.14.2.1 training – ICAO – language proficiency rating scale, s 7 training – in-flight icing, s A.3.3.2 training - initial, ss 3.3.1, 4.3, 4.7, 6.1, 6.3, 6.5, 6.6.1, 6.6.3, Table 5 training – instructor. See training – trainer training – landing gear, Rationale at par 3, ss 3.1, 6.4, A.3.7, A.8.1.4, A.13.4, A.14.1.5, A.15.1, A.15.3, training – language proficiency rating scale, ICAO, s 7 training - language, English, ss 7, A.14.1.1 training - language, other, ss 9.3, 9.5, A.14.1.1 training – lessons learned, ss 6.1, 9.4 training – local variations, ss 1.1, 4.3.1, 4.4-4.11, 5.1, 6.2, 6.3, 6.4, 6.5, 6.7, A.8.1, A.12.4, A.19.1, A.19.2, A.20.1– A.20.2. B.2 training – management plan, ss 3.3.1, 8.4, A.18.1.1 training – management, senior, s 4.1 training - manager, program - alternative title - accountable executive, s 4.2.1 training - manager, program - alternative title - accountable person, s 4.2.1 training - manager, program - alternative title - responsible person, s 4.2.1 training - manager, program - alternative title - winter program manager, s 4.2.1 training - manager, program, s 4.2.1 training – materials compatibility, s A.4.5 training – method – case studies, s 9.4 training - method - computer-based, s 9.4 training - method - demonstration-performance, s 9.4 training – method – lecture, s 9.4 training – method – lessons learned, s 9.4 training – new equipment, ss 4.4, 4.5, 6.1 training - no-spray zones, ss 6.4, 6.5, 6.7, A.4.4, A.15.4 training - one-step deicing/anti-icing, ss 6.2, A.8.2.2, A.10.2, A.14.1.3, B.2 training – organizational structure descriptions, s 3.3.1 training - personal protective equipment. See personal protective equipment training – personnel trained and qualified, ss 3.3.1, 3.3.2, 6.1, 6.6.3, A.4.4, A.9.2, A.13.3, A.13.5.1, A.13.6, A.15.6.1 training – postdeicing/anti-icing check, ss 4.5–4.7, 5.1, 5.2, 6.5, A.14.1.3, A.15.1, training - practical - accident/incident reporting, s 6.4 training - practical - centralized deicing, s 6.4 training – practical – communications – between driver and sprayer, s 6.4 training – practical – communications – multiple unit operations, s 6.4 training - practical - communications - unit to unit, s 6.4 training – practical – communications – with central deicing facility, s 6.4 training - practical - communications with flightcrew - aircraft configuration, s 6.4 training - practical - communications with flightcrew - anti-icing code, s 6.4 training - practical - communications with flightcrew - final release, s 6.4 training - practical - competence demonstration, s 6.4 training - practical - contamination check, s 6.4 training - practical - critical surfaces, s 6.4 training - practical - deicing unit - auxiliary engine operation, s 6.4 training - practical - deicing unit - basket operation, s 6.4 training – practical – deicing unit – boom controls, s 6.4 training - practical - deicing unit - boom operation, s 6.4 training - practical - deicing unit - cabin layout, s 6.4 training - practical - deicing unit - cabin operation, s 6.4 training - practical - deicing unit - control panel, s 6.4 training – practical – deicing unit – driving, s 6.4 training - practical - deicing unit - emergency boom lowering, s 6.4

training - practical - deicing unit - emergency situations, s 6.4 training – practical – deicing unit – emergency stop, s 6.4 training – practical – deicing unit – fluid filling, s 6.4 training - practical - deicing unit - harness use, s 6.4 training – practical – deicing unit – headset, s 6.4 training - practical - deicing unit - height, s 6.4 training - practical - deicing unit - layout, s 6.4 training – practical – deicing unit – lights, s 6.4 training - practical - deicing unit - operation, s 6.4 training – practical – deicing unit – park brake, s 6.4 training – practical – deicing unit – positioning, s 6.4 training – practical – deicing unit – safety around the aircraft, s 6.4 training – practical – deicing unit – safety features, s 6.4 training - practical - deicing unit - seat and mirror adjustment, s 6.4 training – practical – deicing unit – speed, s 6.4 training – practical – deicing unit – wipers, s 6.4 training - practical - emergency situations, s 6.4 training – practical – engine deicing, s 6.4 training – practical – engine ice removal, s 6.4 training - practical - environmental control, s 6.4 training – practical – evaluation, s 6.4 training – practical – fire extinguisher operations, s 6.4 training – practical – fluid – acceptance<sup>67</sup>, s 6.4 training – practical – fluid – delivery, s 6.4 training - practical - fluid - filling station, s 6.4 training - practical - fluid - heater operation, s 6.4 training - practical - fluid - mixing, manual v proportional, s 6.4 training – practical – fluid – quality checks, s 6.4 training - practical - fluid - sampling, s 6.4 training – practical – fluid – spraying distance, s 6.4 training – practical – fluid – spraying, s 6.4 training - practical - fluid - temperature, s 6.4 training – practical – fluid – tests, s 6.4 training - practical - gate deicing, s 6.4 training – practical – ground hose operation, s 6.4 training – practical – hot air use, s 6.4 training – practical – landing gear deicing, s 6.4 training – practical – multiple unit deicing, s 6.4 training – practical – no-spray areas, s 6.4 training – practical – nozzle setting, s 6.4 training - practical - postdeicing/anti-icing check, s 6.4 training - practical - prespray check - aircraft configuration, s 6.4 training - practical - prespray check - doors closed, s 6.4 training – practical – prespray check – hatches closed, s 6.4 training – practical – prespray check – personnel clear, s 6.4 training – practical – propeller deicing, s 6.4 training – practical – safety – anti-collision lights, s 6.4 training - practical - safety - approaching aircraft, s 6.4 training - practical - safety - awareness of other ramp user, s 6.4 training – practical – safety – human factors, s 6.4 training - practical - tactile check, s 6.4 training - practical v theoretical, s 1.1 training - professionalism, ss 9.1, A.16.5 training - program - documentation, latest edition, s 6.6.3

<sup>&</sup>lt;sup>67</sup> AS6285 says "fluid delivery", from a groundcrew perspective it should be fluid acceptance.

training - program - effectiveness monitoring, s 6.6.3 training - program - manuals, latest edition, s 6.6.3 training – program – quality review, periodic, s 6.6.3 training – program manager, ss 2.3.2 sub verbis "winter program manager", 3.3.1, 4.2, 4.2.1, 4.2.2, training – propylene glycol – handling of, ss A.10.4.1, A.17.3 training – proximity sensor activation, s A.15.5 training - qualification - certificate of, s 6.6.2 training - qualification - proof of, s 6.6.2 training - qualification - records, s 6.6.2 training – qualification level – cabin crew, ss 4.3, 4.13, 5.2 training – qualification level – deicing coordinator, ss 4.3, 4.9, 5.2, Appendix B training – qualification level – deicing inspector, ss 4.7, 5.2, 5.2, Appendix B training – qualification level – deicing instructor, ss 4.3, 4.8, 5.2, Appendix B training – qualification level – deicing operator, ss 4.3, 4.5, 5.2, Appendix B training - qualification level - deicing supervisor, ss 4.3, 4.6, 5.2, Appendix B training – qualification level – deicing unit driver, ss 4.3, 4.4, 5.2, Appendix B training – qualification level – deicing vehicle driver. See training – qualification level – deicing unit driver training – qualification level – dispatch personnel<sup>68</sup> training – qualification level – flightcrew, ss 4.3, 4.12, 5.2 training – qualification level – fluid quality inspector, ss 4.3, 4.10, 5.2 training - qualification level - head of deicing training, ss 4.2.2, 4.3, 4.11, 5.2 training – qualification level – laboratory staff. See training – qualification level – fluid quality inspector training - qualification level - pre/postdeicing inspector, ss 4.3, 4.7, 5.2, Appendix B training – qualification level – training elements s 5.2 training – qualification to develop training program – education techniques, s 3.3.1 training - qualification to develop training program - facilitation techniques, s 3.3.1 training – radio communications, ss A.12.5, A.14.1.1 training – records – date, s 6.6.2 training - records - evaluation results, s 6.6.2 training - records - failures, s 6.6.2 training - records - proof of qualification, as, s 6.6.2 training - records - qualification level, s 6.6.2 training – records – qualification restrictions, s 6.6.2 training - records - retrievability, ss 6.6.2, 6.6.3 training – records – subject matter, s 6.6.3 training – records – trainee name, s 6.6.2 training - records - trainer name, s 6.6.2 training - recurrent, ss 3.3.1, 4.3, 4.8, 4.9, 6.1, 6.6.1, 6.6.3 training – recycling, s A.17.3 training - regulators, role of, s A.4.2 training - risk v hazard, s A.16.1 training - SAE G-12, role of, s A.4.2 training - SAE standards, Rationale at par 5, ss 3.1, 6.2, A.1.1, A.4.5 training - safety - human factors, s A.16.5 training – scope, s 1.1 training - snow, foam confused as, s A.9.2 training – spot anti-icing, s A.11.3 training - standards, use of latest edition, ss 6.6.3, A.4.5 training – storage tank – inspection record, s A.11.3 training – storage tank – inspection, annual, s A.11.3 training - storage tank - non-destructive testing, s A.11.3 training - storage tank corrosion, s A.11.3 training - tactile check, ss 6.4, 6.7, A.8.1.4, A.14.1.3

<sup>&</sup>lt;sup>68</sup> Section 4.3 appears to be missing a training qualification level for dispatch personnel, yet section 3.3.1 par 2 calls for training of dispatch personnel.

training - teaching plan, ss 6.2, 6.4, Appendix A training – teaching plan. See also training – theoretical; training – practical training – theoretical – aircraft performance, fundamentals of, s 6.2 training – theoretical – angle of attack, s 6.2 training – theoretical – anti-icing code, s 6.2 training – theoretical – anti-icing fluids, s 6.2 training - theoretical - audits, learning from, s 6.2 training - theoretical - central deicing facility, s 6.2 training – theoretical – clean aircraft concept, s 6.2 training – theoretical – clear ice, s 6.2 training – theoretical – communications with flightcrew, s 6.2 training – theoretical – contamination [frozen] – effect on aircraft performance, s 6.2 training – theoretical – contamination [frozen] – removal with fluids, s 6.2 training – theoretical – contamination [frozen] – removal, s 6.2 training - theoretical - contamination [frozen] formation - effect of weather, s 6.2 training – theoretical – contamination check, s 6.2 training - theoretical - course content, ss 6.2, A.1, A.1.1 training - theoretical - critical surfaces, s 6.2 training - theoretical - deicing facility operations, s 6.2 training - theoretical - deicing fluids, s 6.2 training - theoretical - environmental impact, s 6.2 training - theoretical - environmental mitigation, s 6.2 training – theoretical – evaluation. See training – evaluation training - theoretical - examination. See training - evaluation training – theoretical – fluid handling, s 6.2 training - theoretical - fluid storage, s 6.2 training – theoretical – frost – local, s A.9.2.1 training – theoretical – hazard identification, s 6.2 training – theoretical – HOT – fluid concentration, s 6.2 training - theoretical - HOT - generic v fluid specific, s 6.2 training - theoretical - HOT - limitations of, s 6.2 training – theoretical – HOT – OAT, s 6.2 training – theoretical – HOT – precipitation conditions, s 6.2 training – theoretical – HOT – use of, s 6.2 training – theoretical – human factors, s 6.2 training – theoretical – ice crystals, s A.9.2.1 training - theoretical - introduction, s 6.2 training – theoretical – lessons learned, s 6.2 training – theoretical – no-spray areas, s 6.2 training - theoretical - one-step deicing, s 6.2 training – theoretical – personal protective equipment, s 6.2 training - theoretical - postdeicing/anti-icing check, ss 6.2, A.7 training - postdeicing report, ss A.14. A.14.1.4 training – theoretical – preflight contamination check, s 6.2 training – theoretical – procedures, updated, s 6.2 training – theoretical – quality control of fluids, s 6.2 training – theoretical – regulations, s 6.2 training – theoretical – risk management, s 6.2 training – theoretical – rules and permits, local, s 6.2 training - theoretical - SAE standards, compliance with, s 6.2 training - theoretical - SAE, role of, s 6.2 training - theoretical - safety, s 6.2 training - theoretical - safety, aircraft, s 6.2 training – theoretical – safety, personnel, s 6.2 training – theoretical – schedule, ss 6.2, A.1.1 training - theoretical - snow, dry, s A.9.2.1

training - theoretical - trainer experience, ss 6.2, A.1, A.1.1 training - theoretical - trainer name, ss 6.2, A.1 training - theoretical - trainer qualification, ss 6.2, A.1, A.1.2 training - theoretical - two-step deicing/anti-icing, s 6.2 training – theoretical – Type I/II/III/IV – color, s 6.2 training - theoretical - Type I/II/III/IV, s 6.2 training – theoretical – weather reporting, s 6.2 training - theoretical - weather, s 6.2 training - theoretical - weather, effect on airport operations, s 6.2 training - theoretical - weather, effect on contamination formation, s 6.2 training – theoretical vs practical, ss 1.1, 6.1 training – third party, by. See training – contractor training - timing, recommended, Table B1 training - train-the-trainer, s 3.3.1 training - two-step deicing/anti-icing, s A.8.2.3 training - Type I - color - orange, s A.10.2 training – Type I – degradation, thermal – water loss, s A.11.3 training – Type I – quantity, minimum, ss A.9.3, A.9.3.1 training - Type I - temperature, minimum, ss A.9.3.1 training - Type I, ss A.9.3, A.9.3.1 training – Type II – color – yellow, s A.10.2 training - Type II/III/IV - contamination - undedicated equipment, s A.11.3 training – Type II/III/IV – contamination – unlabeled equipment, s A.11.3 training - Type II/III/IV - degradation - excessive sharing - nozzle, s A.11.3 training – Type II/III/IV – degradation – excessive sharing – pump, s A.11.3 training – Type II/III/IV – degradation, thermal – HOT reduction, s A.11.3 training – Type II/III/IV – degradation, thermal – viscosity increase, s A.11.3 training – Type II/III/IV – degradation, thermal – viscosity reduction, s A.11.3 training - Type II/III/IV - degradation, thermal - water loss, s A.11.3 training – Type II/III/IV – quantity, minimum, ss A.9.3, A.9.3.2 training - Type II/III/IV - residue - flight control restrictions, s A.13.3 training - Type II/III/IV - residue cleaning, s A.13.3 training - Type II/III/IV - residue detection, s A.13.3 training – Type II/III/IV – residue formation – conditions conducive to, s A.13.3 training - Type II/III/IV - residue formation - Type I to alleviate, s A.13.3 training – Type II/III/IV – residue formation – use of Type II/III/IV without Type I, s A.13.3 training - Type II/III/IV - residue inspection, s A.13.3 training - Type II/III/IV - residue, s A.13.3 training – Type II/III/IV – temperature, s A.9.3.2 training - Type II/III/IV, ss A.9.3, A.9.3.2 training – Type III – color – bright yellow, s A.9.3.2 training - Type IV - color - green, s A.9.3.2 training - water spray endurance test, ss A.10.2, A.10.6, A.13.5.1 training – weather, ss A.5– A.5.7 training, head of deicing – definition, s 2.3.1 sub verbis "head of deicing training" weight - definition, s A.2.1 winter program manager - definition, s 2.3.1 winter program manager, ss 2.3.1, 3.3.1, 4.1, 4.2.1, 4.2.2

#### AS6332A Aircraft Ground Deicing/Anti-Icing Quality Management

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This document sets the requirements for aircraft deicing/anti-icing quality management system. It comprises a quality system, documentation, control of records, management responsibility, resource management, measurement and analysis of results, and process for continual improvement.

Index for AS6332A (Section and page numbers are those of AS6332A) AS9100, s 4 audit - documented procedure, s 9.1.1 audit evidence - definition, s 3.2b audit results, ss 9.3, A.8 audit, ss 6.4.2, 8.4, 9, A.8 audit, external, ss 6.4.2, 9.2 audit, internal, ss 6.4.2, 9.1 auditor - impartiality, s 9.1.1 auditor – objectivity, s 9.1.1 auditor – shall not audit their own work, s 9.1.1 auditor. s 9.1.1 check, deicing unit walk around, ss 7.2.3, A.5 clean aircraft concept – definition, s 3.2b clean aircraft concept, Rationale at p 1, ss 4, 6.1, 6.2, 6.3.2, 6.5, 7.1.1, 7.1.2, 7.3.1, 8.1, 9, A.2 conformity - definition, s 3.2b contamination [frozen] - definition, s 3.2b sub verbo "contamination" contamination [frozen] - superset of frost, s 3.2b sub verbo "contamination" contamination [frozen] - superset of frozen deposits, s 3.2b sub verbo "contamination" contamination [frozen] - superset of ice, s 3.2b sub verbo "contamination" contamination [frozen] - superset of semi-frozen deposits, s 3.2b sub verbo "contamination" contamination [frozen] - superset of slush, s 3.2b sub verbo "contamination" contamination [frozen] - superset of snow, s 3.2b sub verbo "contamination" contamination check - definition, s 3.2b sub verbis "contamination check or inspection" contamination inspection - definition, s 3.2b sub verbis "contamination check or inspection" continual improvement. See improvement, continual corrective action – definition, s 3.2b corrective action, ss 6.4.2, 9.1.1, 9.3, 9.3.1, 9.4, A.8 critical component - definition, s 3.2b sub verbis "clean aircraft concept" critical surface - definition, s 3.2b sub verbis "clean aircraft concept" definition - audit evidence, s 3.2b definition – clean aircraft concept, s 3.2b definition – conformity, s 3.2b definition - contamination [frozen], s 3.2b sub verbo "contamination" definition - contamination check, s 3.2b sub verbis "contamination check or inspection" definition - contamination inspection, s 3.2b sub verbis "contamination check or inspection" definition – corrective action, s 3.2b definition - critical component, s 3.2b sub verbis "clean aircraft concept" definition – finding, s 3.2b definition – ground icing conditions, s 3.2b definition - improvement, opportunity for, s 3.2b sub verbis "observation/opportunity for improvement" definition - management, senior, s 3.2b sub verbis "senior management" definition - may (SAE), s 3.2a definition – nonconformity, s 3.2b definition - observation, s 3.2b sub verbis "observation/opportunity for improvement" definition – preventive action, s 3.2b definition – qualified personnel, s 3.2b definition – quality assurance, s 3.2b definition – quality control, s 3.2b

definition – quality improvement, s 3.2b definition – quality management system, s 3.2b definition – quality management, Rationale at p 1, s 3.2b definition – quality manual, s 3.2b definition – quality system accountable executive, s 3.2b sub verbis "program manager" definition - quality system accountable person, s 3.2b sub verbis "program manager" definition – quality system program manager, s 3.2b sub verbis "program manager" definition - quality system responsible person, s 3.2b sub verbis "program manager" definition - root cause, s 3.2b definition - service provider, s 3.2b sub verbis "deicing service provider" definition - shall (SAE), s 3.2a definition - SMS, s 3.2b sub verbis "safety management system" definition – training, head of deicing, s 3.2b sub verbis "head of deicing training" definition – winter operations, s 3.2b deicing unit - walk around check, ss 7.2.2, A.5 finding – definition, s 3.2b ground icing conditions – definition, s 3.2b improvement, continual, Rationale at p 1, ss 4, 5.1, 6.4.2, 7, 8.4, 9.3, 9.4, A.8 improvement, opportunity for - definition, s 3.2b sub verbis "observation opportunity for improvement" ISO 9001, s 4 lockout tagout procedure, s 7.2.2 management, senior - definition, s 3.2b sub verbis "senior management" master lock procedure. See lockout tagout procedure may (SAE) - definition, s 3.2a nonconformity – definition, s 3.2b observation - definition, s 3.2b sub verbis "observation/opportunity for improvement" out-of-service procedure, s 7.2.2 preventive action – definition, s 3.2b preventive action, ss 6.4.2, 7.2.1, 9.3, 9.3.2, 9.4, A.8 qualified personnel – definition, s 3.2b quality - management responsibilities - communications, ss 6.3, A.2 quality - management responsibilities - continual improvement, s 6.4.2 quality – management responsibilities – documentation requirements, ss 6.5, A.2 quality - management responsibilities - management commitments, s 6.1 quality – management responsibilities – management representative, s 6.3.2 quality – management responsibilities – management review, ss 6.4, A.2 quality - management responsibilities - planning objectives, s 6.2 quality – management responsibilities – responsibility and authority, ss 6.3.1, A.2 quality - management responsibilities - review input, s 6.4.2 quality - management responsibilities - review output, s 6.4.3 quality - management responsibilities - training, head of, ss 6.3.3, A.2 quality - management responsibilities - audits, s 6.4.2 quality - management responsibilities, ss 6, A.2 quality – service provider responsibilities – aircraft requirement after deicing, ss 8.3, A.7 quality – service provider responsibilities – approved locations for deicing, ss 7.2.2, A.4 quality - service provider responsibilities - calibration, ss 7.2.1, 7.2.2, 7.3.2, A.5, A.6, quality – service provider responsibilities – clean aircraft concept, ss 7.1.1, 7.1.2, 7.3.1. 8.1 quality - service provider responsibilities - communication systems, s 7.2.1 quality – service provider responsibilities – communications with flightcrews, ss 8.3, A.7 quality – service provider responsibilities – competence of personnel, ss 7.1.1, 7.1.2 quality - service provider responsibilities - contamination check, ss 8.3, A.7 quality - service provider responsibilities - continual improvement, s 7 quality - service provider responsibilities - deicing facilities documentation, s 7.2.2 quality - service provider responsibilities - deicing infrastructure, s 7.2.1 quality - service provider responsibilities - deicing procedures, ss 8.3, A.7 quality - service provider responsibilities - deicing unit boom inspections, ss 7.2.2, A.5

quality - service provider responsibilities - deicing unit walk around, s A.5 quality – service provider responsibilities – deicing unit, ss 7.2.1, 8.2, A.5 quality – service provider responsibilities – education records, s 7.1.1 quality – service provider responsibilities – engines-on training, s 7.1.2  $\frac{1}{2}$  guality – service provider responsibilities – equipment walk around check, s 7.2.2 quality - service provider responsibilities - experience records, s 7.1.1 quality - service provider responsibilities - fall protection systems, ss 7.2.2, A.5 quality - service provider responsibilities - fire extinguishers, ss 7.2.2, A.5 quality - service provider responsibilities - fire suppression systems, s 7.2.2 quality - service provider responsibilities - fluid acceptance checks, ss 7.3.2, A.6 quality – service provider responsibilities – fluid certificates of conformance with delivery, ss 7.3.2, A.6 quality – service provider responsibilities – fluid field testing, ss 7.3.2, A.6 quality – service provider responsibilities – fluid handling systems, ss 7.2.1, A.4 quality - service provider responsibilities - fluid labeling, ss 7.2.2, 7.3.1, A.4, A.5 quality - service provider responsibilities - fluid manufacturer documentation, abide by, ss 7.3.1, 7.3.2, A.5 quality – service provider responsibilities – fluid quality control checks, ss 7.3, 7.3.1, 7.3.2, 8.3, A.5 quality – service provider responsibilities – fluid sampling procedures, ss 7.3.2, A.6 quality - service provider responsibilities - fluid storage, ss 7.3.1, A.4 quality - service provider responsibilities - fluid testing equipment, s 8.2 quality - service provider responsibilities - fluid testing, laboratory, s 7.3.2 quality - service provider responsibilities - fluids, ss 8.2. 8.3 quality - service provider responsibilities - hazard labeling, ss 7.2.2, A.4. A.5 quality – service provider responsibilities – information systems, s 7.2.1 quality - service provider responsibilities - inspection records, ss 7.2.2, A.4, A.5 quality - service provider responsibilities - lockout tagout procedures, ss 7.2.2, A.5 quality - service provider responsibilities - maintenance records, ss 7.2.2, A.4, A.5 quality – service provider responsibilities – out-of-service procedures, s 7.2.2 quality – service provider responsibilities – personal protective equipment, ss 7.2.2, A.5 quality – service provider responsibilities – planning deicing operations, s 8.1 quality - service provider responsibilities - postdeicing anti-icing check, ss 8.3, A.7 quality - service provider responsibilities - qualification records, s 7.1.2 quality - service provider responsibilities - qualified personnel, s 8.2 quality – service provider responsibilities – trainer certification, s 7.1.2 quality - service provider responsibilities - training effectiveness, s 7.1.1 quality – service provider responsibilities – training examinations, s 7.1.2 quality – service provider responsibilities – training programs, s 7.1.2 quality - service provider responsibilities - training qualification requirements, s 7.1.2 quality – service provider responsibilities – training records, ss 7.1.1, 7.1.2 quality – service provider responsibilities – training, initial, s 7.1.1 quality - service provider responsibilities - training, recurrent, s 7.1.1 quality – service provider responsibilities – transport systems, s 7.2.1 quality - service provider responsibilities - work instructions, ss 8.2, A.7 quality assurance - definition, s 3.2b quality assurance - processes - audits, Appendix A at p 19 quality assurance - processes - change control, Appendix A at p 19 quality assurance - processes - documentation, Appendix A at p 19 quality assurance - processes - investigation procedures, Appendix A at p 19 quality assurance - processes - manuals, Appendix A at p 19 quality assurance - processes - personnel training, Appendix A at p 19 quality assurance – processes – standard operating procedures, Appendix A at p 19 quality assurance - processes - supplier management, Appendix A at p 19 quality assurance v quality control, Appendix A at p 19 quality control – definition, s 3.2b quality control - procedures - batch inspection, Appendix A at p 19 quality control - procedures - implementation, Appendix A at p 19 quality control - procedures - laboratory testing, Appendix A at p 19

quality control – procedures – observation of the performance of tasks, Appendix A at p 19 quality control – procedures – observation of the performance of services. Appendix A at p 19 quality control - procedures - product sampling, Appendix A at p 19 quality control - procedures - validation testing, Appendix A at p 19 quality improvement – definition, s 3.2b quality management - definition, Rationale at p 1, s 3.2b quality management - system approach, Rationale at p 1, ss 4, 5 quality management system - aircraft size limits, ss 5.5, A.1 quality management system - communications, ss 5.5, A.1 quality management system - conformance to AS6285, ss 5.5. A.1 quality management system - conformance to AS6286, ss 5.5, A.1 quality management system - conformance to regulations, ss 5.5, A.1 quality management system – definition, s 3.2b quality management system – deicing location procedures, ss 5.5, A.1 quality management system - document control, s 5.3 quality management system – documentation requirements, ss 5.5, Appendix A quality management system – emergency procedures, ss 5.5, A.1 quality management system - engines-on procedures, ss 5.5, A.1 quality management system - ground deicing program, ss 5.5, A.1 quality management system - procedures, ss 5.2, A.1 quality management system - process control documents, s 5.2 quality management system - quality manual, ss 5.2, 5.5, A.1 quality management system - quality objectives, ss 5.2, 9.3 quality management system – quality policy, ss 5.2, 9.3 quality management system – records, s 5.2 quality management system - regulatory conformance, ss 5.5, A.1 quality management system - safety zones, ss 5.5, A.1 quality management system - SMS, ss 5.5, A.1 quality management system – winter operation documents, s 5.2 quality management system - winter planning documents, s 5.2 quality management system, ss 4, 5, A.1 quality management, s 4 quality manual - definition, s 3.2b quality objectives, ss 5.2, 9.3 quality policy, ss 5.2, 9.3 quality system accountable executive - definition, s 3.2b sub verbis "program manager" quality system accountable person - definition, s 3.2b sub verbis "program manager" quality system program manager – definition, s 3.2b sub verbis "program manager" quality system responsible person – definition, s 3.2b sub verbis "program manager" root cause - definition, s 3.2b root cause, ss 9.4, A.8 safety management system. See SMS service provider - definition, s 3.2b sub verbis "deicing service provider" shall (SAE) – definition, s 3.2a SMS - definition, s 3.2b sub verbis "safety management system" lockout tagout procedure, s 7.2.2 training – clean aircraft concept, ss 7.1, 7.1.1, 7.1.2, A.3 training - conformance to AS6285, s A.3 training - conformance to AS6286, s A.3 training – engines-on deicing, s 7.1.2 training - evaluation, s A.3 training - head of deicing - definition, s 3.2b training – head of deicing, s 6.3.3 training – initial, s 7.1.1 training – qualification for each role, s A.3 training – records, ss 7.1.1, 7.1.2, A.3

training – recurrent, ss 7.1.1, 7.1.2, A.3 training – trainer certification, s A.3 winter operations – definition, s 3.2b

# ARP8831 Aircraft Ground Deicing/Anti-Icing Quality Auditing Checklist (21 October 2024)

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This document presents a checklist for auditing methods and procedures of aircraft ground deicing/anti-icing.

The checklist is in section three of the document. The table of content of the document does not offer a detailed view of section three. The table of content is reproduced here with a more detailed section three.

1.	SCOPE	3
2.	REFERENCES	3
2.1	Applicable Documents	3
2.1.1	SAE Publication	3
2.1.2	ISO Publications	3
2.2	Definitions	3
2.3	Abbreviations and Acronyms	3
3	AUDITING CHECKLIST	4
3.A	Company Contact and Handling Information	6
3.B	Sation Fluids and Vehicle Listing	7
3.B.1	Station Fluids	7
3.B.2	Station Vehicles	7
3.C	Review of the Previous Inspection	8
3.D	Station Checklist Codes and Colors	9
3.D.1	Procedures and documentation	10
3.D.2	Management Responsibilities	11
3,D.3	Training and Qualification	12
3.D.4	Infrastructure Facilities and Storage	14
3.D.5	Equipment	15
3.D.6	Fluids	17
3.D.7	Operations	18
3.D.8	Measurement, Analysis, and Improvement	19
3.D.9	Comments, Findings summary, Corrective Action Responses, Best Practice	20
	Notes	
3.D.9.1	Comments	20
3.D.9.2	Major Nonconformances Summary	20
3.D.9.3	Minor Nonconformance Summary/	21
3.D.9.4	Opportunities for Improvement/Best Practice Notes	22

4	Notes	22
4.1	Revision Indicator	22

Index for ARP8831 (Section and page numbers are those of ARP8831) audit checklist - airlines procedures, s 3.D.1 audit checklist - airport procedures, s 3.D.1 audit checklist – annual audit, s 3 audit checklist - approved locations, s 3.d.4 audit checklist - audit procedure, s 3.D.8 audit checklist - audit results review by senior management, s 3.D.8 audit checklist - audit schedule, s 3.D.8 audit checklist - audit, annual, s 3 audit checklist - audit, follow-up, s 3 audit checklist - audit, initial, s 3 audit checklist - audit, on-site, s 3 audit checklist - audit, remote, s 3 audit checklist - clean aircraft concept, s 3.D.2 audit checklist - codes and colors, s 3.D audit checklist - communication program, s 3.D.1 audit checklist - communications procedure - abnormal occurrences, s 3.D.7 audit checklist - communications procedure - for deicing crews, s 3.D.7 audit checklist - communications procedure - interrupted communications, s 3.D.7 audit checklist - communications procedure - postdeicing, s 3.D.7 audit checklist - communications procedure - predeicing, s 3.D.7 audit checklist - communications procedure - with flightcrew, s 3.D.7 audit checklist - communications procedure, s 3.D.7 audit checklist - company contact, s 3 audit checklist - conformity of deicing operations data with procedure, s 3.D.7 audit checklist – corrective measures, s 3 audit checklist - corrective measures, s 3 audit checklist - customer-specific training, s 3.D.3 audit checklist - deicing equipment hazard labeling, s 3.D.5 audit checklist - deicing equipment inspection, s 3.D.5 audit checklist - deicing equipment labeling, s 3.D.5 audit checklist - deicing equipment maintenance, s 3.D.5 audit checklist - deicing equipment walk-around checklist, s 3.D.5 audit checklist - deicing equipment walk-around, s 3.D.5 audit checklist - deicing operation data records - paper or electronic, s 3.D.7 audit checklist - document record control system, s 3.D.1 audit checklist - documentation of equipment, s 3.D.2 audit checklist - documentation of facilities, s 3.D.2 audit checklist - documentation of responsibilities, s 3.D.2 audit checklist - engine contamination removal qualification, s 3.D.3 audit checklist - engines-on procedure, s 3.D.1 audit checklist - English language requirement, s 3.D.3 audit checklist - equipment, s 3.D.5 audit checklist - fall prevention equipment, s 3.D.5 audit checklist - findings - major nonconformance, s 3 audit checklist - findings - minor nonconformance, s 3 audit checklist - findings - opportunity for improvement, s 3 audit checklist - findings - repeated findings, s 3 audit checklist - findings summary, s 3.D.9 audit checklist - findings, ss 3, 3.D.9 audit checklist - fire suppression inspection record, s 3.D.5

audit checklist - fluid acceptance checks, s 3.D.6 audit checklist – fluid bending system procedure, s 3.D.5 audit checklist - fluid compatibility, s 3.D.6 audit checklist – fluid daily check procedure, s 3.D.6 audit checklist – fluid daily test results, s 3.D.6 audit checklist - fluid delivery documentation, s 3.D.6 audit checklist - fluid fill and discharge ports labeling, s 3.D.4 audit checklist - fluid freezing point tolerance, s 3.D.5 audit checklist - fluid handling procedure, s 3.D.6 audit checklist - fluid in-use specification, s 3.D.6 audit checklist - fluid manufacturer technical data, s 3.D.6 audit checklist - fluid manufacturer, s 3.B.1 audit checklist – fluid nonconformance procedure, s 3.D.6 audit checklist – fluid nozzle sample test results, s 3.D.6 audit checklist – fluid preseason test results, s 3.D.6 audit checklist – fluid quarantine procedure, s 3.D.6 audit checklist – fluid random test results, s 3.D.6 audit checklist - fluid sample retention, s 3.D.6 audit checklist - fluid selection switches labeling, s 3.D.5 audit checklist - fluid storage documentation, s 3.D.6 audit checklist – fluid storage labeling, s 3.D.4 audit checklist - fluid storage test results, s 3.D.6 audit checklist - fluid storage, s 3.D.4 audit checklist - fluid test procedure for heated fluids, s 3.D.6 audit checklist – fluid test results for heated fluids, s 3.D.6 audit checklist - fluid within season test results, s 3.D.6 audit checklist - fluids, s 3.D.6 audit checklist – follow-up audit, s 3 audit checklist - hazard identification, s 3.D.4 audit checklist – global aircraft deicing standards, s 1 audit checklist – head of deicing, s 3.D.2 audit checklist – human factors, s 3.D.3 audit checklist – information update for staff, s 3.D.3 audit checklist - infrastructure, facilities, storage, s 3.D.4 audit checklist – initial audit, s 3 audit checklist – initial training, s 3.D.3 audit checklist - instructors, s 3.D.3 audit checklist - lessons learned, s 3.D.3 audit checklist – list of fluids, s 3.B.1 audit checklist - list of vehicles, s 3.B.2 audit checklist - local procedure manual, s 3.D.1 audit checklist – lockout procedure, s 3.D.5 audit checklist - management responsibilities, s 3.D.2 audit checklist - measurement, analysis, improvement, s 3.D.8 audit checklist - monitoring of outsourced services, s 3.D.8 audit checklist – nonconformance documentation, s 3.D.8 audit checklist – nonconformances, ss 3, 3, D, 9, 1, 3, D, 9, 2 audit checklist - nozzle labeling, s 3.D.5 audit checklist - onsite audit, s 3 audit checklist – operation, s 3.D.7 audit checklist - opportunities for improvement review by senior management, s 3.D.8 audit checklist - opportunities for improvement summary, s 3.D.9.4 audit checklist - opportunities for improvement, s 3.D.9.4 audit checklist - personal protection equipment, s 3.D.5 audit checklist - postdeicing check procedure, s 3.D.7 audit checklist - postdeicing/anti-icing check qualification, s 3.D.3

audit checklist - postdeicing/anti-icing check, s 3.A audit checklist - procedure manual, s 3.D.1 audit checklist - procedures and documentation, s 3.D.1 audit checklist - propeller contamination removal qualification, s 3.D.3 audit checklist – quality control, s 3.D.1 audit checklist - quality management system, s 3.D.1 audit checklist – recurrent training, s 3.D.3 audit checklist - refractometers calibrated, s 3.D.6 audit checklist - refractometers set to zero, s 3.D.6 audit checklist - remote audit, s 3 audit checklist - restrictions, s 3 audit checklist - review of the previous inspection, s 3.C audit checklist - safety management system, s 3.D.1 audit checklist - special checks, s 3.D.3 audit checklist - spill control, s 3.D.4 audit checklist – staff qualification, s 3.D.3 audit checklist - storage tank inspection records, s 3.D.4 audit checklist – tactile checks, s 3.D.3 audit checklist - tagout procedure, s 3.D.5 audit checklist - training and qualification, s 3.D.3 audit checklist – training program, s 3.D.3 audit checklist - training records, s 3.D.3 audit checklist - fluid nozzle temperature, s 3.D.5 audit checklist – use by air operators, s 3 audit checklist - use by audit organizations, s 3 audit checklist – use by regulators, s 3 audit checklist – use by service providers, s 3 audit checklist - valves easy to operate, s 3.D.4 audit checklist – vehicle manufacturer, s 3.B.2 audit checklist - vehicle positioning, s 3.D.3 audit checklist, ss 1 checklist. See audit checklist confirm – definition, s 2.2 definition – confirm, s 2.2 definition – may (SAE), s 2.2 definition - shall (SAE), s 2.2 definition - should (SAE), s 2.2 definition – verify, s 2.2 may (SAE) – definition, s 2.2 shall (SAE) - definition, s 2.2 should (SAE) – definition, s 2.2 verify – definition, s 2.2
### **Documents Issued by Regulators**

The FAA and Transport Canada publish yearly holdover time guidelines, extensive guidance material, a list of fluids qualified for anti-icing performance (water spray endurance time and water spray endurance time) and aerodynamic acceptance and their respective lowest aerodynamic acceptance temperature. The FAA and Transport Canada do not verify that the fluids meet all the technical requirements of AMS1424 (latest version) and AMS1428 (latest version) other than anti-icing performance and aerodynamic acceptance. Users must verify that the fluids to be used meet all other technical requirements of AMS1424 (latest version), AMS1424/1 (latest version), AMS1428 (latest version), and AMS1428/1 (latest version).

EASA and ICAO also publish guidance material.

#### **Documents Issued by the Federal Aviation Administration**

#### FAA, Holdover Time Guidelines, Winter 2024-2025, original issue

Issued August 6, 2024, by the FAA. FAA Aircraft Ground Deicing

Contact person for technical content: Warren Underwood. Contact person for FAA Flight Standard policies: Timothy McClain.

This document provides holdover time guidelines for Types I, II, III, and IV fluids, holdover time guidelines for mixed snow and freezing fog and allowance times for Type III fluids and EG-based and PG-based Type IV fluids. It includes a list of fluids tested for anti-icing performance (water spray endurance test and high humidity endurance test) and aerodynamic acceptance, a table of snowfall intensities as a function of prevailing visibility and guidelines for the application of SAE Type I, II, II and IV fluids.

The 2024-2025 FAA *Holdover Time Guidelines* are designed to be used with the FAA, *Ground Deicing Program, General Information,* revision: original (6 August 2024).

#### Principal changes to the Holdover Time Guidelines 2024-2025

A detailed list of changes is on pp 7–8 of the *Holdover Time Guidelines*.

Two new Type I are listed, six Type I are delisted, two Type II are delisted, four Type IV are delisted and four Type IV are listed. Fluid specific holdover time guidelines were created for the new Type II and IV fluids. As a result of the listing and delisting of fluids, changes were made to the Type II and Type IV generic holdover time tables (p 7).

A new "Snow mixed with Freezing Fog" column has been added to all Type I, II, III, and IV holdover time tables with fluid specific values. The generic "Snow mixed with Freezing Fog" table has been removed (p 7).

A note was added in all Type I, II, III, and IV HOT tables indicating that the visibility table must be used in conditions of snow mixed with freezing fog to confirm the snowfall intensity (p 7).

The Type I column in the active frost holdover time table has been split into two to separate aluminum and composite holdover times (p 7).

A caution relating to cold-soaked wing with the use of 50/50 fluids from the Type II/IV fluid application table was added to the Type II and IV fluid holdover time table cautions (p 7).

A caution relating to blowing snow that applies to all Type I, II, III, and IV HOT tables has been updated to include drifting snow (p 7).

There is a new table indicating the list of Type III and Type IV fluids validated for use with the allowance time tables (p 7).

Three conditions were added to the Type IV allowance time tables: 1) moderate ice pellets mixed with moderate snow, 2) light ice pellets mixed with light rain and light snow , and 3) light ice pellets mixed with light freezing rain and light snow (p 7).

Various other changes, such as adding a column above 0 °C, were made to the allowance time tables (p 8).

#### Note to the reader

As the FAA and Transport Canada *Holdover Time Guidelines* originate from the same data set and are similar, I use the same index entries for both documents. If the entry pertains only to the FAA document, there is the mention "(FAA)", similarly "(TC)" for Transport Canada.

If it is a new feature of the 2024-2025 winter, it is indexed as "2024-2025 (FAA & TC)". If the new feature only pertains to the FAA, it reads "2024-2025 (FAA)" and for Transport Canada "2024-2025 (TC)".

Index for the FAA HOT Guidelines (Page numbers are those of the FAA Holdover Time Guidelines; read the note to the reader above) 2024-2025 (FAA & TC) – allowance time – list of validated fluids, p 57 2024-2025 (FAA & TC) – HOT – generic snow mixed with freezing fog table deleted, p 7 2024-2025 (FAA & TC) - HOT - precipitation type - snow mixed with freezing fog, pp 7, 15-25, 27-29, 31-56, A-9–A-19, A-25–A-50 2024-2025 (FAA & TC) – HOT – Type I – active frost table split into aluminum and composite holdover times, p 7 2024-2025 (FAA & TC) - snowfall visibility table - conditions - snow accompanied by drifting snow, p 65 2024-2025 (FAA & TC) – snowfall visibility table – conditions – snow grains accompanied by drifting snow, p 65 2024-2025 (FAA & TC) - snowfall visibility table - conditions - snow pellets accompanied by drifting snow, p 65 2024-2025 (FAA & TC) - Type I fluid delisted - Beijing Wangye KLA-1, pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Octaflo LYOD, pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Safewing EG I 1996 (88), pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Safewing MP I 1938 ECO, pp 66-69 2024-2025 (FAA & TC) – Type I fluid delisted – Gansu Xiexin XHN-1, pp 66–69 2024-2025 (FAA & TC) - Type I fluid delisted - Safewing 1938 ECO (80) Premix 55%, pp 66-69 2024-2025 (FAA & TC) – Type I fluid listed – Chongqing Joba FW-1, pp 66–69 2024-2025 (FAA & TC) – Type I fluid listed – Clariant Safewing MP LFD Plus 88, pp 66–69 2024-2025 (FAA & TC) - Type II fluid delisted - Clariant Safewing MP II FLIGHTPLUS, pp 70-71

2024-2025 (FAA & TC) – Type II fluid delisted – JSP RCP Nordix Defrost PG 2, pp 70–71 2024-2025 (FAA & TC) – Type IV fluid delisted – All Clear ClearWing Eco, pp 73–76 2024-2025 (FAA & TC) - Type IV fluid delisted - Clariant Max Flight AVIA, pp 73-76 2024-2025 (FAA & TC) – Type IV fluid delisted – Clariant Max Flight SNEG, pp 73–76 2024-2025 (FAA & TC) – Type IV fluid delisted – Clariant Safewing EG IV NORTH, pp 73–76 2024-2025 (FAA & TC) – Type IV fluid listed – ALAB International PROFLIGHT PG 4, pp 73–76 2024-2025 (FAA & TC) – Type IV fluid listed – Chongqing Joba FW-IV, pp 73–76 2024-2025 (FAA & TC) – Type IV fluid listed – MKS DevO Chemicals COREICPHOB Type-IV PG, pp 73-76 2024-2025 (FAA & TC) - Type IV fluid listed - Shaanxi Cleanway Cleansurface IV, pp 73-76 aerodynamic acceptance test - results - high speed ramp, pp 66-76 aerodynamic acceptance test – results – low speed ramp, pp 66–69, 72 aerodynamic acceptance test – results – middle speed ramp, pp 66–69, 72 aircraft manufacturer documentation – fluid temperature limit, pp 79–81 allowance time – 76% adjusted – flaps and slats deployed, pp A-51 to A-56 allowance time – cannot be extended by inspection, p 57 allowance time – cautions – ground deicing/anti-icing fluids do not provide in-flight icing protection, p 57 allowance time – cautions – no time extension by inspection, p 57 allowance time – cautions – responsibility for use of data remains with the user, p 57 allowance time – cautions, p 57 allowance time - list of validated fluids, p 57 allowance time - METAR code -DZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code DZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -DZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code DZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code FZDZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZDZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code FZDZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZDZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZRAGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZRAGSSN, pp 60, 62, A-53, A-55 allowance time - METAR code -FZRAPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZRAPLSN, pp 60, 62, A-53, A-55 allowance time - METAR code -FZRASNGS, pp 60, 62, A-53, A-55 allowance time - METAR code -FZRASNPL, pp 60, 62, A-53, A-55 allowance time – METAR code GR with remark less than <sup>1</sup>/<sub>4</sub>, pp 59, 61, 63 allowance time - METAR code GS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -GS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -GSDZ, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code GSDZ, pp 60, 62, A-53, A-55 allowance time - METAR code -GSFZDZ, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code GSFZDZ, pp 60, 62, A-53, A-55 allowance time - METAR code -GSFZRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -GSFZRASN, pp 60, 62, A-53, A-55 allowance time - METAR code -GSRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code GSRA, pp 60, 62, A-53, A-55 allowance time - METAR code -GSRASN, pp 60, 62, A-53, A-55 allowance time - METAR code - GSSN, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code GSSN, pp 60, 62, A-53, A-55 allowance time - METAR code -GSSNFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code -GSSNRA, pp 60, 62, A-53, A-55 allowance time - METAR code PL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLDZ, 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLFZDZ, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLFZRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLFZRASN, pp 60, 62, A-53, A-55

allowance time - METAR code -PLFZRASN, pp 60, 62, A-53, A-55 allowance time – METAR code -PLRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code PLRA, pp 60, 62, A-53, A-55 allowance time - METAR code -PLRASN, pp 60, 62, A-53, A-55 allowance time - METAR code -PLSN, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code PLSN, pp 60, 62, A-53, A-55 allowance time - METAR code -PLSNFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code -PLSNRA, pp 60, 62, A-53, A-55 allowance time - METAR code RAGS, pp 60, 62, A-53, A-55 allowance time - METAR code -RAGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -RAGSSN, pp 60, 62, A-53, A-55 allowance time - METAR code -RAPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code RAPL, pp 60, 62, A-53, A-55 allowance time - METAR code -RAPLSN, pp 60, 62, A-53, A-55 allowance time - METAR code -RASNGS, pp 60, 62, A-53, A-55 allowance time – METAR code -RASNPL, pp 60, 62, A-53, A-55 allowance time - METAR code -SNFZRAGS, pp 60, 62, A-53, A-55 allowance time - METAR code -SNFZRAPL, pp 60, 62, A-53, A-55 allowance time - METAR code SNGS, pp 60, 62, A-53, A-55 allowance time - METAR code - SNGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -SNGSFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code - SNGSRA, pp 60, 62, A-53, A-55 allowance time - METAR code -SNPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code SNPL, pp 60, 62, A-53, A-55 allowance time - METAR code - SNPLFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code -SNPLRA, pp 60, 62, A-53, A-55 allowance time - METAR code -SNRAGS, pp 60, 62, A-53, A-55 allowance time - METAR code -SNRAPL, pp 60, 62, A-53, A-55 allowance time – precipitation types, pp 59–63 allowance time – rotation speed ≥ 100 knots – Type III fluids, p 59 at note 1 allowance time – rotation speed ≥ 100 knots – Type IV EG fluids, p 66 at note 3 allowance time – rotation speed  $\ge 100$  knots ( $\ge 115$  knots for < 10°C precipitation conditions) – Type IV glycol unknown, p 63 at notes 1, 3, 4 allowance time – rotation speed  $\geq$  100 knots ( $\geq$  115 knots for some precipitation conditions) – Type IV PG fluids, p 63 at notes 3-4allowance time - Type III undiluted, p 59 allowance time - Type III unheated, p 59 allowance time - Type IV EG fluid undiluted, p 61 allowance time - Type IV glycol unknown, pp 61, 63 allowance time - Type IV PG fluid undiluted, p 63 AMIL, pp 77 at caution 1, B-2 anti-icing performance - definition, p 77 anti-icing performance - superset of high humidity endurance test, p 77 anti-icing performance - superset of water spray endurance test, p 77 APS Aviation, pp 77 at caution 1, B-2 AS5900, pp 7, 27–29, 77, A-22–A-23, B-2 cold soaking - no use of Type II/III/IV 50/50 dilution, pp 14, 30, 80-81, A-8, A-24, A-30 cold soaking - underwing frost as indicator of, pp 14, 30, 80-81, A-8, A-24, A-30 definition – anti-icing performance, p 77 definition - is/are required (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 definition – LOUT, p 77 at note 3 definition - must (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 definition – qualification expiry date, p 77 at note 2 definition - shall (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 definition – should (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 degree-specific holdover times. See DSHOT

DSHOT - snow grains, p 5 DSHOT – snow pellets, p 5 DSHOT - snow, p 5 DSHOT – Type II/III/IV undiluted, p 5 DSHOT, p 5 expiry date. See qualification expiry date fluid application - cautions, pp 79-81 fluid application – deicing – temperature (desirable) at nozzle  $\geq 60^{\circ}$ C, pp 79–81 fluid application – guidelines, pp 79–81 fluid application - one-step - anti-icing - on clean aircraft only, pp 79-81 fluid application – one-step anti-icing only (TC), pp 79-81 fluid application – one-step deicing only (TC), pp 79-81 fluid application – one-step deicing/anti-icing (FAA), pp 79–81 fluid application - one-step, pp 79-81 fluid application – temperature limits, pp 79–81 fluid application - three-minute rule. See three-minute rule fluid application – two-step, pp 79–81 fluid application – Type I – anti-icing – quantity  $\geq 1 \text{ L/m}^2$ , p 79 fluid application – Type I – anti-icing – temperature  $\geq$  60°C, p 79 fluid application – Type I freezing point buffer < 10°C procedure approval (FAA), pp 79-81 fluid application – Type I guidelines, p 79 fluid application - Type II/III/IV - anti-icing - insufficient amount, p 80-81 fluid application – Type II/III/IV 50/50 – do not use for anti-icing – cold soaking, pp 79–81 fluid application - Type II/IV guidelines, p 79 fluid application – Type IIII unheated guidelines, p 81 fluid application tables. See fluid application – guidelines fluid failure, early - flaps and slats deployed. See flaps and slats deployed fluid list, pp 66–76 fluid manufacturer – contact information, p C-2 fluid manufacturer documentation - aerodynamic acceptance data, p 77 at caution 2 fluid manufacturer documentation – freezing point v dilution data, p 77 at note 4 fluid manufacturer documentation – LOUT, p 77 at note 3 fluid manufacturer documentation - materials compatibility data, p 77 at caution 1 fluid manufacturer documentation - toxicity data, p 71 at caution 1 high humidity endurance test - subset of anti-icing performance, p 77 highest on-wing viscosity – fluid manufacturer method, pp 77 note 8, 78 highest on-wing viscosity, pp 70-76 HOT – 76% adjusted – flaps and slats deployed, pp A-1 to A-50 HOT - flaps and slats deployed. See HOT - 76% adjusted - flaps and slats deployed HOT – frost, active, pp 9–10 HOT - precipitation type - freezing drizzle, heavy, pp 11-56, A-5-A-50 HOT – precipitation type – freezing drizzle, light, pp 11–56, A-5–A-50 HOT - precipitation type - freezing drizzle, moderate, pp 11-56, A-5-A-50 HOT – precipitation type – freezing drizzle, pp 11–56, A-5–A-50 HOT – precipitation type – freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – freezing mist, pp 11–56, A-5–A-50 HOT – precipitation type – freezing rain, light, pp 11–56, A-5–A-50 HOT – precipitation type – frost, active, pp 9–10, A-3–A-4 HOT – precipitation type – ice crystals mixed with freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – ice crystals mixed with freezing mist, pp 11-56, A-5-A-50 HOT – precipitation type – ice crystals, pp 11–56, A-5–A-50 HOT - precipitation type - other - freezing rain, heavy, pp 11-56, A-5-A-50 HOT - precipitation type - other - freezing rain, moderate, pp 11-56, A-5-A-50 HOT – precipitation type – other – hail, pp 11–56, A-5–A-50 HOT – precipitation type – other – hail, small, pp 11–56, A-5–A-50 HOT – precipitation type – other – ice pellets, pp 11–56, A-5–A-50

HOT - precipitation type - other - snow, heavy, pp 11-56, A-5-A-50 HOT – precipitation type – rain on cold-soaked wing, pp 11–56, A-5–A-50 HOT – precipitation type – snow grains, light, pp 11–56, A-5–A-50 HOT – precipitation type – snow grains, moderate, pp 11–56, A-5–A-50 HOT – precipitation type – snow grains, very light, pp 11–56, A-5–A-50 HOT – precipitation type – snow mixed with freezing fog, pp 7, 15–25, 27–29, 31–56, A-9–A-19, A-25–A-50 HOT - precipitation type - snow pellets, light, pp 11-56, A-5-A-50 HOT – precipitation type – snow pellets, moderate, pp 11–56, A-5–A-50 HOT - precipitation type - snow pellets, very light, pp 11-56, A-5-A-50 HOT – precipitation type – snow, light – mixed with drizzle, pp 11–56, A-5–A-50 HOT – precipitation type – snow, light – mixed with freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – snow, light – mixed with ice crystals, pp 11–56, A-5–A-50 HOT - precipitation type - snow, light - mixed with light rain, pp 11-56, A-5-A-50 HOT – precipitation type – snow, light, pp 11–56, A-5–A-50 HOT – precipitation type – snow, moderate – mixed with freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – snow, moderate – mixed with ice crystals, pp 11–56, A-5–A-50 HOT - precipitation type - snow, moderate, pp 11-56, A-5-A-50 HOT – precipitation type – snow, very light – mixed with drizzle, pp 11–56, A-5–A-50 HOT – precipitation type – snow, very light – mixed with freezing fog, pp 11–56, A-5–A-50 HOT - precipitation type - snow, very light - mixed with ice crystals, pp 11-56, A-5-A-50 HOT – precipitation type – snow, very light – mixed with light rain, pp 11–56, A-5–A-50 HOT - precipitation type - snow, very light, pp 11-56, A-5-A-50 HOT – Type I – aluminum surface, pp 10, 12, A-4, A-6 HOT – Type I – composite surface, pp 10, 13, A-4, A-7 HOT – Type I/II/III/IV frost, pp 10, A-4 HOT – Type II fluid-specific, pp 13, 15–25 HOT – Type II generic – fluids must be on the FAA/TC list of fluids, p 15 at note 1, A-9 at note 1 HOT – Type II generic, pp 14–15, A-8–A-9 HOT – Type III fluid-specific – heated – no HOT, pp 28–30 at note 1 HOT - Type III fluid-specific - unheated, pp 26-29, A-20-A-23 HOT - Type III generic - none published. HOT – Type IV fluid-specific, pp 30, 32–56 HOT – Type IV generic – fluids must be on the FAA/TC list of fluids, p 31 at note 1 HOT – Type IV generic, pp 31–32, A-24–A-25 HOT, no – active frost at OAT <-25°C for Type II/III/IV, p 10 HOT, no – freezing rain, heavy, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25–A-50 HOT, no – freezing rain, moderate, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25–A-50 HOT, no – hail, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25–A-50 HOT, no - hail, small, pp 12-13, 15-25, 27-29, 31-56, A-6-A-7, A-9-A-19, A-21-A-23, A25-A-50 HOT, no - rain on cold-soaked wing at OAT ≤ 0°C, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25-A-50 HOT, no – Type I < 1 L/m<sup>2</sup>, p 79 HOT, no – Type I  $< 60^{\circ}$ C, p 79 icing, in-flight – ground deicing/anti-icing fluids do not provide in-flight icing protection, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 in-flight icing. See icing, in-flight is/are required (FAA&TC) – definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 LOUT - definition, pp 77, 79-81 LOUT – list, pp 66–76 lowest on-wing viscosity - fluid manufacturer method, pp 77 note 8, 78 lowest on-wing viscosity - list, pp 71-76 METAR code DZGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -DZGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code DZPL, pp 59, 60, 62, A-52, A-53, A-55

- METAR code -DZPL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code FZDZGS, pp 59, 60, 62, A-52, A-53, A-55

METAR code -FZDZGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code FZDZPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code -FZDZPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code -FZRAGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -FZRAGSSN, pp 60, 62, A-53, A-55 METAR code -FZRAPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code -FZRAPLSN, pp 60, 62, A-53, A-55 METAR code -FZRASNGS, pp 60, 62, A-53, A-55 METAR code -FZRASNPL, pp 60, 62, A-53, A-55 METAR code GR with remark less than 1/4, pp 59, 61, 63 METAR code GS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -GS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -GSDZ, pp 59, 60, 62, A-52, A-53, A-55 METAR code GSDZ, pp 60, 62, A-53, A-55 METAR code -GSFZDZ, pp 59, 60, 62, A-52, A-53, A-55 METAR code GSFZDZ, pp 60, 62, A-53, A-55 METAR code -GSFZRA, pp 59, 60, 62, A-52, A-53, A-55 METAR code -GSFZRASN, pp 60, 62, A-53, A-55 METAR code -GSRA, pp 59, 60, 62, A-52, A-53, A-55 METAR code GSRA, pp 60, 62, A-53, A-55 METAR code -GSRASN, pp 60, 62, A-53, A-55 METAR code -GSSN, pp 59, 60, 62, A-52, A-53, A-55 METAR code GSSN, pp 60, 62, A-53, A-55 METAR code -GSSNFZRA, pp 60, 62, A-53, A-55 METAR code -GSSNRA, pp 60, 62, A-53, A-55 METAR code PL, pp 59, 60, 62, A-52, A-53, A-55 METAR code -PL, pp 59, 60, 62, A-52, A-53, A-55 METAR code -PLDZ, 59, 60, 62, A-52, A-53, A-55 METAR code -PLFZDZ, pp 59, 60, 62, A-52, A-53, A-55 METAR code -PLFZRA, pp 59, 60, 62, A-52, A-53, A-55 METAR code -PLFZRASN, pp 60, 62, A-53, A-55 METAR code -PLFZRASN, pp 60, 62, A-53, A-55 METAR code -PLRA, pp 59, 60, 62, A-52, A-53, A-55 METAR code PLRA, pp 60, 62, A-53, A-55 METAR code -PLRASN, pp 60, 62, A-53, A-55 METAR code -PLSN, pp 59, 60, 62, A-52, A-53, A-55 METAR code PLSN, pp 60, 62, A-53, A-55 METAR code -PLSNFZRA, pp 60, 62, A-53, A-55 METAR code -PLSNRA, pp 60, 62, A-53, A-55 METAR code RAGS, pp 60, 62, A-53, A-55 METAR code -RAGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -RAGSSN, pp 60, 62, A-53, A-55 METAR code -RAPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code RAPL, pp 60, 62, A-53, A-55 METAR code -RAPLSN, pp 60, 62, A-53, A-55 METAR code -RASNGS, pp 60, 62, A-53, A-55 METAR code -RASNPL, pp 60, 62, A-53, A-55 METAR code -SNFZRAGS, pp 60, 62, A-53, A-55 METAR code -SNFZRAPL, pp 60, 62, A-53, A-55 METAR code SNGS, pp 60, 62, A-53, A-55 METAR code -SNGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -SNGSFZRA, pp 60, 62, A-53, A-55 METAR code -SNGSRA, pp 60, 62, A-53, A-55 METAR code -SNPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code SNPL, pp 60, 62, A-53, A-55 METAR code -SNPLFZRA, pp 60, 62, A-53, A-55

METAR code -SNPLRA, pp 60, 62, A-53, A-55 METAR code -SNRAGS, pp 60, 62, A-53, A-55 METAR code -SNRAPL, pp 60, 62, A-53, A-55 must ((FAA & TC) - definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 prevailing visibility table. See snowfall visibility table qualification expiry date - definition, p 77 at note 2 Scientific Material International (SMI), p 77 at caution 1, p B-2 shall (FAA & TC) - definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 should (FAA & TC) - definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 snowfall intensity – determination – use of snowfall visibility table, pp 5, 12–13, 15–25, 31–56, 59, 65, A-6–A-7, A-9-A-19, A-21-A-23, A-25-A-50, A-55 snowfall intensity – HOT intensity qualifier – heavy, p 65 snowfall intensity – HOT intensity qualifier – light, p 65 snowfall intensity – HOT intensity qualifier – moderate, p 65 snowfall intensity – HOT intensity qualifier – very light, p 65 snowfall intensity - v snowfall rate<sup>69</sup> snowfall intensity visibility table. See snowfall visibility table snowfall intensity. See also HOT - precipitation rate snowfall visibility - flightcrew observed, p 65 snowfall visibility - METAR/SPECI reported, p 65 snowfall visibility - prevailing, p 65 snowfall visibility - runway visual range not permitted, p 65 snowfall visibility – RVR not permitted, p 65 snowfall visibility - surface v tower, p 65 snowfall visibility - surface, p 65 snowfall visibility - tower, p 65 snowfall visibility table – conditions – snow accompanied by blowing snow, p 65 snowfall visibility table - conditions - snow accompanied by drifting snow, p 65 snowfall visibility table – conditions – snow grains accompanied by blowing snow, p 65 snowfall visibility table – conditions – snow grains accompanied by drifting snow, p 65 snowfall visibility table - conditions - snow grains, p 65 snowfall visibility table - conditions - snow mixed with freezing fog, p 65 snowfall visibility table – conditions – snow mixed with iced crystals, p 65 snowfall visibility table – conditions – snow pellets accompanied by blowing snow, p 65 snowfall visibility table – conditions – snow pellets accompanied by drifting snow, p 65 snowfall visibility table – conditions – snow pellets, p 65 snowfall visibility table - conditions - snow, p 65 snowfall visibility table\_, p 65 three-minute rule, pp 79–81 Type I/II/III/IV – in-flight icing protection, no, pp 9, 11, 14, 30, 57, A-3, A-5, A-8, A-20, A-24, A-51 Type II/III/IV – viscosity, fluid manufacturer methods, p 77 at note 8, 78 viscosity measurement method - fluid manufacturer, p 77 at note 8, 78 visibility. See also snowfall visibility

#### FAA, Ground Deicing Program, General Information, issue 2

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The section numbers changed from the original issue to issue 2.

 $<sup>^{69}</sup>$  Snowfall intensity v snowfall rate. Snowfall intensity is expressed as very light snow, light snow, moderate snow and heavy snow whereas snowfall rates are expressed in g/dm<sup>2</sup>/h or liquid water equivalent rates in mm/h or in/h.

#### Aircraft Deicing Documents - Issued by the FAA

Original	Issue 2
1	1
2 deleted	
3	2
4	3
	there is no section 4
5	5
6	6
7	7
8	8
9	9
10	10

There is no table of contents

Here is proposed table of contents for issue 2

1 Purpose

2 Fluid Characteristics, Associated HOTs, and Other Related Information

3 Precipitation Intensity, Types, and Other Related Information

4 [Missing]

5 Guidelines for Pilot Assessment of Precipitation Intensity Procedures

6 Fluid Quality Control (QC)

7 Fluid Application Information

8 Alternative and New Technology

9 Guidelines for Use of Degree-Specific HOTs (DSHOT)

10 Concerns/Conditions

```
Index for Ground Deicing Program, General Information (6 August 2024)
(Section and page numbers are those of Ground Deicing Program, General Information)
active frost. See frost - active
aerodynamic effect of fluids - fluid freezing in flight, residual, s 100
aerodynamic effect of fluids – fluid presence at time of rotation, s 10e(1)
aerodynamic effect of fluids – on aircraft with non-powered flight controls – failure to rotate, s 10e(1)
aerodynamic effect of fluids – on elevator control force, s 10e(2)
aerodynamic effect of fluids - on elevator effectiveness, s 10e(2)
aerodynamic effect of fluids - on small corporate jet - failure to rotate, s 10e(1)
aerodynamic effect of fluids - on stick/column forces, s 10e(2)
aerodynamic effect of fluids - on tab effectiveness, s 10e(2)
aerodynamic effect of fluids - on tail surfaces, s 10e(2)
aerodynamic effect of fluids - on turboprop aircraft, slow rotation speed - failure to rotate, s 10e(1)
aircraft manufacturer documentation - representative surface, s 10l(2)(a)
aircraft, turboprop high wing – inspection, s 10i
airplane. See aircraft.
alkali organic salt based Type I – guidance (FAA), s 10g
alkali organic salts - effect on anti-icing fluids, s 10g
allowance time - 76% adjusted - flaps and slats deployed, s 10d(2)
allowance time – extension with pretakeoff contamination check – none, s 4e(2)(c)6
allowance time – guidance (FAA), s 3e(1-2)
allowance time - precipitation stops, when, ss 3e(2)(b), 3e(2)(c)8
```

allowance time – precipitation – light ice pellet, ss 3e(2)(b)allowance time – precipitation – moderate ice pellets, s 3e(2)(b) allowance time - precipitation - light ice pellets mixed other forms of precipitation, s 3e(2)(b) allowance time – precipitation – small hail, ss 3e(1)(b), 3e(2)(c)allowance time – pretakeoff contamination check not required, s 3e(2)(a)allowance time – pretakeoff contamination check useless, ss 3e(1)(c), 3e(2)(a)allowance time – purpose, s 3e(1)(c)allowance time - rotation speed, minimum, s 3e(2)(c)3 allowance time - start of, s 3e(2)(b)1-3 allowance time – temperature decreasing, s 3e(2)(c)8allowance time – temperature increasing, s 3e(2)(b)allowance time – temperatures stable, s 3e(2)(b)allowance time – Type I – none, s 3e(2)(c)2allowance time - Type II - none, s 3e(2)(c)2 allowance time - Type III undiluted, s 3e(2)(c)2 allowance time - Type III unheated, s 3e(2)(c)3 allowance time - Type IV undiluted, s 3e(2)(c)2 allowance time -v HOT, ss 3e(1)(a-c)allowance time, ss 3a first note, 3e-3g, 5a, 5d, 5e, 5e(2), 7, 10d(2) ARP5485 - only protocol acceptable to FAA for endurance data on Type II/III/IV, s 3h(2) ARP5485 – use by FAA to develop HOT, s 3e(1)(a)ARP5945 – only protocol acceptable to FAA for endurance data on Type I, s 3h(2) ARP5945 – use by FAA to develop HOT, s 3e(1)(a)AS6285 - recognition - FAA, s 10a AS6286 - recognition - FAA, s 10a blowing – weather descriptor, s 3h(6)(b)Boeing B737-600/-700/-800/-900 - cold-soaked fuel frost, s 10n Boeing wingtip devices. See wingtip devices check time determination system, s 8b check time, s 8b check, pretakeoff contamination (FAA). See pretakeoff contamination check (FAA) check, tactile. See tactile check check, visual – in heavy snow – guidance (FAA), ss 3d(1), 3d(2)(b-c) clear ice – detection – tactile check, s 10l(3)(c clear ice – representative surface ineffective, s 10l(3)(c)cold-soaked fuel frost. See frost, cold-soaked fuel communications with flightcrew – absence of flightcrew at time of deicing, s 10c CSFF. See frost, cold-soaked fuel CTSD. s 8b definition – dewpoint, s 3b(4) definition – freezing point buffer, s 2a(3)definition – frost point, s 3b(3) definition – frost, active, s 3b(3) definition - hard wing, s 10j definition - hoarfrost, s 3b definition - LOUT, s 2d(1) definition - representative surface, s 10 definition - Type I, s 2a definition – Type II/III/IV, s 2b deicing program. See ground deicing program deicing/anti-icing - absence of flightcrew at the time of, s 10c deicing/anti-icing - flightcrew awareness, s 10c dewpoint – definition, s 3b(4)dewpoint, ss 3b(2), 3b(4) DSHOT – adjusted, s 9b(3) DSHOT – data verification record, s 9c(2)

DSHOT – data verification, s 9c(1) DSHOT - guidance (FAA), s 9 DSHOT – notes and cautions, s 9a(8) DSHOT - snow, s 9a(1)DSHOT - snow. light, s 9a(1) DSHOT - snow, moderate, s 9a(1)DSHOT – snow, very light, s 9a(1) DSHOT - temperature input, s 9d DSHOT – Type II/III/IV undiluted, s 9a(1) DSHOT data presentation - annual review, s 9b(3) DSHOT data presentation – customized or full presentation, s 9b(2) DSHOT data presentation – electronic application, s 9b(1)(b) DSHOT data presentation - guidance (FAA), s 9b DSHOT data presentation – notes and cautions, s 9b(3) DSHOT data presentation – paper HOT table, s 9b(1)(a) DSHOT data presentation – verified digital display, s 9b(1)(b)DSHOT database – regression analysis, s 9a(4) DSHOT database – Type II//IV fluid generic, s 9a(6) DSHOT database – Type II/III/IV fluid specific, s 9a(6) DSHOT database – Type II/III/IV undiluted, s 9a(1) dust. See also obscuration eHOT, s 8c flaps and slats deployed - guidance (FAA), ss 2b(8) third note, 10d flaps and slats extended. See flaps and slats deployed flightcrew absence during deicing/anti-icing, s 10c flightcrew awareness - deicing/anti-icing, s 10c fluid application – anti-icing – insufficient amount, ss 7b(6), 10f(1) fluid application – guidance (FAA), s 7 fluid application - guidelines (FAA) mandatory use with FAA HOT, s 7a fluid application – in a hangar of T-tail aircraft, ss 10p(3–4) fluid application – in a hangar, s 10p fluid application – issues – diluted fluid remaining on aircraft surface, s 7b(5) fluid application - issues - heat loss, s 7b(1) fluid application – issues – incomplete removal of contamination, s 7b(1) fluid application – issues – insufficient amount of Type II/III/IV, ss 7b(6), 10f (1) fluid application – issues – insufficient freezing point buffer, s 7b(5) fluid application – issues – relying on fluid flow-back over contaminated areas, s 7b(4) fluid application – issues – reverse order – e.g., wing tip to wing root, s 7b(1)fluid application – issues – uneven application of Type II/III/IV, s 7b(6) fluid application - tables. See fluid application - guidelines fluid application – two-step – compatibility of Type I with Type II/III/IV, ss  $10f(1-2)^{70}$ fluid application – Type I – anti-icing – quantity  $\geq 1 \text{ L/m}^2$ , s 2(c)(2) fluid application – Type I – anti-icing – ss 2a(6–7), 2(c)(2) fluid application – Type I – anti-icing – temperature  $\geq 60^{\circ}$ C, ss 2a(3), 2a(6–8), 2a(8), 3.c.(2), 7b(5) note fluid application – Type I – anti-icing – temperature measurement requirements (FAA), ss 2a(7-8)fluid compatibility – Type I with Type II/III/IV, ss 10f(1–2) fluid dry-out. See Type II/III/IV – residue<sup>71</sup> fluid failure – description – ice pellets in fluid adhering to aircraft surface, s 5d fluid failure - description - ice pellets in fluid forming a slushy consistency, s 5d fluid failure – description – ice pellets in fluid forming a slushy consistency v visible individual ice pellets in fluid, s 5d fluid failure – description – no absorption of precipitation, s 3e(1)(a)

fluid failure - recognition training for persons conducting pretakeoff contamination checks (FAA), s 5e(4)(b)

<sup>&</sup>lt;sup>70</sup> See also Q&As 103–104.

<sup>&</sup>lt;sup>71</sup> *Ibid*.

fluid failure – recognition training for pilots (FAA), s 5e(4)(b) fluid freezing in flight – residual fluid on trailing edge, s 100 fluid list (FAA) – guidance, s 2d(3)fluid manufacturer documentation – Type I compatibility with Type II/III/IV, s 10f(2) fluid, residual – on trailing edge, s 100 fluids, list of. See fluid list fog. See also snowfall intensity - overestimation due to obscuration fog. See also obscuration forced air - concerns - inadequate application of Type II/III/IV, s 8a(2)(b) forced air - concerns - other, s 8a(3) forced air – concerns – unduly aerated Type II/III/IV – frothy appearance, s 8a(2)(a) forced air – concerns – unduly aerated Type II/III/IV – milky white appearances, s 8a(2)(a)forced air - guidance (FAA), s 8 forced air – mandatory field test (FAA), s 8a(2)(c) forced air – precautions, ss 8a(2), 8a(3) forced air – with Type I, s 8a(1)forced air – with Type II/III/IV, s 8a(1) forced air – without fluid, s 8a(1) freezing – weather descriptor, s 3h(6)(b)freezing fog. See also HOT - precipitation rate freezing fog. See also obscuration freezing point buffer – definition, s 2a(3) freezing point buffer - reasons for - difference between OAT and aircraft surface temperature, s 2a(3) freezing point buffer – reasons for – differences in aircraft surface materials, s 2a(3)freezing point buffer – reasons for – evaporation from repeated heating, s 2a(3) freezing point buffer – reasons for – inaccuracies in fluid/water mixture volumes, s 2a(3) freezing point buffer – reasons for – OAT changes after fluid application, s 2a(3)freezing point buffer – reasons for – refractometer measurement variability<sup>72</sup>, s 2a(3)freezing point buffer – reasons for – solar radiation, s 2a(3)freezing point buffer – reasons for – variability in temperature of applied fluid, s 2a(3) freezing point buffer – reasons for – wind effects, s 2a(3) freezing point buffer – Type I – 10°C, ss 2a(3), 2c, 2d(1)(a), 2e freezing point buffer – Type II/III/IV –  $7^{\circ}$ C, s 2d(1)(a) freezing rain. See also HOT - precipitation rate; HOT - precipitation type frost - active - definition, s 3b(3) frost - appearance - white deposit of fine crystalline structure, s 3b frost – deceptively dangerous – drag increase, s 3b(1)frost – deceptively dangerous – lift degradation, s 3b(1)frost - formation conditions - cloudless nights, low wind (radiation cooling), s 3b frost - formation conditions - cold-soaked fuel (conductive cooling), s 3b frost – formation conditions – surface below OAT and at or below frost point, s 3b(2) frost - formation mechanism - conductive cooling, s 3b frost - formation mechanism - radiation cooling, s 3b frost - on lower wing surface, s 3b frost - on underwing. See frost - on lower wing surface frost - on upper wing surface, s 3b frost - roughness, s 3b(1) frost point – definition, s 3b(4) frost point – higher than dewpoint at given humidity level, s 3b(4) frost point - v dewpoint table, s 3b(4) frost point - v dewpoint, s 3b(4) frost. See also HOT - frost; HOT - precipitation rate; HOT - precipitation type frost, cold soaked fuel - Boeing B737-600/-700/-800/-900frost, cold-soaked fuel, s 10n

<sup>&</sup>lt;sup>72</sup> Refractometer measurement error can be introduced, for instance, by the imperfect temperature compensation of analog temperature-compensated refractometers.

frost, cold-soaked fuel - exemption process (FAA), s 10n GR. See METAR code GR GS. See METAR code GS hail - no allowance time, ss 3f(1), 3g hail - no HOT, ss 3f(1), 3ghail intensity, small v ice pellet intensity, s 3f(3) hail, small – intensity, s 3f(3) hail, small – operational guidance (FAA), s 3e(2) hail, small. See also allowance time hangar, fluid application in – start of HOT, s 10p(2) hangar, fluid application in – T-tail aircraft, ss 10p(3–4) hangar, fluid application in, s 10p hangar, use of, s 10p hard wing – definition, s 10j hard wing - tactile check and visual check after postdeicing/anti-icing check, s 10j hard wing – tactile check and visual check with pretakeoff contamination check when HOT exceeded, s 10j hard wing – tactile check when temperature at or below 10°C and high humidity, s 10j hard wing - tactile check with cold-soaked wings, s 10j haze. See also obscuration haze. See snowfall intensity - overestimation due to obscuration heat loss, s 7b(3)hoarfrost – definition, s 3b hoarfrost, s 3b hoarfrost. See also frost HOT - 76% adjusted – flaps and slats deployed, ss 3b(8) third note, 10d(2)HOT - cautions - use of (FAA), s 2e HOT – clock, s 10b HOT - effect of wind on freezing fog rate of deposition, s 3c HOT - electronic hand-held devices. See eHOT HOT – frost – guidance (FAA), ss 3a(3), 3b HOT – guidance (FAA), all pages HOT - icing conditions, mixed - guidance (FAA), s 3h HOT – notes – use of (FAA), s 2e HOT - precipitation - intermittent - no start and stop HOT clock, s 10b HOT - precipitation - mixed. See HOT - icing conditions. mixed HOT – precipitation rate – active frost – low but not quantified, s 3a(3)HOT – precipitation rate – freezing fog – ca 0.2-0.5 mm/h, 2-5 g/dm<sup>2</sup>/h, s 3c(1)HOT – precipitation rate – freezing rain, light – less or equal to 2.5 mm/h, s 3a HOT – precipitation rate – snow, light – 0.4-1.0 mm/h, 4-10 g/dm<sup>2</sup>/h, ss 3a, 3a(2)(b) HOT – precipitation rate – snow, moderate – 1.0–2.5 mm/h, 10–25 g/dm<sup>2</sup>/h, s 3a HOT – precipitation rate – snow, very light – 0.3-0.4 mm/h, 3-4 g/dm<sup>2</sup>/h, ss 3a, 3a(2)(b) HOT - precipitation type - freezing drizzle, s 2b(1) HOT - precipitation type - freezing fog, ss 2b(1), 3c(1), 3h(6) note HOT – precipitation type – freezing mist, ss 3c(2), 3h(6) note HOT – precipitation type – frost, ss 2b(1), 3bHOT – precipitation type – ice crystals mixed with freezing fog, s 3h(4)(b)HOT – precipitation type – ice crystals mixed with mist, s 3h(4)(b)HOT – precipitation type – ice crystals, s 3c(2)HOT – precipitation type – light freezing rain, s 2b(1) HOT – precipitation type – rain on cold-soaked wing, ss 2b(1), 3h(6)(b) note HOT – precipitation type – reported as non-freezing below  $0^{\circ}$ C, s 3h(7) HOT – precipitation type – snow, light – mixed with drizzle, s 3h(4)(a)HOT – precipitation type – snow, light – mixed with freezing fog, s 3h(5)HOT – precipitation type – snow, light – mixed with ice crystals, s 3h(4)(c)HOT – precipitation type – snow, moderate – mixed with drizzle, s 3h(4)(a)HOT – precipitation type – snow, moderate – mixed with freezing fog, 3h(5)

HOT - precipitation type - snow, moderate - mixed with ice crystals, 3h(4)(c)

- HOT precipitation type snow, very light mixed with drizzle, s 3h(4)(a)
- HOT precipitation type snow, very light mixed with freezing fog, 3h(5)
- HOT precipitation type snow, very light mixed with ice crystals, 3h(4)(c)
- HOT precipitation type snow, ss 2b(1), 3a(2)
- HOT purpose, s 3e(1)(c)
- HOT reduction flaps and slats deployed. See HOT 76% adjusted flaps and slats deployed
- HOT start of for fluid application in a hangar, s 10p(2)
- HOT temperature limits, s 2b(4)
- HOT Type I aluminum v composite surface how to select, ss 2a (4–5)
- HOT Type I composite surface shorter than aluminum, s 2a(4)
- HOT Type I guidance (FAA), ss 2a–3a(8), 3c
- HOT Type I metal surface, ss 2a(4–5)
- HOT Type I titanium surface, s 2a(5) note
- HOT Type II generic fluid-specific LOUT, mandatory use of, s 2b(8) second note
- HOT Type II generic HOT shortest (worst case) values of all Type II, s 2b(8)
- HOT Type II/III/IV guidance, general, ss 2b–2b(8)
- HOT Type II/III/IV heated v unheated fluid, s 2b(7)
- HOT Type II/III/IV non-standard dilutions, s 7b(6)
- HOT Type III generic none published<sup>73</sup>
- HOT Type IV generic fluid-specific LOUT, mandatory use of, s 2b(8) second note
- HOT Type IV generic HOT shortest (worst case) values of all Type IV, s 2b(8)
- HOT v allowance time, ss 3e(1)(a-c)
- HOT variables active meteorological conditions, s 2b(1)
- HOT variables fluid concentration, s 2b(1)
- HOT variables OAT, s 2b(1)
- HOT variables precipitation intensity, s 2b(1)
- HOT variables precipitation type, s 2b(1)
- HOT weather conditions improving, s 2a(2)(c)
- HOT weather conditions worsening, s 3a(2)(c)
- HOT (FAA), development of use of SAE ARP5485 and SAE ARP5945, s 3e(1)(a)
- HOT, no freezing rain, heavy, ss 3a, 3g
- HOT, no freezing rain, moderate, ss 3a, 3g
- HOT, no hail, ss 3a, 3(1–2), 3g
- HOT, no snow, heavy takeoff under special dispatch procedures (FAA), ss 3a first note, 3d
- HOT, no Type I  $< 60^{\circ}$ C, s 2a(8)
- HOT, no Type I unheated, s 2a(2) note
- HOT, no -v no takeoff<sup>74</sup>, s 3a first note
- HOTDS, s 8b

<sup>&</sup>lt;sup>73</sup> There is no Type III generic HOT table. There was a mention to that effect in N 8900.326, but the note does not appear in subsequent N 8900 documents or in the *Ground Deicing Program General Information* document.

<sup>&</sup>lt;sup>74</sup> It may be useful for users under FAA jurisdiction to consider that FAA appears to make distinction between 4 kinds of conditions conducive to icing: 1) *conditions with holdover time*, e.g., freezing fog, ice crystals, very light snow, very light snow grains, very light snow pellets, light snow, light snow grains, light snow pellets, moderate snow, moderate snow grains, moderate snow pellets, freezing drizzle, light freezing rain, rain on cold-soaked wing, very light snow mixed with light rain, light snow mixed with light rain, very light snow mixed with freezing fog, light snow mixed with freezing fog, moderate snow mixed with freezing fog, ice crystals mixed with freezing fog, ice crystals mixed with freezing mist, active frost, 2) *conditions without holdover time but with an allowance time*, e.g., light ice pellets, light ice pellets mixed with light snow, light ice pellets mixed with moderate snow, light ice pellets mixed with light or moderate freezing drizzle, light ice pellets mixed with light drizzle or moderate drizzle, light ice pellets mixed with light freezing rain, light ice pellets mixed with light rain, light ice pellets mixed with moderate rain, moderate ice pellets or small hail, moderate ice pellets or small hail mixed with moderate freezing drizzle, moderate ice pellets or small hail mixed with moderate rain, and 3) *conditions without holdover time but where, with special dispatch procedures, takeoff can occur*, i.e., heavy snow and 4) *conditions without holdover time*, e.g. moderate freezing rain, heavy freezing rain, hail, heavy ice pellets.

ice crystals – adhesion – effect of aircraft parking location, s 7b(8) ice crystals – adhesion – effect of fuel tanks (heat releasing), s 7b(8) ice crystals - adhesion - effect of hydraulic fluid heat exchangers, s 7b(8) ice crystals – adhesion – effect of OAT, s 7b(8) ice crystals – adhesion – effect of refueling, ss 3g(2), 7b(8) ice crystals – adhesion – effect of weather, s 7b(8) ice crystals – adhesion – effect of wing in the sun, s 7b(8) ice crystals – adhesion – effect of wing temperature, s 7b(8) ice crystals – adhesion – regulations (U.S.), s 3g(2) ice crystals – adhesion, s 7b(7) ice crystals – mixed with freezing fog – guidance, s 3h(4)(b)ice crystals – mixed with freezing mist – guidance, s 3h(4)(b)ice crystals – temperature generally below -10°C to -15°C, s 7b(7) ice crystals, s 7b(7) ice pellet intensity v small hail intensity, s 3f(3)ice pellets – operational guidance (FAA), s 3e ice pellets – visual fluid failure of HOT not applicable, s 3e(1)(a)ice pellets on cold dry aircraft. See also snow, dry ice pellets on cold dry aircraft, s 3g(2)ice pellets. See also allowance time leading edge - aerodynamically critical, s 10o LOUT – calculation examples, s 2d(2) LOUT - definition, s 2d(1)LOUT – freezing point buffer, s 2d(1)(a)LOUT - guidance (FAA), s 2d LOUT - high speed aircraft, s 2d(1)(b)LOUT - list - data from fluid manufacturers, s 2d(3) LOUT - low speed aircraft, s 2d(1)(b)LOUT – maximum concentration for Type I, s 2d(3)(a)LOUT – middle speed aircraft, s 2d(1)(b)LOUT – multiple – for Type II/III/IV, s 2d(3)(b) LOUT – Type II/III/IV – non-standard dilutions, s 2b(6) low drifting – weather descriptor, s 3h(6)(b)LWE system, s 8b METAR code GR – in Canada – hail, s 3f(2) METAR code GR - in Canada - no HOT, no allowance time, s 3f(2) METAR code GR – in rest of world – hail, s 3f(2) METAR code GR – in rest of world – not HOT, no allowance time, s 3f(2)METAR code GR with remarks  $\frac{1}{4}$  or greater – in U.S. – hail, s 3f(2)METAR code GR with remarks <sup>1</sup>/<sub>4</sub> or greater – in U.S. – no HOT, no allowance time, s 3f(2) METAR code GR with remarks less than  $\frac{1}{4}$  – in U.S. – small hail, s 3f(2) METAR code GR with remarks less than <sup>1</sup>/<sub>4</sub> - in U.S. - use allowance times, s 3f(2) METAR code GS – in Canada – not reported in isolation, s 3f(2) METAR code GS - in U.S. - snow pellets, s 3f(2) METAR code GS – in U.S. – use snow HOT, s 3f(2) METAR code GS or SHGS - in rest of world - snow pellets or small hail, s 3f(2) METAR code GS or SHGS - in rest of world - use allowance times<sup>75</sup>, s 3f(2) METAR code PL – in Canada – ice pellets, s 3f(2)METAR code PL – in Canada – use allowance times, s 3f(2)METAR code PL - in rest of world - ice pellets, s 3f(2) METAR code PL – in rest of world – use allowance times, s 3f(2) METAR code PL - in U.S. - ice pellets, s 3f(2) METAR code PL – in U.S. – use allowance times, s 3f(2)

<sup>&</sup>lt;sup>75</sup> "If additional information provided with the METAR makes clear that the weather condition is snow pellets and not small hail then snow holdover times can be used."

METAR code SG - in Canada - snow grains, s 3f(2) METAR code SG – in Canada – use snow HOT, s 3f(2) METAR code SG - in rest of world - snow grains, s 3f(2)METAR code SG - in rest of world - use snow HOT, s 3f(2) METAR code SG - in U.S. - snow grains, s 3f(2) METAR code SG – in U.S. – use snow HOT, s 3f(2) METAR code SHGS - in U.S. - snow pellets with showers, s 3f(2) METAR code SHGS - in U.S. - use snow HOT, s 3f(2) METAR code SHGS with remarks stating diameter of hail – in Canada – small hail, s 3f(2) METAR code SHGS with remarks stating diameter of hail - in Canada - use ice pellet (and small hail) allowance times. s 3f(2)METAR code SHGS without remarks – in Canada – snow pellets showers, s 3f(2) METAR code SHGS without remarks - in Canada - use snow HOT, s 3f(2) METAR code TSGS with remarks stating diameter of hail - in Canada - use allowance times, s 3f(2) METAR code TSGS with remarks stating diameter of hail – in Canada – small hail with a thunderstorm, s 3f(2) METAR code TSGS without remarks – in Canada – snow pellets with a thunderstorm, s 3f(2) METAR code TSGS without remarks - in Canada - use snow HOT, s 3f(2) mist. See also obscuration no HOT. See HOT, no non-glycol based Type I – guidance (FAA), s 10g obscuration - dust, s 3h(6)(a)obscuration  $- \log_{10} s 3h(6)(a)$ obscuration - fog, freezing - a precipitation type, s 3h(6)(a) note obscuration - haze, s 3h(6)(a)obscuration - mist, s 3h(6)(a)obscuration - mist, freezing - a precipitation type, s 3h(6)(a) note obscuration – not a precipitation type<sup>76</sup>, s 3h(6)obscuration - sand, s 3h(6)(a)obscuration - smoke, s 3h(6)(a)obscuration – volcanic ash, s 3h(6)(a)obscuration, snowfall intensity overestimation due to. See snowfall intensity - overestimation due to obscuration partial – weather descriptor, s 3h(6)(b)patches – weather descriptor, s 3h(6)(b)pilot assessment of precipitation intensity - company (airline) coordination (FAA), s 5c pilot assessment of precipitation intensity - company (airline) reporting after the fact (FAA), s 5c pilot assessment of precipitation intensity – flightcrew absence during deicing/anti-icing, s 10c pilot assessment of precipitation intensity – guidance (FAA), ss 3a2(c), 5, 10c pilot assessment of precipitation intensity – mandatory pretakeoff contamination check (FAA), s 5d pilot assessment of precipitation intensity – pilot intensity assessment greater than reported (FAA), s 5a pilot assessment of precipitation intensity - pilot intensity assessment less than reported (FAA), s 5e pilot assessment of precipitation intensity – pilot intensity assessment grossly different than reported (FAA), s 5a pilot assessment of precipitation intensity - pilot request of new weather observation (FAA), s 5b pilot assessment of precipitation intensity - snowfall visibility table, s 5e pilot assessment of precipitation intensity – training requirement (FAA), s 5e(4) pilot assessment of precipitation intensity – weather conditions improving, s 3a2(c) pilot assessment of precipitation intensity – weather conditions worsening, s 3a2(c) PL. See METAR code PL POI – aircraft, turboprop high wing – inspection (FAA), s 10i postdeicing/anti-icing check, s 10i(2) precipitation intensity assessment by flightcrew. See pilot assessment of precipitation intensity precipitation intensity assessment by pilot. See pilot assessment of precipitation intensity precipitation, mixed. See HOT - icing conditions, mixed pretakeoff check – factor in selection of categories of snow precipitation, s 3a(2)(b)

<sup>&</sup>lt;sup>76</sup> Freezing fog (respectively descriptor and obscuration) and freezing mist (respectively descriptor and obscuration) are given holdover time, thus are, in the context of ground icing, precipitation types.

pretakeoff check - single engine high wing turboprop, s 10i pretakeoff check – wing tip devices, ss 10m(1-3)pretakeoff contamination check – pilot checklist flow disruption, s 10l(3)(e) pretakeoff contamination check – representative surface, s 10(2)(1)pretakeoff contamination check (FAA) – 5 minutes rule, ss 3(d)(2)(b), 10i(3)pretakeoff contamination check (FAA) – disruption of checklist flow, s 10e(3)(d) pretakeoff contamination check (FAA) – fluid failure recognition training for pilots, s 5e(4)(b) pretakeoff contamination check (FAA) - fluid failure recognition training for persons conducting the pretakeoff contamination check, s 5e(4)(b)pretakeoff contamination check (FAA) – for allowance time, not, ss 3e(1)(c), 3e(2)(b) pretakeoff contamination check (FAA) -for HOT, s 3e(1)(c)pretakeoff contamination check (FAA) – hard wing aircraft with aft mounted engines, s 10j pretakeoff contamination check (FAA) – operations in heavy snow, s 3d(1) pretakeoff contamination check (FAA) - when HOT exceeded, s 5d pretakeoff contamination check (FAA) – wingtip devices, of, s 10m(3) pretakeoff contamination check (FAA). See also pilot assessment of precipitation intensity prevailing visibility table. See snowfall visibility table refueling, effect of - adhesion of dry snow, ss 3g(2), 7b(8) regulations, U.S. - guidance (FAA), s 3g(2) regulations, U.S., s 3g(2)representative surface – aircraft manufacturer recommendations, s 10l(2)(a) representative surface - contrasting colors, s 10l(2)(g)representative surface – definition, ss 10l, 10l(1)(a–b) representative surface – effect of cabin window contaminants, s 10l(3)(f) representative surface - effect of flightdeck window contaminants, s 10l(3)(f) representative surface – fluid pooling, no, s 10l(2)(h) representative surface – for wingtip devices, ss 10m(1), 10m(2)representative surface - ineffectiveness with clear ice, s 10l(3)(c)representative surface – lighting restrictions, ss 10l(2)(f), 10l(3)(f) representative surface – located mid-chord – unsuitable, s 10l(2)k) representative surface – located on both side of aircraft, s 10l(2)(i) representative surface – located on critical surface, s 10l(2)(c)representative surface - located on leading edge, s 10l(2)(k)representative surface - located on trailing edge, s 10l(2)(k) representative surface – operational experience, s 101(2)(b) representative surface - pretakeoff contamination check, s 10(2)(l) representative surface – selection of, ss 10l(2)(a–l) representative surface - specified for each aircraft type, s 10l(2)(e)representative surface - unheated, s 10l(2)(d) representative surface – visible from inside the aircraft, ss 10l(2)(e), 10l(2)(j)representative surface - visual check by pilot, s 10l(1)(c)representative surface – weather restrictions, s 10l(2)(f) representative surface – wing spoilers, s 10l(2)(1) residual fluid – on trailing edge in flight, s 100 sand. See also obscuration scimitar. See wingtip devices scimitar, split. See wingtip devices SG. See METAR code SG shallow – weather descriptor, s 3h(6)(b) sharklets. *See* wingtip devices SHGS. See METAR code SHGS showers – weather descriptor, s 3h(6)(b)slats. *See* flaps and slats smoke. See obscuration; snowfall intensity - overestimation due to obscuration snow occurrence, s 3a(2)(a)snow pellets on cold dry aircraft. See also snow, dry

snow pellets on cold dry aircraft, s 3g(2)snow. See also HOT – precipitation type; HOT – precipitation rate snow, dry – adhesion – effect of aircraft parking location, s 7b(8) snow, dry – adhesion – effect of fuel tanks (heat releasing), s 7b(8) snow, dry – adhesion – effect of hydraulic fluid heat exchangers, s 7b(8) snow, dry – adhesion – effect of OAT, s 7b(8) snow, dry - adhesion - effect of refueling, ss 3g(2), 7b(8)snow, dry - adhesion - effect of weather, s 7b(8)snow, dry - adhesion - effect of wing in the sun, s 7b(8) snow, dry – adhesion – effect of wing temperature, s 7b(8) snow, dry - adhesion - regulations (U.S.), s 3g(2) snow, dry – temperature generally below -10°C to -15°C, s 7b(7) snow, dry, ss 3g(2), 7b(7) snow, heavy – aircraft flight instrument sensing device limitations, s 3d(2)(d) snow, heavy – engine anti-icing system limitations, s 3d(2)(d) note snow, heavy – engine power run-ups, s 3a second note snow, heavy - operational guidance (FAA), s 3d snow, heavy – precipitation rate greater than 2.5 mm/h [25 g/dm<sup>2</sup>], s 3a snow, heavy - takeoff - guidance (FAA), s 3d(2) snow, light. See HOT - precipitation rate; snowfall intensity snow, moderate. See HOT - precipitation rate; snowfall intensity snow, very light. See HOT – precipitation rate; snowfall intensity snowfall intensity. See also HOT - precipitation rate snowfall visibility – METAR, s 5e(3) second note snowfall visibility – prevailing – snowfall intensity as a function of. See snowfall visibility table snowfall visibility – prevailing, ss 5e, 5e(3) snowfall visibility – RVR, s 5e(3) first note snowfall visibility – surface v tower, s 5e(3) second note snowfall visibility - surface, s 5e(3) second note snowfall visibility - tower, s 5e(3) second note snowfall visibility table - guidance (FAA), s 5e(3) snowfall visibility table – use of prevailing visibility, s 5e(3) strakes. See wingtip devices tactile check - hard wing aircraft with aft-mounted jet engine, s 10j tactile check – in heavy snow – guidance (FAA), ss 3d(1), 3d(2)(c)tactile check – to distinguish individual ice pellets in fluid from slush, s 5d tactile check – to distinguish individual ice pellets in fluid from adhering ice pellets, s 5d tactile inspection. See also tactile check takeoff, no – freezing rain, heavy – guidance (FAA), ss 3a first note, 3g(1)takeoff, no – freezing rain, moderate – guidance (FAA), ss 3a first note, 3g(1)takeoff, no - hail - guidance (FAA), ss 3a first note, 3g(1) takeoff, no – ice pellets, heavy – guidance (FAA), ss 3a first note, 3g(1) temperature buffer. See freezing point buffer thunderstorm – weather descriptor, s 3h(6)(b)trailing edge, residual frozen fluid on, s 100 training – flightcrew – representative surface limitation, s 10l(3)(a) training - flightcrew - representative surface procedures, s 10l(3)(a) training – flightcrew – representative surface purpose, s 10l(3)(a) training – fluid failure recognition – for persons conducting pretakeoff contamination checks (FAA), s 5e(4)(b) training – fluid failure recognition – for pilots (FAA), s 5e(4)(b) training – pilot assessment of precipitation intensity (FAA), s 5e(4)(a) TSGS. See METAR code TSGS Type I – anti-icing. See fluid application – Type I – anti-icing Type I – compatibility with Type II/III/IV, ss 10f(1-2)Type I – definition, s 3a Type I - degradation - chemical contamination, s 6c

Type I – degradation, thermal – glycol concentration increase, evaporative, s 6b Type I – degradation, thermal –  $oxidation^{77}$ Type I – degradation, thermal – water loss, s 6b Type I – failure at leading edge, s 2a(2)Type I – failure at structurally thin areas, s 2a(2)Type I – failure at trailing edge, s 2a(2)Type I – failure at wing tips, s 2a(2)Type I – heat contribution to HOT, ss 2a(2), 2c(2)Type I – heating requirements, s 2a(6-8)Type I – non-glycol based – effect on Type II/III/IV, s 10g Type I – quality control – appearance: contamination, separation<sup>78</sup>, s 10 Type I – quality control – pH, s 10 Type I – quality control – refraction, s 10 Type I – unheated – HOT, no, s 2a(2) note Type II/III/IV – aerodynamic effect on tail surfaces. See aerodynamic effect of fluids Type II/III/IV – compatibility with Type I, ss 10f(1-2)Type II/III/IV - concentration, s 2b(2) Type II/III/IV – contamination by RDP on aircraft – during taxi, s 10h(2) Type II/III/IV – contamination by RDP on aircraft – jet blast from other aircraft, s 10h(2) Type II/III/IV – contamination by RDP on aircraft – while landing, s 10h(2) Type II/III/IV – contamination by RDP on aircraft, ss 10h(1–2) Type II/III/IV – definition, s 2b Type II/III/IV – degradation – contamination<sup>79</sup>, s 6cType II/III/IV – degradation – excessive shearing – control valves, s 6c Type II/III/IV – degradation – excessive shearing – pumps, s 6c Type II/III/IV – degradation – excessive shearing – sharp bends in piping, s 6c Type II/III/IV – degradation – exposure to alkali organic salts, s 10g Type II/III/IV – degradation – exposure to RDP, s 10h Type II/III/IV – degradation, thermal – oxidation<sup>80</sup>, s 6b Type II/III/IV – degradation, thermal – water loss, s 6b Type II/III/IV – fluid concentration., s 2b(2) Type II/III/IV – forced air application – conditions to use HOT – appropriate thickness, s 8a Type II/III/IV – forced air application – conditions to use HOT – even coverage, s 8a(2)(b) Type II/III/IV – forced air application – conditions to use HOT – field tested equipment, s 8a(2)(c) Type II/III/IV – forced air application – conditions to use HOT – fluid above lowest on-wing viscosity, ss 8a(2)(c-d)Type II/III/IV – heated – no reduction in HOT, s 2b(7)(b)Type II/III/IV - lowest on-wing viscosity, s 6a Type II/III/IV - nozzle sample procedure, ss 6a(1-3) Type II/III/IV – quality control – appearance: contamination, separation<sup>81</sup>, s 6 Type II/III/IV – quality control – pH, s 6

<sup>&</sup>lt;sup>77</sup> Heating Type I is necessary but will result in some water loss and corresponding increase in glycol concentration. One must take care not to exceed the highest glycol concentration that was tested and passed aerodynamic acceptance. If Type I is repeatedly or continuously heated without replenishment of fresh material or heated at extreme temperatures, there can be oxidation of the glycol, usually the color will fade, and pH will decrease below its accepted specification range.

 $<sup>^{78}</sup>$  Color should be looked at when checking for appearance. Suspended matter is a form of contamination. It is virtually impossible to exclude all suspended matter. Small amounts of iron particles or iron oxides are generally thought to be acceptable. The criterion of acceptability is sometimes formulated as "substantially free from suspended matter".

<sup>&</sup>lt;sup>79</sup> For example, contamination with other fluids, silicone oil, rust, RDP, jet fuel, diesel fuel, rain water, melted snow, etc.

<sup>&</sup>lt;sup>80</sup> Repeated or prolonged heating of Type II/III/IV can lead to a) water evaporation causing significant viscosity reduction or increase and b) thermal oxidation of the thickener system resulting in viscosity loss.

<sup>&</sup>lt;sup>81</sup> Color should be looked at when checking for appearance. Suspended matter is a form of contamination. It is virtually impossible to exclude all suspended matter. Small amounts of black iron particles (not rust) are generally thought to be acceptable. The criterion of acceptability is sometimes formulated as "substantially free from suspended matter".

Type II/III/IV – quality control – refraction, s 6 Type II/III/IV – quality control – viscosity AS9968 FAA approved alternate method, s 6a Type II/III/IV - quality control - viscosity AS9968 manufacturer method, s 6a Type II/III/IV – residual fluid – on trailing edge in flight, s 100 Type II/III/IV - residue - dried, s 10k(2) Type II/III/IV - residue - effect on non-powered control surfaces, s 10k(2) Type II/III/IV – residue – frozen, s 10k(2) Type II/III/IV – residue – guidance (FAA), s 10k(1–5) Type II/III/IV – residue – guidance (FAA), ss 10k(1–5) Type II/III/IV - residue - in aerodynamically quiet areas, s 10k(4) Type II/III/IV – residue – in and around gaps between stabilizers, elevators, tabs, hinges, s 10k(2) Type II/III/IV – residue – in crevices, s 10k(4) Type II/III/IV – residue – lubrication of areas affected by, s 10k(5) Type II/III/IV – residue – rehydrated, ss 10k(2, 4) Type II/III/IV – residue – restricted control surface movement, s 10k(1) Type II/III/IV – residue cleaning – with aircraft manufacturer recommended cleaning agent, s 10k(5) Type II/III/IV – residue cleaning – with hot Type I, s 10k(5) Type II/III/IV – residue cleaning, s 10k(5) Type II/III/IV – residue detection, s 10k(4) Type II/III/IV – residue formation – diluted Type II/III/IV v undiluted Type II/III/IV, s 10k(1) Type II/III/IV – residue formation – European practices conducive to, ss 10k(1), 10k(3) Type II/III/IV – residue formation – North American practices preventing, ss 10k(1), 10k(3) Type II/III/IV – residue formation – Type II v Type IV, s 10k(1) note Type II/III/IV – residue formation – Type II/III/IV without hot water or Type I, s 10k(2) Type II/III/IV – residue inspection – actuators, s 10k(5) Type II/III/IV – residue inspection – flight control bays, s 10k(5) Type II/III/IV – residue inspection – frequency, s 10k(5) Type II/III/IV – residue inspection, ss 10k(4–5) Type II/III/IV – sampling procedure, ss 10a(1–3) Type II/III/IV – undiluted, s 2b(2) volcanic ash. See also obscuration weather conditions, varying, s 3a(2)(c)weather descriptor - blowing, s 3h(6)(b) weather descriptor - freezing, s 3h(6)(b)weather descriptor - low drifting, s 3h(6)(b)weather descriptor - partial, s 3h(6)(b) weather descriptor - patches, s 3h(6)(b)weather descriptor - shallow, s 3h(6)(b)weather descriptor - showers, s 3h(6)(b)weather descriptor – thunderstorm, s 3h(6)(b)winglets. See wingtip devices wingtip devices - Boeing B737, s 10m(3) wingtip devices – Boeing B747, s 10m(3) wingtip devices – Boeing B757, s 10m(3) wingtip devices – Boeing B767, s 10m(3) wingtip devices – Boeing MD11, s 10m(3) wingtip devices – raked wingtips, s 10m wingtip devices - representative surface, use of, ss 10m(1-2)wingtip devices – scimitar, s 10m wingtip devices – scimitar, split, s 10m wingtip devices - sharklets, s 10m wingtip devices – strakes, s 10m wingtip devices - winglets, s 10m

#### FAA, Notice N 8900.50, "Industry Produced Standardized International Aircraft Ground Deicing Program, Winter 2008-2009"

Effective date: September 10, 2008, cancellation date: September 10, 2009.

This document informed FAA safety inspectors that the industry produced standardized International Aircraft Ground Deicing Program (SIAGDP) is an acceptable method of compliance of outsourcing aircraft ground deicing services at foreign locations for ground deicing programs under 14 CRF 121.629 (c).

This document has not been updated but it appears that this method of compliance may still be in effect.

Index for FAA N 8900.50 Page numbers are those of FAA Notice N 8900.50 SIAGDP – means of compliance for ground deicing services at foreign locations, p 1

## FAA, Notice N 8900.708, "FAA–Approved Deicing Program Updates, Winter 2024–2025"

Effective date: August 2, 2024; cancellation date: August 2, 2025. Issued by the FAA. Orders & Notices – Search Results (faa.gov)

Replaces FAA Notice N 8900.667 which expired July 31, 2024

This Notice N 8900.708 is meant to provide FAA inspectors information on the FAA-approved deicing program for the winter 2024-2025.

Index for FAA N8900.708 (Section numbers are those of FAA N8900.708) 14 CFR § 121.629(c) - approved deicing program, s 4 14 CFR § 121.629(d) - pretakeoff contamination check, s 4 14 CFR § 125.221(b)(1) - pretakeoff contamination check, s 4 14 CFR § 125.221(b)(2) – alternative procedures, s 4 14 CFR § 125.221(b)(3) – approved deicing program, s 4 14 CFR § 135.227(b)(1) - pretakeoff contamination check, s 4 14 CFR § 135.227(b)(2) - alternative procedures, s 4 14 CFR § 135.227(b)(3) – approved deicing program, s 4 POI – approval of deicing program (FAA), s 2 POI – comprehensive assessment plan (FAA), s 6c POI – data collection tool (FAA), s 6b POI – design assessment (FAA), s 6c POI – performance assessment (FAA), s 6c POI – recommend HOT and guidance (FAA), s 6a POI – SAS (FAA), s 6b POI – surveillance, additional, s 6c SAS (FAA), s 6b

#### FAA, Degree-Specific Holdover Time Data, Winter 2024-2025, revision 1.0

Issued October 3, 2024, by the FAA. FAA Aircraft Ground Deicing

This is the database for degree-specific holdover times. It is in the form of an Excel spreadsheet comprising several tabs.

Guidance and conditions of use with this degree-specific database are found in the document FAA, *Ground Deicing Program, General Information*, revision: original (6 August 2024).

A similar document is issued by Transport Canada.

Index for FAA DSHOT 2024-2025 (Page numbers are those of FAA DSHOT 2024-2025) DSHOT database, all pages

## FAA, Holdover Time Regression Guidelines Information, Winter 2024-2025, original issue

Issued August 6, 2024, by the FAA. FAA Aircraft Ground Deicing

This document, updated every year, provides the regression coefficients to calculate holdover times under various weather conditions.

Typically, real-time weather data is fed to a holdover time determination system (HOTDS) which uses the best-fit power law curves with the appropriate regression coefficients to calculate holdover times.

A similar document is issued by Transport Canada.

Index for FAA, Holdover Time Regression Guidelines Information, Winter 2024-2025

(Section, table and page numbers are those of FAA, *Holdover Time Regression Guidelines Information, Winter* 2024-2025)

- check time determination system<sup>82</sup>, pp 6-7
- HOT 76% adjusted regression calculations, p 6
- HOT regression information changes in 2024-2025, p 5
- HOT regression limitations caution outside precipitation rate limits, pp 7-8
- HOT regression limitations no allowance times, p 8
- HOT regression limitations no interpolation for Type II/III/IV non-standard dilutions, p 7
- HOT regression limitations no regression coefficients for frost, p 8
- HOT regression limitations use at  $> 0^{\circ}$ C, p 7
- HOT regression limitations use of LUPR, p 7
- HOT regression limitations use of snow precipitation rate  $\leq 50$  g/dm<sup>2</sup>/h, p 8
- HOT regression limitations use with CTDS/HOTDS conforming to Advisory Circular (FAA), p 6
- HOT regression limitations, pp 7–8
- HOT Type I regression calculations, p 6
- HOT Type I regression coefficients, Tables 1-1, 1-2
- HOT Type II fluid-specific regression calculations, pp 6–7

<sup>&</sup>lt;sup>82</sup> The Transport Canada HOT Guidelines Regression Information document does not mention check time determination systems.

HOT - Type II fluid-specific - regression coefficients, Tables 2-1 to 2-10 HOT – Type II generic – HOT shortest (worst case) values of all Type II. p 7 HOT – Type II generic – regression calculations, pp 6–7 HOT – Type II generic – regression coefficients, Table 2-11 HOT – Type III fluid-specific – regression calculations, p 6 HOT - Type III fluid-specific - regression coefficients, Tables 3-1 to 3-3 HOT – Type IV fluid-specific – regression calculations, p 7 HOT - Type IV fluid-specific - regression coefficients, Tables 4-1 to 4-25 HOT - Type IV generic - HOT shortest (worst case) values of all Type IV, p 7 HOT – Type IV generic – regression calculations, pp 6–7 HOT – Type IV generic – regression coefficients, Table 4-26 HOTDS, pp 6–8 HUPR, snow, p 6, Table 6 LUPR, snow, p 6, Table 5 regression coefficient tables, interpretation of, p 6 regression coefficients - best fit power law, p 7

#### FAA, Advisory Circular AC 120-60B, "Ground Deicing and Anti-icing Program"

Issued December 12, 2004, by the FAA. FAA AC 120-60B

This document provides guidance to obtain FAA approval of ground deicing/anti-icing programs in accordance with Title 14 of the Code of (U.S.) Federal Regulations (14 CFR) part 12, section 121.629.

Index for FAA AC 120-60B (Section and page numbers are those of FAA AC 120-60B) 14 CFR § 121.629, s 1 anti-icing – definition, s 3.a. anti-icing fluid – definition ss 3.a.(1-5)check, icing.<sup>83</sup> See preflight contamination check; postdeicing/anti-icing check; pretakeoff check; pretakeoff contamination check check, postapplication. *See* postdeicing/anti-icing check check, postdeicing/anti-icing. See postdeicing anti-icing check anti-icing code, s 6.f.(3)check, pretakeoff contamination. See pretakeoff contamination check communications - flightcrew and groundcrew, s 6.f. communications. See also anti-icing code; phraseology contaminants, frozen. See contamination [frozen] contamination [frozen] - definition, s 3.c. contamination [frozen] – *superset of* freezing drizzle, s 3.c. contamination [frozen] – superset of freezing rain, s 3.c. contamination [frozen] - superset of freezing rain, light, s 3.c. contamination [frozen] - superset of slush, s 3.c. contamination [frozen] - superset of snow grains, s 3.c. contamination [frozen] - superset of snow, s 3.c. critical aircraft surfaces. See critical surface critical surface - aircraft manufacturer defined, s 6.d.(1) critical surface - control surfaces, s 6.d.(a)

<sup>&</sup>lt;sup>83</sup> The appears to be four kinds of icing checks: 1) *preflight check* (aka contamination check) performed by the flightcrew or groundcrew to establish the need to deicing/anti-icing), 2) *post deicing/anti-icing check* (aka post deicing check, post application check), an integral part of the deicing/anti-icing process, 3) *pretakeoff check* performed within the holdover time and 4) the *pretakeoff contamination check* performed after the holdover time has expired.

critical surface – empennage, s 6.d.(a) critical surface – engine inlets, s 6.d.(a) critical surface – fuel vents, s 6.d.(a) critical surface - fuselage on aircraft with center mounted engine, s 6.d.(a) critical surface – instrument sensor pick-up points, s 6.d.(a) critical surface – pitot tubes, s 6.d.(a) critical surface – ram-air intakes, s 6.d.(a) critical surface – static ports, s 6.d.(a) critical surface – wings, s 6.d.(a) definition – anti-icing, s 3.a. definition - anti-icing fluid, ss 3.a.(1–5) definition – contamination [frozen]<sup>84</sup>, s 3.c. definition – deicing fluid, ss 3.b.(1-6)definition – deicing, s 3.b. definition - hard wing, s 6.e.(2)(a) definition – HOT range, s 6.c.(3) definition – HOT, s 3.d. definition – postdeicing/anti-icing check (FAA), ss 3.g., 6.e.(3) definition - pretakeoff check (FAA), s 3.e. definition - pretakeoff contamination check (FAA), s 3.f. deicing – definition, s 3.b. deicing fluid – definition, s 3.b.(1–6) frost - on lower wing surface - acceptable amount (FAA), s 6.d. frozen contaminants – definition, s 3.c. contamination [frozen] – effect on (rapid) pitch up and roll-off during rotation, s 6.g.(2)(a) contamination [frozen] – effect on control, s 6.g.(2)(a) contamination [frozen] – effect on drag, s 6.g.(2)(a)contamination [frozen] – effect on FOD, s 6.g. contamination [frozen] – effect on instrument pick up points, s 6.g.(2)(a) contamination [frozen] – effect on lift, s 6.g.(2)(a) contamination [frozen] – effect on buffet or stall before activation of stall warning, s 6.g.(2)(a) contamination [frozen] - effect on hard wing aircraft (without leading edge device), s 6.g.(2)(a) contamination [frozen] – effect on ram air intakes, s 6.g.(2)(a)contamination [frozen] - effect on stall at lower-than-normal angle of attack, s 6.g.(2)(a) contamination [frozen] – effect on weight, s 6.g.(2)(a)contamination [frozen] – effect on winglets, s 6.g.(2)(a)ground deicing program (FAA) – approval, ss 1, 5. ground deicing program (FAA) – approved operations in lieu of, s 7. ground deicing program (FAA) – program elements, s 6. ground deicing/anti-icing program (FAA). See ground deicing program (FAA) hard wing - definition, s 6.e.(2)(a) HOT – definition, s 3.d. HOT - end of, s 6.c.(3)HOT – range – definition, s 6.c.(3) HOT - start of, s 6.c.(3) HOT – variables – active meteorological conditions, s 6.c. HOT – variables – OAT, s 6.c. HOT – variables – precipitation moisture content, s 6.c. HOT - variables - temperature, s 6.c. HOT – variables – wind, s 6.c. ice accretion, in-flight, s 6.g.(2)(b) phraseology, use of standard, s 6.f. postdeicing check. See postdeicing/anti-icing check postdeicing/anti-icing check (FAA) - integral part of deicing/anti-icing process, ss 6.e., 6.e.(3)

<sup>&</sup>lt;sup>84</sup> AC 120-60 uses the term "frozen contamination", here we index it as "contamination [frozen]".

postdeicing/anti-icing check (FAA) - recordkeeping mandatory, s 6.f.(3)D postdeicing/anti-icing check  $(FAA)^{85}$  – definition, s 3.g., 6.e.(3) pretakeoff check (FAA) – by flightcrew, s 6.e.(1)pretakeoff check (FAA) – definition, s 3.e. pretakeoff check (FAA) – flightcrew situational awareness, s 6.e.(1) pretakeoff check (FAA) – guidance, s 6.e.(1) pretakeoff check (FAA) - regulation 14 CFR § 121.629(c)(3), s 6.e.(1) pretakeoff check (FAA) – within HOT, ss 3.e., 6.e.(1) pretakeoff contamination check (FAA) - definition, s 3.f. pretakeoff contamination check (FAA) – guidance ss 3.f., 6.e.(2) pretakeoff contamination check (FAA) – regulation 14 CFR § 121.629(c)(3)(i), ss 3.f., 6.e.(2) pretakeoff contamination check (FAA) – when HOT exceeded, ss 3.f., 6.e.(2) pretakeoff contamination check (FAA) – within 5 minutes of takeoff, ss 3.f., 6.e.(2) program, ground deicing/anti-icing (FAA). See ground deicing program (FAA) representative surface, ss 3.e., 6.d. training - FAA requirements, s 6.g.

## FAA, Advisory Circular AC 120-112, "Use of Liquid Water Equivalent System to Determine Holdover Times or Check Times of Anti-icing Fluids"

Issued July 14, 2015, by the FAA. FAA AC 120-112

Although the FAA does not certify or approve specific liquid water equivalent system (LWES), some U.S. aircraft operators (§ 121.629(c) category) may be required by U.S. law to seek FAA authorization to rely on the use of LWES. This document provides the FAA minimum standard for use of LWES and guidance to those proposing to design, procure, construct, install, activate or maintain LWES. An LEWS is an automated system that measures the liquid water equivalent rate of freezing or frozen precipitation. The LEWS system, using the measured LEW rate and endurance time regression equations, calculates holdover time (HOT) or check time (CT).

Index for FAA AC 120-112 (Section and page numbers are those of FAA AC 120-112) anti-icing fluid - definition, Appendix 2a. check time - definition, Appendix 2b. check time determination system - guidance (FAA), s 1-1 check time determination system - subset of LWES, s 1-1 definition - anti-icing fluid, Appendix 2a. definition - check time, Appendix 2b. definition - deicing fluid, Appendix 2c. definition - endurance time regression analysis, Appendix 2e. definition – endurance time, Appendix 2d. definition - glycol pan measurement, Appendix 2f. definition - HOT tables, Appendix 2h. definition – HOT, Appendix 2g. definition - LWE rate, Appendix 2i. definition – LWE sampling time, Appendix 2k. definition – LWES, s 1-1, Appendix 2k.

#### definition – regression analysis, endurance time, Appendix 2e.

<sup>&</sup>lt;sup>85</sup> AC 120-60 appears to use different terms for the check that is an integral part of the deicing/anti-icing process: "post deicing check" s 3.g., "post deicing/anti-icing check" s 6.e.(3), 6.f.(3)D, "post application check" s 6.f.(3)D. SAE documents usually call it "post deicing/anti-icing check" such as, AS6285E s 7.3 and AS6286 A.13.5, although for short it is sometimes called "post deicing check".

deicing fluid – definition, Appendix 2c. endurance time – definition. Appendix 2d. endurance time - regression analysis - definition, Appendix 2e. endurance time - regression equations, s 1-1 freezing drizzle - subset of supercooled large droplets, s 3-11 freezing rain - subset of supercooled large droplets, s 3-11 glycol pan measurement - definition, Appendix 2f. holdover time determination system. See HOTDS HOT – definition, Appendix 2g. HOT – end of, Appendix 2g. HOT - start of, Appendix 2g. HOT - tables - definition, Appendix 2h. HOTDS - guidance (FAA), s 1-1 HOTDS - subset of LWES, s 1-1 LWE – rate – definition, Appendix 2i. LWE – sampling time – definition, Appendix 2k. LWES - activation - guidance (FAA), s 1-1 LWES - authorization for freezing drizzle (FAA), s 3-9 LWES – authorization for freezing rain (FAA), s 3-9 LWES - authorization for snow (FAA), s 3-8 LWES - authorization for supercooled large droplets (FAA), s 3-9 LWES – authorization process (FAA), s 2 LWES – check time, s 1-1 LWES - construction - guidance (FAA), s 1-1 LWES – definition, s 1-1, Appendix 2k. LWES - design - guidance (FAA), s 1-1 LWES – endurance time regression equation, use of, s 1-1 LWES – guidance (FAA), s 1-1 LWES – HOT, s 1-1 LWES - installation - guidance (FAA), ss 1-1, 2-7 LWES - maintenance - guidance (FAA), ss 1-1, 2-8 LWES – maintenance log – guidance (FAA), s 2-6 LWES - maintenance manual - guidance (FAA), s 2-8 LWES – performance specification (FAA), s 2-6 LWES - performance testing - guidance (FAA), s 2-2 LWES - procurement - guidance (FAA), s 1-1 LWES – quality assurance – guidance (FAA), s 2-3 LWES – siting – guidance (FAA), s 2-7 LWES - superset of check time determination system, s 1-1 LWES – superset of HOTDS, s 1-1 LWES – system description – guidance (FAA), s 2-4 LWES - testing specification (FAA), s 2-6 LWES - training manual - guidance (FAA), s 2-8 LWES – training manual – guidance (FAA), ss 2-6, 2-8 LWES - ultrasonic wind sensor performance standards (FAA), s 3-6 LWES - user manual - guidance (FAA), s 2-6 LWES – verification of CT – guidance (FAA), s 2-5 LWES - verification of HOT - guidance (FAA), s 2-5 LWES – wind speed sensor performance standard (FAA), s 3-5 regression analysis, endurance time – definition, Appendix 2 regression equation, use of endurance time - for LWES, s 1-1 supercooled large droplets superset of freezing drizzle, s 3-11 supercooled large droplets superset of freezing rain, s 3-11

#### FAA, Advisory Circular AC 150/5300-14D, "Design of Aircraft Deicing Facilities"

Revised March 17, 2020, by the FAA. FAA AC 150/5300-14D

This document provides guidance and recommendations for designing of deicing facilities. It covers the sizing, siting, environmental considerations and operational requirements to maximize deicing capacity while maintaining safety and efficiency. There is emphasis on centralized deicing facilities and the issues associated with such facilities. Design considerations for infrared deicing facilities are discussed.<sup>86</sup>

Index for FAA AC 150/5300-14D (Section and page numbers are those of FAA AC 150/5300-14D) 14 CFR § 139, s 3 at p i<sup>87</sup> aircraft deicing facility. See deicing facility aircraft parking area length, s 3.1.1.1 aircraft parking area width, s 3.1.1.2 aircraft parking area, deicing pad – definition, s 1.2.3 Airport Certification Manual (U.S.), s 3 at p i Airport Improvement Program (U.S.), s 3 at p i airport, certificated (FAA), s 3 at p i central deicing facility - air traffic control tower line-of-sight, s 2.2.3 central deicing facility - aircraft access routes, s 4 central deicing facility – airport layout plan (FAA), s 1.5 central deicing facility - benefits - aircraft retreatment near departure runway, s 2.1.2 central deicing facility - benefits - avoiding changing weather along long taxiing routes, s 1.1.2.2 central deicing facility - benefits - improved airfield flow, s 2.1.2 central deicing facility - benefits - improved effluent mitigation, s 2.1.1 central deicing facility - benefits - reduced taxiing time, s 1.1.2.2 central deicing facility – capacity, s 2.3 central deicing facility - common deicing procedures - for all users, s 1.1 central deicing facility - common deicing procedures - safety benefits, s 1.1 central deicing facility – components – bypass taxiing capability for aircraft not needing deicing, ss 2.1.3, 2.8 central deicing facility - components - control center, s 2.1.3 central deicing facility - components - crew shelter, s 2.1.3 central deicing facility – components – deicing pads ss 2.1.3, 2.9 central deicing facility - components - deicing unit ss 2.1.3, 2.5.2 central deicing facility - components - environmental effluent mitigation ss 2.1.3, 2.5.5 central deicing facility - components - fluid storage and handling ss 2.1.3, 2.6 central deicing facility - components - lighting system ss 2.1.3, 2.7 central deicing facility – definition, s 1.2.2 central deicing facility – deicing pad, factors affecting number of – deicing procedure, s 2.4.1.1 central deicing facility – deicing pad, factors affecting number of – peak hour departure rate, s 2.4 central deicing facility – deicing pad, factors affecting number of – preflight inspection, s 2.4.1.1 central deicing facility – deicing pad, factors affecting number of – type of aircraft, s 2.4.1.3 central deicing facility – deicing pad, factors affecting number of – type of deicing units, s 2.4.1.4central deicing facility – deicing pad, factors affecting number of – variation in meteorological conditions, s 2.4.1.2 central deicing facility - deicing pad, factors affecting number of, s 2.4 central deicing facility – design, Title at p i

<sup>&</sup>lt;sup>86</sup> Infrared deicing facilities were built at JKF airport in NY, Buffalo NY, Newark NJ, Rhinelander NY, and Oslo, Norway. Buffalo, Newark, and Oslo facilities were dismantled. JFK and Rhinelander are not operational. The builder of infrared facilities is no longer offering them for sale [FAA private communications. June 2016].

<sup>&</sup>lt;sup>87</sup> AC 150/5300-14D has an introductory section (aka cover letter) at pp i to vi that uses the same section numbering as the main document. When the referring to a section in the introductory part, the pages are indicated.

central deicing facility - effluent mitigation - aerobic treatment, ss 6.2, 6.7 central deicing facility – effluent mitigation – anaerobic biochemical reactor, ss 6.2, 6.7 central deicing facility - effluent mitigation - biomass, s 6.7 central deicing facility – effluent mitigation – BOD, s 6.1.2 central deicing facility – effluent mitigation – COD, s 6.1.2 central deicing facility – effluent mitigation – diversion boxes, s 6.2 central deicing facility - effluent mitigation - effluent control at the source, s 6.1.1 central deicing facility – effluent mitigation – flow rate limits, 6.1.2 central deicing facility – effluent mitigation – lifecycle cost, s 6.2 central deicing facility - effluent mitigation - mechanical aeration of detention basins, ss 6.2, 6.7 central deicing facility – effluent mitigation – metered discharge from detention basin, s 6.2 central deicing facility – effluent mitigation – oil and grease, s 6.1.2 central deicing facility – effluent mitigation – pH, s 6.1.2 central deicing facility - effluent mitigation - POTW (U.S.) ss 6.1.1., 6.1.2, 6.3, 6.7 central deicing facility – effluent mitigation – recycled water, s 6.6.2 central deicing facility – effluent mitigation – recycling glycol, ss 6.2, 6.6 central deicing facility – effluent mitigation – recycling system, ss 6.2, 6.6 central deicing facility - effluent mitigation - spent deicing fluid detention basins, s 6.4 central deicing facility – effluent mitigation – spent deicing fluid storage tanks, ss 6.2, 6.5 central deicing facility – effluent mitigation – TOC, s 6.1.2 central deicing facility - effluent mitigation - total suspended solids, s 6.1.2 central deicing facility – effluent mitigation – urea algae blooms in detention basins, s 6.4.4 central deicing facility – effluent mitigation – wildlife management near detention basins, s 6.4.3. central deicing facility – effluent mitigation, s 6 central deicing facility – environmental considerations – receiving water aquatic communities quality, s 6.1 central deicing facility – environmental considerations – receiving water quality, s 6.1 central deicing facility - environmental considerations. See also central deicing facility - effluent mitigation central deicing facility – holding bays, s 4.1.1 central deicing facility – location and sizing factors – aircraft type fleet mix, s 2.5.3. central deicing facility - location and sizing factors - airport layout, s 2.12 central deicing facility - location and sizing factors - airport safety programs, s 2.5.6 central deicing facility - location and sizing factors - deicing queues, s 2.9 central deicing facility – location and sizing factors – environmental considerations, s 2.5.5 central deicing facility – location and sizing factors – HOT and time to takeoff clearance time, s 2.5 central deicing facility – location and sizing factors – lighting, s 2.7 central deicing facility - location and sizing factors - restriction of type of deicing fluid, s 2.5.1 central deicing facility – location and sizing factors – taxiing times and routes, ss 2.5.4, 2.8 central deicing facility – location and sizing factors – topography, s 2.10 central deicing facility – location and sizing factors – type of deicing fluids used, s 2.5.1 central deicing facility – location and sizing factors – type of deicing unit, ss 2.4.1.4, 2.5.2 central deicing facility – location and sizing factors – utilities, s 2.11 central deicing facility - location and sizing factors, s 2.5 central deicing facility – multiple, s 2.4.2 central deicing facility – operational issues, s 1.1 central deicing facility – overview of, s 1.1 central deicing facility - pavement requirements, s 3.6 central deicing facility - role, s 1.1.1 central deicing facility - runoff mitigation. See central deicing facility - effluent mitigation central deicing facility - safety risk management (FAA), s 1.5 central deicing facility – separation standards, ss 2.2.1–2.2.2 central deicing facility - service provider, single, s 1.1 central deicing facility – siting, s 1.1.2.2 central deicing facility - SMS, s 1.5 central deicing facility - snow desk, s 2.1. central deicing facility – vehicle safety zone, s 3.4.3 central deicing facility – vehicle service roads, s 4.2

central deicing facility. See also designated deicing facility; deicing facility definition – aircraft parking area, deicing pad, s 1.2.3 definition – central deicing facility, s 1.2.2 definition – deicing facility, s 1.2.1. definition – deicing pad aircraft parking area, s 1.2.3 definition – deicing pad maneuvering area for deicing units, s 1.2.3 definition – deicing pad, s 1.2.3 definition - HOT, s 1.2.4 definition - fluid, Newtonian, s 1.2.5 definition - fluid, non-Newtonian, s 1.2.5 fluid, Newtonian – definition, s 1.2.5 fluid, non-Newtonian - definition, s 1.2.5 deicing facility – capacity, s 2.3 deicing facility – definition, s 1.2.1 deicing facility – design, Title at p i deicing facility - infrared. See infrared deicing facility deicing facility – off-gate<sup>88</sup> ss 1.1, 2.1 deicing facility - off-gate. See also central deicing facility deicing facility - on-gate - excludes central deicing facility ss 1.1, 2.1 deicing facility - remote aircraft. See central deicing facility deicing facility - remote. See central deicing facility<sup>89</sup> deicing facility - safety risk management mandatory before construction (FAA), s 1.5 deicing facility – safety risk management, s 1.5 deicing facility – stakeholders – air taxis, s 1.3 deicing facility - stakeholders - air traffic control, s 1.3.1 deicing facility - stakeholders - aircraft rescue and firefighting chief, s 1.3.1 deicing facility - stakeholders - airport environmental manager, s 1.3.1 deicing facility – stakeholders – airport operations chief, s 1.3.1 deicing facility – stakeholders – engineering design contractor, s 1.3.1 deicing facility - stakeholders - general aviation, s 1.3.1 deicing facility - stakeholders - ground deicing managers, s 1.3.1 deicing facility – stakeholders – other authorities, s 1.3.1 deicing facility - stakeholders - pilot organizations, s 1.3.1 deicing facility – stakeholders – regulator, s 1.3.1 deicing facility – stakeholders – station managers of air carriers, s 1.3.1 deicing facility – terminal gate – apron drainage, s 2.1.1 deicing facility – terminal gate – capacity, s 2.3 deicing facility – terminal gate – cost of glycol mitigation issues, s 2.1.2 deicing facility – terminal gate – environmental issues, ss 1.1.2.1, 2.1.1 deicing facility – terminal gate – excludes central deicing facility, ss 1.1, 2.1 deicing facility – terminal gate – gate delays issues, s 2.1.2 deicing facility - terminal gate - lack of gate for deicing issues, s 2.1.2 deicing facility - terminal gate - spent deicing fluid collection, s 2.1.1 deicing facility – terminal gate – taxiing time issues, ss 1.1.2.1, 2.1.1, 2.1.2 deicing pad – aircraft parking area – definition, s 1.2.3 deicing pad – composite, ss 3.4.2.2, 3.5.1.2 deicing pad – definition, s 1.2.3 deicing pad – fixed deicing unit considerations, s 3.2 deicing pad – grouping, ss 3.4.2.2, 3.5.1.2 deicing pad – layout, s 3.5 deicing pad - maneuvering area for deicing units - definition, s 1.2.3 deicing pad – number of, s 2.4

<sup>&</sup>lt;sup>88</sup> AC 150/5300-14D defines all off-gate deicing facilities as centralized deicing facilities, see s 1.1.

<sup>&</sup>lt;sup>89</sup> Historical: in AC 150/5300-14C, the expression "remote deicing facility" was dropped from the definition of CDF (s 4a at p i). In the *Guide*, we abbreviate centralized deicing facility as CDF.

deicing pad - orientation - high winds, s 3.5.3.1 deicing pad – orientation – jet blast, s 3.5.4 deicing pad - orientation - prevailing wind, s 3.5.3.1 deicing pad – orientation – visibility, s 3.5.3.2 deicing pad – orientation – with respect to taxiway, s 3.5.3.3 deicing pad – safety risk management mandatory before construction (FAA), s 1.5 deicing pad – separation standards, s 3.2, Table 3-1 deicing pad – surface markings – boundary markings, s 3.4.2 deicing pad – surface markings – pad grouping marking, s 3.4.2.2 deicing pad - surface markings - taxiway centerline, ss 3.2, 3.4.1 deicing pad – surface markings – taxiway holding position marking, s 3.4.2.1 deicing pad – surface markings – vehicle safety zone marking, s 3.4.3 deicing pad – surface markings, s 3.4 deicing pad – taxiway centerline requirement, s 3.2 deicing pad – vehicle safety zone, ss 3.2, 3.4.3 deicing unit - fixed - gantry, s 2.5.2.2 deicing unit – fixed – telescopic boom, s 2.5.2.2 deicing unit – fixed, s 3.3 fluid manufacturer documentation - fluid storage requirements, s 2.6.2 fluid manufacturer documentation - fluid transfer system requirements, s 2.6.1 gantry, s 2.5.2.2 HOT - definition, s 1.2.4 HOT - end of, s 1.2.4HOT - start of, s 1.2.4 HOT – v taxiing time, s 2.1.1 HOT - v time from start of last step to takeoff clearance, s 2.5 ice detection camera. See ROGIDS infrared deicing facilities, list of. See footnote 86 infrared deicing facility - design of, ss 5.1-5.18 infrared deicing facility - ROGIDS recommended, s 5.9 maneuvering area for deicing units – vehicle lane width, s 3.1.2 maneuvering area for deicing units, s 1.2.3 message boards – use at central deicing facility, s 3.6 passenger facility charges (U.S.), s 3 at p i POTW (U.S.), ss 6.1.2, 6.3, 6.7 RDP – spent deicing fluid as, s 6.6. remote aircraft deicing facility. See central deicing facility; designated deicing facility ROGIDS – infrared deicing facility, for, s 5.9 snow desk, s 2.1.3 spent deicing fluid – use as RDP, s 6.6.1 spent deicing fluid. See also central deicing facility effluent mitigation - spent deicing fluid; deicing facility terminal gate – spent deicing fluid collection takeoff clearance v HOT, s 2.5 taxiing time v HOT, ss 2.1.1., 2.5 taxiing time, acceptable, s 2.1.1 taxiing time, slower in winter-contaminated conditions, s 2.5 telescopic boom, fixed, s 2.5.2.2 vehicle safety zone, s 5.9

# FAA, Policy Statement: Type Certification Policy for Approval of Use of Type II, III, and IV Deicing/Anti-Icing Fluids on Airplanes Certificated Under 14 CFR Parts 23 and 25, Policy No: PS-ACE-23-05, PS-ANM-25-10

Issued May 3, 2015, by the FAA.

This FAA policy describes the testing and approval process for aircraft manufacturer to enable the use of SAE Type II, III and IV on aircraft certificates under 14 CFR parts 23 and 25.

This document seeks to determine if using Type II, III or IV fluids will result in significant or unusual flight or ground handling characteristics. This is determined by flight tests or by showing similarity to previously tested models.

The policy addresses takeoff performance, lift loss determination, takeoff angle-of-attack margin tests, controllability, vibration and buffeting, postflight inspections, effect on aircraft systems, and maintenance instructions, including cleaning, lubrication and how to deal with fluid residues and rehydrated residues.

A less detailed similar document was published by Transport Canada entitled *Guidelines for Aeroplane Testing Following Deicing/Anti-Icing Fluid Application*, Working Note No. 38, Initial Issue.

Index for FAA Policy Statement: Type Certification (Section and page numbers are those of FAA Policy Statement: Type Certification) aerodynamic effect of fluids – aircraft certification, FAA, s Title at p 1 aerodynamic effect of fluids – not addressed by AS5900 – control surface effectiveness, p 4 par 2 aerodynamic effect of fluids - not addressed by AS5900 - control forces, p 4 par 2 aerodynamic effect of fluids - on aircraft responsiveness to pitch control input, s 2 aerodynamic effect of fluids – on low takeoff speed aircraft, p 4 par 5 aerodynamic effect of fluids - on unpowered longitudinal flight control, p 4 par 4-5 aerodynamic effect of fluids – operational limitations – delayed response to pilot pitch control input, p 5 par 1 aerodynamic effect of fluids – operational limitations – higher than normal control column back pressure, p 4 par 4 aerodynamic effect of fluids - operational limitations - increased rotation speed, p 4 par 3 aerodynamic effect of fluids – operational limitations – pilot force to initiate rotation, p 4 par 3 aerodynamic effect of fluids – operational limitations – takeoff flap setting limitations, p 4 par 3 aerodynamic effect of fluids - rejected takeoff, p 4 par 4 aircraft certification - Type II/III/IV - AFM - aircraft specific limitations, s 8.a aircraft certification - Type II/III/IV - AFM - list of approved Types of fluid, s 8.a aircraft certification - Type II/III/IV - AFM - list of prohibited fluids, s 8.a aircraft certification - Type II/III/IV - AFM - LOUT limitations, s 8.a aircraft certification - Type II/III/IV - AFM - takeoff speed increase, s 8.a aircraft certification - Type II/III/IV - AFM, p 13 aircraft certification - Type II/III/IV - buffeting, s 3 aircraft certification - Type II/III/IV - controllability, s 2 aircraft certification - Type II/III/IV - effect of heated surfaces, s 6.b aircraft certification - Type II/III/IV - effect of ice protection systems, s 6.b aircraft certification - Type II/III/IV - effect on air data probes, s 6.b aircraft certification - Type II/III/IV - effect on APU, s 6.a aircraft certification - Type II/III/IV - effect on environmental control system, s 6.a aircraft certification - Type II/III/IV - effect on fluid baking, s 6.b aircraft certification - Type II/III/IV - effect on vent blocking, s 6.a aircraft certification - Type II/III/IV - flight tests, p 6 par 3, p 13

aircraft certification - Type II/III/IV - fluid application, s 5.b aircraft certification - Type II/III/IV - fluids to be tested, s 5.a aircraft certification - Type II/III/IV - handling qualities, s 7.a aircraft certification – Type II/III/IV – ICA, p 13 aircraft certification – Type II/III/IV – lift loss determination, s 1.a aircraft certification - Type II/III/IV - maintenance instructions - drain hole inspections, s 9.a aircraft certification - Type II/III/IV - maintenance instructions - control balance bay inspections, s 9.a aircraft certification - Type II/III/IV - maintenance instructions - aerodynamically quiet area inspections, s 9.a aircraft certification - Type II/III/IV - maintenance instructions - internal control system component inspection, s 9.a aircraft certification - Type II/III/IV - maintenance instructions - residue removal, ss 9.b, 9.c aircraft certification - Type II/III/IV - maintenance instructions - lubrication, s 9.b aircraft certification - Type II/III/IV - maintenance instructions - residue detection, s 9.c aircraft certification – Type II/III/IV – maintenance instructions – residue check frequency, s 9.c aircraft certification - Type II/III/IV - maintenance instructions - residue monitoring, s 9.c aircraft certification – Type II/III/IV – maintenance instructions – drain hole inspections, s 9.a aircraft certification – Type II/III/IV – measurement of elevator/horizontal stabilizer gap, s 7.b aircraft certification - Type II/III/IV - pilot application of longitudinal control forces, s 2 aircraft certification - Type II/III/IV - regulatory requirements, pp 1-3 aircraft certification – Type II/III/IV – required for aircraft brake release to  $V_R < 30$  s, p 12 aircraft certification – Type II/III/IV – required for aircraft with  $V_R < 100$  KACS, p 12 aircraft certification – Type II/III/IV – required for aircraft with reversible longitudinal flight controls, p 12 aircraft certification - Type II/III/IV - residue - inspection, s 4 aircraft certification - Type II/III/IV - residue - maintenance instructions, s 4 aircraft certification - Type II/III/IV - responsiveness to pitch control input, s 2 aircraft certification – Type II/III/IV – similarity to previously tested aircraft model, p 6 par 3 aircraft certification – Type II/III/IV – takeoff angle-of-attack margin tests, s 1.b aircraft certification - Type II/III/IV - takeoff performance, ss 1, 1.c aircraft certification - Type II/III/IV - test day temperature, s 5.c aircraft certification - Type II/III/IV - training, p 13 aircraft certification - Type II/III/IV - vibration, s 3 aircraft certification - Type II/III/IV - viscosity measurement, s 5.d aircraft certification, s Title certification, aircraft. See aircraft certification Type II/III/IV – residue – along control surface hinge lines, p 5 par 3 Type II/III/IV – residue – control force changes, p 5 par 5 Type II/III/IV – residue – control surface buffeting, p 5 par 5 Type II/III/IV – residue – control surface vibrations, p 5 par 5 Type II/III/IV – residue – dried, s 9.c Type II/III/IV – residue – effect on powered flight control systems, p 5 par 3 Type II/III/IV – residue – effect on unpowered flight control systems, p 5 par 3 Type II/III/IV – residue – elevator limitations, p 5 par 5 Type II/III/IV - residue - elevator vibration, p 5 par 5 Type II/III/IV – residue – flight control restrictions, p 5 par 4 Type II/III/IV - residue - frozen, p 1 Summary, p 5 par 1 Type II/III/IV – residue – in aerodynamically quiet areas, p 5 par 3 Type II/III/IV – residue – in balance bays, p 5 par 5 Type II/III/IV – residue – in control surface balance bays, p 5 par 4 Type II/III/IV – residue – in gaps between stabilizers, elevators, tabs and hinge areas, p 5 par 4 Type II/III/IV – residue – in gaps, p 5 par 4 Type II/III/IV - residue inspection - periodic, s 4 Type II/III/IV - residue - on cables, p 5 par 4 Type II/III/IV - residue - on flight control actuators, p 5 par 4 Type II/III/IV - residue - on pulleys, p 5 par 4 Type II/III/IV – residue – rehydrated, p 5 par 1-2, s 9.c Type II/III/IV – residue – unbalanced control surfaces, p 5 par 5

Type II/III/IV – residue formation – inadequate drainage, p 5 par 5 Type II/III/IV – residue formation – one-step application of Type II/III/IV, p 5 par 4 Type II/III/IV – residue formation – Type II/III/IV without hot water or Type I, p 5 par 4

#### FAA, Safety Alert for Operators SAFO 01001, "Possible effects of Thickened Anti-icing Fluids on Takeoff Rotation for Airplanes with Unpowered Elevator Controls"

Issued February 4, 2010, by the FAA. FAA SAFO O10001

Purpose of this document is to alert operators and pilots of aircraft with unpowered elevator controls that increased control forces may be required for proper rotation after treatment with Type II or IV fluids.

Flightcrews have reported that aircraft did not respond to normal or slightly above normal control column back pressure. Flightcrews assessed the unusual back pressure to be a control failure and elected to reject takeoff.

Added control column pressure could be needed to rotate the aircraft after these aircraft are treated with Type II or Type IV fluids. Training needs to cover added control column forces to achieve appropriate takeoff pitch attitude. "Only the de/anti-icing fluid Types (I, II, III, IV) approved by the airplane manufacturer should be applied to the airplane. The airplane must be operated in accordance with the airplane manufacturer's procedures specified for operations after being treated with de/anti-icing fluids".

Index for FAA SAFO 01001 aerodynamic effect of fluids – on control column back pressure, pp 1-2aerodynamic effect of fluids – on tail surfaces, pp 1-2aerodynamic effect of fluids – on takeoff rotation, pp 1-2aerodynamic effect of fluids – on unpowered elevator controls, pp 1–2 aerodynamic effect of fluids – rejected takeoff of unpowered elevator control aircraft, pp 1-2aircraft manufacturer documentation – aircraft operational procedure after fluid application, pp 1-2aircraft manufacturer documentation – aircraft operational procedure after Type II/IV application, pp 1-2fluid application – Type II/IV – excessive amount on tail of unpowered elevator control aircraft, pp 1–2 training - check airmen - fluid effect on elevator control pressures, pp 1-2 training – chief pilot – fluid effect on elevator control pressures, pp 1-2training – director of operations – fluid effect on elevator control pressures, pp 1–2 training – director of safety – fluid effect on elevator control pressures, pp 1–2 training – director of training – fluid effect on elevator control pressures, pp 1-2training – flightcrew – fluid effect on elevator control pressures, pp 1–2 training - pilot instructor - fluid effect on elevator control pressures, pp 1-2training – training providers – fluid effect on elevator control pressures, pp 1-2

#### **Documents Issued by Transport Canada**

#### Transport Canada, Holdover Time Guidelines, Winter 2024-2025, original issue

Issued August 6, 2024, by Transport Canada. <u>Transport Canada Holdover Time Guidelines</u>

Contact person: Yvan Chabot

This document, updated every year, provides the holdover time guidelines as published by Transport Canada. The Transport Canada *Holdover Time Guidelines, Winter 2024-2025* are meant to be used in conjunction with the latest issue of the *Guidelines for Aircraft Ground Icing Operations*, TP 14052E (issue 9, October 2024) where additional guidance on aircraft ground

#### Principal changes to the *Holdover Time Guidelines* 2024-2025

A detailed list of changes is on pp 7–8 of the *Holdover Time Guidelines*.

Two new Type I are listed, six Type I are delisted, two Type II are delisted, four Type IV are delisted and four Type IV are listed. Fluid specific holdover time guidelines were created for the new Type II and IV fluids. As a result of the listing and delisting of fluids, changes were made to the Type II and Type IV generic holdover time tables (p 7).

A new "Snow mixed with Freezing Fog" column has been added to all Type I, II, III, and IV holdover time tables with fluid specific values. The generic "Snow mixed with Freezing Fog" table has been removed (p 7).

A note was added in all Type I, II, III, and IV HOT tables indicating that the visibility table must be used in conditions of snow mixed with freezing fog to confirm the snowfall intensity (p 7).

The Type I column in the active frost holdover time table has been split into two to separate aluminum and composite holdover times (p 7).

A caution relating to cold-soaked wing with the use of 50/50 fluids from the Type II/IV fluid application table was added to the Type II and IV fluid holdover time table cautions (p 7).

A caution relating to blowing snow that applies to all Type I, II, III, and IV HOT tables has been updated to include drifting snow (p 7).

There is a new table indicating the list of Type Iii and Type IV fluids validated for use with the allowance time tables (p 7).

Three conditions were added to the Type IV allowance time tables: 1) moderate ice pellets mixed with moderate snow, 2) light ice pellets mixed with light rain and light snow , and 3) light ice pellets mixed with light freezing rain and light snow (p 7).

Various other changes, such as adding a column above 0 °C, were made to the allowance time tables (p 8).

#### Note to the reader

As the FAA and Transport Canada *Holdover Time Guidelines* originate from the same data set and are similar, I use the same index entries for both documents. If the entry pertains only to the FAA document, there is the mention "(FAA)", similarly "(TC)" for Transport Canada.

If it is a new feature of the 2024-2025 winter, it is indexed as "2024-2025 (FAA & TC)". If the new feature only pertains to the FAA, it reads "2024-2025 (FAA)" and for Transport Canada "2024-2025 (TC)".

Index for the Transport Canada HOT Guidelines (Page numbers are those of the Transport Canada Holdover Time Guidelines; read the note to the reader above) 2024-2025 (FAA & TC) - allowance time - list of validated fluids, p 57 2024-2025 (FAA & TC) – HOT – generic snow mixed with freezing fog table deleted, p 7 2024-2025 (FAA & TC) – HOT – precipitation type – snow mixed with freezing fog, pp 7, 15–25, 27–29, 31–56, A-9–A-19, A-25–A-50 2024-2025 (FAA & TC) – HOT – Type I – active frost table split into aluminum and composite holdover times, p 7 2024-2025 (FAA & TC) – snowfall visibility table – conditions – snow accompanied by drifting snow, p 65 2024-2025 (FAA & TC) – snowfall visibility table – conditions – snow grains accompanied by drifting snow, p 65 2024-2025 (FAA & TC) – snowfall visibility table – conditions – snow pellets accompanied by drifting snow, p 65 2024-2025 (FAA & TC) - Type I fluid delisted - Beijing Wangye KLA-1, pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Octaflo LYOD, pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Safewing EG I 1996 (88), pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Safewing MP I 1938 ECO, pp 66-69 2024-2025 (FAA & TC) - Type I fluid delisted - Gansu Xiexin XHN-1, pp 66-69 2024-2025 (FAA & TC) – Type I fluid delisted – Safewing 1938 ECO (80) Premix 55%, pp 66–69 2024-2025 (FAA & TC) – Type I fluid listed – Chongqing Joba FW-1, pp 66–69 2024-2025 (FAA & TC) – Type I fluid listed – Clariant Safewing MP LFD Plus 88, pp 66–69 2024-2025 (FAA & TC) - Type II fluid delisted - Clariant Safewing MP II FLIGHTPLUS, pp 70-71 2024-2025 (FAA & TC) – Type II fluid delisted – JSP RCP Nordix Defrost PG 2, pp 70–71 2024-2025 (FAA & TC) – Type IV fluid delisted – All Clear ClearWing Eco, pp 73–76 2024-2025 (FAA & TC) – Type IV fluid delisted – Clariant Max Flight AVIA, pp 73–76 2024-2025 (FAA & TC) - Type IV fluid delisted - Clariant Max Flight SNEG, pp 73-76 2024-2025 (FAA & TC) - Type IV fluid delisted - Clariant Safewing EG IV NORTH, pp 73-76 2024-2025 (FAA & TC) – Type IV fluid listed – ALAB International PROFLIGHT PG 4, pp 73–76 2024-2025 (FAA & TC) - Type IV fluid listed - Chongqing Joba FW-IV, pp 73-76 2024-2025 (FAA & TC) – Type IV fluid listed – MKS DevO Chemicals COREICPHOB Type-IV PG, pp 73–76 2024-2025 (FAA & TC) - Type IV fluid listed - Shaanxi Cleanway Cleansurface IV, pp 73-76 aerodynamic acceptance test - results - high speed ramp, pp 66-76 aerodynamic acceptance test - results - low speed ramp, pp 66-69, 72 aerodynamic acceptance test – results – middle speed ramp, pp 66–69, 72 aircraft manufacturer documentation – fluid temperature limit, pp 79-81 allowance time - 76% adjusted - flaps and slats deployed, pp A-51 to A-56 allowance time - cannot be extended by inspection, p 57 allowance time - cautions - ground deicing/anti-icing fluids do not provide in-flight icing protection, p 57 allowance time – cautions – no time extension by inspection, p 57 allowance time – cautions – responsibility for use of data remains with the user, p 57 allowance time – cautions, p 57 allowance time - list of validated fluids, p 57 allowance time - METAR code - DZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code DZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code - DZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code DZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code FZDZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZDZGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code FZDZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZDZPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZRAGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code -FZRAGSSN, pp 60, 62, A-53, A-55 allowance time - METAR code -FZRAPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -FZRAPLSN, pp 60, 62, A-53, A-55

allowance time - METAR code -FZRASNGS, pp 60, 62, A-53, A-55 allowance time – METAR code -FZRASNPL, pp 60, 62, A-53, A-55 allowance time – METAR code GR with remark less than <sup>1</sup>/<sub>4</sub>, pp 59, 61, 63 allowance time - METAR code GS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -GS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -GSDZ, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code GSDZ, pp 60, 62, A-53, A-55 allowance time - METAR code -GSFZDZ, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code GSFZDZ, pp 60, 62, A-53, A-55 allowance time - METAR code -GSFZRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -GSFZRASN, pp 60, 62, A-53, A-55 allowance time - METAR code -GSRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code GSRA, pp 60, 62, A-53, A-55 allowance time - METAR code -GSRASN, pp 60, 62, A-53, A-55 allowance time - METAR code - GSSN, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code GSSN, pp 60, 62, A-53, A-55 allowance time - METAR code -GSSNFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code -GSSNRA, pp 60, 62, A-53, A-55 allowance time - METAR code PL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLDZ, 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLFZDZ, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLFZRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -PLFZRASN, pp 60, 62, A-53, A-55 allowance time - METAR code -PLFZRASN, pp 60, 62, A-53, A-55 allowance time - METAR code -PLRA, pp 59, 60, 62, A-52, A-53, A-55 allowance time – METAR code PLRA, pp 60, 62, A-53, A-55 allowance time - METAR code -PLRASN, pp 60, 62, A-53, A-55 allowance time - METAR code -PLSN, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code PLSN, pp 60, 62, A-53, A-55 allowance time - METAR code -PLSNFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code -PLSNRA, pp 60, 62, A-53, A-55 allowance time – METAR code RAGS, pp 60, 62, A-53, A-55 allowance time - METAR code -RAGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -RAGSSN, pp 60, 62, A-53, A-55 allowance time - METAR code -RAPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code RAPL, pp 60, 62, A-53, A-55 allowance time - METAR code -RAPLSN, pp 60, 62, A-53, A-55 allowance time - METAR code -RASNGS, pp 60, 62, A-53, A-55 allowance time - METAR code -RASNPL, pp 60, 62, A-53, A-55 allowance time - METAR code -SNFZRAGS, pp 60, 62, A-53, A-55 allowance time - METAR code -SNFZRAPL, pp 60, 62, A-53, A-55 allowance time - METAR code SNGS, pp 60, 62, A-53, A-55 allowance time - METAR code - SNGS, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code -SNGSFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code - SNGSRA, pp 60, 62, A-53, A-55 allowance time - METAR code - SNPL, pp 59, 60, 62, A-52, A-53, A-55 allowance time - METAR code SNPL, pp 60, 62, A-53, A-55 allowance time - METAR code -SNPLFZRA, pp 60, 62, A-53, A-55 allowance time - METAR code - SNPLRA, pp 60, 62, A-53, A-55 allowance time - METAR code -SNRAGS, pp 60, 62, A-53, A-55 allowance time - METAR code -SNRAPL, pp 60, 62, A-53, A-55 allowance time – precipitation types, pp 59–63 allowance time – rotation speed  $\geq 100$  knots – Type III fluids, p 59 at note 1 allowance time – rotation speed  $\geq 100$  knots – Type IV EG fluids, p 66 at note 3
allowance time – rotation speed  $\geq 100$  knots ( $\geq 115$  knots for < 10°C precipitation conditions) – Type IV glycol unknown, p 63 at notes 1, 3, 4 allowance time – rotation speed  $\geq$  100 knots ( $\geq$  115 knots for some precipitation conditions) – Type IV PG fluids, p 63 at notes 3-4 allowance time - Type III undiluted, p 59 allowance time - Type III unheated, p 59 allowance time - Type IV EG fluid undiluted, p 61 allowance time - Type IV glycol unknown, pp 61, 63 allowance time - Type IV PG fluid undiluted, p 63 AMIL, pp 77 at caution 1, B-2 anti-icing performance - definition, p 77 anti-icing performance - superset of high humidity endurance test, p 77 anti-icing performance - superset of water spray endurance test, p 77 APS Aviation, pp 77 at caution 1, B-2 AS5900, pp 7, 27–29, 77, A-22–A-23, B-2 cold soaking - no use of Type II/III/IV 50/50 dilution, pp 14, 30, 80-81, A-8, A-24, A-30 cold soaking - underwing frost as indicator of, pp 14, 30, 80-81, A-8, A-24, A-30 definition – anti-icing performance, p 77 definition - is/are required (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 definition – LOUT, p 77 at note 3 definition - must (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 definition – qualification expiry date, p 77 at note 2 definition - shall (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 definition – should (FAA & TC), pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 degree-specific holdover times. See DSHOT DSHOT – snow grains, p 5 DSHOT – snow pellets, p 5 DSHOT - snow, p 5 DSHOT – Type II/III/IV undiluted, p 5 DSHOT, p 5 expiry date. See qualification expiry date fluid application – cautions, pp 79–81 fluid application – deicing – temperature (desirable) at nozzle  $\geq 60^{\circ}$ C, pp 79–81 fluid application – guidelines, pp 79-81 fluid application – one-step – anti-icing – on clean aircraft only, pp 79–81 fluid application - one-step anti-icing only (TC), pp 79-81 fluid application - one-step deicing only (TC), pp 79-81 fluid application – one-step deicing/anti-icing (FAA), pp 79-81 fluid application - one-step, pp 79-81 fluid application – temperature limits, pp 79-81 fluid application - three-minute rule. See three-minute rule fluid application - two-step, pp 79-81 fluid application – Type I – anti-icing – quantity  $\geq 1 \text{ L/m}^2$ , p 79 fluid application – Type I – anti-icing – temperature  $\geq$  60°C, p 79 fluid application – Type I freezing point buffer < 10°C procedure approval (FAA), pp 79–81 fluid application – Type I guidelines, p 79 fluid application - Type II/III/IV - anti-icing - insufficient amount, p 80-81 fluid application – Type II/III/IV 50/50 – do not use for anti-icing – cold soaking, pp 79–81 fluid application - Type II/IV guidelines, p 79 fluid application - Type IIII unheated guidelines, p 81 fluid application tables. See fluid application – guidelines fluid failure, early - flaps and slats deployed. See flaps and slats deployed fluid list, pp 66–76 fluid manufacturer - contact information, p C-2 fluid manufacturer documentation – aerodynamic acceptance data, p 77 at caution 2 fluid manufacturer documentation – freezing point v dilution data, p 77 at note 4

fluid manufacturer documentation - LOUT, p 77 at note 3 fluid manufacturer documentation – materials compatibility data, p 77 at caution 1 fluid manufacturer documentation - toxicity data, p 71 at caution 1 high humidity endurance test – subset of anti-icing performance, p 77 highest on-wing viscosity – fluid manufacturer method, pp 77 note 8, 78 highest on-wing viscosity, pp 70-76 HOT - 76% adjusted - flaps and slats deployed, pp A-1 to A-50 HOT - flaps and slats deployed. See HOT - 76% adjusted - flaps and slats deployed HOT - frost, active, pp 9-10 HOT - precipitation type - freezing drizzle, heavy, pp 11-56, A-5-A-50 HOT – precipitation type – freezing drizzle, light, pp 11–56, A-5–A-50 HOT – precipitation type – freezing drizzle, moderate, pp 11–56, A-5–A-50 HOT – precipitation type – freezing drizzle, pp 11–56, A-5–A-50 HOT – precipitation type – freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – freezing mist, pp 11–56, A-5–A-50 HOT – precipitation type – freezing rain, light, pp 11–56, A-5–A-50 HOT - precipitation type - frost, active, pp 9-10, A-3-A-4 HOT – precipitation type – ice crystals mixed with freezing fog, pp 11–56, A-5–A-50 HOT - precipitation type - ice crystals mixed with freezing mist, pp 11-56, A-5-A-50 HOT – precipitation type – ice crystals, pp 11–56, A-5–A-50 HOT - precipitation type - other - freezing rain, heavy, pp 11-56, A-5-A-50 HOT – precipitation type – other – freezing rain, moderate, pp 11–56, A-5–A-50 HOT – precipitation type – other – hail, pp 11–56, A-5–A-50 HOT - precipitation type - other - hail, small, pp 11-56, A-5-A-50 HOT - precipitation type - other - ice pellets, pp 11-56, A-5-A-50 HOT – precipitation type – other – snow, heavy, pp 11–56, A-5–A-50 HOT – precipitation type – rain on cold-soaked wing, pp 11-56, A-5–A-50 HOT – precipitation type – snow grains, light, pp 11–56, A-5–A-50 HOT – precipitation type – snow grains, moderate, pp 11–56, A-5–A-50 HOT – precipitation type – snow grains, very light, pp 11–56, A-5–A-50 HOT - precipitation type - snow mixed with freezing fog, pp 7, 15-25, 27-29, 31-56, A-9-A-19, A-25-A-50 HOT - precipitation type - snow pellets, light, pp 11-56, A-5-A-50 HOT – precipitation type – snow pellets, moderate, pp 11–56, A-5–A-50 HOT - precipitation type - snow pellets, very light, pp 11-56, A-5-A-50 HOT – precipitation type – snow, light – mixed with drizzle, pp 11–56, A-5–A-50 HOT – precipitation type – snow, light – mixed with freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – snow, light – mixed with ice crystals, pp 11–56, A-5–A-50 HOT – precipitation type – snow, light – mixed with light rain, pp 11–56, A-5–A-50 HOT – precipitation type – snow, light, pp 11–56, A-5–A-50 HOT – precipitation type – snow, moderate – mixed with freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – snow, moderate – mixed with ice crystals, pp 11–56, A-5–A-50 HOT – precipitation type – snow, moderate, pp 11–56, A-5–A-50 HOT – precipitation type – snow, very light – mixed with drizzle, pp 11–56, A-5–A-50 HOT – precipitation type – snow, very light – mixed with freezing fog, pp 11–56, A-5–A-50 HOT – precipitation type – snow, very light – mixed with ice crystals, pp 11–56, A-5–A-50 HOT – precipitation type – snow, very light – mixed with light rain, pp 11–56, A-5–A-50 HOT – precipitation type – snow, very light, pp 11–56, A-5–A-50 HOT – Type I – aluminum surface, pp 10, 12, A-4, A-6 HOT – Type I – composite surface, pp 10, 13, A-4, A-7 HOT – Type I/II/III/IV frost, pp 10, A-4 HOT – Type II fluid-specific, pp 13, 15–25 HOT – Type II generic – fluids must be on the FAA/TC list of fluids, p 15 at note 1, A-9 at note 1 HOT – Type II generic, pp 14–15, A-8–A-9 HOT – Type III fluid-specific – heated – no HOT, pp 28–30 at note 1 HOT – Type III fluid-specific – unheated, pp 26–29, A-20–A-23

HOT – Type III generic – none published.

- HOT Type IV fluid-specific, pp 30, 32–56
- HOT Type IV generic fluids must be on the FAA/TC list of fluids, p 31 at note 1
- HOT Type IV generic, pp 31–32, A-24–A-25
- HOT, no active frost at OAT <-25°C for Type II/III/IV, p 10
- HOT, no freezing rain, heavy, pp 12-13, 15-25, 27-29, 31-56, A-6-A-7, A-9-A-19, A-21-A-23, A25-A-50
- HOT, no freezing rain, moderate, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25–A-50
- HOT, no hail, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25–A-50
- HOT, no hail, small, pp 12-13, 15-25, 27-29, 31-56, A-6-A-7, A-9-A-19, A-21-A-23, A25-A-50
- HOT, no rain on cold-soaked wing at OAT ≤ 0°C, pp 12–13, 15–25, 27–29, 31–56, A-6–A-7, A-9–A-19, A-21–A-23, A25–A-50
- HOT, no Type I < 1  $L/m^2$ , p 79
- HOT, no Type I  $< 60^{\circ}$ C, p 79
- icing, in-flight ground deicing/anti-icing fluids do not provide in-flight icing protection, pp 9, 11, 14, 26, 30, 57,
- 64, A-3, A-5, A-8, A-20, A-24, A-51
- in-flight icing. See icing, in-flight
- is/are required (FAA&TC) definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51
- LOUT definition, pp 77, 79–81
- LOUT list, pp 66–76
- lowest on-wing viscosity fluid manufacturer method, pp 77 note 8, 78
- lowest on-wing viscosity list, pp 71–76
- METAR code DZGS, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -DZGS, pp 59, 60, 62, A-52, A-53, A-55
- METAR code DZPL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -DZPL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code FZDZGS, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -FZDZGS, pp 59, 60, 62, A-52, A-53, A-55
- METAR code FZDZPL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -FZDZPL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -FZRAGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -FZRAGSSN, pp 60, 62, A-53, A-55
- METAR code -FZRAPL, pp 59, 60, 62, A-53, A-55 METAR code -FZRAPL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -FZRAPLSN, pp 60, 62, A-52, A-55, A-55
- METAR code -FZRASNGS, pp 60, 62, A-53, A-55
- METAR code -FZRASNPL, pp 60, 62, A-53, A-55
- METAR code GR with remark less than <sup>1</sup>/<sub>4</sub>, pp 59, 61, 63
- METAR code GS, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -GS, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -GSDZ, pp 59, 60, 62, A-52, A-53, A-55
- METAR code GSDZ, pp 60, 62, A-53, A-55
- METAR code -GSFZDZ, pp 59, 60, 62, A-52, A-53, A-55
- METAR code GSFZDZ, pp 60, 62, A-53, A-55
- METAR code -GSFZRA, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -GSFZRASN, pp 60, 62, A-53, A-55
- METAR code -GSRA, pp 59, 60, 62, A-52, A-53, A-55
- METAR code GSRA, pp 60, 62, A-53, A-55
- METAR code -GSRASN, pp 60, 62, A-53, A-55
- METAR code –GSSN, pp 59, 60, 62, A-52, A-53, A-55
- METAR code GSSN, pp 60, 62, A-53, A-55
- METAR code -GSSNFZRA, pp 60, 62, A-53, A-55
- METAR code -GSSNRA, pp 60, 62, A-53, A-55
- METAR code PL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -PL, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -PLDZ, 59, 60, 62, A-52, A-53, A-55
- METAR code -PLFZDZ, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -PLFZRA, pp 59, 60, 62, A-52, A-53, A-55
- METAR code -PLFZRASN, pp 60, 62, A-53, A-55

METAR code -PLFZRASN, pp 60, 62, A-53, A-55 METAR code -PLRA, pp 59, 60, 62, A-52, A-53, A-55 METAR code PLRA, pp 60, 62, A-53, A-55 METAR code -PLRASN, pp 60, 62, A-53, A-55 METAR code -PLSN, pp 59, 60, 62, A-52, A-53, A-55 METAR code PLSN, pp 60, 62, A-53, A-55 METAR code -PLSNFZRA, pp 60, 62, A-53, A-55 METAR code -PLSNRA, pp 60, 62, A-53, A-55 METAR code RAGS, pp 60, 62, A-53, A-55 METAR code -RAGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -RAGSSN, pp 60, 62, A-53, A-55 METAR code -RAPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code RAPL, pp 60, 62, A-53, A-55 METAR code -RAPLSN, pp 60, 62, A-53, A-55 METAR code -RASNGS, pp 60, 62, A-53, A-55 METAR code -RASNPL, pp 60, 62, A-53, A-55 METAR code -SNFZRAGS, pp 60, 62, A-53, A-55 METAR code -SNFZRAPL, pp 60, 62, A-53, A-55 METAR code SNGS, pp 60, 62, A-53, A-55 METAR code -SNGS, pp 59, 60, 62, A-52, A-53, A-55 METAR code -SNGSFZRA, pp 60, 62, A-53, A-55 METAR code -SNGSRA, pp 60, 62, A-53, A-55 METAR code -SNPL, pp 59, 60, 62, A-52, A-53, A-55 METAR code SNPL, pp 60, 62, A-53, A-55 METAR code -SNPLFZRA, pp 60, 62, A-53, A-55 METAR code -SNPLRA, pp 60, 62, A-53, A-55 METAR code -SNRAGS, pp 60, 62, A-53, A-55 METAR code -SNRAPL, pp 60, 62, A-53, A-55 must ((FAA & TC) - definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 prevailing visibility table. See snowfall visibility table qualification expiry date – definition, p 77 at note 2 Scientific Material International (SMI), p 77 at caution 1, p B-2 shall (FAA & TC) - definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 should (FAA & TC) – definition, pp 9, 11, 14, 26, 30, 57, 64, A-3, A-5, A-8, A-20, A-24, A-51 snowfall intensity – determination – use of snowfall visibility table, pp 5, 12–13, 15–25, 31–56, 59, 65, A-6–A-7, A-9-A-19, A-21-A-23, A-25-A-50, A-55 snowfall intensity - HOT intensity qualifier - heavy, p 65 snowfall intensity – HOT intensity qualifier – light, p 65 snowfall intensity – HOT intensity qualifier – moderate, p 65 snowfall intensity – HOT intensity qualifier – very light, p 65 snowfall intensity - v snowfall rate<sup>90</sup> snowfall intensity visibility table. See snowfall visibility table snowfall intensity. See also HOT - precipitation rate snowfall visibility - flightcrew observed, p 65 snowfall visibility - METAR/SPECI reported, p 65 snowfall visibility - prevailing, p 65 snowfall visibility – runway visual range not permitted, p 65 snowfall visibility - RVR not permitted, p 65 snowfall visibility - surface v tower, p 65 snowfall visibility - surface, p 65 snowfall visibility - tower, p 65 snowfall visibility table - conditions - snow accompanied by blowing snow, p 65 snowfall visibility table - conditions - snow accompanied by drifting snow, p 65

<sup>&</sup>lt;sup>90</sup> Snowfall intensity v snowfall rate. Snowfall intensity is expressed as very light snow, light snow, moderate snow and heavy snow whereas snowfall rates are expressed in  $g/dm^2/h$  or liquid water equivalent rates in mm/h or in/h.

#### Runway Deicing Documents - Issued by the Transport Canada

snowfall visibility table – conditions – snow grains accompanied by blowing snow, p 65 snowfall visibility table – conditions – snow grains, p 65 snowfall visibility table – conditions – snow grains, p 65 snowfall visibility table – conditions – snow mixed with freezing fog, p 65 snowfall visibility table – conditions – snow mixed with iced crystals, p 65 snowfall visibility table – conditions – snow pellets accompanied by blowing snow, p 65 snowfall visibility table – conditions – snow pellets accompanied by blowing snow, p 65 snowfall visibility table – conditions – snow pellets, p 65 snowfall visibility table – conditions – snow pellets, p 65 snowfall visibility table – conditions – snow pellets, p 65 snowfall visibility table – conditions – snow, p 65 snowfall visibility table – conditions – snow, p 65 snowfall visibility table – conditions – snow, p 65 snowfall visibility table – conditions – snow, p 65 snowfall visibility table – conditions – snow, p 75 snowfall visibility table – conditions – snow, p 65 snowfall visibility table, p 65 three-minute rule, pp 79–81 Type I/II/III/IV – in-flight icing protection, no, pp 9, 11, 14, 30, 57, A-3, A-5, A-8, A-20, A-24, A-51 Type II/III/IV – viscosity, fluid manufacturer methods, p 77 at note 8, 78 viscosity measurement method – fluid manufacturer, p 77 at note 8, 78 visibility. *See also* snowfall visibility

# Transport Canada, Advisory Circular AC 700-061, "Degree-Specific Holdover Times", issue 01

Effective July 16, 2021. Transport Canada AC 700-061

Contact person: Yvan Chabot.

This advisory circular provides acceptable means of compliance with regulations and standards with respect to degree-specific holdover time (DSHOT) for Canadian operators.

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Index for TC AC 700-061
(Section and page numbers are those of TC AC 700-061)
definition – DSHOT data presentation, s 2.3 (1) (a)
definition – DSHOT, s 2.3 (1) (b)
definition – HOT regression curve, s 2.3 (1) (f)
definition - HOT, s 2.3 (1) (d)
definition – HOT, generic, s 2.3 (1) (c)
definition – HOTDS, s 2.3 (1) (e)
definition – operator (TC), 1.0 (5)
definition – power law, s 2.3(1)(g)
definition – regression analysis, s 2.3 (1) (h)
definition – required (TC), s 1.0 (4)
definition – requirements (TC), s 1.0 (4)
definition – shall (TC), s 1.0 (4)
definition - should (TC), s 1.0 (4)
DSHOT – adjusted, Appendix A at Conditions (5)(c)
DSHOT - compliance (TC), s 1.0
DSHOT - conditions of use (TC), s 1.0, Appendix A
DSHOT - data management and security (TC), Appendix B
DSHOT - data verification, Appendix C
DSHOT – definition, s 2.3 (1) (b)
DSHOT – guidance (TC), Title at p 1
DSHOT – operator validation (TC), Appendix C
DSHOT - training requirements (TC), Appendix D
DSHOT – use with list of fluids (TC), s 2.3 (1) (b)
DSHOT data presentation – definition, s 2.3 (1) (a)
DSHOT data presentation – electronic application, s 2.3 (1) (a), Appendix A at Conditions (1) (c)
```

DSHOT data presentation – electronic flight bag, s 2.3 (1) (a), Appendix A at Conditions (1) (c) DSHOT data presentation – electronic HOT table, s 2.3 (1) (a), Appendix A at Conditions (1) (b) DSHOT data presentation – notes and cautions, Appendix C at Conditions (4) DSHOT data presentation – paper HOT table, s 2.3(1)(a), Appendix A at Conditions (1)(a) DSHOT data presentation – verified digital display, s 2.3(1) (a), Appendix A at Conditions (1) (c) DSHOT data presentation – customized or full presentation, Appendix A at Conditions (5) DSHOT database - check list, Appendix E DSHOT database - conservatism factor -1°C, s 4.0 (2) DSHOT database - methodology ARP5485, s 4.0 (3) DSHOT database – natural snow, s 4.0 (3) DSHOT database - regression analysis, ss 4.0 (4-6) DSHOT database - regulatory framework (TC) - flightcrew equivalent workload, s 4.1 (4) DSHOT database – regulatory framework (TC) – ground deicing program, s 4.1 (2–3) DSHOT database - regulatory framework (TC), s 4.1 DSHOT database – Type II/III/IV fluid specific, s 4.0 (7) DSHOT database – Type II/III/IV undiluted, s 4.0 (7) DSHOT database - Type II/IV generic, s 4.0 (7) DSHOT database, s 4.0 HOT – definition, s 2.3(1)(d)HOT regression curve – definition, s 2.3 (1) (f) HOT, degree-specific. See DSHOT HOT, generic – definition, s 2.3 (1) (c) HOTDS – definition, s 2.3(1)(e)HOTDS – functional description, s 3.0 (3) operator (TC) – definition, s 1.0 (5) power law – definition, s 2.3(1)(g)regression analysis – definition, 2.3(1)(h)required (TC) - definition, s 1.0 (4) requirements (TC) – definition, s 1.0 (4) shall (TC) – definition, s 1.0 (4) should (TC) – definition, s 1.0 (4)

# Transport Canada, *Degree-Specific Holdover Times Winter 2024-2025*, revision 1.0 issue

Revised: 3 October 2024

Contact person: Yvan Chabot.

This is the 2024-2025 database for degree-specific holdover times. It is in the form of an Excel spreadsheet comprising several tabs. This is the first time a degree-specific holdover time database is issued by Transport Canada.

Guidance and conditions of use with this 2024-2025 degree-specific database are found in Transport Canada Advisory Circular AC 700-061 issued July 16, 2021.

Index for Transport Canada DSHOT 2024-2025 (Page numbers are those of Transport Canada DSHOT 2024-2025) DSHOT database, all pages

# **Transport Canada**, *Guidelines for Aircraft Ground Icing Operations*, **TP 14052E**, issue 9

Revised October 2024 by Transport Canada. Transport Canada TP 14052E

Contact person: Yvan Chabot.

This document provides guidance to those who are involved in aircraft ground deicing. It is meant to be used in conjunction with the Transport Canada *Holdover Time Guidelines* which are issued every year.

Index for TP 14052E, issue 9 (Section and page numbers are those of TP 14052E, issue 9) aerodynamic acceptance test - definition, s 18 aerodynamic acceptance test - high speed ramp - guidance (TC)), ss 8.1.6.1 f, 8.1.6.1 g aerodynamic acceptance test - low speed ramp - guidance (TC), ss 8.1.6.1 f, 8.1.6.1 i aerodynamic acceptance test – middle speed ramp – guidance (TC), ss 8.1.6.1 f), 8.1.6.1 h aerodynamic acceptance test - objective, s 8.1.6.1 f aerodynamic effect of asymmetric contamination, s 12.6.8 aerodynamic effect of contamination – guidance (TC), s 12.6.8 aerodynamic effect of contamination. See also contamination [frozen] - effect on aerodynamic effect of leading edge roughness, s 12.6.8 aerodynamic effect of roughness, s 12.6.8 air heaters. See contamination [frozen] - removal with air heaters air operator (TC) – definition, s 18 air operator certificate (TC) – definition, s 18 AIR6284, s 19.5.2 i aircraft configuration (deicing) - flaps and slats, s 12.3 aircraft configuration (deicing), s 12.3 aircraft deicing configuration. See aircraft configuration (deicing) aircraft deicing facility. See deicing facility aircraft manufacturer documentation - fluid pressure, maximum, s 8.1.7 aircraft manufacturer documentation – fluid Type for aircraft models, ss 8.1.6.1 f–g, note following 8.1.6.1 i alkali organic salt based Type I – guidance (TC), s 10.8.1 allowance time - end of, s 11.1.16 allowance time – extension time, ss 11.1.15, 11.1.16 b, 11.1.16 c allowance time - extension with pretakeoff contamination inspection - none, ss 11.1.16 a, 11.1.16 c allowance time - guidance (TC), ss 10.4, 11.1.2, 11.1.8, 11.1.15, 11.1.16, 12.1.2, 12.1.9, 12.1.10, 12.3 allowance time - METAR code GS. See METAR code GS allowance time - METAR code SHGS. See METAR code SHGS allowance time - precipitation - light ice pellets mixed with light drizzle, s 11.1.16 allowance time - precipitation - light ice pellets mixed with light freezing drizzle, s 11.1.16 allowance time - precipitation - light ice pellets mixed with light freezing rain, s 11.1.16 allowance time - precipitation - light ice pellets mixed with light freezing rain and light snow, s 11.1.16 allowance time - precipitation - light ice pellets mixed with light rain, s 11.1.16 allowance time - precipitation - light ice pellets mixed with light rain and light snow, s 11.1.16 allowance time – precipitation – light ice pellets mixed with moderate freezing drizzle, s 11.1.16 allowance time - precipitation - light ice pellets mixed with moderate drizzle, s 11.1.6 allowance time - precipitation - light ice pellets, s 11.1.16 allowance time – precipitation – moderate ice pellets, s 11.1.16 allowance time – precipitation – light ice pellets mixed other forms of precipitation, s 11.1.16 allowance time - precipitation - small hail, s 11.1.16 c 9 allowance time – precipitation stops, when, ss 11.1.15, 11.1.16 b allowance time – rotation speed  $\geq$  100 knots – Type III fluids, s 11.1.16 c 4

allowance time – rotation speed  $\geq 100$  knots – Type IV EG fluids, s 11.1.16 c 4 allowance time – rotation speed  $\geq$  100 knots ( $\geq$  115 knots for some precipitation conditions) – Type IV PG fluids, s 11.1.16 c 4 allowance time – start of, s 11.1.16 allowance time – temperature decreasing, s 11.1.16 c 8 allowance time - temperature increasing, ss 11.1.16 b, 11.1.16 b 2, 11.1.16 c 5 allowance time - temperature stable, ss 11.1.16 b, 11.1.16 b 2, 11.1.16 c 5 allowance time – Type I – none, s 11.1.16 c 2 allowance time - Type II - none, s 11.1.16 c 2 allowance time – Type III undiluted, s 11.1.16 c 2 allowance time – Type III unheated, s 11.1.16 c 2 allowance time - Type IV undiluted, s 11.1.16 c 2 allowance time - v HOT, s 11.1.5 AMS1424 - recognition - TC, ss 8.1.3, 11.1.9, 19.5.2 f AMS1428 - recognition - TC, ss 8.1.3. 11.1.9, 19.5.2 g anti-icing – definition, ss 8.1.1, 18 anti-icing fluid – definition, s 8.1.2 anti-icing fluid - protection time, limited, s 8.1.2 apron – definition, s 18 APU fluid ingestion, ss 12.4, 12.6.11 APU, running - fluid ingestion - catastrophic failure, s 12.4 APU, running - fluid ingestion - flame out, s 12.4 ARP1971- recognition - TC, ss 9.1.1-9.1.2, 19.5.2 a ARP4806 - recognition - TC, ss 9.1.1-9.1.2, 19.5.2 b ARP5058, s 19.5.2, s c<sup>91</sup> AS5116, s 19.5.2 d AS6285 - recognition - TC, ss 5.1.2, 8.1.6.6, 8.1.7, 10.3, 10.4, 10.4.2, 10.6.2, 18 sub verbis "fluid deicing/anti-icing methods", 19.5.2 h AS6286 – recognition – TC – exception Table B2 of AS6286B, s 8.1.7 AS6286 - recognition - TC - recommendation not to use Table B2 of AS6286B, s 8.1.7 AS6286 - recognition - TC, ss 5.1.2, 8.1.6.6, 8.1.7, 8.1.7.1, 8.1.9, 19.5.2 e AS6332 - recognition - TC, ss 4.1.2, 19.5.2 j audit - self, s 4.1.5 audit - TC, by, s 4.1.5 audit checklist (TC), s 4.1.5 biodegradation, effects of, s 13.5.1 BOD, s 13.5.1 Brix, ss 5.2.3.4, 8.1.6.1 b brooms. See contamination [frozen] - removal with brooms brushes. See contamination [frozen] - removal with brushes cabin windows. See windows, cabin Canada Labour Code - mandatory compliance, ss 6.1, 6.1.2.1, 19.2 Canadian Aviation Regulations - aerial work, s 1.4.2 Canadian Aviation Regulations - air taxi operations, s 1.4.3 Canadian Aviation Regulations - airlines operations, s 1.4.5 Canadian Aviation Regulations - commuter operations, s 1.4.4 Canadian Aviation Regulations – General Operating Flight Rules, s 1.4.1 Canadian Aviation Regulations, list of, s 1.4 CANUTEC, s 8.1.10 CCME. s 13.2.2 central deicing facility – approval (TC), ss 14.1, 14.2.2.2 central deicing facility - definition, ss 14.2.1, 18 sub verbis "central deicing facility (central deicing facility)" central deicing facility - program (TC), s 14.2.3 central deicing facility - requirements (TC), s 14.2.2

<sup>&</sup>lt;sup>91</sup> SAE ARP5058B was canceled in June 2022.

CEPA guidelines, ss 13.2.1, 13.4 CEPA reporting, s 13.4 certificate of conformance – AMS1424, s 8.1.3 certificate of conformance - AMS1428, s 8.1.3 check, tactile. See tactile check clean aircraft concept – definition, s 18 clean aircraft concept, ss 11.2.3.1, 12.6.7, 12.7.1 clean condition - propellers, s 12.6.8 clear ice - conditions conducive to, ss 1.3, 10.6.2.4, 12.1.8.1 clear ice - definition, ss 1.3, 18 sub verbo "ice" clear ice – detection – ground ice detection system, s 1.3 clear ice – detection – tactile check, ss 1.3, 11.2.3.4 b clear ice – detection – tactile wand, s 11.2.3.4 c clear ice - difficulty to detect, ss 1.3, 10.6.2.4, 10.13.5, 11.2.3.4 a, 12.1.8.1, 18 sub verbo "ice" clear ice – effect of, s 1.3 cold soaking – conditions conducive to – conductive cooling s 12.1.7.4 cold soaking – conditions conducive to – refueling, s 12.1.7.4 cold soaking - definition, ss 1.3, 18 cold soaking - effect on LOUT, ss 12.1.7.4-12.1.7.5 cold soaking - underwing frost as indicator of, s 12.1.7.4 cold soaking, ss 1.3, 10.4, 12.1.7.4, 12.1.7.5 collision with aircraft, deicing unit, s 12.6.11 Commercial Air Service Standards (TC), list of, s 1.4.2 communications – emergency procedures, s 7.14 communications – ineffective, s 7.15 b) communications – limits, s 7.15 b) communications - service provider management responsibilities, s 7.10 communications from passengers, s 7.11 communication plan, ss 7.2, 7.7.1 communication training, ss 7.5, 7.8–7.9 communications with apron control, s 7.15 d communications with cabin crew - communications from passengers, s 7.11 communications with cabin crew - communications to passengers, s 7.11 communications with cabin crew (TC)- decision to deice, s 12.6.9 communications with flight operations, s 7.15 d communications with flightcrew – all clear signal, ss 7.4.1, 7.7.2, 7.7.3 a, 7.7.3 c communications with flightcrew – backup communication strategy, s 7.3 communications with flightcrew - before starting deicing/anti-icing, s 12.6.1 communications with flightcrew – cabin crew responsibilities, s 7.12 communications with flightcrew - communications from passengers, s 7.11 communications with flightcrew - communications to passengers, ss 7.11, 12.6.9 communications with flightcrew - deicing facility and ATC control transfer, ss 7.5 d, 12.6.5 communications with flightcrew - direct link, ss 7.3, 12.6.4 communications with flightcrew - emergency, ss 7.3, 12.6.5, 12.6.11 communications with flightcrew - engine start authorization, ss 7.7.3 b, 12.6.13.2 communications with flightcrew - hand signals, ss 7.3, 7.7.1, 12.6.3, 12.6.4, 12.6.5, 12.6.13.2 communications with flightcrew – importance of, s 7.1 communications with flightcrew - in-pavement lights, ss 7.7.1, 12.6.3 communications with flightcrew – message boards, ss 7.3, 7.7.1, 7.7.2, 7.13.1, 12.6.3 communications with flightcrew – pushback instructions and requirements for deicing services, s 7.5 communications with flightcrew - radio link, ss 7.3, 12.6.4 communications with flightcrew - routing to deicing area, ss 7.5, 12.6.3 communications with flightcrew - service provider, ss 7, 7.4.2, 7.5, 12.6.1 communications with flightcrew - standardization, ss 7.5, 12.6.3 communications with flightcrew - taxi instructions, ss 7.7.1, 7.7.3, 12.6.2 communications with flightcrew – training requirements, s 7.5 e)

communications with passengers (TC) - decision to deice, s 12.6.9 communications with passengers, ss 7.11, 12.6.9 contamination [frozen] - definition, s 18 sub verbo "contamination" contamination [frozen] - effect on aircraft handling quality, s 12.6.8 contamination [frozen] – effect on airfoil performance, s 12.6.8 contamination [frozen] - effect on drag, ss 1.3, 12.6.8 contamination [frozen] - effect on lateral controllability, s 12.6.8 contamination [frozen] - effect on lift, ss 1.3, 12.6.8 contamination [frozen] - effect on lift, asymmetric, s 12.6.8 contamination [frozen] - effect on pilot's perception of hazard, s 12.6.8 contamination [frozen] – effect on power requirement, s 12.6.8 contamination [frozen] – effect on propeller balance, s 12.6.8 contamination [frozen] – effect on propeller performance, s 12.6.8 contamination [frozen] - effect on stall angle, s 12.6.8 contamination [frozen] - effect on stall characteristics, s 12.6.8 contamination [frozen] – effect on stall pusher system, s 12.6.8 contamination [frozen] - effect on stall speed, s 12.6.8 contamination [frozen] - effect on stall warning system, s 12.6.8 contamination [frozen] - effect on weight, s 1.3 contamination [frozen] - removal by manual means, s 10.12 contamination [frozen] - removal from radome, s 10.12.1 contamination [frozen] – removal from windows, s 10.12.1 contamination [frozen] - removal with air heaters, s 10.12.5 contamination [frozen] - removal with brooms - mandatory tactile check (TC), s 10.12.1 contamination [frozen] - removal with brooms - procedure, s 10.12.1 contamination [frozen] - removal with brooms, ss 10.12, 10.12.1 contamination [frozen] - removal with brushes, s 10.12 contamination [frozen] - removal with forced air and fluid, s 10.13.4.3 contamination [frozen] - removal with forced air, ss 10.13.4.1 to 10.13.4.2.5 contamination [frozen] - removal with heat, s 10.12.5 contamination [frozen] - removal with hot water, ss 10.13.3, 10.13.3.1 contamination [frozen] - removal with infrared, s 10.13.2 contamination [frozen] - removal with mops, s 10.12 contamination [frozen] – removal with ropes, ss 10.12, 10.12.2 contamination [frozen] - removal with scrapers, ss 10.12, 10.12.3 contamination [frozen] - removal with squeegees, s 10.12.3 contamination [frozen] - superset of frost, s 18 sub verbo "contamination" contamination [frozen] - superset of ice, s 18 sub verbo "contamination" contamination [frozen] - superset of snow, s 18 sub verbo "contamination" contamination, frozen. See contamination [frozen] critical surface - aircraft manufacturer defined, s 18 sub verbis "critical surface" critical surface - control surfaces, s 18 sub verbis "critical surface" critical surface - defined in CARs (TC), s 18 sub verbis "critical surface" critical surface - definition, s 18 sub verbis "critical surface" critical surface - fuselage on aircraft with center mounted engine, s 18 sub verbis "critical surface" critical surface - inspection (TC) - definition, s 18 sub verbis "critical surface inspection" critical surface - inspection report (TC) - definition, s 18 sub verbis "critical surface inspection report" critical surface - propellers, s 12.6.8, 18 sub verbis "critical surface" critical surface - rotors, s 18 sub verbis "critical surface" critical surface - stabilizer, horizontal, s 18 sub verbis "critical surface" critical surface - stabilizer, vertical, s 18 sub verbis "critical surface" critical surface - stabilizing surface, s 18 sub verbis "critical surface" critical surface - wings, s 18 sub verbis "critical surface" definition - aerodynamic acceptance test, s 18 definition – air operator (TC), s 18 definition – air operator certificate (TC), s 18

definition - anti-icing fluid, s 8.1.2 definition – anti-icing with fluid, s 18 sub verbo "anti-icing" definition – anti-icing, ss 8.1.1, 18 definition – apron, s 18 definition – central deicing facility, ss 14.2.1, 18 definition – clean aircraft concept, s 18 definition - clear ice, ss 1.3, 18 sub verbo "ice" definition – cold soaking, ss 1.3, 18 definition - contamination [frozen], s 18 sub verbo "contamination" definition - critical surface inspection (TC), s 18 definition – critical surface inspection report (TC), s 18 definition - critical surface, s 18 sub verbis "critical surfaces" definition – defrosting, s 18 definition - deicing facility, s 18 sub verbis "aircraft deicing facility" definition - deicing facility, central, s 18 sub verbis "central deicing facility (CDF)" definition – deicing facility, terminal, s 18 sub verbis "terminal deicing facility" definition – deicing fluid, s 8.1.2 definition - deicing pad, s 18 sub verbis "aircraft deicing pad" definition - deicing with fluid, s 18 sub verbis "fluid deicing/anti-icing method" definition – deicing, ss 8.1.1, 18 definition – dewpoint, s 12.1.7.2 definition - due diligence, s 16.1 definition - endurance time, s 18 sub verbis "fluid endurance time" definition – flight time, s 18 definition – fluid failure, s 18 definition - forced air, s 18 sub verbis "forced air deicing method" definition – freezing point buffer, s 8.1.6.1 b definition - freezing point, s 18 sub verbis "freezing point of a fluid" definition – freezing rain, s 18 definition – frost point, s 12.1.7.2 definition - frost, active, ss 12.1.7.1, 18 sub verbis "active frost" definition - GIDS, s 18 sub verbis "ground ice detection system" definition - ground deicing program (TC), s 18 definition – ground ice detection system, s 18 definition – ground icing conditions, s 18 definition – hail, s 18 definition - high humidity endurance test, s 18 definition - hoarfrost, s 18 definition - HOT guideline, s 18 sub verbis "holdover time guidelines" definition - HOT tables, s 18 sub verbis "holdover time guidelines" definition - HOT, s 18 sub verbis "holdover time" definition - HOTDS, s 11.1.17 definition - ice pellets, s 18 definition – ice, s 18 definition – icehouse, s 18 definition – infrared heat deicing method, s 18 definition - inspection, tactile (TC), s 18 sub verbis "tactile inspection" definition - lowest on-wing viscosity, s 18 definition - maneuvering area, s 18 definition - maximum on-wing viscosity, s 18 sub verbis "maximum on-wing viscosity"; see also footnote 3 definition – must, p 3 definition – operations bulletins, s 18 definition - pilot-in-command, s 18 sub verbis "pilot-in-command (PIC)" definition – precipitation rate, s 18 definition - pretakeoff contamination inspection (TC), s 18 definition - pretakeoff contamination report (TC), s 18

definition - representative surface, s 18 definition - service provider, s 18 definition - shall (TC), p 3 definition – should (TC), p 3 definition – slush, s 18 definition - snow grains, s 18 definition - snow pellets, s 18 definition - specimen sheet (training), s 18 sub verbis "specimen sheet" definition - staging bay, s 18 definition – strake, s 11.2.3.5 b) definition – tactile inspection (TC), s 18 definition - taxiway, s 18 definition – terminal deicing facility, s 18 definition - water spray endurance test, s 18 defrosting - definition, s 18 deicing – definition, ss 8.1.1, 18 deicing - hot water. See contamination [frozen] - removal with hot water; fluid application - hot water deicing configuration. See aircraft configuration (deicing) deicing facility - central - definition, s 18 sub verbis "central deicing facility" deicing facility - definition, s 18 sub verbis "aircraft deicing facility" deicing facility - risk - aircraft collision with aircraft, s 7.7.1 deicing facility - risk - aircraft collision with deicing unit, ss 7.6.1, 7.6.2 deicing facility - risk - aircraft collision with personnel, ss 7.6.1, 7.6.2 deicing facility – risk – deicing unit collision with personnel, ss 7.6.1, 7.6.2 deicing facility – risk – loss of separation between aircraft, s 7.7.3 deicing facility - terminal - definition, s 18 sub verbis "terminal deicing facility" deicing fluid – definition, s 8.1.2 deicing pad - definition, s 18 sub verbis "aircraft deicing pad" deicing unit - collision with aircraft, s 12.6.11 deicing unit – design, ss 9.1.1, 9.1.2 deicing unit – inspection – after maintenance, s 8.1.6.6 h deicing unit - inspection - after modification, s 8.1.6.6 h deicing unit – inspection – annual, s 8.1.6.6 h deicing unit – inspection – hoses, s 8.1.6.6 h deicing unit – inspection – nozzles, s 8.1.6.6 h deicing unit – inspection – pumps, s 8.1.6.6 h deicing unit - maintenance, s 9.1.3 deicing unit – operation, s 9.1.4 deicing with fluid - definition, s 18 sub verbis "fluid deicing/anti-icing method" dewpoint - definition, s 12.1.7.2 dewpoint, s 12.1.7.2 DSHOT – guidance (TC), s 11.1.18 due diligence - definition, s 16.1 due diligence – principle of, s 16 effluent collection, s 13.6 effluent containment, s 13.6 effluent disposal, s 13.6 emergency - bomb threat, ss 2.2.12, 15.13 emergency – collision aircraft and aircraft, s 2.2.12 emergency – collision deicing unit and aircraft, s 2.2.12 emergency - collision ground vehicle and aircraft, s 2.2.12 emergency - communication plan, ss 2.2.6, 2.2.12, 7.14, 15.3 emergency - co-ordination, s 15.4 emergency - evacuation, aircraft, s 2.2.12 emergency - exercises, s 15.6 emergency - fire, aircraft, ss 2.2.12, 12.6.5, 15.11

emergency - fire, deicing facility, ss 15.5, 15.12 emergency - fire, ground equipment, ss 2.2.12, 15.16 emergency – first response, s 15.7 emergency - first response, equipment for, s 15.7 emergency – hijacking, ss 2.2.12, 15.14 emergency - injury, s 2.2.12 emergency - medical, ss 2.2.12, 15.15 emergency – other, s 2.2.12 emergency - plan, ss 15.1-15.16 emergency - service provider role, ss 15.2, 15.8 emergency - spill, fluid, ss 2.2.12, 15.5, 15.9 emergency – spill, jet fuel, ss 15.5, 15.10 emergency exits, aircraft, s 12.2.2 emergency, ss 2.2.12, 15 endurance time - definition, s 18 sub verbis "fluid endurance time" engines, aft-mounted – effect of clear ice, s 1.3 engines-on deicing, s 10.13.6 eve protection. See personal protective equipment face protection. fall protection systems. See personal protective equipment first aid, s 6.1.2.8 first response, s 15.7 Fisheries Act (Canada), s 13.2.4 flaps and slats deployed – guidance (TC), ss 12.3, 12.6.8 flaps and slats extended. See flaps and slats deployed flaps. See flaps and slats flight time – definition, s 18 flightcrew – HOT re-evaluation in improving weather condition – guidance (TC), s 11.1.4.1 flightcrew – HOT re-evaluation in worsening weather conditions – guidance (TC), s 11.1.4.1 flightcrew - HOT re-evaluation. See also pilot assessment of precipitation intensity fluid application - anti-icing - clean aircraft, on, ss 10.3, 10.4.1 fluid application - anti-icing - not on top of contamination, ss 10.3, 10.4.1 fluid application – guidance (TC), ss 5.1.2, 8.1.7, 8.1.7.1, 8.1.7.2, 10.3–10.11 fluid application - heat loss, s 10.6.2.3 fluid application – hot water – OAT  $\geq 0^{\circ}$ C, ss 10.13.3, 10.13.3.1 fluid application - hot water - OAT verified hourly, s 10.13.3.1 fluid application - hot water - personnel trained for hot water deicing, s 10.13.3.1 fluid application - hot water - temperature 60-82°C, s 10.13.3.1 fluid application – hot water, ss 10.13.3, 10.13.3.1 fluid application - in a hangar of T-tail aircraft, s 10.11.1 fluid application – in a hangar, s 10.11.1 fluid application – one-step, ss 10.4.2, 10.8.2 fluid application - symmetrical, ss 10.4, 10.4.2, 12.6.7 fluid application – T-tail aircraft, s 10.6.2.4 fluid application – training, s 10.6.2 fluid application – two-step, ss 10.4.2, 10.6.2.2, 10.8.2 fluid application – Type II/III/IV – recommendation not to use minimum fluid quantity table of AS6286B, s 8.1.7 fluid application – Type II/III/IV, ss 8.1.7, 10.6.6.2 fluid compatibility – Type I with Type II/III/IV, ss 10.8, 10.8.1 fluid dry-out. See Type II/III/IV - residue fluid environmental impact, s 13 fluid failure – definition, s 18 fluid failure - description - loss of gloss, s 18 sub verbis "fluid failure" fluid failure - description - loss of shine, s 18 sub verbis "fluid failure" fluid failure - description - no absorption of precipitation, s 18 sub verbis "fluid failure"

fluid freezing in flight - residual fluid on trailing edge, s 12.9 fluid manufacturer documentation - acceptance field tests, s 8.1.6.6 a fluid manufacturer documentation – aerodynamic acceptance data, s 8.1.6.6 a fluid manufacturer documentation - aerodynamic acceptance data, s 11.1.9 fluid manufacturer documentation – certificate of conformance, s 8.1.3 fluid manufacturer documentation – color, s 8.1.6.6 a fluid manufacturer documentation - concentration limits, s 8.1.6.3 fluid manufacturer documentation - elastomer compatibility data, s 8.1.6.6 a fluid manufacturer documentation - filter requirements, s 8.1.6.6 d fluid manufacturer documentation - flash point, s 8.1.6.3 fluid manufacturer documentation - fluid application, s 8.1.5 fluid manufacturer documentation – fluid storage requirements, s 8.1.6.6 fluid manufacturer documentation – fluid temperature limits, s 8.1.6.6 e fluid manufacturer documentation - fluid testing, s 8.1.6.6 fluid manufacturer documentation – fluid transfer system requirements, ss 8.1.6.6 a, 8.1.6.6 d fluid manufacturer documentation – fluid, heating of, s 8.1.6.6 e fluid manufacturer documentation – forbidden mixtures, s 8.1.6.6 c fluid manufacturer documentation - freezing point data, s 8.1.6.3 fluid manufacturer documentation - freezing point v dilution data, ss 8.1.6.1 b, 10.9 fluid manufacturer documentation – hardness, maximum water, s 8.1.6.2 fluid manufacturer documentation - high humidity endurance test, s 11.1.9 fluid manufacturer documentation - label test, s 8.1.6.6 a fluid manufacturer documentation - label, s 8.1.6.6 a fluid manufacturer documentation - materials compatibility data, ss 8.1.6.6 a, 11.1.9 fluid manufacturer documentation - pH limits, ss 8.1.6.3 a, 8.1.6.6 a, 8.1.6.6 e fluid manufacturer documentation – product information bulletin, s 8.1.7.1 fluid manufacturer documentation - pump requirements, s 8.1.6.6 d fluid manufacturer documentation – refraction limits, ss 8.1.6.1 c, 8.1.6.6 e fluid manufacturer documentation - refractometer, use of, s 8.1.6.1 a fluid manufacturer documentation - safety data sheet, ss 8.1.7.1, 8.1.8 fluid manufacturer documentation - sampling guidelines, ss 8.1.6.6 a, 8.1.6.6 f fluid manufacturer documentation - shelf life, s 8.1.6.6 f fluid manufacturer documentation - specific gravity, s 8.1.6.3 fluid manufacturer documentation - specification, fluid, s 8.1.6.6 f fluid manufacturer documentation - storage tank requirements, ss 8.1.6.6 a, 8.1.6.6 d fluid manufacturer documentation - surface tension, s 8.1.6.3 fluid manufacturer documentation – suspended matter limit, s 8.1.6.6 a fluid manufacturer documentation - toxicity data, s 11.1.9 fluid manufacturer documentation – Type I/II/III/IV certificate of conformance, ss 8.1.3, 11.1.9 fluid manufacturer documentation - Type I/II/III/IV technical requirement data, s 11.1.9 fluid manufacturer documentation – UV light, effect of, s 8.1.6.6 a fluid manufacturer documentation - viscosity limits, ss 8.1.6.3, 8.1.6.6 a fluid manufacturer documentation - viscosity method, field, s 8.1.6.6 a fluid manufacturer documentation - water hardness requirements, s 8.1.6.2 b fluid manufacturer documentation - water spray endurance test, s 11.1.9 fluid shelf life, s 8.1.6.6 f fluid slipperiness, s 8.1.6.6 g fluid specifications, non-SAE - TC not recognized, s 8.1.3 fluid specifications, SAE – TC recognized, s 8.1.3 fluid spills – emergency contact in Canada: CANUTEC, s 8.1.10 fluid test - frequency - bulk storage, s 8.1.6.6 a fluid test – frequency – deicing unit after maintenance, s 8.1.6.6 h fluid test - frequency - deicing unit after repair, s 8.1.6.6 h fluid test - frequency - deicing unit daily and when refilled, s 8.1.6.6 a fluid test - frequency - drums, s 8.1.6.6 a fluid test – frequency – totes, s 8.1.6.6 a

fluid test - frequency - upon dilution, s 8.1.6.6 a fluid test - frequency - upon transfer, s 8.1.6.6 a fluid, acceptability - guidance (TC), s 8.1.4 fluid, composition of, s 8.1.2 fluid, residual – on trailing edge, s 12.9 fluids – guidance (TC), s 8 footwear. See personal protective equipment. forced air – approval by aircraft manufacturer, s 10.13.4.1 forced air - definition, s 18 sub verbis "forced air deicing method" forced air – guidance (TC), s 10.13.4 forced air - modes - alone, s 10.13.4.3 forced air – modes – Type I fluid applied over airstream, s 10.13.4.3 forced air - modes - Type II/III/IV applied over airstream, s 13.13.4.3 forced air - personnel safety - noise, s 10.13.4.4 forced air - personnel safety - projectiles, s 10.13.4.4 forced air – projectile formation, s 10.13.4.4 forced air – with fluid, s 10.13.4.3 forced air – with heated fluid, s 10.13.4.3 forced air – without fluid, s 10.13.4.3 forced air, s 10.13.4 freezing drizzle - guidance (TC), s 12.1.5 freezing fog – guidance (TC), s 12.1.11 freezing mist – guidance (TC), s 12.1.11 freezing point - definition, s 18 sub verbis "freezing point of a fluid" freezing point buffer – definition, s 8.1.6.1 b freezing point buffer – hot water – 0°C, ss 10.13.3, 10.13.3.1 freezing point buffer – reasons for – absorption of precipitation, s 8.1.6.1 b freezing point buffer – reasons for – difference between OAT and aircraft surface temperature, s 8.1.6.1 b freezing point buffer – reasons for – fluid application variation, s 8.1.6.1 b freezing point buffer - reasons for - OAT changes after fluid application, s 8.1.6.1 b freezing point buffer - reasons for - refractometer measurement variability<sup>92</sup>, s 8.1.6.1 b freezing point buffer – reasons for – weather changes after fluid application, s 8.1.6.1 b freezing point buffer – origin, s 8.1.6.1 b freezing point depression - description of, s 8.1.6.1 a freezing point determination - ASTM D 1177, s 8.1.6.1 a freezing point determination – first ice crystal formation, s 8.1.6.1 a freezing point determination - refraction in BRIX, s 8.1.6.1 freezing point determination – refraction, s 8.1.6.1 a freezing point measurement. See freezing point determination freezing rain - definition, s 18 freezing rain – operations in – guidance (TC), s 12.1.1 freezing rain - safety considerations - guidance (TC), s 12.1.1 frost - active - definition, s 12.1.7.1, 18 sub verbis "active frost" frost - active - deicing, s 12.1.7.6 frost - active - guidance (TC), ss 12.1.7.1 to 12.1.7.9 frost – appearance, s 12.1.7 frost – deceptively dangerous – drag increase, s 12.1.7 frost – deceptively dangerous – lift degradation, s 12.1.7 frost - formation - effect of surface composition, s 12.1.7.3 frost – formation – effect of surface finish, s 12.1.7.3 frost – formation conditions – cloudless nights, low wind (radiation cooling), s 12.1.7.3 frost - formation conditions - cold-soaked fuel - risk of fluid below LOUT, s 12.1.7.4 frost – formation conditions – cold-soaked fuel (conductive cooling), ss 10.4, 12.1.7.4

<sup>&</sup>lt;sup>92</sup> Refractometer measurement error can be introduced, for instance, by the imperfect temperature compensation of analog temperature-compensated refractometers. See Q&A 60.

frost - formation conditions - low light, shade, obscured sun, s 12.1.7.3 frost – formation conditions – surface below OAT and at or below frost point, s 12.1.7.1 frost – formation conditions – clear sky, s 12.1.7.3 frost – formation mechanism – conductive cooling, s 12.1.7.4 frost – formation mechanism – radiation cooling, s 12.1.7.3 frost - formation, ss 10.4, 12.1.7.1-12.1.7.6 frost - on fuselage, s 12.1.7.9 frost - on lower wing surface, ss 12.1.7, 12.1.7.8 frost – on upper wing surface, ss 12.1.7–12.1.7.7 frost - polishing - unacceptable method, s 10.12.4 frost - removal - air heaters, s 10.12.5 frost-roughness, s 12.1.7 frost point – definition, s 12.1.7.2 frost point – higher than dewpoint at given humidity level, s 12.1.7.2 frost point -v dewpoint table, s 12.1.7.2 frost point – v dewpoint, s 12.1.7.2 GIDS - definition, s 18 sub verbis "ground ice detection system (GIDS)" glycol discharge guidelines (Canada), s 13.2.1 glycol management plan, s 13.7 glycol mitigation, s 13.7 GR. See METAR code GR ground deicing program (TC) – approval, ss 2.1, 3.1, 5.2.6, 14.1, 18 sub verbis "ground icing conditions" ground deicing program (TC) – audits, ss 2.2.3.3, 3.2.1 u, 4.1.5, 14.1 ground deicing program (TC) – communication plan, ss 2.2.6, 3.3.2.2, 7, 7.2 ground deicing program (TC) - definition, s 18 sub verbis "ground deicing program" ground deicing program (TC) – deicing fluids, ss 2.2.3.3, 2.2.7.1 ground deicing program (TC) – deicing processes, s 2.2.7.3 ground deicing program (TC) – deicing/anti-icing fluid, ss 2.2.7, 8 ground deicing program (TC) – development of, ss 2.1, 3.2.1 a ground deicing program (TC) – emergency, ss 2.2.12, 15 ground deicing program (TC) - environmental responsibilities, s 2.2.10 ground deicing program (TC) – foreign air operator, s 2.1 ground deicing program (TC) – GOFRS 622.11, ss 1.4, 1.4.1, 2.2, 5.1.1, 10.12.4, 11.1.3, 11.1.7, 11.1.17, 12.7.1, ground deicing program (TC) - HOT, s 2.2.8 ground deicing program (TC) – management plan, ss 2.2.3.1, 4.1.2 ground deicing program (TC) – operational issues, ss 2.2.9, 12 ground deicing program (TC) – quality assurance program, ss 4.1.1, 4.1.3 ground deicing program (TC) – quality loop, s 4.1.1 ground deicing program (TC) – record keeping, ss 2.2.3.3, 4.2 ground deicing program (TC) - responsibilities, ss 2.2.1, 2.2.3.1, 3, 14.1 ground deicing program (TC) – risk factor – complexity\_<sup>93</sup>, s 2.2.9 ground deicing program (TC) - risk factor - deadlines, s 2.2.9 ground deicing program (TC) – roles and responsibilities, ss 2.2.1, 3 ground deicing program (TC) - safety, personnel, ss 2.2.5, 6 ground deicing program (TC) – service providers, ss 2.2.11, 3.3, 14.1–14.2.3 ground deicing program (TC) - SMS, ss 2.2.3.2, 4.1.1 ground deicing program (TC) – training for deicing crews, ss 2.2.4, 2.2.4.3, 2.2.4.4, 3.3.2.1 ground deicing program (TC) - training for flightcrew, ss 2.2.4, 2.2.4.1, 2.4.4.2 ground deicing program (TC) - training for maintenance personnel, ss 2.2.4, 2.2.4.3, 2.2.4.4 ground deicing program (TC) – training for operations personnel, ss 2.2.4, 2.2.4.1, 2.2.4.2 ground deicing program (TC) – training for service provider, ss 2.2.4.4. 3.2.1 t ground deicing program (TC) - training records, ss 2.2.3.3, 3.3.2.1 ground deicing program (TC) - training, WHMIS, s 2.2.5 ground deicing program (TC). See ground deicing program (TC)

<sup>&</sup>lt;sup>93</sup> Another risk factor would be the difficult weather in which often deicing is performed, coupled with poor visibility.

ground ice detection system - definition, s 18 sub verbis "ground ice detection system (GIDS)" ground ice detection system – TC approval, s 18 ground icing conditions – definition, s 18 GS. See METAR code GS hail – definition, s 18 hail, small - intensity, s 12.1.10 hand signals, s 7.7.1 hangar, fluid application in - T-tail aircraft, s 10.11.1 hangar, fluid application in - start of HOT, s 10.11 hangar, fluid application in, ss 10.11.1. 10.11.1.1 hangar, use of, s 10.2.1 harness. See personal protective equipment hazard for personnel - collision, ss 6.2.13, 6.2.6 hazard for personnel – engine ingestion injuries, s 6.2.2 hazard for personnel - exposure to chemicals, s 6.1.2.3 hazard for personnel – jet blast, s 6.2.1 hazard for personnel – poor visibility, s 6.2.5 hazard for personnel - slipperiness, s 6.2.4 hazard for personnel. See also personal protective equipment hazards of ice, snow and frost. See also contamination [frozen] - effect on hazards of ice, snow and frost, ss 1.3, 12.6.8 headwear, protective. See personal protective equipment heat loss, s 10.6.2.3 helicopter. See rotorcraft high humidity endurance test – definition, s 18 highest on-wing viscosity, s 8.1.6.1 d-e hoarfrost - definition, s 18 hoarfrost on fuselage, s 12.1.7 HOT – decision making criterion (TC), ss 11.1.3, 11.1.5 HOT - definition, s 18 sub verbis "holdover time guidelines" HOT - frost - guidance (TC), ss 12.1.7 to 12.1.7.9 HOT – guidance (TC), s 11 HOT - guideline - definition, s 18 sub verbis "holdover time guidelines" HOT – intermittent precipitation, s 11.1.7 HOT – publication by FAA and TC, s 11.1.1 HOT – start of. s 12.6.10 HOT - tables - definition, s 18 sub verbis "holdover time guidelines" HOT – Type I – aluminum surface, s 11.1.12 HOT – Type I – aluminum v composite surface – how to select, s 11.1.12 HOT – Type I – composite surface, s 11.1.12 HOT – Type II generic – HOT shortest (worst case) values of all Type II, s 11.1.1 HOT – Type II generic – use fluid-specific lowest on-wing viscosity, s 11.1.1 HOT - Type II/III/IV - non-standard dilutions - none, s 11.1.14 HOT – Type III generic – none published<sup>94</sup> HOT – Type IV generic – HOT shortest (worst case) values of all Type IV, s 11.1.1 HOT – Type IV generic – use fluid-specific lowest on-wing viscosity, s 11.1.1 HOT – v allowance time, s 11.1.15 HOT – weather conditions improving, s 11.1.4 a) HOT – weather conditions worsening, s 11.1.4 a) HOT (TC) – mandatory use of TC application tables, s 10.4 hot water deicing. See contamination [frozen] - removal with hot water; fluid application - hot water; deicing unit -

hot water deicing

<sup>&</sup>lt;sup>94</sup> *Transport Canada Holdover Time Guidelines Winter 2015-2016* spelled out clearly that there were no Type III generic HOT guidelines. There is no Type III generic HOT guideline in the 2022-2025 version, but it is not specified as such.

HOT, no - freezing rain, heavy, ss 11.1.8, 12.1.1 HOT, no – freezing rain, moderate, ss 11.1.8, 12.1.1 HOT, no – hail, s 11.1.8 HOT, no - hail, small, ss 11.1.8, 12.1.2 HOT. no – ice pellets, ss 11.1.8, 12.1.2 HOT, no - mixed phase conditions, s 11.1.8 HOT, no - snow, heavy, s 11.1.8 HOT, no - Type II/II/IV - unpublished dilutions, s 11.1.14 HOT, no - Type II/III/IV - non-standard dilutions, s 11.1.14 HOTDR (TC) – use of, s 11.1.17 HOTDS – definition, s 11.1.17 HOTDS - guidance (TC), s 11.1.17 HOTDS - HOT - real time, s 11.1.17 HOTDS - HOT - via ACARS, s 11.1.17 HOTDS – HOT – via electronic flight bag, s 11.1.17 HOTDS – HOT – via internet applications, s 11.1.17 HOTDS - HOT exceeded - aircraft redeicing, s 11.1.17 HOTDS - HOT exceeded - tactile inspection, s 11.1.17 HOTDS – HOT exceeded, s 11.1.17 HOTDS - HOT tables, more precise than, s 11.1.17 HOTDS - HOTDR, use of, s 11.1.17 HOTDS - snow, heavy, s 11.1.17 ice - definition, s 18 ice crystals, s 12.1.11 ice crystals - guidance (TC), s 12.1.11 ice crystals – mixed with freezing fog – guidance, s 12.1.11 ice crystals – mixed with freezing mist – guidance, s 12.1.11 ice crystals – accumulation on wing – removal required, s 12.1.6 ice crystals – adhesion – effect of fuel tanks (heat releasing), s 12.1.6 ice crystals - adhesion - effect of refueling, s 12.1.6 ice crystals - adhesion - effect of weather, s 12.1.6 ice crystals - adhesion - effect of wing temperature, s 12.1.6 ice crystals – non-adhesion – non-use of fluids, s 12.1.6 ice detection pole. See clear ice - detection - tactile wand ice pellets - definition, s 18 ice pellets – equivalent to small hail, s 11.1.16 c 9 Ice pellets – operational guidance (TC), s 11.1.6 icehouse - definition, s 18 infrared heat deicing method – definition, s 18 infrared heat systems, s 10.13.2 inspection, tactile (TC) – definition, s 18 laboratories, testing, s 8.1.4.1 leading edge devices. See flaps and slats LOUT – calculation examples, s 8.1.6.1 c LOUT - effect of cold soaking, s 12.1.7.4 LOUT - Type II/III/IV - non-standard dilutions, s 11.1.14 lowest on-wing viscosity – definition, s 18 sub verbis "lowest on-wing viscosity" lowest on-wing viscosity – for Type II generic HOT, s 11.1.1 lowest on-wing viscosity - for Type IV generic HOT, s 11.1.1 lowest on-wing viscosity, s 8.1.6.1 d-e maneuvering area - definition, s 18 masks. See personal protective equipment maximum on-wing viscosity - definition, s 18 sub verbis "maximum on-wing viscosity"95 message boards, ss 7.3, 7.7.1, 7.13.1

<sup>&</sup>lt;sup>95</sup> TP 14052E uses highest on-wing viscosity in s 8.1.6.1 d and maximum on-wing viscosity in s 18.

METAR code GR - in Canada - hail, s 12.1.10 METAR code GR – in Canada – no HOT, no allowance time, s 12.1.10 METAR code GR - in rest of world - hail, s 12.1.10 METAR code GR - in rest of world - no HOT, no allowance time, s 12.1.10 METAR code GR with remarks <sup>1</sup>/<sub>4</sub> or greater – in U.S. – no HOT, no allowance time, s 12.1.10 METAR code GR with remarks less than <sup>1</sup>/<sub>4</sub> - in U.S. - small hail, s 12.1.10 METAR code GS - in Canada - not reported in isolation, s 12.1.10 METAR code GS - in U.S. - snow pellets, s 12.1.10 METAR code GS - in U.S. - use snow HOT, s 12.1.10 METAR code GS or SHGS - in rest of world - snow pellets or small hail, s 12.1.10 METAR code GS or SHGS - in rest of world - use allowance times, s 12.1.10 METAR code PL - in Canada - ice pellets, s 12.1.10 METAR code PL - in Canada - use allowance times, s 12.1.10 METAR code PL - in rest of world - ice pellets, s 12.1.10 METAR code PL - in rest of world - use allowance times, s 12.1.10 METAR code PL - in U.S. - ice pellets, s 12.1.10 METAR code PL - in U.S. - use allowance times, s 12.1.10 METAR code SG - in Canada - snow grains, s 12.1.10 METAR code SG - in Canada - use snow HOT, s 12.1.10 METAR code SG - in rest of world - snow grains, s 12.1.10 METAR code SG - in rest of world - use snow HOT, s 12.1.10 METAR code SG - in U.S. - snow grains, s 12.1.10 METAR code SG - in U.S. - use snow HOT, s 12.1.10 METAR code SHGS - in U.S. - snow pellets showers, s 12.1.10 METAR code SHGS - in U.S. - use snow HOT, s 12.10.1 METAR code SHGS with remarks stating diameter of hail - in Canada - small hail, s 12.1.10 METAR code SHGS with remarks stating diameter of hail – in Canada – use ice pellet (and small hail) allowance times, s 12.1.10 METAR code SHGS without remarks - in Canada - snow pellets showers, s 12.1.10 METAR code SHGS without remarks - in Canada - use snow HOT, s 12.1.10 METAR code TSGS with remarks stating diameter of hail - in Canada - use allowance times, s 12.1.10 METAR code TSGS without remarks - in Canada - snow pellets with a thunderstorm, s 12.1.10 METAR code TSGS without remarks - in Canada - use snow HOT, s 12.1.10 must (TC) – definition, p 3 non-glycol based Type I – guidance (TC), s 10.8.1 OAT, wing temperature lower than, s 10.4 obscuration – dust, s 11.1.4.1 obscuration - fog, s 11.1.4.1 obscuration - mist above 0°C, s 11.1.4.1 obscuration - smoke, s 11.1.4.1 occupational health and safety (Canada), s 6.1 operations bulletins - definition, s 18 passenger briefing, predeicing - TC regulation, s 12.6.9 personal protective equipment – eye/face protective equipment, s 6.1.2.2 personal protective equipment – gloves, s 6.1.2.2 personal protective equipment – harnesses, s 6.1.2.2 personal protective equipment - hearing protection, s 6.1.2.2 personal protective equipment - lanyards, s 6.1.2.2 personal protective equipment – protective footwear, s 6.1.2.2 personal protective equipment – protective headwear, s 6.1.2.2 personal protective equipment - reflective wear, s 6.1.2.2 personal protective equipment - respiratory protection when needed, s 6.1.2.2 personal protective equipment - waterproof clothing, s 6.1.2.2 personal protective equipment, ss 3.3.2.4, 6.1.2.2 pilot-in-command – definition, s 18 pilot-in-command - responsibility for clean aircraft, s 12.6

PL. See METAR code PL postdeicing/anti-icing check – elements of. s 11.2.3.2 postdeicing/anti-icing inspection. See postdeicing/anti-icing check precipitation rate – definition, s 18 pretakeoff contamination check (TC). See pretakeoff contamination inspection (TC) pretakeoff contamination inspection (TC) – cannot extend allowance times, ss 11.1.16 a) and c) 6. pretakeoff contamination inspection (TC) - definition, s 18 pretakeoff contamination inspection (TC) - from inside, ss 11.1.6, 11.2.1, 11.2.4 pretakeoff contamination inspection (TC) - from outside<sup>96</sup>, ss 11.1.7, 11.2.1, 11.2.4 pretakeoff contamination inspection (TC) – ice pellet and small hail, not required in, s 11.1.16 a) and c) pretakeoff contamination inspection (TC) – not with Type I, ss 11.1.7, 11.2.4.1 pretakeoff contamination inspection (TC) – not with Type II/III/IV with HOT < 20 minutes, ss 11.1.7, 11.2.4.1 pretakeoff contamination inspection (TC) – wingtip devices, s 11.2.3.5 pretakeoff contamination inspection (TC) – with approved ground deicing program, ss 11.1.7, 11.2.4 pretakeoff contamination inspection (TC) – within 5 minutes of takeoff ground roll, s 11.2.4.1 pretakeoff contamination inspection (TC), ss 11.1.7, 11.2.4 pretakeoff contamination inspection report (TC) - definition, s 18 prevailing visibility table. See snowfall visibility table propeller balance. See contamination [frozen] - effect on propeller balance propeller efficiency. See contamination [frozen] - effect on propeller efficiency quality assurance program (TC) – approved ground deicing program, ss 4.1.2–4.1.3, quality assurance program (TC) – audits, s 4.1.5 quality assurance program (TC) - corrective actions, s 4.1.6 quality assurance program (TC) - management plan - AS6332, s 4.1.2 quality assurance program (TC) - management plan, s 4.1.2 quality assurance program (TC) - objectives, s 4.1.1 quality assurance program (TC) – operations briefings, s 4.1.4 quality assurance program (TC) – record keeping, s 4.2 quality assurance program (TC) – scope, s 4.1.3 quality assurance program (TC), s 4 rain on cold-soaked wing - clear ice, difficulty to detect, s 12.1.8.1 RDP – effect on Type II/III/IV, s 10.8.2 record keeping (TC) – audit dates, results and actions, s 4.2.1 record keeping (TC) – deicing vehicle refill records, s 4.2.3.2 record keeping (TC) – equipment log sheets, s 4.2.1 record keeping (TC) – fluid acceptance records, ss 4.2.1, 4.2.3 record keeping (TC) – fluid application records, s 4.2.2 record keeping (TC) – fluid field test records, ss 4.2.1, 4.2.3.2, 4.2.3.3, 4.2.3.4 record keeping (TC) – fluid storage records, s 4.2.3.3 record keeping (TC) - fluid tests by manufacturers, s 4.2.3.3 record keeping (TC) – glycol mitigation plan, s 4.2.1 record keeping (TC) - minimum records, ss 2.2.3.3, 4.2.1 record keeping (TC) - refractometer calibration, ss 4.2.1, 4.2.3.5 record keeping (TC) - retention time, ss 4.2.1 b, 4.2.1 g, 4.2.3.1-4.2.3.5 record keeping (TC) – test frequency, ss 4.2.1, 4.2.3.3 record keeping (TC) - training records, ss 3.3.2.1, 4.2.1 record keeping (TC), ss 2.2.3.3, 4 refractometer - Brix scale, ss 5.2.3.4, 8.1.6.1 c refractometer - calibration, ss 4.2.1 g, 4.2.3.5, 8.1.6.1 refractometer, ss 4.2.1 g, 4.2.3.5, 8.1.6.1, 8.1.6.1 a refueling, effect of - adhesion of dry snow, s 12.1.6

<sup>&</sup>lt;sup>96</sup> The note in s 11.2.4 states that the "pre-take-off contamination [inspection] must be conducted from outside if the aircraft if the Air Operator does not use the HOT guidelines", yet s 11.4.2 says the "procedure should only be applied to Type II, III and IV anti-icing fluids and then only when the pertinent minimum holdover time exceeds 20 minutes." If the air operator does not use HOT guidelines, how is the pilot to know what the holdover time is?

regulations, Canada – guidance (TC), s 12.8 representative surface – aircraft manufacturer recommendations, s 11.2.5.2 representative surface - definition, s 18 representative surface - purpose, s 11.2.5.1 representative surface - use of (TC) for wingtip devices, s 11.2.3.5 representative surface - use of (TC), ss 11.1.6, 11.2.5.3 residual fluid – on trailing edge in flight, s 12.9 respiratory protection. See personal protective equipment ROGIDS – guidance (TC), s 10.13.5 ropes. See contamination [frozen] – removal with ropes rotorcraft - clean aircraft concept, s 12.7.1 rotorcraft - effect of contamination - decrease in main rotor thrust, s 12.7.2 rotorcraft – effect of contamination – decrease in tail rotor thrust, s 12.7.2 rotorcraft - effect of contamination - handling and control issues, s 12.7.2 rotorcraft – effect of contamination, s 12.7.2 rotorcraft – effect of deicing fluid, s 12.7.4 rotorcraft - issues, s 12.7 rotorcraft – methods to remove contamination, s 12.7.5 rotorcraft - SAE G-12 Rotorcraft Working Group, s 12.7.4.1 roughness, effect of, ss 1.3, 12.6.8 runway visual range - do not use with snowfall visibility table, s 11.1.4.1 SAE G-12 HOT, role of, s 11.1.1 safety – accident investigation, s 6.1.2.7 safety - aircraft movement, s 6.2.6 safety – aircraft positioning, s 6.2.7 safety - deicing unit movement, s 6.2.6 safety – employee, responsibility of (Canada), ss 3.3.2, 6.1.1, 6.1.2, 6.2.8, 7.15 safety – employer, responsibility of (Canada), ss 3.3.1, 6.1, 6.1.1–6.1.2 safety – engine inlets, s 6.2.2 safety - first aid, s 6.1.2.8 safety - hazardous substances, s 6.1.2.3 safety – jet blast, s 6.2.1 safety – job analysis, s 6.1.2.5 safety – personal protective equipment, s 6.1.2.2 safety – personnel, s 6 safety - procedures, s 6.2.8 safety - safety zones, s 6.2.3 safety - slipperiness, s 6.2.4 safety - visibility, s 6.2.5 safety - weather, s 6.2.5 safety - wind, s 6.2.5 safety - workplace inspections, s 6.1.2.6 safety data sheet requirements (Canada), s 8.1.8 safety management system. See SMS scrapers. See contamination [frozen] - removal with scrapers service provider – audit by TC, s 14.1 service provider – definition, s 18 service provider - management responsibilities - training program, s 7.10 d service provider – responsibility – audit program, s 7.10 b service provider – responsibility – convey changes in local procedures to deicing personnel, s 7.10 c service provider - responsibility - follow airline procedures, s 7.10 a SG. See METAR code SG shall (TC) – definition, p 3 shelf life, fluid, s 8.1.6.6 f) SHGS. See METAR code SHGS should (TC) – definition, p 3

slats. See flaps and slats slush – definition, s 18 SMS (TC) – quality assurance program, s 4.1.1 SMS (TC), ss 2.2.3.2, 4.1.1 snow – guidance (TC), s 12.1.3 snow grains – definition, s 18 snow pellets – definition, s 18 snow, blowing - effect on aerodynamically quiet areas, s 12.1.4 snow, dry - accumulation on wing - removal required, s 12.1.6 snow, dry - adhesion - effect of fuel tanks (heat releasing), s 12.1.6 snow, dry - adhesion - effect of refueling, s 12.1.6 snow, dry - adhesion - effect of weather, s 12.1.6 snow, dry – adhesion – effect of wing temperature, s 12.1.6 snow, dry - non-adhesion - non-use of fluids, s 12.1.6 snowfall intensity - overestimation due to obscuration - dust, s 11.1.4.1 snowfall intensity – overestimation due to obscuration – fog, s 11.1.4.1 snowfall intensity – overestimation due to obscuration – haze, s 11.1.4. snowfall intensity - overestimation due to obscuration - mist above 0°C, s 11.1.4.1 snowfall intensity – overestimation due to obscuration – smoke, s 11.1.4.1 snowfall visibility table - conditions - snow accompanied by blowing snow in the METAR/SPECI, s 11.1.4.1 snowfall visibility table - conditions - snow accompanied by drifting snow in the METAR/SPECI, s 11.1.4.1 snowfall visibility table - conditions - snow grains, s 11.1.4.1 snowfall visibility table - conditions - snow mixed with freezing fog, s 11.1.4.1 snowfall visibility table - conditions - snow mixed with iced crystals, s 11.1.4.1 snowfall visibility table - conditions - snow pellets, s 11.1.4.1 snowfall visibility table - conditions - snow, s 11.1.4.1 snowfall visibility table - guidance (TC), s 11.1.4.1 snowfall visibility table, s 11.1.4.1 specimen sheet (training) – definition, s 18 spray directly, no - windows, cabin, s 8.7.1.2 c spray pattern, s 10.6.1 spray pressure, s 10.6.1 spray, no – angle of attack sensors, s 8.1.7.2 g spray, no – APU inlets, ss 8.1.7.2 d, 10.5 b spray, no – areas specified by aircraft manufacturer, ss 8,1,7,1 h, 10,5 l spray, no – baggage compartment doors, open, s 8.1.7.1 f spray, no – brakes, s 10.5 c spray, no – engine exhausts, s 10.5 c spray, no - engine inlets, s 10.5 a spray, no - engine openings, s 10.5 a spray, no – engine probes, s 8.1.7.2 g spray, no - engine, s 8.1.7.2 d spray, no – landing gear, s 8.1.7.2 b spray, no – passenger door handles, s 10.5 g spray, no – pitot tubes, ss 8.1.7.2 g, 10.5 i spray, no – sensors, air data, s 10.5 j spray, no – static air ports, s 8.1.7.2 g, 10.5 i spray, no – vents, avionics, s 10.5 k spray, no – vents, open, s 8.1.7.2 e spray, no – wheels bays, s 8.1.7.2 b spray, no – windows, cabin<sup>97</sup>, s 10.5 f spray, no - windows, flightdeck, ss 8.1.7.2 a, 10.5 e staging bay – definition s 18 stall, contamination [frozen] effect on. See contamination [frozen] - effect on stall

<sup>&</sup>lt;sup>97</sup> Section 10.5 f calls cabin windows a no-spray zone whereas section 8.7.1.2 c call for indirect spraying.

storage - CCME Environmental Code, s 13.8 storage – corrosion check, s 8.1.6.6 h storage - corrosion in vapor space, s 8.1.6.6 h storage – inspection – annual, s 8.1.6.6 h strake – definition, s 11.2.3.5 b tactile check – clear ice detection, s 11.2.3.4 b tactile check - mandatory (TC) - hard wing aircraft, s 11.2.1 tactile check - mandatory (TC) - HOTDS HOT exceeded, s 11.1.17 tactile check - mandatory (TC) - removal of frozen contamination with brooms, s 10.12.1 tactile check - symmetrical, s 11.2.3.4 b tactile check – tactile wand, with, s 11.2.3.4 c tactile inspection (TC) - definition, s 18 tactile pole, s 11.2.3.4 tactile wand, s 11.2.3.4 taxiway – definition, s 18 TC regulations. See Canadian Aviation Regulations terminal deicing facility – definition, s 18 testing laboratories, s 8.1.4.1 three-minute rule, s 10.4.2, TP 14052E - scope, ss 1.1, 1.2 TP 14052E - use in conjunction with Holdover Time Guidelines (TC), s 1.2 training – anti-icing code, s 7.8 e training – communications with flightcrew, s 7.8 training - communications with snow removal operators, s 7.9.1 training - engines-on deicing, s 10.13.6 training - TC, s 5 TSGS. See METAR code TSGS Type I – alkali organic salt based – effect on Type II/III/IV, s 10.8.1 Type I – chemical contamination. See Type I – contamination Type I - contamination - corrosion in storage vessel, s 8.1.6.6 c iii. Type I - contamination - galvanic corrosion in storage vessel, s 8.1.6.6 c iii. Type I – contamination – leaky tank covers, s 8.1.6.6 c vii. Type I – contamination – leaky truck covers, s 8.1.6.6 c vii. Type I – contamination – mislabeled equipment, s 8.1.6.6 c iv. Type I – contamination – uncleaned equipment, s 8.1.6.6 c i. Type I – contamination – uncleaned new equipment, s 8.1.6.6 c v. Type I – contamination – undedicated equipment, s 8.1.6.6 c i. Type I – contamination – unintended transfer, s 8.1.6.6 c ii. Type I – contamination – unlabeled equipment, s 8.1.6.6 c iv. Type I – contamination. See also Type I – degradation Type I – coverage, ss 10.6.2, 10.6.2.1 Type I – degradation – shelf life, s 8.1.6.6 f Type I – degradation – UV light, s 8.1.6.6 c Type I – degradation. See also Type I – contamination Type I – degradation, thermal – application temperature, excessive, s 8.1.6.6 e ii. Type I – degradation, thermal – discoloration, s 8.1.6.6 e iv. Type I – degradation, thermal – evaporation, s 8.1.6.6 e iii. Type I – degradation, thermal – oxidation, s 8.1.6.6 e iv. Type I – degradation, thermal – pH, low, s 8.1.6.6 e iv. Type I – degradation, thermal – standby heating, excessive, s 8.1.6.6 e i. Type I – degradation, thermal – water loss, s 8.1.6.6 e iii. Type I – heating issues. See Type I – degradation, thermal Type I – non-glycol based – effect on Type II/III/IV, s 10.8.1 Type I - shelf life, s 8.1.6.6 f) Type I – thermal degradation. See Type I – degradation, thermal Type I – unheated, s 12.5

Type I – use criteria (TC) – conformance to AMS1424, s 11.1.9 Type I – use criteria (TC) – conformance to AMS1424, independent laboratory confirmation of, s 11.1.9 Type I – use of dilution, s 10.9 Type II/III/IV - chemical contamination. See Type II/III/IV - contamination Type II/III/IV – contamination – corrosion in storage vessel, s 8.1.6.6 c iii. Type II/III/IV - contamination - galvanic corrosion in storage vessel, s 8.1.6.6 c iii. Type II/III/IV – contamination – leaky tank covers, s 8.1.6.6 c vii. Type II/III/IV - contamination - leaky truck covers, s 8.1.6.6 c vii. Type II/III/IV - contamination - mislabeled equipment, s 8.1.6.6 c iv. Type II/III/IV – contamination – RDP, s 10.8.2 Type II/III/IV - contamination - runway deicing products, s 10.8.2 Type II/III/IV - contamination - uncleaned equipment, s 8.1.6.6 c i. Type II/III/IV – contamination – uncleaned new equipment, s 8.1.6.6 c v. Type II/III/IV – contamination – undedicated equipment, s 8.1.6.6 c i. Type II/III/IV - contamination - unintended transfer, s 8.1.6.6 c ii. Type II/III/IV – contamination – unlabeled equipment, s 8.1.6.6 c iv. Type II/III/IV – contamination. See also Type II/III/IV – degradation Type II/III/IV - coverage, ss 10.6.2, 10.6.2.2 Type II/III/IV - degradation - excessive shearing - filters, s 8.1.6.6 d Type II/III/IV - degradation - excessive shearing - forced air, s 10.13.4.3 Type II/III/IV - degradation - excessive shearing - nozzles, ss 8.1.6.1 d, 8.1.6.6 e Type II/III/IV – degradation – excessive shearing – partially open valve, s 8.1.6.6 h Type II/III/IV - degradation - excessive shearing - pumps, ss 8.1.6.1 d, 8.1.6.6 d, 8.1.6.6 h Type II/III/IV – degradation – shelf life, s 8.1.6.6 f Type II/III/IV – degradation – UV light, s 8.1.6.6 c Type II/III/IV – degradation. See also Type II/III/IV – contamination Type II/III/IV – degradation, thermal – application temperature, excessive, s 8.1.6.6 e ii Type II/III/IV – degradation, thermal – discoloration, s 8.1.6.6 e iv Type II/III/IV - degradation, thermal - evaporation, s 8.1.6.6 e iii Type II/III/IV - degradation, thermal - oxidation, ss 8.1.6.6 e iv, 10.3 Type II/III/IV - degradation, thermal - pH, low, s 8.1.6.6 e) iv Type II/III/IV - degradation, thermal - standby heating, excessive, s 8.1.6.6 e) i Type II/III/IV - degradation, thermal - water loss, s 8.1.6.6 e) iii Type II/III/IV – fluid application. See fluid application – Type II/III/IV Type II/III/IV – heating issues. See Type II/III/IV – degradation, thermal Type II/III/IV – residual fluid – on trailing edge in flight, s 12.9 Type II/III/IV - residual fluid, s 12.9 Type II/III/IV – residue – dried, s 10.7 Type II/III/IV - residue - effect on non-powered control surfaces, s 10.7 Type II/III/IV - residue - effect on powered control surfaces, s 10.7 Type II/III/IV - residue - frozen, s 10.7 Type II/III/IV - residue - guidance (TC), s 10.7 Type II/III/IV - residue - guidance (TC), s 10.7 Type II/III/IV - residue - in aerodynamically quiet areas, s 10.7 Type II/III/IV - residue - in and around gaps between stabilizers, elevators, tabs, hinges, s 10.7 Type II/III/IV - residue - in crevices, s 10.7 Type II/III/IV - residue - in drain holes, s 10.7 Type II/III/IV - residue - lubrication of areas affected by, s 10.7 Type II/III/IV – residue – rehydrated, s 10.7 Type II/III/IV – residue – restricted control surface movement, s 10.7 Type II/III/IV – residue cleaning – with high pressure washing, s 10.7 Type II/III/IV – residue cleaning, s 10.7 Type II/III/IV - residue formation - conditions conducive to, s 10.7 Type II/III/IV - residue formation - diluted Type II/III/IV v undiluted Type II/III/IV, s 10.7 Type II/III/IV – residue formation – European practices conducive to, s 10.7 Type II/III/IV - residue formation - hot Type I or hot water to alleviate, s 10.7

Type II/III/IV - residue formation - North American practices preventing, s 10.7 Type II/III/IV - residue formation - Type II/III/IV without hot water or Type I, s 10.7 Type II/III/IV - residue inspection - between flaps and wing, s 10.7 Type II/III/IV - residue inspection - drain holes, s 10.7 Type II/III/IV – residue inspection – flight control bays, s 10.7 Type II/III/IV - residue inspection - frequency, s 10.7 Type II/III/IV – residue inspection, s 10.7 Type II/III/IV – shelf life, s 8.1.6.6 f Type II/III/IV – thermal degradation. See Type II/III/IV – degradation, thermal Type II/III/IV – use criteria (TC) – conformance to AMS1428, s 11.1.9 Type II/III/IV – use criteria (TC) – conformance to AMS1428, independent laboratory confirmation of, s 11.1.9 Type II/III/IV - viscosity - effect on aerodynamic performance, s 8.1.6.1 d-e Type II/III/IV - viscosity - effect on HOT, s 8.1.6.1 d-e Type II/III/IV – viscosity – effect on LOUT, s 8.1.6.1 e Type II/III/IV - viscosity - highest on-wing viscosity, s 8.1.6.1 e Type II/III/IV – viscosity – lowest on-wing viscosity, s 8.1.6.1 e Type II/III/IV – viscosity – method, s 8.1.6.1 e Type II/III/IV – viscosity – test frequency, s 8.1.6.1 e Type II/III/IV - viscosity guidance (TC), s 8.1.6.1 e-f Type III – degradation, thermal, s 10.3 Type III - residue - monitoring recommended, s 10.7 Type IV – thickness, s 10.6.2.2 visibility - flightcrew observed, s 11.1.4.1 visibility - MANOBS, s 11.1.4.1 visibility – METAR, s 11.1.4.1 visibility - METAR/SPECI, s 11.1.4.1 visibility – prevailing, s 11.1.4.1 visibility - reported, s 11.1.4.1 visibility - runway visual range, s 11.1.4.1 visibility – RVR, s 11.1.4.1 visibility table. See snowfall visibility table water, hot - deicing. See contamination [frozen] - removal with hot water; fluid application - hot water WHMIS, s 8.1.8 windows, cabin, ss 12.2.1, 12.6.11 wing covers, use of, s 10.2.2 wingtip devices – Boeing B737, s 11.2.3.5 c wingtip devices – Boeing B747, s 11.2.3.5 c wingtip devices – Boeing B757, s 11.2.3.5 c wingtip devices – Boeing B767, s 11.2.3.5 c wingtip devices – Boeing MD11, s 11.2.3.5 c wingtip devices - pretakeoff contamination inspection (TC), s 11.2.3.5 wingtip devices - raked wingtips, ss 10.2.2.4, 11.2.3.5 wingtip devices – representative surface, designation of by aircraft manufacturer (TC), s 11.2.3.5 b) wingtip devices - representative surface, use of (TC), s 11.2.3.5 wingtip devices – scimitar, s 11.2.3.5 wingtip devices - scimitar, split, s 11.2.3.5 wingtip devices – sharklets, s 11.2.3.5 wingtip devices - strakes, s 11.2.3.5 wingtip devices - winglets, s 11.2.3.5 winter operations – guidance (TC), ss 1 to 19 water spray endurance test – definition, s 18

#### **Transport Canada, Holdover Time (HOT) Guidelines Regression Information Winter** 2024-2025

Issued August 6, 2024, by Transport Canada. Transport Canada HOT document page

Contact person: Yvan Chabot.

This document, updated every year, provides the regression coefficients to calculate holdover times under various weather conditions.

Typically, real-time weather data is fed to a holdover time determination system (HOTDS) which uses the best-fit power law curves with the appropriate regression coefficients to calculate holdover times.

A similar document is issued by the FAA.

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Index for Transport Canada, Holdover Time (HOT) Guidelines Regression Information Winter 2024-2025
(Page and table numbers are those of the Transport Canada, Holdover Time (HOT) Guidelines Regression
   Information Winter 2024-2025)
HOT - 76% adjusted - regression calculations, p 6
HOT – regression information – changes in 2024-2025, p 5
HOT – regression limitations – caution outside precipitation rate limits, pp 7–8
HOT – regression limitations – no allowance times, p 8
HOT - regression limitations - no interpolation for Type II/III/IV non-standard dilutions, p 7
HOT – regression limitations – no regression coefficients for frost, p 8
HOT – regression limitations – use at > 0^{\circ}C, p 7
HOT - regression limitations - use of LUPR, p 7
HOT – regression limitations – use of snow precipitation rate \leq 50 g/dm<sup>2</sup>/h, p 8
HOT - regression limitations - use with CTDS/HOTDS conforming to Advisory Circular (FAA), p 6
HOT – regression limitations, pp 7–8
HOT – Type I – regression calculations, p 6
HOT – Type I – regression coefficients, Tables 1-1, 1-2
HOT – Type II fluid-specific – regression calculations, pp 6–7
HOT – Type II fluid-specific – regression coefficients, Tables 2-1 to 2-10
HOT – Type II generic – HOT shortest (worst case) values of all Type II, p 7
HOT – Type II generic – regression calculations, pp 6–7
HOT - Type II generic - regression coefficients, Table 2-11
HOT – Type III fluid-specific – regression calculations, p 6
HOT - Type III fluid-specific - regression coefficients, Tables 3-1 to 3-3
HOT - Type IV fluid-specific - regression calculations, p 7
HOT - Type IV fluid-specific - regression coefficients, Tables 4-1 to 4-25
HOT – Type IV generic – HOT shortest (worst case) values of all Type IV, p 7
HOT – Type IV generic – regression calculations, pp 6–7
HOT – Type IV generic – regression coefficients, Table 4-26
HOTDS, pp 6-8
HUPR, snow, p 6, Table 6
LUPR, snow, p 6, Table 5
regression coefficient tables, interpretation of, p 6
regression coefficients - best fit power law, p 7
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## Transport Canada, Civil Aviation Safety Alert CASA 2017-09, "Use of Holdover Timetables (sic) and Holdover Time Determination Systems in Heavy Snow Conditions, issue 2 (17 February 2023)

Revised by Transport Canada February 17, 2023. CASA 2017-09

The purpose of this document is to remind air operators that there is no holdover time provided by holdover time tables in heavy snow (> 25 g/dm<sup>2</sup>/h). Holdover time determinations systems (HOTDS) enable operators to operate in heavy snow exclusively in the range of 25–50 g/dm<sup>2</sup>/h.

Index for Transport Canada CASA 2017-09, issue 2 (Page numbers are those of Transport Canada CASA 2017-09, issue 2) HOT – precipitation rate – snow, heavy – > 25 g/dm<sup>2</sup>/h, p 2 HOT – precipitation rate – snow, light – 4–10 g/dm<sup>2</sup>/h, p 2 HOT – precipitation rate – snow, moderate – 10–25 g/dm<sup>2</sup>/h, p 2 HOT – precipitation rate – snow, very light – 3–4 g/dm<sup>2</sup>/h, p 2 HOT, no – heavy snow, pp 1–4 HOTDR, p 1 HOTDS – guidance (TC), pp 1–4 HOTDS – HOT – real time, pp 1–4 HOTDS – HOT – via ACARS, pp 1–4 HOTDS – snow, heavy – 25–50 g/dm<sup>2</sup>/h, pp 1–4

# Transport Canada, Civil Aviation Safety Alert CASA 2019-09, "Use of SAE Type I Fluids as an Anti-icing Fluid", issue 1

Issued November 15, 2019, by Transport Canada. CASA 2019-09

This document clarifies the use of Type I fluid as a deicing fluid and as an anti-icing fluid.

The communications with flightcrew must be such that the flightcrew will clearly understand if there is no holdover time or if there a holdover time.

When deicing only is performed with Type I to remove frozen contamination, there is no minimum quantity applied and there is no holdover time. Holdover start time must not be provided to the pilot-in-command.

When there is precipitation or active frost (a form of precipitation) or precipitation is forecasted and deicing/anti-icing is performed with Type I for the purpose of using the holdover time guidelines, the Type I must be heated to at least  $60^{\circ}$ C and a minimum of at least  $1 \text{ L/m}^2$  must be applied after the contamination is removed. Holdover start time must be provided to the pilot-incommand.

When flightcrew is not given a start time, it must assume that there is no holdover time. When in doubt, ask.

Index for CASA 2019-09 (Page numbers are those of CASA 2019-09) communications with flightcrew – HOT, start of, p 2 fluid application – Type I – anti-icing, pp 1-3 fluid application – Type I – deicing v anti-icing, pp 1–3 fluid application – Type I – deicing, pp 1-3 holdover start time. *See* HOT – start of HOT – guidance (TC), pp 1-3 HOT – start of, p 2 HOT – Type I – guidance (TC), pp 1-3 HOT, no – Type I – no HOT start time, p 2 HOT, no – Type I unheated, p 2 pilot-in-command – responsibility to communicate deicing/anti-icing treatment required, p 2

## Transport Canada, Civil Aviation Safety Alert CASA 2022-06, "SAE Type II, III and IV Aircraft Anti-icing Fluid Application Guidance"

Issued December 8, 2022, by Transport Canada. CASA 2022-06

Contact person: Yvan Chabot.

The publication of revision C of AS6286 was delayed due to limited availability of resources. AS6286B remains available and contains Table B2 in section B.1.4 Amount of Fluid for Anti-Icing with Thickened Fluids of Appendix B.<sup>98</sup>

Transport Canada considers that the quantities provided in the table do not factor anti-icing fluid thickness variability, including OAT, fluid type and brand and fluid viscosity.

Transport Canada considers that if the quantities of Table B2 are used as a basis for anti-icing, the fluid's expected holdover time may not be attained.

Transport Canada recommends the use of fluid application procedures described in TP 14052E and AS6285.

Transport Canada specifically recommends to:

- not to use Table B2 of AS6286B;
- apply a sufficient amount of anti-icing fluid (AAF) to cover completely the surfaces and form a uniform coating. Enough AAF has been applied when it can be visually confirmed that the anti-icing fluid is just beginning to run-off the leading edge and trailing edges of the surfaces;
- AAF application process should be continuous and carried out as near to the departure time as possible to maximize the available holdover time;
- while AAF thickness will vary in time over the profile of the wing surface, it should be distributed uniformly. To control the uniformity of application, all horizontal aircraft surfaces should be visually checked during the application of the AAF;

<sup>&</sup>lt;sup>98</sup> Transport Canada refers to table B2 of AS6286B as table B.2.4 (sic). This table was deleted from AS6286C (31 March 2023).

• modify ground icing programs accordingly.

Index for Transport Canada CASA 2022-06 (Page numbers are those of Transport Canada CASA 2022-06) fluid application – Type II/III/IV – recommendation not to use minimum fluid quantity table of AS6286B, p 2 fluid application – Type II/III/IV – guidance (TC), pp 1–4

# Transport Canada, Civil Aviation Safety Alert CASA 2023-01, "Type IV Aircraft Deicing/Anti-Icing Fluid Dow Chemical UCAR ENDURANCE EG106 Not Within Specification, issue 2

Revised February 24, 2023, by Transport Canada. CASA 2023-01

Purpose.<sup>99</sup> "Transport Canada (TC) was recently made aware that an aircraft deicing/anti-icing fluid (AAF) produced by DOW Chemical (DOW) was distributed throughout numerous stations within Canada and could have viscosity measurements higher than its specified maximum on-wing viscosity (MOWV)."

"This CASA serves as an awareness tool to all stakeholders with recommended measures to minimize safety risks for air operations in ground icing conditions."

Index of Transport Canada CASA 2023-01, issue 2 (Page numbers are those of Transport Canada CASA 2023-01, issue 2) UCAR ENDURANCE EG106 ADF/AAF – AS5900 standard for aerodynamic acceptability, p 4 UCAR ENDURANCE EG106 ADF/AAF – Dow NTO, p 3 UCAR ENDURANCE EG106 ADF/AAF – not within manufacturer specification, pp 1–6 UCAR ENDURANCE EG106 ADF/AAF – recommended actions, p 5 UCAR ENDURANCE EG106 ADF/AAF – safety risks, pp 4–5 UCAR ENDURANCE EG106 ADF/AAF – viscosity higher than maximum on-wing viscosity, pp 1–6

## Transport Canada, Advisory Circular AC 700-030, "Electronic Holdover Time (eHOT) Applications"

Issued November 18, 2014, by Transport Canada. Transport Canada AC 700-030

This document provides guidance regarding 1) the implementation and use of eHOT applications in electronic flight bags, 2) the process to obtain authorization from Transport Canada to incorporate eHOT in deicing and anti-icing programs and 3) recommendations to principal operations inspectors and civil aviation safety inspectors when reviewing submission for incorporation of eHOT apps.

Index for Transport Canada Advisory Circular AC 700-030 (Section and page numbers are those of Transport Canada AC 700-030) definition – EFB, s 3.0 (1) EFB – definition, s 3.0 (1) eHOT app – acceptance process (TC), s 5.0 eHOT app – authorization (TC), s 6.0

<sup>&</sup>lt;sup>99</sup> The purpose of this document is reported verbatim, as opposed to the usual summary, to prevent any bias in reporting.

eHOT app – definition, s 3.0 (1) eHOT app – demonstration of equivalence or superiority to HOT paper version, s 6.0 (2) eHOT app – guidance (TC), ss 1.1, 4.0, eHOT app – MOPS (TC), Appendix A eHOT app – testing and evaluation requirements (TC), Appendix B eHOT app – training, s 4.0 (6) eHOT app – type – fixed presentation, ss 3.0 (3), 4.0 (1) (a) eHOT app – type – interactive – HOTDS input, ss 3.0 (4), 4.0 (1) (c) eHOT app – type – interactive – manual input, ss 3.0 (4), 4.0 (1) (b) eHOT app, Title at p 1 training – eHOT app, s 4.0 (6)

## Transport Canada, Standard 622.11, "Ground Icing Operations", Canadian Aviation Regulations

Effective December 9, 2020. Transport Canada Standard 622.11

Section 602.11 of the Canadian Aviation Regulations require air operators to have a ground deicing program. This Standard 622.11 outlines the ground deicing program minimum requirements.

Index for Transport Canada Standard 622.11 (Section and page numbers are those of Transport Canada Standard 622.11) anti-icing – definition, s 2.0 CAR 602.11 - Standard 622.11 Ground Icing Operations, s 1.0 communications with cabin crew (TC) – decision to deice, s 8.0 communications with passengers (TC) - decision to deice, s 8.0 contamination – definition, s 2.0 contamination recognition - critical surface examination, ss 8.1.1, 8.1.1.3 contamination recognition - HOT tables, ss 8.1.1, 8.1.1.1 contamination recognition - HOTDS, s 8.1.1.5 contamination recognition - representative surface, s 8.1.13 contamination recognition - sensors, ss 8.1.1, 8.1.1.4 contamination recognition – tactile check, ss 8.1.1, 8.1.1.2 critical surface - control surfaces, s 2.0 sub verbis "critical surfaces" critical surface - defined in AFM, s 2.0 sub verbis "critical surfaces" critical surface - definition, s 2.0 sub verbis "critical surfaces" critical surface - examination - by qualified person, s 8.1.2 critical surface – inspection (TC) – by qualified person, s 2.0 critical surface - inspection (TC) - definition, s 2.0 critical surface - inspection report, ss 8.2, 8.2.1 critical surface - propellers, s 2.0 sub verbis "critical surfaces" critical surface - rotors, s 2.0 sub verbis "critical surfaces" critical surface - stabilizer, horizontal, s 2.0 sub verbis "critical surfaces" critical surface - stabilizer, vertical, s 2.0 sub verbis "critical surfaces" critical surface - stabilizing surface, s 2.0 sub verbis "critical surfaces" critical surface - wings, s 2.0 sub verbis "critical surfaces" definition – anti-icing, s 2.0 definition – contamination, s 2.0 definition - critical surface inspection (TC), s 2.0 definition - critical surface, s 2.0 sub verbis "critical surfaces" definition – deicing, s 2.0 definition - ground deicing program (TC), s 2.0 sub verbis "ground deicing program" definition - ground icing conditions, s 2.0 definition - HOT tables, s 2.0 sub verbis "holdover time tables"

definition – HOT, s 2.0 sub verbis "holdover time"

- definition HOTDR continuously integrated measurement system, s 2.0 *sub verbis* "continuously integrated measurement system"
- definition HOTDR discrete measurement system, s 2.0 sub verbis "discrete measurement system"
- definition HOTDR, ss 2.0 sub verbis "holdover time determination system", 7.0
- definition HOTDS, ss 2.0 sub verbis "holdover time determination system (HOTDS)", 7.0
- definition pretakeoff contamination inspection (TC), s 2.0
- deicing definition, s 2.0
- ground deicing program (TC) adequate facilities, s 4.1
- ground deicing program (TC) Canadian operator, s 1.0
- ground deicing program (TC) competent personnel, s 4.1
- ground deicing program (TC) definition, s 2.0 sub verbis "ground deicing program"
- ground deicing program (TC) deicing/anti-icing procedures, s 5.0
- ground deicing program (TC) dissemination of, s 4.1
- ground deicing program (TC) elements of, s 3.0
- ground deicing program (TC) foreign operator, s 1.0
- ground deicing program (TC) HOT as decision making criterion, ss 6.0, 6.2
- ground deicing program (TC) HOT as guideline, s 6.0
- ground deicing program (TC) HOT, procedure for start of, s 6.1
- ground deicing program (TC) HOT, procedure for use of, s 6.2
- ground deicing program (TC) HOT, procedure when exceeded, ss 6.1, 6.3
- ground deicing program (TC) in operator's manuals, s 4.1
- ground deicing program (TC) maintenance of facilities and equipment, s 4.1
- ground deicing program (TC) management plan, s 4.0
- ground deicing program (TC) management supervision, s 4.1
- ground deicing program (TC) operational responsibilities flightcrew, s 6.1
- ground deicing program (TC) operational responsibilities flight watch system, s 6.1
- ground deicing program (TC) operational responsibilities groundcrew, s 6.1
- ground deicing program (TC) operational responsibilities maintenance personnel, s 6.1
- ground deicing program (TC) roles and responsibilities, s 4.1
- ground deicing program (TC), s 1.0
- ground icing conditions definition, s 2.0
- ground icing program (TC). See ground deicing program (TC)
- hard wing aircraft tactile check unless specific procedure approved, s 8.1.3
- HOT as decision making criterion (TC), ss 6.1, 6.2, 8.1
- HOT as guidelines (TC), s 6.1
- HOT definition, s 2.0 sub verbis "holdover time"
- HOT end of, s 2.0 sub verbis "holdover time"
- HOT start of, s 2.0 sub verbis "holdover time"
- HOT values modified by pilot-in command (TC), s 6.2
- HOT tables definition, s 2.0 sub verbis "holdover timetables (sic)"
- HOTDR crew requested, s 2.0 sub verbis "continuously integrated measurement system"
- HOTDR definition, ss 2.0 sub verbis "holdover time determination system", 7.0
- HOTDR pushed with updated information, s 2.0 sub verbis "continuously integrated measurement system"
- HOTDR continuously integrated measurement system definition, s 2.0 *sub verbis* "continuously integrated measurement system"
- HOTDR discrete measurement system definition, s 2.0 sub verbis "discrete measurement system"
- HOTDS approval of company operations manual by TC, s 7.1
- HOTDS definition, ss 2.0 sub verbis "holdover time determination system (HOTDS)", 7.0
- HOTDS guidance (TC), ss 7.0–7.2
- HOTDS HOT exceeded aircraft redeicing, s 7.2
- HOTDS HOT exceeded tactile inspection, s 7.2
- HOTDS HOT exceeded, s 7.2
- HOTDS outage contingency plans, s 7.1
- HOTDS pilot-in-command awareness of weather, 7.1
- HOTDS update request, s 7.1

pretakeoff contamination inspection - definition, s 2.0 pretakeoff contamination inspection (TC) – by qualified person, s 2.0 pretakeoff contamination inspection (TC) – definition, s 2.0 pretakeoff contamination inspection report (TC), ss 8.1, 8.2.2 representative surface (TC) – air operator identified, s 8.1.1.3 representative surface (TC) - aircraft manufacturer identified, s 8.1.1.3 representative surface (TC), ss 8.1.1, 8.1.1.3, 8.1.3, 9.1.1, 9.1.3 tactile check – mandatory (TC) – HOTDS HOT exceeded, s 7.2 training – evaluation – flightcrew, ss 9.0, 9.6 training - evaluation - groundcrew, ss 9.0, 9.6 training - evaluation, ss 9.0, 9.6 training – flightcrew – communication procedure for fluid used, s 9.1.4 training – flightcrew – communication procedure for HOT start, s 9.1.4 training – flightcrew – communications to coordinate aircraft inspections, s 9.1.3 training - flightcrew - communications with ATC, s 9.1.3 training – flightcrew – communications with groundcrew, s 9.1.3 training - flightcrew - contamination detection, s 9.1.3 training - flightcrew - contamination recognition, s 9.1.3 training – flightcrew – critical surface identification by aircraft type, ss 9.1.1, 9.1.3 training - flightcrew - critical surface identification, s 9.1.3 training - flightcrew - effect of contamination on critical surfaces, ss 9.1, 9.1.1 training - flightcrew - effect of contamination under wings, s 9.1.1 training – flightcrew – fluid application methods, s 9.1.2 training – flightcrew – fluid application, safety precautions during, s 9.1.2 training – flightcrew – fluid composition, s 9.1.2 training - flightcrew - fluid concentration, s 9.1.4 training – flightcrew – fluid effect on aircraft handling, s 9.1.1 training – flightcrew – fluid effect on aircraft performance, s 9.1.1 training – flightcrew – fluid effect on climb pitch attitudes, s 9.1.1 training – flightcrew – fluid effect on control pressures, s 9.1.1 training - flightcrew - fluid effect on reduced thrust takeoffs, s 9.1.1 training – flightcrew – fluid effect on rotation speed, s 9.1.1 training – flightcrew – fluid effect on stall margins, s 9.1.1 training – flightcrew – fluid effect on stall speed, s 9.1.1 training – flightcrew – fluid effect on takeoff distance, s 9.1.1 training – flightcrew – fluid identification, s 9.1.2 training - flightcrew - fluid types, s 9.1.1 training – flightcrew – fluid, uses of, s 9.1.1 training - flightcrew - HOT, end of, s 9.1.4 training – flightcrew – HOT, procedure for use of, s 9.1.4 training – flightcrew – HOT, procedure when exceeded, s 9.1.4 training - flightcrew - HOT, s 9.1.4 training - flightcrew - HOT, start of, s 9.1.4 training – flightcrew – HOTDS, s 9.1.4 training – flightcrew – location-specific deicing procedures, s 9.1.2 training - flightcrew - remote deicing procedures, s 9.1.2 training – flightcrew – reporting of contamination on arrival, s 9.1.1 training – flightcrew – representative surface inspection, s 9.1.3 training – flightcrew – representative surfaces, ss 9.1.1, 9.1.3 training – flightcrew – supervisory responsibilities for deicing services, s 9.1.2 training - flightcrew, s 9.1 training – groundcrew – communications, ss 9.1.3, 9.3.3 training – groundcrew – contamination detection, ss 9.1.3, 9.3.3 training - groundcrew - contamination recognition, ss 9.1.3, 9.3.3 training – groundcrew – critical surface identification by aircraft type, ss 9.1.1, 9.3.1 training - groundcrew - critical surface identification, ss 9.1.3, 9.3.3

training - groundcrew - critical surface inspection techniques, s 9.3.3 training – groundcrew – deicing equipment operation, s 9.3.2 training – groundcrew – effect of contamination on critical surfaces, ss 9.1.1, 9.3.1 training - groundcrew - effect of contamination on instrument pickup points, s 9.3.1 training – groundcrew – effect of contamination on ram-air intakes, s 9.3.1 training – groundcrew – effect of contamination under wings, ss 9.1.1, 9.3.1 training – groundcrew – fluid application methods, ss 9.1.2, 9.3.2 training – groundcrew – fluid application, safety precautions during, ss 9.1.2, 9.3.2 training - groundcrew - fluid composition, ss 9.1.2, 9.3.2 training – groundcrew – fluid identification, ss 9.1.2, 9.3.2 training – groundcrew – fluid types, ss 9.1.1, 9.3.1 training – groundcrew – fluid, uses of, ss 9.1.1, 9.3.1 training – groundcrew – foreign object damage to engines, s 9.3.1 training – groundcrew – HOT, start of, s 9.3.2 training – groundcrew – location-specific deicing procedures, ss 9.1.2, 9.3.2 training – groundcrew – qualification for operation of equipment, s 9.3.2 training - groundcrew - remote deicing procedures, ss 9.1.2, 9.3.2 training – groundcrew – reporting of contamination on arrival, ss 9.1.1, 9.3.1 training – groundcrew – representative surface inspection, ss 9.1.3, 9.3.3 training - groundcrew - representative surfaces, ss 9.1.1, 9.3.1 training - groundcrew, s 9.1 training - initial, ss 9.0 -9.1.4, 9.3-9.3.3 training – records, ss 9.5, 9.6 training – recurrent – changes in procedures, ss 9.2, 9.4 training – recurrent – information circular, ss 9.2, 9.4 training - recurrent - latest R&D on ground deicing operations, ss 9.2, 9.4 training - recurrent, ss 9.0, 9.2, 9.4 training – requirements – TC, ss 9.0–9.5 training - service provider, s 9.5

#### Transport Canada, Standard 622.11 Appendix A, "Minimum Assurance Requirement and Performance Specifications for Holdover Time Determination Systems (HOTDS)", Canadian Aviation Regulations

Effective December 9, 2020. Transport Canada Standard 622.11 Appendix A

This document sets the minimum assurance requirements and performance specifications for holdover time termination systems (HOTDS) for air operators to use HOT generated by HOTDS.

Index for Transport Canada Standard 622.11 Appendix A (Section and page numbers are those of Transport Canada Standard 622.11 Appendix A) definition – HOTDS test data, s 4.3 b) HOTDR – content – fluid brand, s 5.1.22 HOTDR – content – fluid type, s 5.1.22 HOTDR – content – HOT, s 5.1.22 HOTDR – content – other, s 5.1.22 HOTDR – content – precipitation intensity, s 5.1.22 HOTDR – content – precipitation trend, s 5.1.22 HOTDR – content – precipitation type, s 5.1.22 HOTDR – content – precipitation type, s 5.1.22 HOTDS – content – precipitation type, s 5.1.20 HOTDS – 0°C input for temperature > 0°C, s 5.1.20 HOTDS – accuracy requirements, ss 4.1–4.2 HOTDS – built-in fault detection – data corruption, s 4.3 f) HOTDS - built-in fault detection - hardware failure, s 4.3 f) HOTDS – built-in fault detection – loss of input, s 4.3 f) HOTDS – built-in fault detection – loss of input, s 4.3 f) HOTDS - built-in fault detection - software failure, s 4.3 f) HOTDS – built-in fault detection, s 4.3 f) HOTDS - capping - freezing drizzle 2 h, 5.1.19 HOTDS - capping - freezing fog 4 h, 5.1.19 HOTDS - capping - light freezing rain 2 h, s 5.1.19 HOTDS - capping - rain on cold-soaked wing 2 h, s 5.1.19 HOTDS - capping - snow 2 h, 5.1.19 HOTDS - freezing drizzle LUPR, s 5.1.15 HOTDS - freezing rain LUPR, s 5.1.15 HOTDS – hardware assurance standards, s 4.3 g) HOTDS – HOT determination – precipitation  $\geq 2.0 \text{ g/dm}^2/\text{h}$ , s 5.1.11 HOTDS – HOT guideline cautions, s 5.1.20 HOTDS – HOT guideline conditions, s 5.1.20 HOTDS – HOT guideline notes, s 5.1.20 HOTDS – HOT, no – freezing drizzle > 25 g/dm<sup>2</sup>/h, s 5.1.16 HOTDS – HOT, no – freezing fog > 25 g/dm<sup>2</sup>/h, s 5.1.16 HOTDS – HOT, no – freezing rain > 25 g/dm<sup>2</sup>/h, s 5.1.16 HOTDS – HOT, no – rain on cold-soaked wing > 75 g/dm<sup>2</sup>/h, s 5.1.16 HOTDS – HOT, no – snow > 50 g/dm<sup>2</sup>/h, s 5.1.17 HOTDS – precipitation accuracy – detect fog or freezing fog, s 5.1.4 HOTDS – precipitation accuracy – detect rate of 2.0 g/dm<sup>2</sup>/h at least 90% of the time, s 5.1.4 HOTDS – precipitation accuracy – differentiate rain, freezing rain/freezing drizzle, snow, s 5.1.4 HOTDS - precipitation accuracy - distinguish liquid and frozen precipitation, s 5.1.4 HOTDS – precipitation accuracy – indicate unknown precipitation when undetermined, s 5.1.4 HOTDS – precipitation accuracy – report holdover unavailable for unknown precipitation, s 5.1.4 HOTDS – precipitation rate ->10 to 25 g/dm<sup>2</sup>/h tolerance  $\pm 6.0$  g/dm<sup>2</sup>/h, s 5.1.8 HOTDS – precipitation rate -> 25 g/dm<sup>2</sup>/h tolerance  $\pm 14.0$  g/dm<sup>2</sup>/h, s 5.1.8 HOTDS - precipitation rate -> accuracy 95% confidence level, s 5.1.9 HOTDS – precipitation rate – 0 to 10 g/dm<sup>2</sup>/h tolerance  $\pm$  3.0 g/dm<sup>2</sup>/h, s 5.1.8 HOTDS - precipitation rate - compared to glycol measurement pan, s 5.1.1 HOTDS – quality assurance – computational software, s 4.3 g) HOTDS – quality assurance – data integrity – cyclic redundancy checks, s 4.3 g) HOTDS – quality assurance – data integrity, s 4.3 g) HOTDS – quality assurance – hardware, s 4.3 g) HOTDS – quality assurance, initial, s 4.3 g) HOTDS – quality assurance, ongoing, s 4.3 g) HOTDS - quality management system - commissioning protocols, s 1.2 HOTDS – quality management system – commissioning, s 3.1 HOTDS - quality management system - data dissemination, s 1.2 HOTDS - quality management system - inspection methods, s 1.2 HOTDS – quality management system – inspection requirements, s 1.2 HOTDS – quality management system – installation, s 3.1 HOTDS - quality management system - maintenance, s 3.1 HOTDS – quality management system – non-conformance correction, s 1.2 HOTDS - quality management system - non-conformance identification, s 1.2 HOTDS – quality management system – operational manuals, s 1.2 HOTDS - quality management system - operations, s 3.1 HOTDS - quality management system - personnel qualification, s 1.2 HOTDS - quality management system - quality control, s 1.2 HOTDS – quality management system – quality monitoring, s 1.2 HOTDS - quality management system - siting - coherent sampling of meteorological inputs, s 3.2 HOTDS – quality management system – siting – instrument proximity to each other, s 3.2 HOTDS – quality management system – siting, s 3.1

HOTDS - quality management system - software integrity, s 1.2 HOTDS - quality management system - training - commissioning, ss 1.2, 2.1 HOTDS - quality management system - training - inspecting, ss 1.2, 2.1 HOTDS – quality management system – training – installing, ss 2.1, 2.2 HOTDS – quality management system – training – maintaining, ss 1.2, 2.1, 2.2 HOTDS - quality management system - training - records, s 2.1 HOTDS – quality management system, ss 1.1–1.3 HOTDS - regressions curves - from TC, ss 5.1.12-5.1.13 HOTDS - regressions curves - most recent, ss 5.1.12-5.1.13 HOTDS – regressions curves – traceability, ss 5.1.12–5.1.13 HOTDS - regressions curves - validity, ss 5.1.12-5.1.13 HOTDS – software assurance standards, s 4.3 g) HOTDS – temperature – accuracy  $\pm 1^{\circ}$ C at 95% confidence, s 5.1.5 HOTDS – time devices, s 4.3 h) HOTDS - verification - fluid dilutions, s 5.1.14 HOTDS - verification - fluid, each, s 5.1.14 HOTDS - verification - precipitation rate, s 5.1.14 HOTDS - verification - precipitation type, s 5.1.14 HOTDS - verification - regression coefficients, s 5.1.14 HOTDS - verification - regression curves, s 5.1.14 HOTDS – wind instruments – direction accuracy  $\pm 10^{\circ}$ , s 5.1.2 HOTDS – wind instruments – functional up to 100 knots, s 5.1.1 HOTDS - wind instruments - ice resistant, s 5.1.1 HOTDS – wind instruments – mean speed accuracy  $\pm 10\%$  above 20 knots, s 5.1.2 HOTDS – wind instruments – mean speed accuracy  $\pm 2$  knots up to 20 knots, s 5.1.2 HOTDS – wind instruments – mean speed accuracy 95% confidence in wind tunnel tests, s 5.1.3 HOTDS - wind instruments - precipitation rates wind compensated, s 5.1.1 HOTDS test data - comparison to human observations, s 4.3 a) HOTDS test data – comparison to other instruments, s 4.3 a) HOTDS test data – data analysis, s 4.3 b) HOTDS test data – data reduction, s 4.3 b) HOTDS test data – definition, s 4.3 b) HOTDS test data – independent verification, s 4.3 d) HOTDS test data – over expected range of environmental conditions, s 4.3 a) HOTDS test data – raw data, s 4.3 b) HOTDS test data – written verification, s 4.3 e)

### Barry B. Myers, Aircraft Anti-Icing Fluid Endurance, Holdover, and Failure Times Under Winter Precipitations Conditions, Transport Canada, TP 13832E

Issued November 2001 by Transport Canada.

This document is a glossary prepared by Mr. Barry Myers, an aerodynamicist and Transportation Development Centre (Transport Canada) subject matter expert on matters related to aircraft ground deicing. Mr. Myers, for a long time, headed research and development on aircraft ground deicing and anti-icing for Transport Canada.

This document (TP 13832E) was his effort to clarify definitions related to the hazards of ice, snow, and frost on aircraft surfaces, and the use of anti-icing fluids to protect against frozen and freezing precipitation. His glossary is particularly interesting as it differentiates between visual, adhesion, and aerodynamic failures.

Index for TP 13832E (Section and page numbers are those of TP 13832E) aerodynamic effect of canard contamination, s 6.3 aerodynamic effect of canard contamination, s 6.3 aerodynamic effect of clear ice, s 6.2 aerodynamic effect of contamination, s 6 aerodynamic effect of freezing fog, s 6.6 aerodynamic effect of frost - boundary layer disruption at the stagnation point, s 6.5 aerodynamic effect of frost, s 6.5 aerodynamic effect of fuselage contamination, s 6.4 aerodynamic effect of fuselage contamination, s 6.4 aerodynamic effect of tail plane contamination, s 6.3 aerodynamic effect of tail plane contamination, s 6.3 aerodynamic effect of wing contamination, s 6.1 aerodynamically quiet area – definition, s 6.7 aerodynamically quiet area - superset of aerodynamically quiet cavities, s 6.7 aerodynamically quiet area - superset of aerodynamically quiet surface, s 6.7 aerodynamically quiet cavity - definition, 6.8 aerodynamically quiet cavity - drainage issues, s 6.8 aerodynamically quiet surface - definition, s 6.9 aerodynamically quiet surface - slow moving residual fluid, s 6.9 airflow - laminar v turbulent, s 6.1 angle of attack – flow separation at high, s 6.1 angle of attack – flow separation at low, s 6.1 anti-icing – definition, s 5.2 clear ice - conditions conducive to, s 6.2 cold soaking - definition, s 6.10 cold soaking – frost formation at stagnation point, s 6.5 cold soaking - reason for above freezing HOT, s 6.10 contamination - superset of anti-icing fluid, s 6.1 contamination - superset of bird droppings, s 6.1 contamination - superset of dirt, s 6.1 contamination - superset of frost, s 6.1 contamination - superset of hydraulic oil, s 6.1 contamination – superset of ice, s 6.1 contamination - superset of minor mechanical damage, s 6.1 contamination - superset of minor mechanical damage, s 6.1 contamination – *superset of* paint chipping, s 6.1 contamination – superset of rain, s 6.1 contamination - superset of snow, s 6.1 contamination - superset of squashed bugs, s 6.1 contamination - superset of variation in manufacturing tolerance, s 6.1 contamination [frozen] - asymmetric - in crosswind, s 6.1 contamination [frozen] – effect on boundary layer separation, s 6.1 contamination [frozen] - effect on boundary layer, s 6.1 contamination [frozen] – effect on lift loss, s 6.1 contamination [frozen] – effect on local changes in pressure gradients in the boundary layer, s 6.1 contamination [frozen] - effect on pitch moment, s 6.1 contamination [frozen] – effect on reduction of peak suction near the leading edge, s 6.1 contamination [frozen] - effect on roll control, s 6.1 contamination [frozen] - effect on stall angle, s 6.1 contamination [frozen] - effect on tail plane v canard controls, s 6.3 contamination, visible – definition, s 5.8 definition - aerodynamically quiet area, s 6.7 definition – aerodynamically quiet cavity, s 6.8 definition – aerodynamically quiet surface, s 6.9
definition - anti-icing, s 5.2 definition – cold soaking, s 6.10 definition - contamination, visible, s 5.8 definition – defrosting, s 5.4 definition – deicing, s 5.1 definition - deicing/anti-icing, s 5.3 definition – endurance time, s 4.2 definition – failure front, s 2.6 definition - failure, adherence. See definition - failure, adhesion definition – failure, adhesion, s 2.3 definition – failure, complete plate, s 2.12 definition – failure, entire plate, s 2.12 definition – failure, fifth cross hair, s 2.13 definition – failure, first, s 2.9 definition - failure, fluid, s 2.1 definition – failure, full plate, s 2.12 definition – failure, plate, s 2.11 definition – failure, standard plate, s 2.13 definition – failure, top edge, s 2.7 definition – failure, total plate, s 2.12 definition – failure, visual, s 2.2 definition – fluid adhesion, s 2.5 definition – fluid failure front, s 2.6 definition – fluid failure, top edge, s 2.7 definition – fluid operational limit, s 1.3 definition – fluid, acceptable, s 1.1 definition – fluid, failed, s 2.8 definition – fluid, pristine, s 1.2 definition - holdover time guideline. See definition - HOT guideline definition - holdover time. See definition - HOT definition – HOT guideline, s 4.4 definition – HOT, s 4.3 definition - ice, s 5.5 definition – nucleation site, s 3.3 definition – plate, frosticator, s 3.2 definition – plate, standard test, s 3.1 definition - precipitation rate for HOT tables, s 3.4 definition – precipitation rate, 10-minute average, s 3.6 definition – precipitation rate, 20-minute average, s 3.6 definition - precipitation rate, 40-minute average, s 3.6 definition – precipitation rate, 5-minute average, s 3.6 definition – precipitation rate, peak, s 3.5 definition – protection time, s 4.1 definition – slush, s 5.6 definition - snow, s 5.7 defrosting – definition, s 5.4 deicing – definition, s 5.1 deicing/anti-icing - definition, s 5.3 endurance time – definition, s 4.2 failure front – definition. s 2.6 failure, adherence - definition. See failure, adhesion – definition, s 2.3 failure, complete plate – definition, s 2.12 failure, entire plate – definition, s 2.12 failure, fifth cross hair - definition, s 2.13 failure, first - definition, s 2.9

failure, full plate- definition, s 2.12 failure, plate – definition, s 2.11 failure, standard plate – definition, s 2.10 failure, top edge – definition, s 2.7 failure, total plate – definition, s 2.12 failure, visual - definition, s 2.2 first icing event. See failure fluid adhesion – definition, s 2.5 fluid failure - definition, s 2.1 fluid failure - description - loss of gloss, s 2.2 fluid failure – description – obscuration of surface by ice, s 2.2 fluid failure - description - obscuration of surface by slush, s 2.2 fluid failure – description – snow bridging, s 2.2 fluid failure – form – adhesion, ss 2.1, 2.3 fluid failure - form - visual, ss 1.3, 2.1, 2.2, 2.10 fluid failure front – definition, s 2.6 fluid failure, top edge – definition, s 2.7 fluid operational limit – definition, s 1.3 fluid operational limit, s 1.3 fluid, acceptable – definition, s 1.1 fluid, failed – definition, s 2.8 fluid, pristine – definition, s 1.2 fluid, residual – aerodynamically quiet surfaces, s 6.9 freezing fog v frozen fog, s 6.6 frost – deceptively dangerous – clean appearance of residual contaminated fluid, s 6.5 frost - formation conditions, s 6.5 frost - removal - hazard of using little fluid, s 6.5 holdover time. See HOT HOT – definition, s 4.3 HOT - guideline - definition s, 4.4 HOT – less than protection time, s 4.3 ice – definition, s 5.5 lift loss, asymmetric, s 6.1 nucleation site - definition, s 3.3 nucleation site, s 2.4 plate, frosticator - definition, s 3.2 plate, standard test - definition, s 3.1 precipitation rate for HOT tables - definition, s 3.4 precipitation rate, 10-minute average - definition, s 3.6 precipitation rate, 20-minute average - definition, s 3.6 precipitation rate, 40-minute average – definition, s 3.6 precipitation rate, 5-minute average - definition, s 3.6 precipitation rate, peak - definition, s 3.5 protection time - definition, s 4.1 roughness, effect of, s 6.1 slush – definition, s 5.6 slush, formation of, ss 5.6, 5.8 slush, mat of, s 5.8 snow - definition, s 5.7

## Transport Canada, Working Note No. 38, "Guidelines for Aeroplane Testing Following Deicing/Anti-Icing Fluid Application" initial issue

Issued November 5, 2010, by Transport Canada.

In this document, Transport Canada considers that the aerodynamic acceptance test described in SAE AS5900 establishes a standard to ensure acceptable aerodynamic characteristics of aircraft deicing/anti-icing fluids during the takeoff ground roll and initial climb.

The aerodynamic acceptance test measures the boundary layer thickness over a flat plate covered with fluid during a simulated takeoff run. The premise is that the boundary layer thickness over the flat plate correlated to the boundary layer over a curved aerodynamic surface.

Transport Canada considers that aircraft configurations, airfoil sections, and fluid continue to evolve and recommends limited flight tests on individual aircraft types. These flight tests, can be used to 1) establish system operation characteristics, 2) identify operational procedures, and 3) prescribe maintenance procedures for deicing/anti-icing.

This document provides guidance for these aircraft tests.

The purpose of this document appears similar to the of FAA Policy Statement, Policy No: PS-ACE-23-05, PS-ANM-25-10, "Type Certification Policy for Approval of Use of Type II, III, and IV Deicing/Anti-Icing Fluids on Airplanes Certificated Under 14 CFR Parts 23 and 25".

```
aerodynamic effect of fluids - wave roughness introduced by flowoff, s 2.1
```

```
aircraft certification - test aircraft, s 3.3
```

```
aircraft certification - Type II/III/IV - AFM - accelerate distance, s 4.1
```

```
aircraft certification - Type II/III/IV - AFM - aircraft specific limitations, ss 3.1, 4.1
aircraft certification - Type II/III/IV - AFM - non-normal operating procedures, ss 3.1, 4.1
```

```
aircraft certification - Type II/III/IV - AFM - normal operating procedures, ss 3.1, 4.1
```

```
aircraft certification - Type II/III/IV - AFM - performance adjustments, ss 3.1, 4.1
```

```
aircraft certification - Type II/III/IV - AFM - stop distance, s 4.1
```

```
aircraft certification - Type II/III/IV - AFM - takeoff distance, s 4.1
```

```
aircraft certification - Type II/III/IV - AFM - takeoff run, s 4.1
```

```
aircraft certification - Type II/III/IV - AFM - takeoff speed increase, s 4.1
```

aircraft certification - Type II/III/IV - buffeting, s 3.6.2

```
aircraft certification - Type II/III/IV - effect on visibility of flightdeck window, s 3.7
```

```
aircraft certification - Type II/III/IV - effect of heated surfaces, s 2.5
```

```
aircraft certification - Type II/III/IV - effect on air data probes, s 3.7
```

```
aircraft certification - Type II/III/IV - effect on airspeed probe, s 3.7
```

```
aircraft certification - Type II/III/IV - effect on altitude probe, s 3.7
```

Index for Working Note No. 38 (Section and page numbers are those of Working Note No. 38)

aerodynamic effect of fluids - aircraft certification, ss 1.4, 1.5 aerodynamic effect of fluids - not addressed by AS5900 - handling issues during takeoff, ss 1.3, 2.2 aerodynamic effect of fluids – not addressed by AS5900 – performance issues during takeoff, ss 1.3, 2.2 aerodynamic effect of fluids - on aerodynamic balance of control surfaces, s 2.4 aerodynamic effect of fluids - on decrease of angle-of-attack for stall, s 2.1 aerodynamic effect of fluids - on drag, s 2.1 aerodynamic effect of fluids - on hinge moment, s 2.1 aerodynamic effect of fluids - on lift, s 2.1

aerodynamic effect of fluids – on loss of lift coefficient at normal angle-of-attack, s 2.2

aerodynamic effect of fluids - on low takeoff speed aircraft, ss 2.1, 2.3 aerodynamic effect of fluids - on mass balance of control surfaces, s 2.4

aerodynamic effect of fluids - on maximum lift coefficient decrease, s 2.2

aerodynamic effect of fluids - on pitching moment, s 2.1

aerodynamic effect of fluids - on stall speed increase, s 2.2

aerodynamic effect of fluids - on unpowered flight control, ss 2.1, 2.2

aircraft certification - Type II/III/IV - effect on angle-of-attack sensors, s 3.7 aircraft certification - Type II/III/IV - effect on APU, s 3.7 aircraft certification - Type II/III/IV - effect on engine anti-ice system, s 3.7 aircraft certification - Type II/III/IV - effect on environmental control system, s 3.7 aircraft certification - Type II/III/IV - effect on fluid baking, ss 2.5, 3.5.1 aircraft certification - Type II/III/IV - effect on temperature probe, s 3.7 aircraft certification - Type II/III/IV - Flight Crew Operating Manual - deicing/anti-icing procedures, s 3.3 aircraft certification - Type II/III/IV - Flight Crew Operating Manual - cleaning procedures. s 3.1 aircraft certification - Type II/III/IV - flight tests, s 3.5 aircraft certification - Type II/III/IV - fluid application, ss 3.4.2-3.4.6 aircraft certification - Type II/III/IV - fluids to be tested, s 3.4.1 aircraft certification – Type II/III/IV – maintenance instructions – residue removal, s 3.1 aircraft certification - Type II/III/IV - maintenance instructions - residue cleaning procedures, s 4.3 aircraft certification - Type II/III/IV - regulatory requirements<sup>100</sup>, ss 1.4, 1.5 aircraft certification - Type II/III/IV - residue - inspection, s 3.1 aircraft certification – Type II/III/IV – residue – maintenance instructions, s 3.1 aircraft certification - Type II/III/IV - takeoff angle-of-attack margin tests, s 3.5.3 aircraft certification - Type II/III/IV - takeoff at fixed pitch angle, s 3.5.2 aircraft certification - Type II/III/IV - takeoff performance, s 3.5.4 aircraft certification - Type II/III/IV - test day temperature, s 3.4.3 aircraft certification - Type II/III/IV - test deicing/anti-icing procedures, s 3.4.5 aircraft certification – Type II/III/IV – training, s 3.5.6 aircraft certification - Type II/III/IV - vibration, s 3.6.2 certification, aircraft. See aircraft certification leading edge, heated. See also Type II/III/IV - degradation, thermal - heated leading edge dry-out Type II/III/IV – baking. See Type II/III/IV – degradation, thermal – heated leading edge dry-out Type II/III/IV – degradation, thermal – heated leading edge dry-out, s 2.5 Type II/III/IV – residue – dried, s 2.4 Type II/III/IV – residue – effect on flight control systems, s 2.4 Type II/III/IV - residue - flight control restrictions, s 2.4 Type II/III/IV - residue - frozen, s 2.4 Type II/III/IV - residue - in aerodynamically quiet areas, s 2.4 Type II/III/IV - residue - rehydrated, s 2.4 Type II/III/IV - residue formation - one-step application of Type II/III/IV, s 3.4.5 Type II/III/IV – residue inspection – periodic, s 4.3 Type II/III/IV - residue reduction - aircraft design modifications, s 2.4 Type II/III/IV - residue reduction - cleaning procedures, s 4.3 Type II/III/IV - residue reduction - scheduled maintenance tasks, s 2.4 Type II/III/IV - residue reduction - specific deicing/anti-icing procedures, s 2.4

#### Transport Canada, *Commercial and Business Aviation Inspection and Audit* (*Checklists*) Manual, 1<sup>st</sup> ed, TP 13750E

Issued October 2000 by Transport Canada. Transport Canada TP 13750E

TP 13750E is a ground icing operations program checklist issued by Transport Canada.

Only the ground icing operations section is indexed.

<sup>&</sup>lt;sup>100</sup> This Transport Canada document refers to SAE Type I/II/II/IV. However, testing is recommended on Type III/IV fluids. Since the equivalent FAA document focuses more on the effects of Type II/III/IV, to simplify indexing, we index this document referring to Type II/III/IV.

Index for TP 13750E (Section and page numbers are those of TP13750E) audit checklist (TC) - aircraft deicing/anti-icing procedures, pp 88, 90 audit checklist (TC) - aircraft inspection and reporting procedures, pp 88, 90-91 audit checklist (TC) – aircraft specific procedures, p 89 audit checklist (TC) – communications with flightcrew, p 94 audit checklist (TC) - contamination [frozen], effects of, pp 93, 94 audit checklist (TC) - contamination [frozen], recognition of, pp 90, 93 audit checklist (TC) - coordination with airport authorities, p 88 audit checklist (TC) - coordination with ATC, p 88 audit checklist (TC) – critical surface identification, p 93 audit checklist (TC) – critical surface inspection report, p 91 audit checklist (TC) - critical surface inspection, p 91 audit checklist (TC) - dispatcher responsibilities, p 88 audit checklist (TC) - facilities, adequate, p 89 audit checklist (TC) – FOD, p 95 audit checklist (TC) – flightcrew responsibilities, p 88 audit checklist (TC) - fluids, composition of, p 93 audit checklist (TC) - fluids, effect on aircraft performance of, p 93 audit checklist (TC) - fluids, identification of, p 93 audit checklist (TC) - fluids, use of, p 95 audit checklist (TC) - ground icing operations, end of, pp 89-90 audit checklist (TC) - ground icing operations, start of, pp 89-90 audit checklist (TC) - ground deicing program - activation, p 89 audit checklist (TC) - ground deicing program - chain of command, p 89 audit checklist (TC) - ground deicing program - dissemination, p 89 audit checklist (TC) – ground deicing program – publication, p 89 audit checklist (TC) – ground deicing program – revisions, p 95 audit checklist (TC) - ground deicing program - service provider's v operator's, p 96 audit checklist (TC) – HOT for decision making, p 94 audit checklist (TC) - HOT, approval of, p 90 audit checklist (TC) - HOT, end of, pp 90, 94 audit checklist (TC) - HOT, start of, pp 90, 94 audit checklist (TC) - HOT, use of, p 93 audit checklist (TC) – inspection reporting, p 92 audit checklist (TC) – management responsibilities, p 88 audit checklist (TC) - management supervision, p 88 audit checklist (TC) – operational procedures, p 88 audit checklist (TC) – operations v maintenance responsibilities, p 89 audit checklist (TC) - operator's management plan, pp 88-89 audit checklist (TC) – person responsible, p 89 audit checklist (TC) - personnel, sufficient, p 89 audit checklist (TC) - pretakeoff contamination inspection, p 91 audit checklist (TC) – representative surfaces, pp 91, 93 audit checklist (TC) - sensors, use of, p 91 audit checklist (TC) - service providers, supervision of, s 93 audit checklist (TC) - service providers, training of, p 96 audit checklist (TC) - tactile check, p 91 audit checklist (TC) - training and testing, pp 88, 92-96 audit checklist (TC) – training records, p 96 audit checklist (TC) - training - recurrent, pp 93-96 audit checklist (TC) - training - initial, pp 93-96 audit checklist (TC) - weather, p 90

## **Documents Issued by EASA**

## EASA, EU Regulation 965/2012 and EASA Decision 2014/015/R: rule point CAT.OP.MPA.250 "Ice and other contaminants – ground procedures" and Guidance Material GM 1 to 3 to CAT.OP.MPA.250, as last amended.

Revised September 2023, by EASA. Easy Access Rules for Air Operations

The above described document CAT.OP.MPA.250 "Ice and other contaminants – ground procedures" and Guidance Material GM 1 to 3 to CAT.OP.MPA.250 are published in an EASA non-official document entitled *Easy Access Rules for Air Operations*. This document is large and gets updated often. Look for the most recent amendment.

This Guide restricts EASA references to commercial air transport operations (CAT).

GM1 CAT.OP.MPA.250, "Ice and other contaminants – ground procedures: terminology"

Index for EASA GM1 CAT.OP.MPA.250 (Section numbers are those of EASA GM1 CAT.OP.MPA.250) aircraft icing on the ground, conditions conducive to – definition, s (e) aircraft icing, conditions conducive to – definition, s (e) anti-icing – definition, s (a) anti-icing code, s (r-s) anti-icing code – definition, s (r) anti-icing fluid – definition, s (b) check, contamination. See contamination check check, pretakeoff contamination. See pretakeoff contamination check clear ice – conditions conducive to, s (c) clear ice – definition, s (c) clear ice – difficulty to detect, s (c) cold-soaked fuel frost – definition, s (d) cold-soaked surface frost - definition, s (d) cold soaking – conditions conducive to, s (c) conditions conducive to aircraft icing on the ground – definition, s (e) contamination [frozen] – definition, s (f) contamination check – definition, s (g) definition – aircraft icing on the ground, conditions conducive to, s (e) definition – aircraft icing, conditions conducive to, s (e) definition – anti-icing code, s (r) definition – anti-icing fluid, s (b) definition – clear ice, s (c) definition – cold-soaked fuel frost, s (d) definition - cold-soaked surface frost, s (d) definition – conditions conducive to aircraft icing on the ground, s (e) definition – contamination [frozen], s (f) definition – contamination check, s (g) definition – deicing fluid, s (i) definition – deicing, s (h) definition – deicing/anti-icing, s (j) definition – GIDS, s (k) definition – HOT, s (l) definition - LOUT, s (n) definition – LWES, s (m)

definition - pretakeoff contamination check (EASA), s (q) definition –  $\overline{\text{ROGIDS}}$ , s (k)<sup>101</sup> deicing – definition, s (h) deicing fluid – definition, s (i) deicing/anti-icing – definition, s (i) GIDS – definition, s (k) GIDS. See also ROGIDS ground ice detection system. See also ROGIDS ground ice detection system. See GIDS HOT – definition, s (1) LOUT – definition, s (n) LWES – definition, s (m) postdeicing check. See postdeicing/anti-icing check postdeicing/anti-icing check – definition, s (o) postdeicing/anti-icing check - qualified staff, s (o) post-treatment check<sup>102</sup>. *See* postdeicing/anti-icing check pretakeoff check (EASA), s (p) pretakeoff contamination check (EASA) - definition, s (q) ROGIDS – definition, s  $(k)^{103}$ 

## *GM2 CAT.OP.MPA.250, "Ice and other contaminants – ground procedures: de-icing/anti-icing – procedures"*

Index for EASA GM2 CAT.OP.MPA.250 (Section numbers are those of GM2 CAT.OP.MPA.250) aircraft manufacturer documentation – contamination [frozen], limits on thickness of, s (a) (1) aircraft manufacturer documentation – contamination [frozen], limits on areas of, s (a) (1) aircraft manufacturer documentation - fluid application restrictions, s (b) (5) aircraft manufacturer documentation – Type II/III/IV residue – prevention, s (b) (5) aircraft manufacturer documentation – type-specific aircraft deicing/anti-icing recommendations, s (a) at p 17 anti-icing code, s(d)(2)check, contamination. See contamination check check, post-treatment See postdeicing/anti-icing check check, tactile. See tactile check clear ice - detection of, ss (a), (b) (6) commander<sup>104</sup> See pilot-in-command communications with flightcrew – aircraft type-specific procedure, s(d)(1)communications with flightcrew – all clear, s (d) (3)communications with flightcrew – anti-icing code, s(d)(2)communications with flightcrew – fluid Type, s (d) (1) communications with flightcrew - treatment plan. s (d) (1) contamination [frozen] – removal with fluids, s (b) (1) contamination [frozen] – removal with forced air, s(b)(1)contamination [frozen] – removal with hot water, s (b) (1) contamination [frozen] – removal with infrared, s (b) (1) contamination [frozen] - removal with mechanical tools, s (b) (1)

<sup>&</sup>lt;sup>101</sup> EASA uses the term GIDS (ground ice detection system), SAE uses the term ROGIDS (remote on-ground ice detection system for what appears to be the same reality.

<sup>&</sup>lt;sup>102</sup> EASA considers post-treatment check, postdeicing check and postdeicing/anti-icing check to be synonymous, s (o).

<sup>&</sup>lt;sup>103</sup> See footnote 101.

<sup>&</sup>lt;sup>104</sup> EASA uses "commander". FAA and Transport Canada tend to use the expression pilot-in-command or captain. Here we use pilot, pilot-in-command or flightcrew, as appropriate. Section 5.8 of AS6285E states that pilot-incommand is equivalent to commander.

contamination check – clear ice detection, s(a)(1)contamination check – contamination [frozen] area limits in AFM, s (a) (1)contamination check – contamination [frozen] thickness limits in AFM, s (a) (1) contamination check – underwing frost detection, s (a) (1) contamination check (EASA) – trained and qualified person, s (b) (6) contamination check, ss (a) (1) at p 17, (b) (6) definition – deicing/anti-icing, one-step, s (b) (3) definition – deicing/anti-icing, two-step, s (b) (3) deicing/anti-icing – interruption – procedure, s (a) (2) deicing/anti-icing – unsuccessful – procedure, s (a) (2) deicing/anti-icing records, s (b) (7) deicing/anti-icing, one-step – definition, s (b) (3) deicing/anti-icing, two-step – definition, s (b) (3) flightcrew – pretakeoff briefing – Type II/III/IV handling procedures, s (c) (2–5) fluid application – guidance (EASA), s (a–h) fluid application - redeicing, ss (b) (9–10) fluid manufacturer documentation – fluid application, ss, (b) (5) at p 18, (h) (2) (iv) fluid manufacturer documentation – fluid storage requirements, s (h) (2) (iv) fluid manufacturer documentation – fluid testing, s (h) (2) (iv) fluid manufacturer documentation - fluid transfer system requirements, s (h) (2) (iv) fluid manufacturer documentation – OAT restrictions, s (b) (5) fluid manufacturer documentation - Type II/III/IV residues, s (h) (2) (iii) frost - on lower wing surface, s (a) (1) HOT – effect of Type II/III/IV concentration, s (b) (4) HOT – guidance (EASA), ss (a–h) pilot-in-command – situational awareness, s (b) (8) postdeicing/anti-icing check (EASA) - trained and qualified person, s (b) (6) postdeicing/anti-icing contamination check (EASA), s (a) (3 pretakeoff check (EASA), s (a) (4) pretakeoff contamination check (EASA), ss (a) (5) at p 17, (b) (9) record keeping (EASA) – deicing/anti-icing incidents, s (a) (6) ROGIDS - trained personnel, s (b) (11 ROGIDS, s (b) (11) tactile check, s (b) (6) three-minute rule, s (b) (3) training - requirements - EASA, ss (f-g) Type II/III/IV – aircraft operational considerations – aircraft attitude, s (c) Type II/III/IV – aircraft operational considerations – effect on unpowered elevator, s (c) Type II/III/IV – aircraft operational considerations – flightcrew briefing, s (c) Type II/III/IV – aircraft operational considerations – increased takeoff speed, s (c) Type II/III/IV – aircraft operational considerations – mass decrease, s (c) Type II/III/IV – aircraft operational considerations – rotation speed and rate, s (c) Type II/III/IV – aircraft operational considerations – stick force, s (c) Type II/III/IV – aircraft operational considerations. See also aerodynamic effect of fluids – performance adjustments Type II/III/IV – residue – aileron jamming, s (h) (2) (ii) Type II/III/IV – residue – drain hole clogging, s (h) (2) (ii) Type II/III/IV - residue - dried, s (h) (2) (ii) Type II/III/IV - residue - elevator jamming, s (h) (2) (ii) Type II/III/IV – residue – flap jamming, s (h) (2) (ii) Type II/III/IV – residue – flight control restrictions, s (h) (2) (ii) Type II/III/IV – residue – guidance (EASA), s (h) Type II/III/IV – residue – lift reduction, s (h) (2) (ii) Type II/III/IV - residue - rehydrated, s (h) (2) (ii) Type II/III/IV – residue – stall speed increase, s (h) (2) (ii) Type II/III/IV – residue formation, ss (b) (5) at p 18, (h) Type II/III/IV - residue, s (h

unthickened fluid. See Type I

### *GM3 CAT.OP.MPA.250, "Ice and other contaminants – ground procedures: de-icing/antiicing background information"*

Index for EASA GM3 CAT.OP.MPA.250 (Section are those of EASA GM3 CAT.OP.MPA.250) AMS1424 – recognition – EASA, s (b) (3) AMS1428 - recognition - EASA, s (b) (3) ARP6257 – recognition – EASA, s (s) (4) AS6285 - recognition - EASA, s(s)(4)AS6286 - recognition - EASA, s(s)(4)AS6332 – recognition – EASA, s (s) (4) cold soaking, s (a) (1) contamination [frozen] – effect on APU, s (a) (1) contamination [frozen] – effect on control surfaces, s(a)(1)contamination [frozen] – effect on drag, s(a)(1)contamination [frozen] – effect on engine compressor, s (a) (1) contamination [frozen] – effect on engine stall, s (a) (1) contamination [frozen] – effect on engine, s(a)(1)contamination [frozen] – effect on lift, s(a)(1)contamination [frozen] – effect on propeller performance, s (a) (1) FAA Holdover Time Guidelines – recognition – EASA, s (a) (4) FAA Notice N 8900.xxx - recognition - EASA, s (a) (4) fluid effectiveness, loss of. See fluid failure fluid failure, s(c)(1)hazards of ice, snow and frost, s (a) (1) HOT – end of (EASA) – at fluid failure.<sup>105</sup>, s (c) (1) HOT - end of (EASA) - at the beginning of the takeoff roll, s (c) (1)HOT – guidance (EASA), ss (a–c) HOT - start of, s(c)(1)HOT, no (EASA) – fast dropping OAT, s (a) (3) HOT, no (EASA) – freezing rain, s (a) (3) HOT, no (EASA) – hail, s (a) (3) HOT, no (EASA) – high wind velocity, s(a)(3)HOT, no (EASA) - ice pellets, s (a) (3) HOT, no (EASA) – snow exceeding certain intensities, s (a) (3)

## EASA, Safety Information Notice 2008-29, "Ground De- / Anti-icing of Aeroplanes; Intake / Fan-blade Icing and effects of fluid residues on flight controls – replacing EASA SIN No. 2006-09 issued 26 September 2006

Issued April 4, 2008, by EASA. SIB 2008-29.

This document provided EASA advisory information regarding aircraft ground deicing and engine icing.

Index for EASA SIB 2008-29 (Page numbers are those of EASA SIB 2008-29) aircraft manufacturer documentation – contamination [frozen], limits on thickness of, p 5

<sup>&</sup>lt;sup>105</sup> The expression "loss of fluid effectiveness" and "fluid failure" appears to be used interchangeably; however, there is a distinction to be made between visual failure and aerodynamic failure.

aircraft manufacturer documentation - contamination [frozen], limits on areas of, p 5 aircraft manufacturer documentation – fluid application restrictions, pp 10–11 aircraft manufacturer documentation - Type II/III/IV - fluid application restrictions, pp 10-11 aircraft manufacturer documentation – Type II/III/IV residue – prevention, pp 10–11 anti-icing – definition, p 6 anti-icing code, p 8 anti-icing fluid – definition, p 6 clear ice – definition, p 6 cold soaking - fuel caused, p 4 cold soaking, p 4 communications with flightcrew – aircraft type specific procedure, p 8 communications with flightcrew – all clear, p 8 communications with flightcrew – anti-icing code, p 8 communications with flightcrew – fluid Type, p 8 communications with flightcrew - treatment plan, p 8 conditions conducive to aircraft icing on the ground – definition, p 6 contamination – definition, p 6 contamination [frozen] - effect on APU performance, p 4 contamination [frozen] - effect on control surfaces, p 4 contamination [frozen] - effect on control, p 4 contamination [frozen] - effect on drag, p 4 contamination [frozen] - effect on engine compressor, p 4 contamination [frozen] – effect on engine stall, p 4 contamination [frozen] – effect on engine, p 4 contamination [frozen] - effect on propeller performance, p 4 contamination [frozen] – effect on stability, p 4 contamination [frozen] – effect on stability, p 4 contamination [frozen] - removal with fluids, p 9 contamination [frozen] - removal with forced air, p 9 contamination [frozen] – removal with hot water, p 9 contamination [frozen] - removal with infrared, p 9 contamination [frozen] - removal with mechanical tools, p 9 contamination check – clear ice detection, p 5 contamination check - contamination [frozen] area limits in AFM, p 5 contamination check – contamination [frozen] thickness limits in AFM, p 5 contamination check – underwing frost detection, p 5 contamination check, p 6 definition – anti-icing fluid, p 6 definition – anti-icing, p 6 definition – clear ice, p 6 definition – conditions conducive to aircraft icing on the ground, p 6 definition – contamination check, p 6 definition – contamination, p 6 definition – deicing fluid, p 6 definition – deicing, p 6 definition - deicing/anti-icing, p 7 definition - ground ice detection system, p 7 definition – HOT, p 8 definition – LOUT, p 7 definition - post deicing/anti-icing check, p 7 definition - pretakeoff check - definition, p 7 definition - pretakeoff contamination check, p 7 definition - residues, p 7 deicing – definition, p 6 deicing fluid – definition, p 6 deicing/anti-icing – definition, p 7

deicing/anti-icing - interruption - procedure, p 5 deicing/anti-icing – unsuccessful – procedure, p 5 engine icing – compressor blade icing, pp 3–4 engine icing – conditions susceptible to – heavy snow near 0°C, p 3 engine icing – conditions susceptible to – low power engine operations, p 3 engine icing – conditions susceptible to – rain near 0°C, p 3 engine icing – conditions susceptible to – taxiing, p 3 engine icing – engine malfunctioning, p 3 engine icing – engine stall, pp 3–4 engine icing – engine surge, p 3 engine icing – fan blade icing, pp 3–4 engine icing – flameout, p 3 engine icing – intake icing, pp 3–4 engine icing – reduced thrust, p 3 engine manufacturer recommendations - compliance with, p 4 fluid application – guidance (EASA), pp 9–10 fluid application - redeicing, p 10 fluid manufacturer documentation - fluid application, pp 9-10 fluid manufacturer documentation - OAT restrictions, pp 9-10 fluid manufacturer documentation - Type II/III/IV residues, pp 9-11 ground ice detection system – definition, p 7 hazard of ice, snow and frost, p 4 HOT – definition, p 7 HOT - end of (EASA) - at fluid failure, p 8 HOT – end of (EASA) – at the beginning of the takeoff roll, p 8 HOT – guidance (EASA), pp 8–9 HOT - start of - one-step deicing anti-icing, p 8 HOT - start of - two-step deicing anti-icing, p 8 HOT, no (EASA)- fast dropping OAT, p 5 HOT, no (EASA) - freezing precipitation with high water content, p 7 HOT, no (EASA) – freezing rain, p 5 HOT, no (EASA) – hail, p 5 HOT, no (EASA) – high wind, p 5 HOT, no (EASA) – ice pellets, p 5 LOUT – definition, p 7 pilot-in-command - situational awareness, p 10 post deicing/anti-icing check – definition, p 7 post deicing/anti-icing contamination check (EASA), p 5 post treatment check. See postdeicing/anti-icing check pretakeoff check – definition, p 7 pretakeoff check (EASA), pp 5, 10 pretakeoff contamination check - definition, p 7 pretakeoff contamination check (EASA), pp 5, 10 record keeping (EASA) - deicing/anti-icing incidents, p 5 residues - definition, p 7 ROGIDS - trained personnel, p 10 ROGIDS, p 10 service provider – guidance (EASA), p 12 subcontractor, deicing. See service provider tactile check, p 10 training –guidance (EASA), pp 11-12 Type II/III/IV - residue - aileron jamming, p 11 Type II/III/IV - residue - audits, p 11 Type II/III/IV - residue - drain hole clogging, p 11 Type II/III/IV – residue – dried, pp 7, 11 Type II/III/IV – residue – elevator jamming, p 11

Type II/III/IV – residue – flap jamming, p 11
Type II/III/IV – residue – flight control restrictions, p 7, 11
Type II/III/IV – residue – formation, pp 7, 11
Type II/III/IV – residue – guidance (EASA), pp 7, 11
Type II/III/IV – residue – in aerodynamically quiet areas, pp 7, 11
Type II/III/IV – residue – in gaps, p 11
Type II/III/IV – residue – inspection, p 11
Type II/III/IV – residue – lift reduction, p 11
Type II/III/IV – residue – on cables, p 11
Type II/III/IV – residue – on flight control hinges, p 11
Type II/III/IV – residue – on grommets, p 11
Type II/III/IV – residue – on pulleys, p 11
Type II/III/IV – residue – rehydrated, pp 7, 11
Type II/III/IV – residue – stall speed increase, p 11
Type II/III/IV – residue – tolerances, p 11
Type II/III/IV – residue cleaning, p 11
Type II/III/IV – residue, pp 7, 11

### EASA, Safety Information Bulletin 2010-28, "Possible effects of Thickened Anti-icing Fluids on Take off Rotation for Airplanes with Unpowered Elevator Controls"

Issued September 17, 2010, by EASA. SIB 2010-28.

This bulletin warns users of thickened fluid (Type II/III/IV fluids) of the possible effects of these fluids on the added control pressure needed to rotate aircraft with unpowered elevator controls. EASA supports the recommended actions contained in the FAA SAFO 10001.

The FAA SAFO 01001 is reproduced in its entirety in the EASA SIB 2010-28. The SAFO 01001 is indexed separately in the *Guide*. We recommend consulting the index entries of the SAFO 01001.

Index for EASA SIB 2010-28 (Page numbers are those of EASA SIB 2010-28) aerodynamic effect of fluids – on elevator control forces, p 1 aerodynamic effect of fluids – rejected takeoff, p 1 aerodynamic effect of fluids – on unpowered elevator controls, p 1 aerodynamic effect of fluids – rejected takeoff of unpowered elevator control aircraft, p 1 FAA SAFO 01001, p 1 thickened fluids. *See* Type II/III/IV Type II/III/IV – effect on aircraft performance. *See* aerodynamic effect of fluids

### EASA, Safety Information Bulletin 2011-22, "Ground and Airborne Icing"

Issued July 28, 2011, by EASA. SIB 2011-22.

This bulleting concerns itself mostly with in flight icing in freezing rain or freezing drizzle conditions (this *Guide* does not cover in-flight icing). However, it does provide the reminder that aircraft ground deicing fluids do not provide in-flight icing protection and that there is not holdover time for moderate and heavy freezing rain.

Index for EASA SIB 2011-22

(Page numbers are those of EASA SIB 2011-22) HOT, freezing rain, heavy, p 3 HOT, freezing rain, moderate, p 3 icing, in-flight – ground deicing/anti-icing fluids do not provide in-flight icing protection, p 3 Type I/II/III/IV – in-flight icing protection, no, p 3

# EASA, Safety Information Bulletin 2012-20, "Impact of thickened de/anti-icing fluids in aircraft performance"

Issued November 20, 2012, by EASA. SIB 2012-20.

Usually thickened fluids compliant with AMS1428 (Type II/III/IV fluids) affect aircraft performance in a limited acceptable manner. Type II/II/IV fluids may affect the performance, maneuverability, and controllability and some aircraft. This SIB was issued following a serious incident at Helsinki airport on January 11, 2010, in which the control column could not be pulled back at rotation speed. The pilot felt the elevator movement was restricted.

EASA created a rulemaking task (RMT.0118) that would consider "Aeroplane type certificate holders to demonstrate that the use of the fluids prescribed by the type certificate holder have no hazardous effect on the operation of the aircraft" (p 2).

For the existing fleet, EASA "recommends Aeroplane type certificate holders to assess, in case they are uncertain, any potential effect of the fluids on the aircraft during take-off and report to EASA any known case that may result in an unsafe condition" (p 2).

Index for EASA SIB 2012-20 (Page numbers are those of EASA SIB 2012-20) aerodynamic effect of fluids – on controllability, p 1 aerodynamic effect of fluids – on elevator control forces, pp 1–2 aerodynamic effect of fluids – on elevator movement, p 2 aerodynamic effect of fluids – on performance, p 1 thickened fluids. *See* Type II/III/IV Type II/III/IV – effect on aircraft performance. *See* aerodynamic effect of fluids

### EASA, Safety Information Bulletin 2014-08R1, "Cold Soaked Fuel Frost Dispatch"

Issued August 10, 2016, by EASA. SIB 2014-08R1.

This SIB informs B737-600/-700/-800/-900ER operators about new simplified takeoff procedures under cold soaked fuel frost and highlights the strict adherence to the conditions and limitations for dispatch of those B737 aircraft with cold soaked fuel frost on wing surfaces.

Index for EASA SIB 2014-08R1 (Page numbers are those of EASA SIB 2014-08R1) Boeing B737-600/-700/-800/-900 – cold-soaked fuel frost, pp 1–2 Boeing B737-600/-700/-800/-900 – cold-soaked fuel frost – training, p 2 frost, cold soaked fuel – Boeing B737-600/-700/-800/-900, pp 1–2

## EASA, Safety Information Bulletin 2015-27, "Potential Adverse Effect of Alkali Organic Salt-based Aircraft De-Icing Fluids on Anti-Icing Holdover Protection and Potential Aircraft Corrosion"

Issued December 16, 2015, by EASA. SIB 2015-27.

This document provides advisory information explaining the potentially deleterious effects of alkali organic salt salts (non-glycol based) as freezing point depressants in the formulation of Type I aircraft deicing fluids. These alkali salt based deicing fluids can have two adverse effects: 1) when used in the first step of a two-step deicing/anti-icing, the organic slat based Type I fluid can interfere with the thickener system of Type II/III/IV fluids and reduce expected holdover time, with consequences affecting safety and 2) can facilitate galvanic corrosion of aircraft parts or the catalytic oxidation of aircraft carbon brakes.

Index for EASA SIB No.: 2015-27 (Page numbers are those of EASA SIB 2015-27) alkali organic salt based Type I – guidance (EASA), pp 1–2 non-glycol based Type I – guidance (EASA), pp 1–2 Type I – non-glycol based – effect on Type II/III/IV, pp 1–2 Type I – non-glycol based – galvanic corrosion of metal parts, pp 1–2 Type I – non-glycol based – need for inspections, pp 1–2 Type I – non-glycol based – need for maintenance, pp 1–2

### EASA Safety Information Bulletin 2017-11, "Global De-icing Standards"

Issued November 14, 2017, by EASA. SIB 2017-11.

As the AEA documents are no longer published, EASA Safety Information Bulleting (SIB) 2017-11 recommends to European air operators the use the latest version of the global standards (SAE AS6285, AS6286, and AS6332), the FAA Holdover Time Guidelines, and the FAA N 8900.xxx documents to establish their ground deicing procedures.

Index for EASA 2017-11
(Page numbers are those of EASA SIB 2017-11)
AEA recommendations – publication discontinuation, p 2
EASA recommendation to use – FAA Holdover time Guidelines, pp 2–3
EASA recommendation to use – FAA Notice N 8900.xxx FAA-Approved Deicing Program Updates, Winter 20xx-20yy, pp 2–3
EASA recommendation to use – global aircraft deicing standards, p 3
FAA Holdover Time Guidelines – recognition – EASA, pp 2–3
FAA Notice N 8900.xxx – recognition – EASA, pp 2–3
global aircraft deicing standards – list, p 1
global aircraft deicing standards, pp 1–3
HOT (FAA) – recognition – EASA, p 2

## EASA, Safety Information Bulletin 2018-12, "Post de-icing/anti-icing checks"

Issued July 27, 2018, by EASA. SIB 2018-12.

Following a serious incident on November 7, 2016, at Gothenburg Airport involving and AVRO-RJ 100, EASA issued this SIB to emphasize the importance of correctly performing the postdeicing/anti-icing check.

Index for EASA SIB 2018-12 (Pages are those of EASA SIB 2018-12) deicing unit – cabin – efficient windshield washer and wiper system, p 2 postdeicing/anti-icing check – adequate visibility, p 2 postdeicing/anti-icing check – by qualified personnel, p 1 postdeicing/anti-icing check – by trained personnel, pp 1– 2 postdeicing/anti-icing check – effective lighting, p 2 postdeicing/anti-icing check – enough time to perform, p 2 postdeicing/anti-icing check – guidance (EASA), pp 1–2 postdeicing/anti-icing check – incorporated in deicing/anti-icing operations or as separate check, p 2 postdeicing/anti-icing check – visibility of all treated surface, p 2 tactile check, p 1

## EASA, Safety Information Bulletin 2022-11, "SAE Type II, III and IV Aircraft Anti-Icing Fluid Application"

Issued December 19, 2022, by EASA. SIB 2022-11.

EASA informs air operators and service providers that Transport Canada issued CASA 2022-06 which provides guidance on the application of Type II/II/Iv fluids. EASA endorses Transport Canada recommendations. See the Transport Canada CASA 2022-06 for more information.

Index for EASA SIB 2022-11 (Page numbers are those of EASA SIB 2022-11) AS6286 – recognition – EASA – exception Table B2 of AS6286B, pp 1–2 fluid application – Type II/III/IV – recommendation not to use minimum fluid quantity table of AS6286B, pp 1–2 fluid application – Type II/III/IV – guidance (EASA), pp 1–2

## **Documents Issued by ICAO**

# ICAO, Doc 4444, "Procedures of Air Navigation Services: Air Traffic Management", 16th edition

Revised October 11, 2016 by ICAO. ICAO Doc 4444

This document has a short section.<sup>106</sup> that describes the standard phraseology to be used by flightcrew and groundcrew in deicing/anti-icing operations. Only the section (12.7.2) dealing with deicing/anti-icing operations is indexed in the *Guide*.

<sup>&</sup>lt;sup>106</sup> (Montreal: ICAO, 10 November 2016) at pp 12-43 to 12-44.

Index for ICAO Doc 4444 (Section numbers are those of ICAO Doc 4444) anti-icing code, s. 12.7.2.2 communications with flightcrew - aircraft configuration (deicing), s 12.7.2.1 communications with flightcrew - all clear signal, s 12.7.2.2 communications with flightcrew – anti-icing code, s 12.7.2.2 communications with flightcrew - before starting deicing/anti-icing, s 12.7.2.1 communications with flightcrew – deicing unit proximity sensor activation s 12.7.2.3 communications with flightcrew - emergency, s 12.7.2.3 communications with flightcrew - interrupted operations, s 12.7.2.3 communications with flightcrew - postdeicing/anti-icing check completion, s 12.7.2.2 communications with flightcrew – proximity sensor activation s 12.7.2.3 communications with flightcrew – HOT, start of, s 12.7.2.2 communications with flightcrew – fluid Type, s 12.7.2.2 emergency - communications, s 12.7.2.3 PANS-ATM – deicing/anti-icing phraseology, s 12.7.2 phraseology, deicing/anti-icing, s 12.7.2 proximity sensor activation - communications with flightcrew, s 12.7.2.3

## ICAO, Doc 9640-AN/940, "Manual of Aircraft Ground De-icing/Anti-icing Operations", 3 ed (advance unedited)

Revised in 2018 by ICAO.

Doc 9640-AN/940 provides high level information on aircraft deicing/anti-icing. It summarizes the history of deicing, develops the notion of the clean aircraft concept, informs on deicing fluids, holdover time, on the various deicing checks to be done during deicing operations, distinguishes the responsibilities of the regulators and those of operators, discusses facility design, explains the necessity of air traffic control winter operations plan, summarizes deicing and anti-icing methods, and insists on the need for training and quality assurance. It recommends maintaining information updated and provides web links and bibliography to do such.

Index for ICAO Doc 9640-AN/940 (Section numbers are those of ICAO, Doc 9640-AN/940) air operator - responsibility for compliance with clean aircraft concept, s III-1.6 air operator - responsibility for deicing/anti-icing process. s III-1.4 air operator – responsibility for ground deicing program, s III-1.7 air operator – responsibility for operation of the aircraft. s III-1.4 air operator - responsibility for quality assurance program, s III-1.8 air operator - responsibility for verification of deicing/anti-icing process, ss III-1.4, III-1.5 aircraft configuration (deicing), s III-7.4 aircraft manufacturer documentation - compliance with, s Foreword at p iv aircraft manufacturer recommendation. See aircraft manufacturer documentation AMS1424 - recognition - ICAO, ss III-3.6, III-3.9 note AMS1428 - recognition - ICAO, ss III-3.6, III-3.13 note anti-icing – definition, p vii anti-icing code, ss III-7.5-7.6, IV-1.3 n) ARP4902 - recognition - ICAO, s III-5.19 note ARP6257 - recognition - ICAO, s III-7.8 note AS6285 - recognition - ICAO, ss III-7.8 note, III-8.8 AS6286 - recognition - ICAO, s IV-1.5 note AS6332 - recognition - ICAO, s II-2.2 note ATC – winter operations plan – flow through rate, s III-5.17

ATC - winter operations plan - in controller's manual, s III-5.19 ATC - winter operations plan - shortest taxi time, s III-5.19 ATC - winter operations plan, ss III-5.15-5.19 check, special – aircraft-specific check, ss III6.1-6.2, check. special – clear ice check. ss III-6.1. III-6.8 check, special - flight control check, s III-6.9 civil aviation authority. See regulator clean aircraft concept, ss I-1.2, I-2.1-2.7 clear ice - conditions conducive to, p vii clear ice - definition, p vii clear ice - difficulty to detect, p vii, s III-6.8 clear ice - from freezing fog, p vii sub verbis "freezing fog" clear ice, ss II-1.2, III-6.8 cold-soaked effect - definition, p vii cold soaking – conditions conducive to, p vii, s I-1.7 cold soaking - definition, p vii sub verbis "cold-soak effect" contamination [frozen] – asymmetric, s II-1.5 contamination [frozen] - effect on airspeed information, s I-1.2 contamination [frozen] - effect on angle of attack information, s I-1.2 contamination [frozen] - effect on brakes, s I-1.2 contamination [frozen] – effect on control surfaces, s I-1.2 contamination [frozen] – effect on control, s I-1.2 contamination [frozen] – effect on drag, ss I-1.2, I-2.5 contamination [frozen] - effect on engine power information, s I-1.2 contamination [frozen] - effect on flap actuating mechanism, s I-2.5 contamination [frozen] - effect on FOD, s I-1.2 contamination [frozen] – effect on landing gear, s I-1.2 contamination [frozen] – effect on lift, ss I-1.2, I -1.5 contamination [frozen] – effect on pitot tubes, s I-1.2 contamination [frozen] – effect on radio communications, s I-1.2 contamination [frozen] - effect on stability, s I-1.2 contamination [frozen] - effect on stall speed, s I-1.2 contamination [frozen] - effect on stall warning system, s I-1.3 contamination [frozen] - effect on static ports, s I-1.2 contamination [frozen] – effect on thrust, s I-1.2 contamination [frozen] – effect on weight, I-1.2 contamination [frozen] - removal in hangar, s III-2.4 contamination [frozen] - removal with brushes, s III-2.3 contamination [frozen] – removal with fluids, ss III-3.1–3.13 contamination [frozen] - removal with fluids. See also fluid application contamination [frozen] - removal with forced air, ss III-2.1, III-2.2 contamination [frozen] - removal with ropes, s III-2.3 contamination [frozen] - removal with scrapers, s III-2.3 critical surface - aircraft manufacturer defined, p vii sub verbis "critical surfaces" critical surface - control surfaces, p vii sub verbis "critical surfaces", s I-2.3 critical surface - definition, p vii critical surface - engine inlets, s I-2.3 critical surface - propellers, p vii sub verbis "critical surfaces", s I-2.3 critical surface - stabilizer, horizontal, p vii sub verbis "critical surfaces" critical surface - stabilizer, vertical, p vii sub verbis "critical surfaces" critical surface - stabilizing surface, p vii sub verbis "critical surfaces" critical surface - wings, p vii sub verbis "critical surfaces", s I-2.3 definition – anti-icing, p vii definition – clear ice, p vii definition - cold soaking, p vii sub verbis "cold-soaked effect" definition – critical surface, p vii

definition - deicing, p vii sub verbo "de-icing" definition – deicing/anti-icing, p vii sub verbis "de-icing/anti-icing" definition - deicing/anti-icing, one-step, p vii sub verbis "de-icing/anti-icing" definition - deicing/anti-icing, two-step, p vii sub verbis "de-icing/anti-icing" definition – drizzle, p vii definition - fog, ground, p vii sub verbis "fog and ground fog" definition – fog, p vii definition - freezing drizzle, p vii sub verbis "freezing rain and freezing drizzle", s II-3.7 f) definition – freezing fog, p vii, s II-3.7 f) definition – freezing rain, p vii, s II-3.7 h) definition – freezing unknown, s II-3.7 i) definition - frost, active. p vii sub verbis "active frost"" definition – frost, p vii definition – hail, s II-3.7 b) definition – hail, small, s II-3.7 c) definition – high humidity, p vii definition - hoarfrost, p viii sub verbis "hoar frost"" definition – HOT, p viii, s III-4.2 definition – ice pellets, s II-3.7 a) definition - LWES, s II-3.8 definition - METAR, s II-3.6 definition - moisture, visible, p viii sub verbis "visible moisture"" definition - one-step deicing/anti-icing, p vii sub verbis "de-icing/anti-icing" definition - precipitation intensity, p viii definition - rain, p viii definition - rime, p viii definition – shear force, p viii definition – slush, p viii definition – snow grains, s II-3.7 e) definition - snow, dry, p viii sub verbo "snow" definition – snow, p viii, s II-3.7 d) definition - snow, wet, p viii sub verbo "snow" definition – TAF, s II-3.6 definition - two-step deicing/anti-icing, p vii sub verbis "de-icing/anti-icing" deicing - definition, p vii sub verbo "de-icing"" deicing – flightcrew and groundcrew communications, ss III-7.1–7.8 deicing facility – design, ss III-5.3–5.7 deicing facility – siting, ss III-5.9–5.11 deicing facility – sizing, ss III-5.8 deicing unit - basket/cabin - person capacity - two persons, s III-10.2 deicing unit - fluid mixing system - verification of, ss III-10.3-10.4 deicing unit - open basket v closed cabin, s III-10.2 deicing, re-. See fluid application – redeicing deicing/anti-icing – definition, p vii deicing/anti-icing application information transmitted to flightcrew (ICAO) - part of aircraft airworthiness, s III-1.4 deicing/anti-icing code. See anti-icing code deicing/anti-icing, ground (ICAO) - part of aircraft operations, s III-1.4 deicing/anti-icing, one-step - definition, p vii sub verbis "de-icing/anti-icing" deicing/anti-icing, two-step - definition, p vii sub verbis "de-icing/anti-icing" drizzle – definition, p vii drizzle, freezing. See freezing drizzle environmental regulations, compliance with, Foreword at p iv, s 4.10 equipment manufacturer recommendations, compliance with, Foreword at p iv flightcrew knowledge of - critical areas, s I-1.8 flightcrew knowledge of - deicing/anti-icing, factors affecting, s I-1.8 flightcrew knowledge of - deicing/anti-icing methods, limitations of, s I-1.8

flightcrew knowledge of - deicing/anti-icing methods, s I-1.8 flightcrew knowledge of – hazards of ice, snow and frost, s I-1.8 fluid application – APU bleed air off, s III-8.2 fluid application - engines, s III-8.2 fluid application – fuselage, s III-8.2 fluid application - heat loss, s III-8.2 fluid application - horizontal stabilizer, s III-8.2 fluid application – instrument sensors, s III-8.2 fluid application - landing gear, s III-8.2 fluid application - one-step, p vii, s III-8.5 fluid application - redeicing, s III-8.8 fluid application – spraying  $\leq 45^{\circ}$  angle<sup>107</sup>, s III-8.2 fluid application - symmetrical, s III-8.4 fluid application - two-step, p vii, s III-8.5 fluid application – vertical surface, s III-8.2 fluid application – wheel bays, s III-8.2 fluid application - wing, s III-8.2 fluid failure - description - frozen fluid, s III-3.13 fluid failure - description - presence of frozen contamination on the fluid, s III-3.13 fluid manufacturer documentation - compliance with, Foreword at p iv, s 4.10 fluid manufacturer recommendations. See fluid manufacturer documentation fluid mixing system, verification of, s III-10.4 fluid sampling. See sampling, fog – definition, p vii fog, ground - definition, p vii sub verbis "fog and ground fog"" fog, supercooled, p vii sub verbis "freezing fog" freezing drizzle – definition, p vii sub verbis "freezing rain and freezing drizzle", s II-3.7 f) freezing fog – definition, p vii, s II-3.7 g) freezing rain – definition, p vii, s II-3.7 h) freezing unknown – definition, s II-3.7 i) frost - active - definition, p vii sub verbis "active frost"" frost – deceptively dangerous, s I-1.2 frost - definition, p vii frost, cold-soaked fuel, ss I-2.4, II-1.2, II-1.4 ground deicing program (ICAO) – aircraft specific procedures, s I-3.4 ground deicing program (ICAO) - clean aircraft concept, s I-3.6 ground deicing program (ICAO) - communication plan, I-3.8 ground deicing program (ICAO) – deicing processes, ss I-3.4, I-3.10 ground deicing program (ICAO) - emergency response plan, s I-3.11 ground deicing program (ICAO) - HOT, s I-3.5 ground deicing program (ICAO) - management plan, s I-3.3 ground deicing program (ICAO) - postdeicing/anti-icing check, s I-3.7 ground deicing program (ICAO) - pretakeoff check, s I-3.7 ground deicing program (ICAO) - pretakeoff contamination check, s I-3.7 ground deicing program (ICAO) - quality assurance, I-3.9 ground deicing program (ICAO) - reporting system, I-3.12 ground deicing program (ICAO) - training for deicing crews, ss I-3.4, I-3.8 ground deicing program (ICAO) - training for flightcrew, s I-3.9 ground deicing program (ICAO) – training for operations personnel, s I-3.8 ground deicing/anti-icing program (ICAO). See ground deicing program (ICAO) hail – definition, s II-3.7 b) hail, small – definition, s II-3.7 c) hangar, fluid application in - start of HOT, s III-2.4

<sup>&</sup>lt;sup>107</sup> This quantitative recommendation does not appear in AS6285 nor in AS6286. Current (January 2021) ICAO personnel were not aware of its origin.

hangar, fluid application in, s III-2.4 hangar, use of, s III-2.4 hazards of ice, snow and frost, s I-1.2 heat loss, s III-8.2 high humidity – definition, p vii hoarfrost - definition, p viii sub verbis "hoar frost" HOT – definition, p viii, s III-4.2 HOT – format by operator, s 5.3 HOT - guidance (ICAO), ss II-3.4, III-4.1-4.9 HOT - reduction - heavy precipitation rates, s III-4.9 HOT - reduction - high moisture content precipitation, s III-4.9 HOT - reduction - high wind velocity, s III-4.9 HOT - reduction - jet blast, s III-4.9 HOT - reduction - wing skin temperature lower than OAT, s III-4.9 HOT - start of, s III-4.7 HOT – variables – fluid concentration, s III-4.3 HOT - variables - fluid temperature, s III-4.3 HOT - variables - fluid Type, s III-4.3 HOT - variables - jet blast, s III-4.3 HOT - variables - OAT, s III-4.3 HOT - variables - precipitation rate, s III-4.3 HOT – variables – precipitation type, s III-4.3 HOT – variables – relative humidity, s III-4.3 HOT - variables - wind direction, s III-4.3 HOT - variables - wind speed, s III-4.3 HOT (FAA) - recognition - ICAO, ss III-4.8-4.9 HOT (TC) - recognition - ICAO, ss III-4.8-4.9 HOT, no (ICAO) - unspecified weather conditions, s III-4.9 ICAO – deicing/anti-icing bibliography, p x ICAO - recognition of AMS1424 (latest version), ss III-3.6, III-3.9 ICAO - recognition of AMS1428 (latest version), ss III-3.6, III-3.13 ICAO - recognition of ARP4902 (latest version), s III-5.19 ICAO – recognition of ARP6257 (latest version), s III-7.8 ICAO - recognition of AS6285 (latest version), ss III-7.8, III-8.8 ICAO - recognition of AS6286 (latest version), s IV-1.5 ICAO – recognition of AS6332 (latest version), s IV-2.2 ICAO - recognition of HOT (FAA), ss III-4.8-4.9 ICAO - recognition of HOT (TC), ss III-4.8-4.9 ICAO Doc 9640-AN/940, history of, Foreword at p iv ice detection system - aircraft mounted, ss II-2.1 to 2.7, ice detection system - ground based. See ROGIDS ice pellets – definition, s II-3.7 a) icing, ground, s I-1.2 icing, in-flight, s I-1.2 LWES - definition, s II-3.8 METAR - definition, s II-3.6 moisture, visible - definition, p viii sub verbis "visible moisture" one-step deicing/anti-icing - definition, p vii sub verbis "de-icing/anti-icing", s III-8.5 one-step fluid application. See fluid application - one-step operator program, compliance with, Foreword at p iv pilot-in command - awareness of aircraft condition, s III-6.6 pilot-in-command - awareness of deicing/anti-icing fluid characteristics, s III-1.6 pilot-in-command – awareness of other relevant factors, s III-1.6 pilot-in-command - awareness of taxi times and conditions, s III-1.6 pilot-in-command - awareness of weather forecast, s III-1.6 pilot-in-command - awareness of weather, III-1.6

pilot-in-command - responsibility for accepting aircraft after deicing, ss III-1.6, III-1.10 pilot-in-command – responsibility for clean aircraft at takeoff, s III-1.6 pilot-in-command - responsibility for clean aircraft shared with groundcrew, s III-1.6 pilot-in-command - responsibility for monitoring aircraft after deicing, s III-1.6 pilot-in-command – responsibility to estimate HOT, s III-4.5 postdeicing/anti-icing check - by qualified personnel, s III-6.3 postdeicing/anti-icing check, s III-6.3 precipitation intensity – definition, p viii preflight check – by flightcrew, s III-6.2 preflight check – by groundcrew, s III-6.2 preflight check - contamination check, s III-6.2 preflight check – walk-around, s III-6.2 pretakeoff check, ss I-1.8, III-6.4 pretakeoff contamination check, s III-6.5 quality assurance (ICAO), s IV-2 quality assurance program - auditing, s IV-2.2 a) quality assurance program – deicing/anti-icing fluids quality control, s 15 g) quality assurance program – documentation, s IV-2.2 f) quality assurance program – equipment maintenance, s IV-2.2 g) quality assurance program – methods, s IV-2.2 c) quality assurance program - training records, s IV-2.2 d), IV-1.5 quality assurance program – training, s IV-2.2 b) rain – definition, p viii redeicing. See fluid application - redeicing regulations, history of early, s I-1.1 regulations, justification for, s Foreword regulator - responsibility for airport sequence reports, s III-1.3 regulator – responsibility for ATC winter operations plan, s III-5.15 regulator – responsibility for clean aircraft concept compliance by air operator, s III-1.2 regulator - responsibility for runway condition reports, s III-1.3 regulator - responsibility for taxiway condition reports, s III-1.3 regulator - responsibility for weather reports, s III-1.3 rime – definition, p viii rime - formed from freezing fog, p vii sub verbis "freezing fog" ROGIDS, ss II-2.1 to 2.3, II-2.5 to 2.7 SAE G-12 HOT, role of, s III-4.8 SAE ICAO IATA Council for Global Aircraft Deicing Standards, role of, s Foreword sampling – nozzle, s III-10.5 sampling - procedure, s III-10.4 service provider - responsibility - deicing facility safety, s III-1.9 service provider - responsibility - deicing facility operability, s III-1.9 service provider - responsibility - deicing/anti-icing processes. s III-1.10 service provider - responsibility - follow airline procedures, s III-1.9 shear force – definition, p viii slush - definition, p viii snow – definition, p viii, s II-3.7 d) snow grains – definition, s II-3.7 e) snow, dry - definition, p viii sub verbo "snow" snow, wet - definition, p viii sub verbo "snow" spray directly, no – airstream direction detectors, s III-8.2 spray directly, no - angle of attack sensors, s III-8.2 spray directly, no - brakes, s III-8.2 spray directly, no - exhausts, s III-8.2 spray directly, no – instrument sensors, s III-8.2 spray directly, no – landing gear bay, s III-8.2 spray directly, no – pitot tubes, s III-8.2

spray directly, no - static vents, s III-8.2 sprav directly, no – thrust reversers, s III-8.2 spray directly, no - wheel bays, s III-8.2 spray directly, no - windows, cabin, s III-8.2 TAF – definition. s II-3.6 training – accident prevention, s IV-1.3 j) training – anti-icing code, s IV-1.3 n) training – checks, s IV-1.3 f) training – communication procedures, s IV-1.3 n) training – contamination recognition, s IV-1.3 i) training - critical surface - contamination recognition, s IV-1.3 i) training – deicing unit, s IV-1.3 g) training – deicing/anti-icing fluid handling. See training – fluid handling training - deicing/anti-icing fluid storage. See training - fluid storage training – deicing/anti-icing fluids, s IV-1.3 c) training – deicing/anti-icing procedures with specific aircraft, s IV-1.3 e) training – deicing/anti-icing procedures with specific fluids, s IV-1.3 e) training – deicing/anti-icing procedures, ss IV-1.3 d-e), IV-1.3 l) training – emergency procedures, s IV-1.3 k) training – environmental consideration, s IV-1.3 p) training – fluid handling, s IV-1.3 c) training – fluid storage, s IV-1.3 c) training – hazards of ice, snow and frost, s IV-1.3 b) training – health effects, s IV-1.3 j) training – HOT – limitations of, s IV-1.3 m) training – HOT – use of, s IV-1.3 m) training - ICAO - requirements, ss IV-1.1-1.3 training – lessons learned, s IV-1.3 q) training – new procedures, s IV-1.3 q) training – personnel qualification, s IV-1.2 training – quality control procedures, s IV-1.2 h) training – records – flightcrew, s IV-1.4 training - records - groundcrew, s IV-1.4 training - records - initial training, s IV-1.4 training - records - recurrent training, s IV-1.4 training - records, s IV-1.4 training – safety precautions, s IV-1.3 j) training – spill control, s IV-1.3 p) training – spill reporting, s IV-1.3 p) training – weather, s IV-1.3 a) two-step deicing/anti-icing - definition, p vii sub verbis "de-icing/anti-icing" two-step deicing/anti-icing, s III-8.5 Type I – composition, s III-3.8 Type I – contamination – corrosion in storage vessel, s III-3.15 Type I – contamination – improper storage, s III-3.15 Type I – contamination, s III-3.15 Type I – degradation, thermal, s III-3.15 Type I – functional description, ss III-3.7–3.9 Type I – quality control, s III-3.16 Type II/III/IV – composition, s III-3.10 Type II/III/IV - degradation - contamination, chemical, s III-3.15 Type II/III/IV – degradation – excessive shearing, p vii sub verbis "shear force", s III-3.15 Type II/III/IV - degradation - heating, s III-3.15 Type II/III/IV – degradation – improper storage, s III-3.15 Type II/III/IV – functional description, ss III-3.10–3.13 Type II/III/IV – quality control. s III-3.16

- Type II/III/IV residue flight control restrictions, ss III-8.8 Caution, III-9.3, III-9.6
- Type II/III/IV residue in aerodynamically quiet areas, ss III-8.8 Caution, III-9.1–9.6
- Type II/III/IV residue rotation issues, s III-9.6
- Type II/III/IV residue check, ss III-8.8 Caution, III-9.4
- Type II/III/IV residue formation Type II/III/IV without hot water or Type I, ss III-8.8 Caution, III-9.1–9.6
- Type II/III/IV shear thinning, s III-3.10
- winter operations guidance (ICAO), ss I to IV

## **Documents Issued by Others**

## **Transportation Safety Board of Canada, Air Transportation Safety Investigation Report A17C0146**

Issued October 28, 2021, by the Transportation Safety Board of Canada. Fond-du-Lac TSB report

This is the investigation report into the West Wind Aviation L.P. ATR-42 accident in Fond-du-Lac, Saskatchewan on December 13, 2017.

The aircraft accumulated ice on descent into Fond-du-Lac and more contamination while on the ground.

Company departures from remote airports, such as Fond-du-Lac, with some amount of surface contamination on the aircraft's critical surfaces had become common practice, in part due to the inadequacy of de-icing equipment or services at these locations. The past success of these adaptations resulted in this unsafe practice becoming normalized and this normalization influenced the flight crew's decision to depart.

Although the flight crew were aware of icing on the aircraft's critical surfaces, they decided that the occurrence departure could be accomplished safely. Their decision to continue with the original plan to depart was influenced by continuation bias, as they perceived the initial and sustained cues that supported their plan as more compelling than the later cues that suggested another course of action.

... immediately after liftoff, the aircraft began to roll to the left without any pilot input. This roll was as a result of asymmetric lift distribution due to uneven ice contamination on the aircraft.

This loss of control in the roll axis, which corresponds with the known risks associated with taking off with ice contamination, ultimately led to the aircraft colliding with terrain 17 seconds after takeoff (pp 8–9).

The Transportation Safety Board of Canada considers the unavailability or inadequacy of equipment to inspect, deice, or anti-icing aircraft at remote airports to pose a high risk to transportation safety (p 11).

Only the sections dealing with ground icing are indexed as several sections of the report are beyond the scope of the *Guide*. Ground icing and frost formation (pp 35–40) are succinctly well explained.

It is remarkable that this investigation report makes full use of modern psychology to explain the effects of various cognitive biases, such as confirmation bias and plan continuation bias, and their effects on situational awareness and decision making (ss 1.18.2-1.18.3)<sup>108</sup>.

[Opinion: people involved in ground deicing should read the entire report, it is well worth the time.]

Index for TSB of Canada Report A17C0146 (Section and page numbers are those of TSB of Canada Report A17C0146) adaptations - definition, ss 1.18.2.3, 2.2.4.1.3 adaptations, exceptional – definition, s 1.18.2.3 adaptations, optimizing - definition, s 1.18.2.3 adaptations, routine – definition, s 1.18.2.3 adaptations, situational –definition, s 1.18.2.3 adaptation – normalization, s 2.2.4.2 aircraft icing conditions - definition s 1.7.3.1 airport remote. See remote airport bias, cognitive, s 1.18.2.2 bias, confirmation - definition, s 1.18.2.2 bias, continuation. See bias, plan continuation bias, plan continuation - definition, ss 1.18.2.2, 2.2.2.4.3 bias, continuation, p 8, ss 1.18.2.2, 2.1.2, 2.2.4.3. 3.1 check, spoiler – definition, s 1.1.5 clean aircraft concept - definition, s 2.2.3 clear ice – difficulty to detect, s 2.1.3.2 clear ice - formation from supercooled mist droplets, ss 2.1.3.1-2.1.3.2 cognitive bias. condensation – definition, s 1.7.3.4.2 confirmation bias. See bias, confirmation. contamination [frozen] - from engine exhaust, s 2.1.3.5 crew resource management, ss 1.5.2, 1.5.3, 1.18.1, 2.2.4.1, 4.1.2.4 decision making – definition, s 1.18.2 definition - adaptations, ss 1.18.2.3, 2.2.4.1.3 definition – adaptations, exceptional, s 1.18.2.3 definition - adaptations, optimizing, s 1.18.2.3 definition - adaptations, routine, s 1.18.2.3 definition – adaptations, situational, s 1.18.2.3 definition – aircraft icing conditions s 1.7.3.1 definition - bias, confirmation, s 1.18.2.2 definition - bias, continuation. See definition - bias. plan continuation. definition - bias, plan continuation, ss 1.18.2.2, 2.2.4.3 definition - clean aircraft concept, s 2.2.3 definition - condensation, s 1.7.3.4.2 definition – decision making, s 1.18.2 definition – dewpoint, s 1.7.3.4.2 definition - engine hotel mode. See definition - hotel mode. definition - fog, s 1.7.3.4.2 definition – frost point, s 1.7.3.4.2 definition - hotel mode, s 1.1.4 definition – icing conditions, aircraft s 1.7.3.1 definition – icing conditions, atmospheric s 1.7.3.1

<sup>&</sup>lt;sup>108</sup> The TSB of Canada refers to Sidney Dekker, *Drift Into Failure: From Hunting Broken Components to Understanding Complex Systems* (Boca Raton: Ashgate, 2011) [a demanding book, but it explains a lot of our complex world].

definition – latent heat, s 1.7.3.4.2 definition – mist, s 1.7.3.4.2 definition - nucleation, s 1.7.3.4.2 definition - safety risk management, s 1.17.2.6.4 definition – saturation, s 1.7.3.4.2 definition - situational awareness, s 1.18.2 definition – spoiler check, s 1.1.5 definition - supercooled water, s 1.7.3.4.2 definition - water vapor pressure, s 1.7.3.4.2 dew - formation - water vapor condensation on a surface, s 1.7.3.4.3 dewpoint – definition, s 1.7.3.4.2 drift into failure, s 1.17.2.6.4 engine hotel mode. See hotel mode fog – definition, s 1.7.3.4.2 fog – formation – water vapor condensation in air, s 1.7.3.4.3 frost – active – monitoring, s 2.1.3.2 frost formation conditions – water vapor saturation in air, s 1.7.3.4.2 frost formation vs clear ice formation, s 1.7.3.4.4 frost point – definition, s 1.7.3.4.2 frost point - vs dewpoint, s 1.7.3.4.2 hazard identification - conducting safety surveys, s 2.8.2 hazard identification - reviewing hazard reports, s 2.8.2 hazard identification – using knowledge from subject matter experts, s 2.8.2 hazards of ice, snow and frost – misunderstood, s 1.7.3.2 hazards of ice, snow and frost - underestimated, s 1.7.3.2 hazards of ice, snow and frost, s 1.7.3.2 hotel mode – definition, s 1.1.4 hotel mode, ss 1.1.4, 2.1.3.5 ice - vapor pressure v temperature diagram, s 1.7.3.4.3 icing conditions, aircraft - definition, s 1.7.3.1 icing conditions, atmospheric - definition s 1.7.3.1 icing, in-flight - process - freezing of liquid water, s 1.7.3.3 icing, in-flight – process – freezing of supercooled water droplets, s 1.7.3.3 icing, in-flight - process - ice from water vapor directly, s 1.7.3.3 latent heat – definition. s 1.7.3.4.2 mist - definition, s 1.7.3.4.2 mist - formation - water vapor condensation in air, s 1.7.3.4.3 mist v fog v drizzle, s 1.7.3.4.2 nucleation - definition, s 1.7.3.4.2 nucleation, heterogeneous, s 1.7.3.4.2 nucleation, homogeneous, s 1.7.3.4.2 remote airport - inadequacy of deicing equipment, ss 1.19.1.6.1. 2.1.1 remote airport - unavailability of deicing equipment, ss 1.19.1.6.1, 2.1.1 remote airport, pp 7-8, 11, ss 1.19.1.1, 1.19.1.3, 1.19.1.5, 1.19.1.6.1, 2.1.1, 2.2.4.1.3, 2.2.4.3, 2.2.5, 3.1, Appendices L–M safety risk management - definition, s 1.17.2.6.4 saturation – definition. s 1.7.3.4.2 saturation curve – water vapor to ice<sup>109</sup>, 1.7.3.4.3 saturation curve - water vapor to liquid water, s 1.7.3.4.3 saturation curve - water vapor to supercooled water, s 1.7.3.4.3 situational awareness - definition, s 1.18.2.1 situational awareness, ss 1.18.2-1.18.2.2, 2.2.4.1-2.2.4.2, 3.2 supercooled water - cloud, s 1.7.3.4.2 supercooled water - definition, s 1.7.3.4.2

<sup>&</sup>lt;sup>109</sup> The ice to water vapor saturation curve is also known as the sublimation curve.

supercooled water– vapor pressure v temperature diagram, s 1.7.3.4.3 threat and error management, s 2.2.3.1.3 water – vapor pressure v temperature diagram, s 1.7.3.4.3 water vapor pressure – definition, s 1.7.3.4.2

### De/Anti-Icing International Vendor Audit Checklist (DEVA Checklist) October 2012

Issued by Issued October 2012, by United States 14 CRF Part 121 air carriers. <u>DEVA checklist</u> (The document footer states August 2008)

The DEVA checklist is used by the United States 14 CRF Part 121 air carriers who are pool members of the SIAGDP.

Index of the DEVA checklist (October 2012) (Page numbers are those of the DEVA checklist) audit - anti-icing code, p 7 audit - communications with flightcrew, p 7 audit - deicing operation location, p 8 audit - deicing procedures, p 4 audit – deicing unit – communication system, pp 10, 14 audit – deicing unit – maintenance, pp 10, 14 audit – deicing unit identification, p 8 audit - finding classification - minor finding, p 1 audit – finding classification – no finding, p 1 audit - finding classification - safety related finding, p 1 audit – fluid brand name, p 3 audit – fluid certificate of analysis, p 5 audit – fluid concentration checks, pp 5, 13 audit – fluid deicing unit labeling, p 11 audit – fluid delivery check results, p 5 audit – fluid laboratory checks, p 5 audit – fluid manufacturer, p 3 audit – fluid mixing, pp 9, 11, 14 audit – fluid nozzle temperature, p 9 audit – fluid refraction check, p 10 audit – fluid storage construction materials, p 8 audit – fluid storage labeling, p 8 audit – fluid storage maintenance, p 8 audit – fluid storage temperature, p 8 audit – fluid Type, p 3 audit – nozzle fluid temperature, p 10 audit – nozzle samples, p 5 audit – postdeicing/anti-icing check, pp 6–7 audit – refractometer calibration, p 8 audit - refractometer functional check, p 8 audit – sampling procedure, p 5 audit – training – aircraft fleet types, p 6 audit - training - deicing operations, p 6 audit - training - postdeicing/anti-icing check, p 6 audit - training - practical assessments, p 6 audit - training - records, p 6 audit – training – recurrent training, p 6 audit - training - theoretical tests, p 6

audit - Type II/III/IV thermal degradation, p 11

# Joel Hille, "Deicing and Anti-icing Fluid Residues", (2007) Q1 Boeing Aero Magazine article 3

Issued 2007 by Boeing. (2007) Q1 Boeing Aero Magazine, article 3

Provides information about the hazards, formation and inspection of Type II/III/IV fluid residues on aircraft.

- Type II/III/IV residue formation use of Type II/III/IV without Type I, p 17 Type II/III/IV – residue formation, pp 15–17 Type II/III/IV – residue inspection – according to AMM, p 18 Type II/III/IV – residue inspection – auxiliary power unit bay, p 19 Type II/III/IV – residue inspection – periodic, pp 15, 19, 21 Type II/III/IV – residue inspection – reinspection, p 21 Type II/III/IV – residue inspection – stabilizer, vertical, p 18 Type II/III/IV – residue inspection – wing rear spar, p 18 Type II/III/IV – residue inspection, pp 18–20 Type II/III/IV – residue table, AMIL, 77
- Type II/III/IV residue, pp 15–21

## Haruiko Oda et al, "Safe Winter Operations", (2010) Q4 Boeing Aero Magazine article 2

Issued October 2010, by Boeing.<sup>110</sup>(2010) Q04 Boeing Aero Magazine 13

Provides airline engineering, maintenance, flight personnel, and service providers with procedures and tips for safe winter operations.

Index for (2010) O4 Boeing Aero Magazine article 2 (Page numbers are those of (2010) Q4 Boeing Aero Magazine article 2) aircraft configuration (taxiing), p 12 aircraft configuration (taxiing). See also HOT -adjusted v standard; allowance time - adjusted v standard alkali organic salts - corrosion of electrical connectors, p 7 alkali organic salts - corrosion of hydraulic system components, p 7 alkali organic salts - effect on carbon brakes, p 7 carbon brake contamination - effect - decreased service life, p 7 clean aircraft concept - aerodynamically clean aircraft, p 5 clean aircraft concept - derived from FAR 121.629, p 5 clean aircraft concept, p 5 clean condition – air conditioning inlets, p 12 clean condition - air conditioning outlets, p 12 clean condition – APU air inlets, p 12 clean condition - brake assemblies, p 12 clean condition – control surfaces, p 12 clean condition – engine inlets, p 12 clean condition - fuel tank vents, p 12 clean condition - girt bar area (before closing door), p 11 clean condition - landing gear doors, p 12 clean condition – landing gear truck beam, p 12 clean condition – leading edge devices, p 12 clean condition – main gear, p 11 clean condition – nose gear, p 11 clean condition - passenger doors, p 11 clean condition – pitot tubes, p 12 clean condition – static ports, p 12 clean condition – tail, horizontal, p 12 clean condition – tail, vertical, p 12 clean condition - windows, flightdeck, p 11

<sup>&</sup>lt;sup>110</sup> Haruiko (Harley) Oda, Philip Adrian, Michael Arriaga, Lynn Davies, Joel Hille, Terry Sheehan, E.T. (Tom) Suter, (2010) Q04 Boeing Aero Magazine 13.

clean condition - wing upper surface, p 12 cold soaking, p 12 contamination [frozen] – effect on airflow, p 6 contamination [frozen] - effect on drag, p 6 contamination [frozen] – effect on lift, asymmetric, p 6 contamination [frozen] – effect on lift, p 6 contamination [frozen] – effect on pitch, p 6 contamination [frozen] – effect on roll, p 6 contamination [frozen] - effect on stall speed, p 6 contamination [frozen] - from runways, p 11 contamination [frozen] – from taxiways, p 11 contamination [frozen] – removal from cargo containers, p 11 contamination [frozen] - removal from gaps, p 11 contamination [frozen] - removal from girt bars, p 11 contamination [frozen] – removal from passenger doors, p 11 contamination [frozen] – removal from ramp where aircraft tires will be positioned, p 11 contamination [frozen] - removal from windows, p 11 definition – HOT, p 9 definition - ice, ground-accumulated, p 11 definition - ice, operational, p 11 definition – icing conditions, AFM, p 7 engine ice - ground-accumulated ice v operational ice, p 11-12 engine run-ups – ice removal, pp 11–12 fluid application – fuselage from nose to aft, p 11 fluid application – fuselage top centerline to outboard, p 11 fluid application – leading edge to trailing edge, p 11 fluid application – one-step, p 10 fluid application – symmetrical – elevator, p 11 fluid application – symmetrical – stabilizer, horizontal, p 11 fluid application - symmetrical - stabilizer, vertical, p 11 fluid application - symmetrical - wing, p 11 fluid application – symmetrical, p 11 fluid application – tail, p 11 fluid application - two-step, p 10 fluid application – wing, p 11 fluid application. See also spray, no; spray directly, no flight control check, p 12 frost – on lower wing surface, pp 6, 12 HOT – definition, p 9 ice shedding, engine. See engine run-ups; ice, operational ice, ground-accumulated – definition, pp 11–12 ice, ground-accumulated - removal before engine start-up, pp 11-12 ice, operational – definition, pp 11, 12 ice, operational – removal by engine run-ups, pp 11–12 icing conditions, AFM – definition, p 7 icing conditions, AFM – ice, snow or slush on ramps, taxiways or runways, p 7 icing conditions, AFM – visible moisture with visibility of one statute mile or less, p 7. icing conditions, AFM ground – OAT  $\leq 10^{\circ}$ C, p 7 icing conditions, AFM in flight – total air temperature  $\leq 10^{\circ}$ C, p 7 landing gear lubrication, p 11 MIL-A-8283D specification - not updated, p 7 spray directly, no – APU, p 11 spray directly, no - brakes, p 11 spray directly, no - engine inlets, p 11 spray directly, no – exhausts, p 11 spray directly, no - pitot tubes, p 11

spray directly, no - static ports, p 11 spray directly, no – TAT probes, p 11 spray directly, no - wheels, p 11 spray directly, no - windows, p 11 tactile check. p 11 Type II/III/IV - contamination - corrosion in storage vessel, p 11 Type II/III/IV – contamination by RDP on aircraft – activation of thrust reversers, p 6 Type II/III/IV - contamination by RDP on aircraft - jet blast from other aircraft, p 6 Type II/III/IV – contamination by RDP on aircraft – spray from nose gear, p 6 Type II/III/IV – degradation – excessive shearing, p 11 Type II/III/IV – degradation – exposure to RDP, p 6 Type II/III/IV – degradation – exposure to alkali organic salts, p 6 Type II/III/IV - degradation - heating, p 11 Type II/III/IV – dry-out, heated leading edge, p 12 Type II/III/IV - removal from flightdeck windows, p 11 Type II/III/IV – residue – flight control restrictions, p 6 Type II/III/IV – residue – guidance (Boeing), p 6 Type II/III/IV – residue cleaning – application of corrosion inhibitors to areas cleaned, p 6 Type II/III/IV - residue - dried, p 6 Type II/III/IV - residue - rehydrated, p 6 Type II/III/IV - residue cleaning - lubrication of areas cleaned, p 6 Type II/III/IV – residue cleaning, p 6 Type II/III/IV – residue formation – role of RDP alkali organic salts, p 6 Type II/III/IV – residue formation – Type I to alleviate, pp 6, 10 Type II/III/IV – residue formation – use of Type II/III/IV without Type I, p 10 Type II/III/IV – residue formation, pp 6, 10 Type II/III/IV – residue inspection – according to AMM, p 6 Type II/III/IV – residue inspection – auxiliary power unit bay, p 6 Type II/III/IV – residue inspection – control linkages, p 6 Type II/III/IV - residue inspection - control tabs, p 6 Type II/III/IV – residue inspection – stabilizer rear spar, horizontal, p 6 Type II/III/IV - residue inspection - stabilizer, vertical, p 6 Type II/III/IV – residue inspection – tailcone bilge area, p 6 Type II/III/IV – residue inspection – wing leading edge devices, p 6 Type II/III/IV – residue inspection – wing rear spar, p 6 Type II/III/IV – residue inspection, p 6 Type II/III/IV – residue, p 6 Type II/III/IV – wing anti-ice system OFF on ground, p 12 wing anti-ice system – not a substitute for ground deicing, p 12 winter operations – guidance (Boeing) – for flightcrews, pp 12–13 winter operations - guidance (Boeing) - for maintenance crews, p 11 winter operations – guidance (Boeing), pp 5-13

## PART TWO: THE RUNWAY DEICING DOCUMENTS

A chart of the runway deicing documents can be found in Figure 2 (p 314).

## **Documents Issued by the SAE G-12 Runway Deicing Products Committee**

#### **AIR6130B Cadmium Plate Cyclic Corrosion Test**

Revised January 25, 2023, by SAE G-12 RDP.

Sponsor: Michael Arriaga; TBD for the next revision.

AIR6130B describes a 14-day material test to determine the cyclic effects of runway deicing products on aircraft cadmium plated parts. Some runway and taxiway deicing/anti-icing products, have been found to cause severe corrosion on aircraft components with cadmium plating. There is a need for users to understand the effect of these products on aircraft components when they are exposed repeatedly in a normal winter operating environment. The existing test in the AMS1431F and AMS1435E specifications for runway deicing products is a one-time 24-hour immersion test for cadmium corrosion, which does not accurately reflect how aircraft and airport equipment are affected by runway deicers. AIR6130 with its 14-day cyclic test is intended to provide better information to the end user/purchaser of the deicing products regarding the cyclic effects on cadmium plated aircraft parts or airport equipment. The document is intended to be referred to by the AMS1431 and AMS1435 specifications, which will then provide more useful information to the end-users in the test report.

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Index for AIR6130B
(Section and page numbers are those of AIR6130B)
cadmium plate corrosion test - AMS1431 sample, s 3c
cadmium plate corrosion test - AMS1435 sample, s 3b
cadmium plate corrosion test - cleaning of test specimens, s 5b
cadmium plate corrosion test - criterion for undesirable corrosion effects, s 6
cadmium plate corrosion test - gravimetric results, ss 5i., 5l.
cadmium plate corrosion test - procedure, s 5
cadmium plate corrosion test - runway deicing compound sample, s 3
cadmium plate corrosion test - sample preparation, s 4
cadmium plate corrosion test - steel substrate, s 3
cadmium plate corrosion test - test coupons, s 3
cadmium plate corrosion test – test results, s 6
cadmium plate corrosion test - test specimen, s 3
cadmium plated aircraft parts - RDP caused corrosion, s 1
cadmium plated aircraft parts corrosion test. See cadmium plate corrosion test
corrosion of cadmium plated aircraft parts - undesirable corrosion criterion, s 6
corrosion of cadmium plated aircraft parts, s 1
RDP – cadmium plate corrosion test, Title at p 1, s 1
RDP – undesirable corrosion criterion, s 6
RDP caused corrosion – undesirable corrosion criterion, s 6
runway deicing fluid. See RDP, liquid
runway deicing/anti-icing compound. See RDP
taxiway deicing/anti-icing compound. See RDP
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## AMS1431F Solid Runway Deicing/Anti-Icing Product

Revised March 12, 2024, by SAE G-12 RDP.

Sponsor: Melissa Copeland.

AMS1431 sets the technical requirements for runway deicing and anti-icing products in solid form. Runway deicing products (RDP) are used typically at airports on aircraft maneuvering areas, such as aprons, runways, and taxiways, for the prevention and removal of frozen deposits of snow, frost, and ice.

#### Main changes to AMS1431F

AM1431F has a new section 1.5.1 that reads as such: "For products qualified under previous versions of this specification, only tests for which the technical requirements have changed in subsequent versions from the original qualification need to be performed in order for the product to meet the requirements of the current version of this specification." See Q&A 14 for further information.

New section 1.3.3 advises users that the US Air Force may have additional requirements not included in AMS1431.

Section 3.2.9.5.1 dealing with stress corrosion resistance of titanium alloy AMS4911 was repealed.

Section 8.2 related to the use of terms in ARP1917 was repealed.

Packaging requirements were deleted from section 8.

Section 8.5 was inserted explaining that local regulations may restrict substances, products or processes.

Index for AMS1431F (Section and page numbers are those of AMS1431F) aircraft maneuvering area deicing product. See RDP airfield deicing fluid. See RDP approval by purchaser, ss 4.4.1, 4.4.2, 7 apron deicing product. See RDP definition - RDP, solid - lot, s 4.3 licensee. s 4.4.3 modifications authorized by purchaser, s 7 purchase order, ss 2, 5.1.2, 5.1.4, 6 purchaser, ss 3.1.3, 3.1.5, 3.2.10, 4.1, 4.2.3, 4.3.1, 4.4.1, 4.5.1, 5.1.1, 7 purchaser, modifications authorized by, s 7 qualification test report, s 4.5 qualification. See also regualification, periodic qualification, initial. See also RDP, solid - qualification, initial qualification, initial, ss 4.2.3, 4.4.3 quotation, s 6 RDP, solid – acceptance tests – chloride content, s 4.2.1 RDP, solid - acceptance tests - flash point, s 4.2.1 RDP, solid – acceptance tests – total water content, s 4.2.1

RDP, solid - AIR6130 reporting, s 3.2.9.3.1 RDP, solid – airfield use label, s 5.1.2 RDP, solid – appearance, s 3.1.5 RDP, solid – approval by purchaser, s 4.4 RDP, solid – aquatic toxicity, s 3.1.1.4 RDP, solid – asphalt concrete degradation resistance, s 3.8.2.2 RDP, solid – biodegradation, s 3.1.1.3 RDP, solid - BOD, s 3.1.1.1 RDP, solid – brining, s 1.3.1.1 RDP, solid – cadmium as contaminant, s 3.1.2 RDP, solid – cadmium corrosion, s 3.2.9.3.1 RDP, solid - carbon brake oxidation, s 3.2.11 RDP, solid – changes in ingredients, s 4.4.2 RDP, solid – changes in manufacturing, s 4.4.2 RDP, solid - chloride content, ss 3.2.3, 4.2.1 RDP, solid – chromium as contaminant, s 3.1.2 RDP, solid – commingling, s 1.3.1 RDP, solid - compatibility with other RDP, s 1.3.1 RDP, solid - composition, s 3.1 RDP, solid - containers, ss 5.1.2, 5.1.4 RDP, solid - delivery, s 5 RDP, solid - dissolution, s 1.3.1.1 RDP, solid - dissolution, s 1.3.1.1 RDP, solid – ecological behavior, s 3.1.1.4 RDP, solid – effect of local regulations, s 8.5 RDP, solid - effect on aircraft metals, s 3.2.9 RDP, solid – effect on asphalt concrete, ss 3.2.8.2, 4.2.2, Appendix A RDP, solid – effect on carbon brake systems, s 3.2.11 RDP, solid – effect on painted surfaces, ss 3.2.6, 4.2.2 RDP, solid – effect on runway concrete, ss 3.2.8.1, 4.2.2 RDP, solid – effect on transparent plastics, ss 3.2.5, 4.2.2 RDP, solid – effect on unpainted surfaces, ss 3.2.7, 4.2.2 RDP, solid – flash point, ss 3.2.2, 4.2.1 RDP, solid – freezing point curve, s 3.1.4 RDP, solid – friction evaluation, s 1.3.2 RDP, solid – halogens as contaminant, s 3.1.2 RDP, solid – handling, s 5.1.4 RDP, solid – heavy metals as contaminant, s 3.1.2 RDP, solid – hydrogen embrittlement, s 3.2.9.4 RDP, solid - ice melting, s 3.2.10 RDP, solid - ice penetration, s 3.1.10 RDP, solid - ice undercutting, s 3.2.10 RDP, solid - independent laboratory testing, ss 4.1, 4.5 RDP, solid – inspection, s 4.1 RDP, solid – labels, s 5 RDP, solid - lead as contaminant, s 3.1.2 RDP, solid – licensee, s 4.4.3 RDP, solid – lot – acceptance tests, s 4.2.1 RDP, solid - lot - definition, s 4.3 RDP, solid – lot number, s 5.1.2 RDP, solid - low embrittling cadmium plate, s 3.2.9.3 RDP, solid – mercury as contaminant, s 3.1.2 RDP, solid - multiple location tests, s 4.4.3 RDP, solid – nitrate as contaminant, s 3.1.2 RDP, solid - packaging, s 5.1 RDP, solid - performance, s 3.2.10

RDP, solid - periodic tests, s 4.2.2 RDP, solid – pH, ss 3.2.1, 4.2.1 RDP, solid – phosphate as contaminant, s 3.1.2 RDP, solid – physical properties, s 3.2 RDP. solid – preproduction tests, s 4.2.3 RDP, solid - production same as approved sample, s 4.4.2 RDP, solid – purchase orders, s 6 RDP, solid - qualification under revised AMS, s 1.5.1 RDP, solid - qualification. See also RDP, solid - requalification, periodic RDP, solid - qualification, initial - produced by licensee, s 4.4.3 RDP, solid - qualification, initial - produced by subcontractor, s 4.4.3 RDP, solid - qualification, initial, ss 4.2.3, 4.4.3 RDP, solid - qualification, See also RDP, solid, - regualification. RDP, solid – quotation, s 6 RDP, solid - rejection, s 7 RDP, solid – reports, s 4.5 RDP, solid - requalification, periodic, s 4.2.2 RDP, solid - resampling, s 4.6 RDP, solid - retesting, s 4.6 RDP, solid - right-to-know regulations, s 5.1.3 RDP, solid - runway concrete surface scaling resistance, s 3.2.8.1 RDP, solid - safety data sheet, s 4.5.1 RDP, solid - sampling plan, s 4.3 RDP, solid - sampling, s 4.3 RDP, solid – sandwich corrosion, s 3.2.9.1 RDP, solid - statistical sampling, s 4.3.1 RDP, solid – storage stability, s 3.2.4 RDP, solid - subcontractor manufacturing, s 4.4.3 RDP, solid – sulfur as contaminant, s 3.1.2 RDP, solid - TOD, s 3.1.1.2 RDP, solid - total immersion corrosion, s 3.2.9.2 RDP, solid - total water content, ss 3.1.3, 4.2.1 RDP, solid – trace contaminants, s 3.1.2 RDP, solid – transportation, s 5.1.4 RDP, solid – USAF requirements, s 1.3.3 rejection, s 7 requalification, periodic, s 4.2.2 regualification, periodic. See also RDP, solid - regualification, periodic revision number, s 6 runway deicer. See RDP runway deicing chemical. See RDP runway deicing compound. See RDP runway deicing fluid. See RDP, liquid runway deicing product. See RDP runway deicing solid. See RDP, solid runway deicing/anti-icing compound. See RDP solid runway and taxiway deicing/anti-icing compound. See RDP, solid specification, nonconformance, s 7 subcontractor, s 4.4.3 taxiway deicing compound. See RDP taxiway deicing product. See RDP vendor, ss 3.1.3, 3.1.4, 3.2, 3.2.10, 4.3, 4.3.1, 4.4.2, 4.5, 5.1.1, 6 waiver. See also modifications authorized by purchaser
### AMS1435E Liquid Runway Deicing Product

Revised March 12, 2024, by SAE G-12 RDP.

Sponsor: Melissa Copeland.

AMS1435 sets the technical requirements for runway deicing and anti-icing products in the form of a liquid. Runway deicing products are used typically at airports on aircraft maneuvering areas, such as aprons, runways, and taxiways, for the prevention and removal of frozen deposits of snow, frost, and ice. Runway deicing products (RDP) in liquid form, sometimes called runway deicing fluids, must never be used as aircraft deicing fluid.

#### Main changes to AMS1435E

AM1435E has a new section 1.5.1 that reads as such: "For products qualified under previous versions of this specification, only tests for which the technical requirements have changed in subsequent versions from the original qualification need to be performed in order for the product to meet the requirements of the current version of this specification." See Q&A 14 for further information.

Section 1.3.3 on the electrochemical dehydration of glycols was repealed.

New section 1.3.5 advises users that the US Air Force may have additional requirements not included in AMS1435.

Section 3.2.5.5.1 dealing with stress corrosion resistance of titanium alloy AMS4911 was repealed.

Section 8.3 related to the use of terms in ARP1917 was repealed.

Section 8.5 was inserted explaining that local regulations may restrict substances, products or processes.

#### Index for AMS1435E

(Section and page numbers are those of AMS1435E) aircraft maneuvering area deicing product. See RDP airfield deicing fluid. See RDP approval by purchaser, ss 4.4.1, 4.4.2, 7 apron deicing product. See RDP definition - RDP, liquid - lot, s 4.3 fluid runway and taxiway deicing/anti-icing compound. See RDP. liquid licensee, s 4.4.3 liquid runway and taxiway deicing/anti-icing compound. See RDP, liquid modifications authorized by purchaser, s 7 purchase order, ss 2, 5.1.2, 6 purchaser, ss 3.1.2, 3.2.12, 4.1, 4.2.3, 4.4.1, 4.5.1, 5.1.1, 7 purchaser, modifications authorized by, s 7 qualification test report, s 4.5 qualification. See also requalification, periodic qualification, initial. See also RDP, solid - qualification, initial qualification, initial, ss 4.2.3, 4.4.3 quotation, s 6

RDF. See RDP, liquid RDP. fluid. See RDP. liquid RDP, liquid – acceptance tests – flash point, s 4.2.1 RDP, liquid – acceptance tests – pH, s 4.2.1 RDP, liquid – acceptance tests – specific gravity, s 4.2.1 RDP, liquid - AIR6130 reporting, s 3.2.5.3.1 RDP, liquid – airfield use label, s 5.1.2 RDP, liquid – appearance, s 3.1.2 RDP, liquid – approval by purchaser, s 4.4.1 RDP, liquid – aquatic toxicity, s 3.1.1.2 RDP, liquid – asphalt concrete degradation resistance, ss 3.2.10.2, 4.2.2 RDP, liquid – biodegradation, s 3.1.1.1 RDP, liquid – BOD, s 3.1.1.1 RDP, liquid – bulk shipments, s 4.3.2 RDP, liquid - cadmium as contaminant, s 3.1.1.3 RDP, liquid – cadmium corrosion, s 3.2.5.3 RDP, liquid - carbon brake oxidation, s 3.2.13 RDP, liquid – changes in ingredients, s 4.4.2 RDP, liquid – changes in manufacturing, s 4.4.2 RDP, liquid – chromium as contaminant, s 3.3.1.3` RDP, liquid - commingling, s 1.3.1 RDP, liquid - compatibility with other RDP, s 1.3.1 RDP, liquid – composition, s 3.1 RDP, liquid – containers, ss 5.1.1, 5.1.2, 5.1.4, 8.4 RDP, liquid - delivery, s 5 RDP, liquid – dilution, s 1.3.1.1 RDP, liquid – drum shipments, s 4.3.1 RDP, liquid – ecological behavior, s 3.1.1.2 RDP, liquid – effect of local regulations, s 8.5 RDP, liquid – effect on aircraft materials, ss 3.2.5, 4.2.2 RDP, liquid - effect on asphalt concrete, ss 3.2.10.2, 4.2.2, Appendix A RDP, liquid – effect on carbon brake systems, s 3.2.13 RDP, liquid – effect on painted surfaces, ss 3.2.7, 4.2.2 RDP, liquid - effect on runway pavement, s 3.2.10 RDP, liquid – effect on transparent plastics, ss 3.2.6, 4.2.2 RDP, liquid – effect on unpainted surface, ss 3.2.8, 4.2.2 RDP, liquid - Federal (U.S.) Supply Classification 6850, s 8.5 RDP, liquid – flash point, ss 3.2.1, 4.2.1 RDP, liquid – formamide, s 1.1.3 RDP, liquid – freezing point, ss 3.2.4. 4.2.2 RDP, liquid – friction evaluation, s 1.3.2 RDP, liquid - halogens as contaminant, s 3.1.1.3 RDP, liquid – handling, s 5.1.4 RDP, liquid – heavy metals as contaminant, s 3.1.1.3 RDP, liquid – hydrogen embrittlement, s 3.2.5.4 RDP, liquid - ice melting, s 3.2.12 RDP, liquid – ice penetration, s 3.1.12 RDP, liquid – ice undercutting, s 3.2.12 RDP, liquid - independent laboratory testing, ss 4.1, 4.5 RDP, liquid – inspection, s 4.1 RDP, liquid – labels, s 5 RDP, liquid - lead as contaminant, s 3.1.1.3 RDP, liquid - licensee, s 4.4.3 RDP, liquid - lot - acceptance, s 4.2.1 RDP, liquid – lot – definition, s 4.3 RDP, liquid – lot number, ss 4.5, 5.1.2

RDP, liquid – low embrittling cadmium plate, s 3.2.5.3 RDP, liquid – mercury as contaminant, s 3.1.1.3 RDP, liquid – nitrate as contaminant, s 3.1.1.3 RDP, liquid – packaging, ss 5.1.4, 5.1.5, 8.4 RDP. liquid – performance, s 3.2.12 RDP, liquid – periodic tests, s 4.2.2 RDP, liquid – pH, ss 3.2.3, 4.2.1 RDP, liquid – phosphate as contaminant, s 3.1.1.3 RDP, liquid – physical properties, s 3.2 RDP, liquid – preproduction tests, s 4.2.3 RDP, liquid – purchase order, ss 4.5, 6 RDP, liquid - qualification. See also RDP, liquid - requalification, periodic RDP, liquid – qualification, initial – produced by licensee, s 4.4.3 RDP, liquid - qualification, initial - produced by subcontractor, s 4.4.3 RDP, liquid – qualification, initial, ss 4.2.3, 4.4.3 RDP, liquid – quotations, s 6 RDP, liquid - rejection, s 7 RDP, liquid – reports, s 4.5 RDP, liquid - requalification, periodic, s 4.2.2 RDP, liquid – resampling, s 4.6 RDP, liquid – retesting, s 4.6 RDP, liquid - right-to-know, s 5.1.3 RDP, liquid – rinsibility, ss 3.2.9, 4.2.2 RDP, liquid – runway concrete surface scaling resistance, ss 3.2.10.1, 4.2.2 RDP, liquid - safety data sheet, s 4.5.1 RDP, liquid - sampling, s 4.3 RDP, liquid – sandwich corrosion, s 3.2.5.1 RDP, liquid – specific gravity, ss 3.2.2, 4.2.1 RDP, liquid - storage stability, s 3.2.11 RDP, liquid – subcontractor manufacturing, s 4.4.3 RDP, liquid – sulfur as contaminant, s 3.1.1.3 RDP, liquid – test for Europe, s 3.2.10.2 RDP, liquid – TOD, s 3.1.1.2 RDP, liquid – total immersion corrosion, s 3.2.5.2 RDP, liquid – trace contaminants, s 3.1.1.3 RDP, liquid – transportation, s 5.1.4 RDP, liquid – urea, s 3.1 RDP, liquid – USAF requirements, s 1.3.5 RDP, solid – qualification, See also RDP, solid, – requalification. rejection, s 7 requalification, periodic, s 4.2.2 requalification, periodic. See also RDP, solid - requalification, periodic revision letter, s 6 runway deicer. See RDP runway deicing chemical. See RDP runway deicing compound. See RDP runway deicing fluid. See RDP, liquid runway deicing product. See RDP runway deicing/anti-icing compound. See RDP specification, nonconformance, s 7 subcontractor, s 4.4.3 taxiway deicing compound. See RDP taxiway deicing product. See RDP vendor, ss 3.2, 3.2.12, 4.1, 4.3, 4.4.2, 4.5, 5.1.1, 6 waiver. See also modifications authorized by purchaser

#### AS6170 Ice Melting Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products

Issued October 28, 2021, by SAE G-12 RDP; replaces AIR6170A.

Sponsors: Marc-Mario Tremblay; Jean-Denis Brassard for the next revision.

AS6170 describes a quantitative test method for liquid and solid deicing/anti-icing products, to evaluate the amount of ice melted as a function of the time and temperature.

Index for AS6170 (Section and page numbers are those of AS6170) AMS1431 RDP ice melting test. See RDP ice melting test AMS1435 RDP ice melting test. See RDP ice melting test ice melting test for RDP. See RDP ice melting test ice melting test. See RDP ice melting test RDP – comparative melting capability, s 3.2 RDP – use on taxiways, s 1 RDP ice melting capability, comparative, s 3.2 RDP ice melting relative capacity, s 1 RDP ice melting test ice preparation, s 3.3.5 RDP ice melting test procedure, s 3.4 RDP ice melting test reference control solution, ss 3.5.3, 3.5.3.1, 3.5.3.2 RDP ice melting test reference control solution – potassium acetate ACS grade, ss 3.3.1, 3.5.3, 3.5.3.1, 3.5.3.2, Table 1 RDP ice melting test report, s 3.8 RDP ice melting test sample preparation, ss 3.5.1, 3.5.2 RDP ice melting test significance, s 1 RDP ice melting test temperatures ss 3.6, 3.7 RDP ice melting test, Title at p 1 RDP ice melting v temperature, ss 1, 3.8 RDP ice melting v time, ss 1, 3.8 RDP, liquid - ice melting test. See RDP ice melting test RDP, solid - ice melting test. See RDP ice melting test SHRP H-332, s 2.3

## AS6172 Ice Undercutting Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products

Issued October 28, 2021, by SAE G-12 RDP; replaces AIR6172A.

Sponsors: Marc-Mario Tremblay; Jean-Denis Brassard for the next revision.

AS6172 describes a quantitative test method, for liquid and solid runway deicing/anti-icing products (RDP), to evaluate the ice undercut as a function of the time and temperature.

Index for AS6172 (Section and page numbers are those of AS6172) AMS1431 RDP ice undercutting test. *See* RDP ice undercutting test AMS1435 RDP ice undercutting test. *See* RDP ice undercutting test ice undercutting test, RDP. *See* RDP ice undercutting test, Title at p 1 ice undercutting test. *See* RDP ice undercutting test RDP ice undercutting test description, s 3.1 RDP ice undercutting test dve. ss 3.3.1. 3.4.4 RDP ice undercutting test dye - rhodamine, s 3.4.4 RDP ice undercutting test dye – fluorescein, s 3.4.4 RDP ice undercutting test equipment, s 3.3 RDP ice undercutting test ice cavity preparation, s 3.3.5 RDP ice undercutting test ice preparation, s 3.3.4 RDP ice undercutting test procedure, s 3.4 RDP ice undercutting test reference control solution, ss 3.4.3, 3.4.3.1, 3.4.3.2 RDP ice undercutting test reference control solution – potassium acetate solution, ss 3.3.1, 3.4.3, 3.4.3.1, 3.4.3.2 RDP ice undercutting test reference control solution – potassium acetate ACS grade, ss 3.3.1, .4.3, Table 1 RDP ice undercutting test report, s 3.7 RDP ice undercutting test sample preparation, ss 3.4.1, 3.4.2 RDP ice undercutting test significance, s 3.2 RDP ice undercutting test temperature, ss 3.5, 3.6 RDP ice undercutting test, Title at p 1 RDP, liquid - ice undercutting test. See RDP ice undercutting test RDP, solid - ice undercutting test. See RDP ice undercutting test SHRP H-332, s 2.3

## AS6211 Ice Penetration Test Method for AMS1431 and AMS1435 Runways Deicing/Anti-Icing Products

Issued November 16, 2021, by SAE G-12 RDP; replaces AIR6211A.

Sponsors: Marc-Mario Tremblay; Jean-Denis Brassard for the next revision.

AS6211 describes a quantitative method, for liquid and solid runway deicing/anti-icing products (RDP), to evaluate the ice penetration as a function of the time and temperature.

Index for AS6211 (Section and page numbers are those of AS6211) AMS1431 RDP ice penetration test. See RDP ice penetration test AMS1435 RDP ice penetration test. See RDP ice penetration test ice penetration test. See RDP ice penetration test RDP ice penetration test – description, s 3.1 RDP ice penetration test dye, s 3.4.4 RDP ice penetration test ice preparation, s 3.3.4 RDP ice penetration test procedure, s 3.4 RDP ice penetration test reference control solution – potassium acetate ACS grade, ss 3.3.1, 3.4.3, 3.4.3.1, 3.4.3.2, Table 1 RDP ice penetration test reference control solution - potassium acetate 50%, s 3.4.3.1 RDP ice penetration test reference control solution - potassium acetate 25%, s 3.4.3.2 RDP ice penetration test reference control solution, RDP ice penetration test reference control solution, s 3.4.3 RDP ice penetration test significance – reporting, s 3.7 RDP ice penetration test significance, s 3.2 RDP ice penetration test temperature, ss 3.6, 3.7 RDP ice penetration test time, s 3.7 RDP ice penetration test, Title at p 1 RDP, liquid - ice penetration test. See RDP ice penetration test RDP, solid - ice penetration test. See RDP ice penetration test SHRP H-332, s 2.4

### Documents Issued by the SAE A-5A Wheels, Brakes and Skid Control Committee

#### AIR5490A Carbon Brake Contamination and Oxidation

#### Revised April 12, 2016, by SAE A-5A.

This document provides information on the susceptibility of aircraft carbon brake discs to contamination and oxidation. Carbon used in the manufacture of aircraft brake discs is porous. It can absorb liquids and contaminants, such as runway deicing products (RDP), aircraft deicing fluids (ADF), seawater, aircraft hydraulic fluid, aircraft wash fluids, cleaning solvents, etc. Some of the contaminants can negatively impact the intended performance of the brakes, particularly through catalytic oxidation of the carbon.

Although aircraft carbon brakes had been operating for many years with the occasional oxidative degradation issues, the introduction of environmentally friendly, low BOD, alkali organic salt based runway deicing products in the 1990s resulted in significant increases in the frequency of occurrences and severity of carbon brake disk degradation. The catalytic oxidative action is attributed to the alkali moiety of the organic salts.

This document intends to raise awareness of the effects of carbon brake contamination and present information on the chemicals promoting catalytic oxidation, the mechanism of oxidation, and inspection technique on and off the aircraft.<sup>111</sup>

Index for AIR5490A (Section and page numbers are those of AIR5490A) aircraft carbon brake. See carbon brake aircraft deicing fluid. See deicing fluid aircraft hydraulic fluid – definition, s 2.2 aircraft lubricant – definition, s 2.2 airplane. See aircraft carbon brake - antioxidant treatment - barrier coating, s 5.2.4a carbon brake - antioxidant treatment - barrier coating, self-healing, s 5.2.4a carbon brake - antioxidant treatment - chemical vapor infiltration, s 5.2.5 carbon brake - antioxidant treatment - densification of the polyacrylonitrile fibers, s 5.2.5 carbon brake – antioxidant treatment – disk soaking, s 5.2.4a carbon brake - antioxidant treatment - oxidation inhibitor, phosphate based, s 5.2.4b carbon brake - antioxidant treatment - oxidation inhibitor, s 5.2.4b carbon brake - antioxidant treatment - oxidation resistance of the carbon, s 5.2.5 carbon brake – antioxidant treatment – phosphate solution, s 5.2.4b carbon brake - antioxidant treatment - porosity of the carbon, s 5.2.5 carbon brake – antioxidant treatment, s 2.2 carbon brake - catalytic oxidation. See carbon brake oxidation carbon brake - contamination. See carbon brake contamination

<sup>&</sup>lt;sup>111</sup> SAE Committee A-5A appears to use the word airplane rather than aircraft in the following expressions: airplane anti-icing/deicing fluids, airplane hydraulic fluids, airplane lubricants, and airplane wash fluids. In this *Guide to Aircraft Ground Deicing*, we index the word "aircraft" rather than the word "airplane". Specifically, Committee A-5A refers to airplane anti-icing/deicing fluids. SAE G-12 refers to them as aircraft deicing/anti-icing fluids. Here we follow SAE G-12 usage.

carbon brake - definition, s 2.2 carbon brake – degradation. Rationale at p 1 carbon brake – friction and wear modifier – definition, s 4.2.2 carbon brake - friction material, s 3 carbon brake – inspection. Rationale at p 1 carbon brake – operating temperature v steel brake operating temperature, s 3a carbon brake - oxidation. See carbon brake oxidation carbon brake – removal criteria, s 5.4.3.2 carbon brake - return-to-service criteria, s 5.4.4.2 carbon brake – smoke from, s 4.2.1 note carbon brake contamination – decontamination method, s 8 carbon brake contamination – detection – chromatography, s 5.4 carbon brake contamination - detection - conductivity measurement, s 5.4 carbon brake contamination - detection - discoloration, s 5.4.1 carbon brake contamination - detection - hardness probes, with, s 5.4 carbon brake contamination - detection - odor, s 5.4 carbon brake contamination - detection - off-aircraft inspection, s 5.4.4 carbon brake contamination - detection - on-aircraft inspection, s 5.4.3 carbon brake contamination - detection - smoke, s 5.4 carbon brake contamination - detection - spectrometry, s 5.4 carbon brake contamination - detection - staining, s 5.4 carbon brake contamination - detection - visual, by, ss 5.4, 5.4.1, 5.4.2, 5.4.3.1 carbon brake contamination - effect - aircraft runway over-runs, s 6.2 carbon brake contamination – effect – brake disk lug rupture, s 5.3.1 carbon brake contamination - effect - brake disk rupture, s 6.1 carbon brake contamination - effect - brake overheating, s 6.2 carbon brake contamination - effect - brake torque, s 4.2.2 carbon brake contamination - effect - brake vibrations, ss 4.2.2, 6.1 carbon brake contamination - effect - brake wear, s 4.2.2 carbon brake contamination - effect - brake wear, ss 3b, 6.3 carbon brake contamination - effect - catalytic oxidation, s 3a carbon brake contamination - effect - complete loss of braking capability, s 5.3.1 carbon brake contamination - effect - friction coefficient, increase and decrease, s 6.2 carbon brake contamination - effect - increased aircraft braking distance in rejected takeoff, s 5.3.1 carbon brake contamination – effect – loss in braking performance, ss 3a, 5.3.1 carbon brake contamination – effect – loss of brake disk reuse capability, s 5.3.3 carbon brake contamination - effect - loss of friction area, s 3a carbon brake contamination – effect – loss of mechanical strength, s 3a carbon brake contamination - effect - loss of rubbed area, s 3a carbon brake contamination - effect - mass loss, s 5.1.2 carbon brake contamination – effect – of humidity on friction coefficient of contaminated brakes, s 6.2 carbon brake contamination - effect - overheating of other brakes, s 6.2 carbon brake contamination - effect - partial loss of braking capability, s 5.3.1 carbon brake contamination - effect - premature brake removal, s 5.3.2 carbon brake contamination – effect – runway over-runs, s 6.2 carbon brake contamination - effect - structural brake disc failure, ss 3a, 5.3 carbon brake contamination – effect – temporary or permanent change in friction level, ss 3b, 6.2 carbon brake contamination - effect - torque reduction, s 3 carbon brake contamination - effect - uneven braking, s 6.2 carbon brake contamination – effect – vibration, squeal, s 6.1 carbon brake contamination - effect - vibration, whirl, s 6.1 carbon brake contamination - prevention - phosphate solutions<sup>112</sup>, s 5.2.4b carbon brake contamination - prevention - use of wheel covers, s 7

<sup>&</sup>lt;sup>112</sup> Section 8 of AIR5490 stated that brake manufacturers had used phosphate or boron solutions to protect against oxidation. Boron solution was deleted from AIR5490A; no explanation was given.

carbon brake contamination - source - acetate v formate, s 4.2.1b carbon brake contamination - source - aircraft deicing fluids, s 4.1b carbon brake contamination - source - aircraft hydraulic fluids, s 4.1e carbon brake contamination – source – aircraft hydraulic fluids, phosphate ester based, s 4.1e carbon brake contamination – source – aircraft lubricants, s 4.1d carbon brake contamination - source - aircraft wash fluids, s 4.1c carbon brake contamination - source - alkali metal salts, s 4.2.1b carbon brake contamination - source - alkali organic salts, s 4.2.1b carbon brake contamination - source - automatic aircraft washing systems, s 7 carbon brake contamination - source - calcium salts, s 4.2.1c carbon brake contamination - source - catalyst - alkali organic salt based RDP, s 4.2.1b carbon brake contamination - source - catalyst - anti-viral agent, s 4.2.1f carbon brake contamination - source - catalyst - calcium from cleaning agents, s 4.2.1c carbon brake contamination - source - catalyst - disinfectants, ss 4.2.1f, 5.2.9 carbon brake contamination – source – catalyst – potassium acetate, s 4.2.1b carbon brake contamination – source – catalyst – potassium formate, s 4.2.1b carbon brake contamination – source – catalyst – potassium from cleaning agents, s 4.2.1c carbon brake contamination – source – catalyst – potassium in Purple K fire extinguishers, s 4.2.1k carbon brake contamination - source - catalyst - RDP, s 4.2.1b carbon brake contamination - source - catalyst - sodium acetate, s 4.2.1b carbon brake contamination - source - catalyst - sodium formate, s 4.2.1b carbon brake contamination - source - catalyst - sodium from cleaning agents, ss 4.2.1a, 4.2.1c carbon brake contamination - source - catalyst - sodium from sea water, s 4.2.1a carbon brake contamination – source – catalyst – sodium hypochlorite, ss 4.2.1f, 5.2.9 carbon brake contamination – source – catalyst – temperature indicating crayon marks, s 4.2.1e carbon brake contamination - source - catalyst, s 4.2.1 carbon brake contamination - source - cleaning solvents, ss 4.1g, 5.2.8 carbon brake contamination – source – disinfectants, bleach containing, ss 4.1h, 5.2.9 carbon brake contamination - source - disinfectants, calcium containing, s 4.1h carbon brake contamination – source – disinfectants, chlorine<sup>113</sup> containing, ss 4.1h, 5.2.9 carbon brake contamination - source - disinfectants, citric acid containing, s 4.1h carbon brake contamination - source - disinfectants, hypochlorite containing, ss 4.1h, 5.2.9 carbon brake contamination – source – disinfectants, potassium containing, s 4.1h carbon brake contamination - source - disinfectants, sodium containing, s 4.1h carbon brake contamination - source - disinfectants, ss 4.1h, 5.2.9 carbon brake contamination - source - fire extinguishing agent, ss 4.1f, 4.2.2 carbon brake contamination - source - formate v acetate, s 4.2.1b carbon brake contamination - source - hydraulic fluid leaks, s 4.2.2 carbon brake contamination - source - hydraulic system servicing, s 4.2.2 carbon brake contamination - source - RDP, s 4.1a carbon brake contamination – source – sea water, s 4.1j carbon brake contamination - source - solvents, cleaning, ss 4.1g. 5.2.8 carbon brake contamination - source - temperature indicator crayon marks, s 4.1i carbon brake oxidation - oxidation effects v cumulative thermal load, s 5.3 carbon brake oxidation - temperature in absence of contamination [ca 400 °C], s 5.1.1 carbon brake oxidation - variables - aircraft deicing fluids, s 5.2.7 carbon brake oxidation - variables - airline route structure, s 5.2.6 carbon brake oxidation - variables - airport selection of RDP, s 5.2.6 carbon brake oxidation - variables - alcohol based RDP, s 5.2.6 carbon brake oxidation - variables - alkali acetate based RDP, s 5.2.6 carbon brake oxidation - variables - alkali formate based RDP, s 5.2.6 carbon brake oxidation - variables - ambient temperature, s 5.2.1 carbon brake oxidation - variables - antioxidant coatings, s 5.2.4

<sup>&</sup>lt;sup>113</sup> ARP5490A, in section 4.1h, lists chlorine containing disinfectants as potential source of carbon brake contamination. Chlorine is meant to include hypochlorite and bleach (see section 5.2.9).

carbon brake oxidation - variables - antioxidant treatment, s 5.2.4 carbon brake oxidation – variables – brake wear, s 5.2.1 carbon brake oxidation - variables - cleaners, s 5.2.8 carbon brake oxidation – variables – cooling air, s 5.2.2 carbon brake oxidation – variables – cooling ducts in wheel bay, s 5.2.2 carbon brake oxidation - variables - cooling fans, s 5.2.2 carbon brake oxidation - variables - energy absorbed during braking, s 5.2.1 carbon brake oxidation - variables - length of winter, s 5.2.6 carbon brake oxidation - variables - mass of carbon heat sink, s 5.2.1 carbon brake oxidation - variables - number of landings per overhaul, s 5.2.3 carbon brake oxidation - variables - number of thermal cycles, s 5.2.3 carbon brake oxidation – variables – peak temperature ss 5.1.1, 5.2.1 carbon brake oxidation - variables - peak temperature, time at ss 5.1.1, 5.2.1 carbon brake oxidation - variables - ram air cooling, s 5.2.2 carbon brake oxidation - variables - time of exposure to contaminant, s 5.2.10 carbon brake oxidation - variables - urea based RDP, s 5.2.6 carbon brake oxidation – variables – wheel brake structure, s 5.2.1 carbon brake oxidation - variables - wind, s 5.2.1 carbon brake oxidation, Rationale at p 1 catalytic oxidation - definition, s 2.2 cleaning solvent – definition, s 2.2 contamination, carbon brake. See carbon brake contamination definition - aircraft deicing fluid. See definition - deicing fluid definition – aircraft hydraulic fluid, s 2.2 definition – aircraft lubricant, s 2.2 definition – carbon brake antioxidant treatment, s 2.2 definition - carbon brake friction and wear modifier, s 4.2.2 definition – carbon brake, s 2.2 definition - catalytic oxidation. See definition - oxidation, catalytic definition – cleaning solvent, s 2.2 definition – deicing fluid, s 2.2 definition – disinfectant, s 2.2 definition – fire extinguishing agent, s 2.2 definition – hygroscopic, s 2.2 definition - lubricant, aircraft, s 2.2 definition – oxidation [of carbon], s 2.2 definition - oxidation, catalytic, s 2.2 definition - oxidation, thermal, s 2.2. definition - runway anti-icing/deicing solids and fluids, s 2.2 definition – temperature indication markers, s 2.2 definition – thermal oxidation, s 2.2. definition – tribology, s 2.2 deicing fluid - definition, s 2.2 disinfectant – definition, s 2.2 fire extinguishing agent – definition, s 2.2 hydraulic fluid – effect on carbon brake, s 4.2.1 note hygroscopic<sup>114</sup> – definition, s 2.2 lubricant, aircraft - definition, s 2.2 oxidation [of carbon] - definition, s 2.2 oxidation, thermal, s 2.2 RDP - catalytic oxidation of carbon brakes, Rationale at p 1, s 1 RDP – effect on carbon brakes, Rationale at p 1 RDP – market introduction history, Rationale at p 1, s 5.2.6

<sup>&</sup>lt;sup>114</sup> AIR5490A, in section 2.2, defines hygroscopic as absorbs liquid. Hygroscopic is usually defined as the property of a substance that takes up and retains moisture.

RDP – oxidation of carbon brakes, Rationale at p 1, s 1, runway anti-icing/deicing solids and fluids – definition, s 2.2

#### AIR5567A Test Method for Catalytic Brake Oxidation

Issued August 17, 2015, by SAE A-5A.

This test method provides stakeholders including fluid manufacturers, brake manufacturers, aircraft constructors, aircraft operators and airworthiness authorities with a relative assessment of the effect of runway deicing products on carbon brake oxidation. This simple test is only designed to assess the relative effects of runway deicing products by measuring mass change of contaminated and bare carbon samples tested under the same conditions. It is not possible to set a general acceptance threshold oxidation limit based on this test method because carbon brake oxidation is a function of heat sink design and the operating environment

Index for AIR5567A
(Section and page numbers are those of AIR5567A)
aircraft carbon brake. See carbon brake
alkali organic salts – catalyst for carbon brake oxidation, p 1
alkali organic salts – effect on carbon brakes, p 1
carbon brake – antioxidant treatment – generic, s 3.2
carbon brake oxidation – catalysis by alkali salts, s 1
carbon brake oxidation – catalysis by RDP, s 1
carbon brake oxidation – effect on mass change, s 1
carbon brake oxidation – effect on weight loss, s 1
carbon brake oxidation – test – antioxidant formulation, generic, s 3.2
carbon brake oxidation – test – antioxidant, application of, s 3.3
carbon brake oxidation - test - carbon coupon selection, s 3.1
carbon brake oxidation – test – coupon oxidation procedure, s 3.5
carbon brake oxidation – test – history 2005-2008, ss B, B.3
carbon brake oxidation - test - mean normalized carbon weight loss %, s 4.2
carbon brake oxidation - test - potassium acetate normalized results, s B.3
carbon brake oxidation - test - potassium formate normalized results, s B.3
carbon brake oxidation – test – RDP application to coupon, s 3.4
carbon brake oxidation – test – round robin testing, s B.3
carbon brake oxidation – test – sodium acetate normalized results, s B.3
carbon brake oxidation – test – test result for liquid RDP, s 4.2
carbon brake oxidation – test – test result for solid RDP, s 4.2
carbon brake oxidation – test – test results, s 4
carbon brake oxidation – test – test temperature (550°C), s 3.5d.
carbon brake oxidation – test – test time (24 h), s 3.5 e.
carbon brake oxidation – test – urea normalized results, s B.3
carbon brake oxidation – test – weight loss %, mean normalized, s 4.2
carbon brake oxidation – test, Title at p 1
carbon brake oxidation – threshold limit – not possible to measure, s 1
RDP – carbon brake oxidation test, p 1
RDP – catalytic oxidation of carbon brakes, p 1
RDP – effect on carbon brakes p 1, s 1

### Documents Issued by SAE AE-8A Elec Wiring and Fiber Optic Interconnect Systems Installation

### AIR7988 Impact of Alkali Metal-Based Runway De-icing Fluids on Aircraft Electrical Systems

Issued December 21, 2021, by SAE AE-8A.

This document raises the awareness of the degrading effects of alkali organic salts runway deicing products on aircraft electrical wiring interconnection systems (EWIS).

It provides historical perspective of the introduction of alkali organic salt based (potassium formate, potassium acetate, sodium formate and sodium acetate) runway deicing products due to environmental regulations displacing urea and glycol based runway deicing products.

Issues related to connector corrosion, connector shorting, arcing in wire bundles, electrical connectors, switches and relays are described. The areas affected are landing gear systems, and electrical systems in wing flaps and leading edges.

Results of conductivity testing and wet arc track testing are presented.

Mitigation strategies are proposed to reduce effect of alkali metal based runway deicing product on aircraft electrical systems.

Index for AIR7988 (Section and page numbers are those of AIR7988) alkali organic salts - effect on aircraft electrical systems, Title on p 1, ss 3, 4 alkali organic salts – electrical connector arcing, s 4 alkali organic salts - electrical connector corrosion, s 4 alkali organic salts - electrical connector shorting, s 4 alkali organic salts - electrical switch arcing, s 4 alkali organic salts - electrical wire bundle arcing, s 4 potassium acetate – *See* alkali organic salts potassium formate - See alkali organic salts RDP – aluminum corrosion, s 5 RDP - cadmium corrosion - mitigation, s 5 RDP – conductivity testing, s 5 RDP – effect on aircraft electrical systems, Title on p 1, ss 3, 4 RDP – effect on electrical systems – mitigation, s 6 RDP – electrical connector arcing, s 4 RDP – electrical connector corrosion, s 4 RDP – electrical connector shorting, s 4 RDP – electrical switch arcing, s 4 RDP – electrical wire bundle arcing, s 4 RDP – market introduction history, s 3 RDP – wet arc track testing, s 5 sodium acetate - See alkali organic salts sodium formate - See alkali organic salts

## **Documents Issued by SAE G-15 Airport Snow and Ice Control**

### AMS1448B Sand, Airport Snow and Ice Control

Stabilized September 5, 2014, by SAE G-15.

This is a stabilized document meaning it is no longer updated by SAE G-15 and is not known to be used actively by air carriers or operators.

It is included in this *Guide* as, from time to time, questions are asked on the effects of sand upon aircraft components which are discussed briefly in AMS1448B.

Index for AMS1448B (Section and page numbers are those of AMS1448B) sand – aircraft engine, detrimental to, s 1.3 sand – boxed dry, s 3.1 sand – chlorides as contaminant, s 3.2.1 sand – containers, s 5 sand – effect on aircraft engines, s 1.3 sand - free from corrosive agent, s 3.1 sand – free from clay, s 3.1 sand – free from debris, s 3.1 sand - free from organic matter, s 3.1 sand - free from salts, s 3.1 sand - free from stones, s 3.1 sand - gradation, s 3.1.1 sand – impurities, s 3.1 sand – periodic tests, s 4.2.2 sand – preproduction tests, s 4.2.3 sand – quality assurance, s 4 sand – rejection, s 7 sand – report, s 4.5 sand - sampling, s 4.3 sand – specification, title at p 1 sand – use on ramp, s 1.2 sand – use on runway, s 1.2 sand – use on taxiway, s 1.2 sand – washed, s 3.1 sand – washed, s 3.1

### **Documents Issued by the FAA**

## FAA, Advisory Circular AC 150/5200-28G, "Notice to Air Missions (NOTAMs) for Air Operators

Issued May 25, 2022, by the FAA. FAA AC 150-5200-28G

This document provides guidance in using the NOTAM system for airports. Most of this document is beyond the scope of the *Guide*. The only section indexed is Table 3-1 which provides definitions of runway or pavement contaminants.

Index for FAA AC 150/5200-28G (Page numbers are those of FAA AC 150/5200-28G) contaminant [runway] – definition, p 3-3 contaminated runway – definition, p 3-3 definition – contaminant [runway], p 3-3 definition – contaminated runway, p 3-3 definition - frost [runway contaminant], p 3-4 definition – ice [runway contaminant], p 3-4 definition – ice, wet [runway contaminant], p 3-4 definition - layered contaminant [runway contaminant], p 3-4 definition – slush [runway contaminant], p 3-4 definition - slush over ice [runway contaminant], p 3-4 definition - snow, compacted [runway contaminant], p 3-3 definition – snow, dry [runway contaminant], p 3-4 definition - snow, wet [runway contaminant], p 3-4 definition - water [runway contaminant], p 3-4 definition - wet runway [runway contaminant], p 3-4 frost [runway contaminant] - definition, p 3-4 ice [runway contaminant] – definition, p 3-4 ice, wet [runway contaminant] - definition, p 3-4 layered contaminant [runway contaminant], p 3-4 slush [runway contaminant] – definition, p 3-4 slush over ice [runway contaminant] – definition, p 3-4 snow, compacted [runway contaminant] - definition, p 3-3 snow, dry [runway contaminant] – definition, p 3-4 snow, wet [runway contaminant] – definition, p 3-4 water [runway contaminant] - definition, p 3-4 wet runway [runway contaminant] - definition, p 3-4

## FAA, Advisory Circular AC 150/5200-30D, "Airport Field Condition Assessments and Winter Operations Safety"

Issued October 29, 2020, by the FAA. FAA AC 150/5200-30D

This is a large document addressing various aspects of runway conditions. Only sections 4.5–4.7 relating to runway deicing products are indexed.

Index for FAA AC 150/5200-30D (Section numbers are those of FAA AC 150/5200-30D) AMS1431 – recognition – FAA, ss 4.6.1.2–4.6.1.2.2 AMS1435 - recognition - FAA, s 4.6.1.1. pavement. See runway RDP – airside application, s 4.6.2 RDP - effect on dissolved oxygen, s 4.6.3.1 RDP – effect on Portland cement. s 4.6.3.2 RDP - liquid v solid, s 4.5.1 runway - friction control - brooms, s 4.5.2 runway - friction control - plowing, s 4.5.2 runway - friction control - RDP, s 4.5.2 runway - friction control - sand, ss 4.5.2, 4.7, 4.7.2 runway – friction control – urea, s 4.6.1.2.2 runway - ice control - prevent bond between ice and pavement, s 4.5.1 runway – ice removal – mechanical removal, s 4.5.1 runway – ice removal – melting of bonded ice, ss 4.5.1–4.5.2 urea - recognition - FAA, ss 4.6.1.2.1-4.6.1.2.2 urea, s 4.6.1.2

### FAA, Part 139 CertAlert no. 22-08, "Deicing/Anti-Icing Product Awareness"

Issued November 29, 2022, by the FAA. Part 139 CertAlert no 22-08

Contact person: Alberto Rodriguez.

Part 139 CertAlerts are issued by the FAA Airports Safety and Operations Division. They provide a quick way to disseminate guidance on Part 139 airport certification and related issues.

The FAA recommends that airside pavement deicer and ant-icer products (in SAE parlance they are called runway deicing products, RDPs) meet the following specifications:

- AMS1435 (current version) for liquid deicing/anti-icing products;
- AMS1431 (current version) for solid deicing/anti-icing products;
- AMS1435 (current version) for dissolved solid deicing/anti-icing products. [The FAA calls a dissolved solid runway deicing product a "liquified solid".]

The FAA defines a "liquified solid" as a liquid made from a solid product (s 2). The FAA refers to the process as "mixing/brining" (s 3). According to the FAA the resulting "liquified solid" [a brine] must meet the requirements of AMS1435.

Index for FAA Part 139 CertAlert no. 22-08 AMS1431 – recognition – FAA, s 2 AMS1435 – recognition – FAA, ss 2–3 brine. *See also* RDP, brine brining – definition, ss 2–3 liquified solid – definition, s 2 liquified solid. *See also* RDP, brine RDP, brine – AMS1435, ss 2–3 RDP, brine, ss 2–3

### FAA, Special Airworthiness Information Bulletin SAIB NM-08-27R1, "Landing Gear: Catalytic Oxidation of Aircraft Carbon Brakes Due to Runway De-icing (RDI) Fluids"

Issued December 31, 2008, by the FAA. FAA SAIB NM-08-27R1

This bulletin informs aircraft owners and operators of the deleterious effect of alkali organic salt based runway deicing products on aircraft with carbon brakes. The alkali moiety of the organic salts is known to catalyze oxidation of the carbon with accompanying possible brake failure. The FAA recommends detailed visual inspection of carbon brake stators and rotors, looking for obvious damage. Depending on wheels removal frequency and findings, more frequent inspections may be appropriate to prevent reduction of brake effectiveness or brake failure.

Index for FAA SAIB NM-08-27R1 (Page numbers are those of FAA SAIB NM-08-27R1) carbon brake – inspection frequency, pp 2–3 carbon brake – inspection of rotor, pp 2–3 carbon brake – inspection of stator, pp 2–3 carbon brake contamination – detection – visual – carbon chips, p 2 carbon brake contamination – detection – visual – crushed carbon, p 2 carbon brake contamination – detection – visual – damaged carbon, p 2 carbon brake contamination - detection - visual - debris, p 2 carbon brake contamination - detection - visual - flaked carbon, p 2 carbon brake contamination – detection – visual – frayed carbon, p 2 carbon brake contamination – detection – visual – missing carbon, p 2 carbon brake contamination - detection - visual - soft carbon, p 2 carbon brake contamination – detection – visual p 2 carbon brake contamination - effect - brake failure during aborted takeoff, p 2 carbon brake contamination – effect – brake failure, p 3 carbon brake contamination - effect - dragged brake, p 2 carbon brake contamination – effect – overheated brakes, p 2 carbon brake contamination - effect - vibrations, p 2 carbon brake contamination - process, pp 1-2 carbon brake contamination - source - catalyst - alkali metal based RDP, p 1 carbon brake contamination - source - catalyst - potassium acetate, p 1 carbon brake contamination – source – catalyst – potassium formate, p 1 carbon brake contamination - source - catalyst - RDP, p 1 RDP - catalytic oxidation of carbon brakes, p 1 RDP – oxidation of carbon brakes, p 1

### **Documents Issued by Transport Canada**

### Transport Canada, Service Difficulty Advisory AV-2009-03, "Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icing (RDI) Fluids"

Issued June 26, 2009, by Transport Canada. Transport Canada AV-2009-03.

This advisory informs aircraft owners and operators of the deleterious effect of alkali organic salt based runway deicing products on aircraft with carbon brakes. The alkali moiety of the organic salts is known to catalyze the oxidation of the carbon with accompanying possible brake failure or dragged bake and subsequent overheat. Transport Canada recommends detailed visual inspection of carbon brake stators and rotors at each landing gear wheel removal, looking for obvious damage. Index for TC Service Difficulty Advisory AV-2009-03 (Page numbers are those of TC Service Difficulty Advisory AV-2009-03) carbon brake – inspection frequency, p 2 carbon brake – inspection of rotor, p 2 carbon brake – inspection of stator, p 2 carbon brake contamination – detection – visual – carbon chips, p 2 carbon brake contamination - detection - visual - crushed carbon, p 2 carbon brake contamination – detection – visual – damaged carbon, p 2 carbon brake contamination - detection - visual - flaked carbon, p 2 carbon brake contamination - detection - visual - missing carbon, p 2 carbon brake contamination – detection – visual – soft carbon, p 2 carbon brake contamination – effect – brake degradation, p 1 carbon brake contamination – effect – brake failure during aborted takeoff, p 1 carbon brake contamination - effect - brake failure, p 1 carbon brake contamination - effect - dragged brake, p 1 carbon brake contamination – effect – overheated brakes, p 1 carbon brake contamination – effect – vibrations, p 1 carbon brake contamination - process, p 1 carbon brake contamination - source - catalyst - alkali metal based RDP, p 1 carbon brake contamination - source - catalyst - potassium acetate, p 1 carbon brake contamination - source - catalyst - potassium formate, p 1 carbon brake contamination - source - catalyst - RDP, p 1 RDP – catalytic oxidation of carbon brakes, p 1 RDP – oxidation of carbon brakes, p 1

### **Documents Issued by EASA**

# EASA, Safety Information Bulletin SIB No. 2018-01, "Information on Materials Used for Runway and Taxiway De/Anti-icing"

Issued September 01, 2018, by EASA. EASA SIB 2018-01.

Alkali organic salt based runway deicing products have deleterious effects on aircraft carbon brakes. The alkali organic salts penetrate carbon brakes lowering the oxidation temperature of the carbon resulting in structural deterioration of carbon discs, reducing efficiency and long-term efficiency of the brakes. EASA believes aircraft operators should be aware of the nature of the runway deicing products used at airports to assess exposure of the brakes to the alkali organic salts and adjust maintenance programs. This information should be noted in SNOWTAM or in the Aeronautical Information Publication (AIP).

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Index for EASA SIB No. 2018-01
(Page numbers are those of EASA SIB No. 2018-01)
Aeronautical Information Publication reporting – RDP, p 1
alkali organic salts – aircraft maintenance program, p 1
alkali organic salts – effect on carbon brakes, p 1
alkali organic salts – oxidation of carbon brakes, p 1
carbon brake contamination – process, p 1
RDP – oxidation of carbon brakes, p 1
RDP – reporting recommendation, p 2
RDP – SNOWTAM display, p 1
SNOWTAM – EG, p 2
SNOWTAM – GAC, p 2
SNOWTAM – KAC, p 2
```

SNOWTAM – KFOR, p 2 SNOWTAM – NAAC, p 2 SNOWTAM – NAFO, p 2 SNOWTAM – PG, p 2 SNOWTAM – SAND, p 2 SNOWTAM – UREA, p 2 SNOWTAM reporting – RDP, p 1

## EASA, Safety Information Bulletin SIB No. 2008-19R2, "Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icers"

Revised April 23, 2013, by EASA. EASA SIB 2008-19R2.

This bulletin informs aviation stakeholders of the deleterious effect of alkali organic salt based runway deicing products on aircraft with carbon brakes. The alkali moiety of the organic salts is known to catalyze oxidation of carbon with accompanying possible brake failure or dragged bake and subsequent overheat. EASA recommends detailed visual inspection of carbon brake stators and rotors at each landing gear wheel removal, looking for obvious damage. EASA further raises issues of cadmium and aluminum corrosion of landing gear joints and of electrical wire bundles, particularly those using Kapton<sup>®115</sup> insulation, caused by alkali organic salts.

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Index for EASA SIB No. 2008-19R2
(Page numbers are those of EASA SIB No. 2008-19R2)
alkali organic salts – effect on aluminum, p 1
alkali organic salts - effect on cadmium, p 1
alkali organic salts - effect on carbon brakes, p 1
alkali organic salts – effect on Kapton insulation, p 2
alkali organic salts – effect on landing gear, p 2
alkali organic salts - effect on wire bundles, p 2
carbon brake - inspection frequency, p 3
carbon brake – inspection of rotor, p 3
carbon brake – inspection of stator, p 3
carbon brake contamination - detection - visual - carbon chips, p 3
carbon brake contamination – detection – visual – crushed carbon, p 3
carbon brake contamination – detection – visual – damaged carbon, p 3
carbon brake contamination – detection – visual – debris, p 3
carbon brake contamination – detection – visual – flaked carbon, p 3
carbon brake contamination - detection - visual - frayed carbon, p 3
carbon brake contamination - detection - visual - missing carbon, p 3
carbon brake contamination - detection - visual - soft carbon, p 3
carbon brake contamination – detection – visual p 3
carbon brake contamination – effect – brake degradation, p 1
carbon brake contamination – effect – brake failure during aborted takeoff, pp 1–2
carbon brake contamination - effect - brake failure, pp 1-2
carbon brake contamination - effect - dragged brake, p 1
carbon brake contamination – effect – overheated brakes, p 1
carbon brake contamination – effect – vibrations, p 2
carbon brake contamination - process, p 1
carbon brake contamination - source - catalyst - alkali metal-based RDP, p 1
carbon brake contamination - source - catalyst - potassium acetate, p 1
carbon brake contamination - source - catalyst - potassium formate, p 1
```

<sup>&</sup>lt;sup>115</sup> Trademark of E. I. du Pont de Nemours and Company.

carbon brake contamination – source – catalyst – RDP, p 1 potassium acetate. *See* alkali organic salts potassium formate. *See* alkali organic salts RDP – aluminum corrosion, p 2 RDP – cadmium corrosion, p 2 RDP – catalytic oxidation of carbon brakes, p 1 RDP – electrical wire bundle degradation, Kapton® insulated, p 2 RDP – electrical wire bundle degradation, p 2 RDP – oxidation of carbon brakes, p 1 sodium acetate. *See* alkali organic salts

sodium formate. See alkali organic salts

### **Documents Issued by Boeing**

Michael Arriaga, "Effects of Alkali Metal Runway Deicers on Carbon Brakes" (2014) Q1:19 Boeing Aero Magazine

Issued in 2014 by Boeing. (2014) 53 Q01 Boeing Aero Magazine 19

Alkali organic salts used in runway deicing products (RDP), catalytically reduce the temperature at which aircraft brakes undergo oxidation. Catalytic oxidation of the carbon brakes discs results in the mechanical and structural degradation of the brakes. This leads to a reduced service life of the brakes and in some instances could result in brake fires or failures. The author recommends that airlines, airports, regulators and legislators engage in discussions to change the current practice of using alkali organic salts to maintain and improve aviation safety.

Index for (2014) Q1:19 Boeing Aero Magazine (Page number are those of (2014) Q1:19 Boeing Aero Magazine) alkali organic salts – effect on carbon brakes, pp 19-24 carbon brake – advantages – better wear, p 20 carbon brake - advantages - high temperature stability, p 20 carbon brake – advantages – reuse of worn carbon discs, p 20 carbon brake contamination - effect - brake degradation, p 20 carbon brake contamination - effect - brake fire, p 23 carbon brake contamination - effect - brake softening, p 20 carbon brake contamination - effect - debris, p 24 carbon brake contamination - effect - decreased service life, p 20 carbon brake contamination – effect – flight cancellation, p 24 carbon brake contamination - effect - flight delays, p 24 carbon brake contamination – effect – foreign object damage, p 24 carbon brake contamination - effect - mechanical degradation, p 20 carbon brake contamination - effect - structural degradation, p 20 carbon brake contamination - landing, p 20 carbon brake contamination - process, p 19 carbon brake contamination - source - catalyst - alkali metal based RDP, p 19 carbon brake contamination - source - catalyst - alkali metal based RDP, p 19 carbon brake contamination - taking off, p 20 carbon brake contamination - taxiing, p 20 carbon brake oxidation - catalytic v thermal, p 19 carbon brake oxidation – exposure time to alkali, p 20 carbon brake oxidation - exposure to ADF - insignificant contribution, p 19 carbon brake oxidation - exposure to alkali based RDP - significant contribution, p 19 carbon brake oxidation - exposure to glycol based RDP - no catalytic oxidation, p 19 carbon brake oxidation - exposure to urea RDP - no catalytic oxidation, p 19 carbon brake oxidation - history of, pp 19-20 carbon brake oxidation - mitigation - antioxidant brake coatings, p 24 carbon brake oxidation - mitigation - lower application rates for RDP, p 24 carbon brake oxidation - mitigation - lowering of brake temperature, p 24 carbon brake oxidation – mitigation – mechanical snow removal, p 24 carbon brake oxidation – mitigation – proper landing points, p 24 carbon brake oxidation – mitigation – proper touchdown speeds, p 24 carbon brake oxidation – mitigation – use of wheel covers, p 24 carbon brake oxidation – oxidation rate – unpredictable, p 20 potassium acetate. See alkali organic salts

potassium formate. *See* alkali organic salts RDP – oxidation of carbon brakes, pp 19–24 sodium acetate. *See* alkali organic salts sodium formate. *See* alkali organic salts

## **QUESTIONS AND ANSWERS**

This section assembles information on aircraft deicing that may be useful to newcomers or experienced practitioners. The questions and answers provide a way to explore some aspects of deicing that may not always be apparent by reading standard documentation. These questions normally arise from a) inquiries sent to SAE about standards, b) discussion at SAE G-12 or c) comments received as a result of the publication of this *Guide*. My aim is to provide crisp, concise, simplified ways of looking at issues, offer hints and tips, and stimulate thinking about deicing/antiicing concepts. The Q&A section is not meant to provide a complete technical presentation of the subjects.

## Holdover Time and Allowance Time

## 1. What are the differences between the FAA and Transport Canada Holdover Time *Guidelines*?

The FAA and Transport Canada *Holdover Time Guidelines* are derived from the same data set. There are some differences.<sup>116</sup>:

- **Snowfall intensities**. The snowfall intensities as a function of prevailing visibility tables are as of 2024-2024 very similar in format with some differences in the snowfall intensities for a given prevailing visibility and in the temperature ranges.
- **Snow cells**. TC caps snow holdover times at 2 hours; FAA caps snow holdover times at 3 hours. This results in different holdover times in some cases. Holdover time tables impacted: select Type II and Type IV fluid-specific and Type IV generic.
- Light freezing rain "-3°C and above" and "below -3 to -6°C" cells. The TC Type I holdover time tables give holdover times for these cells based on testing conducted at -6°C; the FAA Type I holdover time tables give holdover times for these cells based on testing conducted at -10°C. Holdover time tables impacted: Type I.
- Since 2025-2025, most **cautions** of the holdover time tables are on flysheets for TC and FAA and are very similar. Holdover time tables impacted: all.
- Transport Canada divided in 2020-2021 its one-step **fluid application guidelines** into two columns "one-step procedure deicing only" and "one-step procedure anti-icing only". The FAA did not make that change in 2020-2021 and retained the one combined column for one-step procedures (one-step deicing/anti-icing).

<sup>&</sup>lt;sup>116</sup> Information provided, in 2019, by Stephanie Bendickson of APS Aviation with authorization by Antoine Lacroix of Transport Canada. Updated in 2024 with data provided by Ben Bernier of APS Aviation. Thank you.

The HOT Guidelines must be read with their respective accompanying guidance documents. For the FAA it is the *Ground Deicing Program, General Information,* revision: original (6 August 2024) and for Transport Canada, *Guidelines for Aircraft Ground Icing Operations,* TP 14052E, issue 9 (October 2024). These two documents differ significantly.

### 2. Is a generic holdover time the same as a generic holdover time table?

No. The generic holdover time is the shortest holdover time for all Type II fluids or Type IV fluids within a specified temperature range and for a specific precipitation type. When assembled in the form of a table with cautions and notes, as published by the FAA or Transport Canada, the compilation of the generic holdover times constitutes a *generic holdover time table*.

The series of holdover time tables published by the FAA or Transport Canada, are entitled *Holdover Time Guidelines*.

### 3. How many generic holdover time guidelines are there?

Excluding the active frost holdover time guideline, there are five holdover time guidelines labeled as generic: 1) a generic Type II holdover time table, 2) an adjusted generic Type II holdover time table, 3) a generic Type IV holdover time table, and 4) an adjusted generic Type IV holdover time table, 4) a generic Type II and IV holdover time table for very light, light and moderate snow mixed with freezing fog, 5) an adjusted generic Type II and IV holdover time table for very light, light and moderate snow mixed with freezing fog.

### 4. Is there a generic Type III holdover time guideline?

Not at this time. As there is only one Type III on the market, the only Type III holdover time table is a fluid-specific holdover time table. It would take at least two commercially available Type III fluids to create a generic Type III fluid holdover time guideline.

### 5. How many Type I fluid holdover time guidelines are there?

Eight:

1) the active frost HOT guideline (with Type II/III/IV fluids in the same table)

2) the Type I HOT guideline for aircraft surfaces composed predominantly of aluminum

3) the Type I HOT guideline for aircraft surfaces composed predominantly of composites

4) the Type I HOT for aluminum and composites for very light, light, and moderate snow mixed with freezing fog (with Type II/III/IV fluids in the same table)

- 5) the adjusted active frost HOT guideline (with Type II/III/IV fluids in the same table)
- 6) the adjusted Type I HOT guideline for aircraft surfaces composed predominantly of aluminum

7) the adjusted Type I HOT guideline for aircraft surfaces composed predominantly of composites

8) the adjusted Type I HOT for aluminum and composites for very light, light, and moderate snow mixed with freezing fog (with Type II/III/IV fluids in the same table)

### 6. Why are Type I holdover time guidelines not labeled "generic"?

The Type I holdover time guidelines are all-inclusive in the sense that all Type I fluids can be used with Type I holdover time guidelines, irrespective of the brand, provided they are listed in the FAA/Transport Canada list of fluids.

Normally, Type I holdover time guidelines are not called "generic" and are not labeled "generic" when published by the FAA and Transport Canada.

In the field of deicing/anti-icing, the term generic implies the construction of holdover time guidelines from fluid-specific holdover times. There are no fluid-specific Type I holdover time guidelines.

Generic holdover time guidelines change each winter due to the listing or delisting of Type II/IV fluids. This process does not occur with Type I fluids.

New Type I fluids are checked for anti-icing performance (water spray endurance test and high humidity endurance test) and aerodynamic acceptance to ensure that they work and if they are listed by the FAA and Transport Canada, they can be used with the Type I holdover time guidelines.

In summary, the Type I holdover time guidelines can be used with all Type I fluids listed by the FAA and Transport Canada, but they are not labeled as generic and do not go through the process of producing generic holdover time guidelines from fluid-specific data.

• What is the meaning of *standard* in "standard holdover time" and "standard allowance time"?

A *standard holdover time* is a simply a holdover time that is not adjusted.

A *standard allowance time* is a simply an allowance time that is not adjusted.

The qualifier "standard" is rarely used in normal parlance. Only when comparing the unadjusted times to adjusted times do we refer to standard holdover times or standard allowance times.

# 7. What is the meaning of *adjusted* in "adjusted holdover time" and "adjusted allowance time"?

An *adjusted holdover time* is a reduced holdover time to take into consideration that extended flap and slat configurations accelerate fluid drainage from wings, reducing the protection capacity of Type I/II/III/IV fluids.

An *adjusted allowance time* is a reduced allowance time to take into consideration that extended flap and slat configurations accelerate fluid drainage from wings, reducing the protection capacity of Type III/IV fluids. There is no standard allowance time for Type I and Type II fluids, thus no adjusted allowance times for Type I and Type II fluids.

FAA and Transport Canada publish sets of 76% adjusted holdover time tables and 76% adjusted allowance time tables; this means the standard holdover and allowance times have been multiplied by 76% and rounded. In other words, these adjusted times have been reduced by about 24% when compared to standard holdover or standard allowance times.<sup>117</sup>

# 8. Are "fluid application tables" the same as a "guidelines for the application of Type I/II/III/IV fluids"?

Yes. The FAA and Transport Canada publish in their respective annual *Holdover Time Guidelines* the following tables:

- Guidelines for the Application of SAE Type I Fluid
- Guidelines for the Application of SAE Type II and IV Fluid
- Guidelines for the Application of Unheated SAE Type III Fluid

The FAA, Transport Canada, and users refer collectively to these guidelines as fluid application tables or individually as a fluid application table.

# 9. Where can I find the scientific reports that substantiate the allowance time and holdover time guidelines?

APS Aviation has prepared over 180 reports related to aircraft ground deicing for Transport Canada and the FAA. They can be found at <u>APS Aviation Reports</u>.

### 10. What does it mean when there is more than one METAR code reported?

It means that there is a combination of precipitation types.

# 11. When two METAR codes are reported simultaneously, is the order of the codes important?

Yes. Up to three types of precipitation may be coded in a single present weather group. They are be coded in order of decreasing dominance based on intensity. The order in which they appear is important.

<sup>&</sup>lt;sup>117</sup> FAA and Transport Canada started publishing adjusted holdover time and adjusted allowance times for the winter of 2014-2015.

#### 12. When two METAR codes are reported, can there be an intensity qualifier?

Yes, but there is only one intensity qualifier and it represents the intensity of the total precipitation.<sup>118</sup>

Example: "-PLSN" represents light ice pellets mixed with light snow and "-SNPL" represents light snow mixed with <u>light</u> ice pellets, not light snow mixed with moderate ice pellets. Both of these conditions are listed in Table 45 of the Holdover Time Guidelines 2024-2025 as light ice pellets mixed with light snow.

In conclusion, it is best to carefully read Tables 45 to 47 of the *Holdover Time Guidelines* to ensure the correct precipitation type is selected whenever there are two or three simultaneous METAR codes.

### **SAE Standards**

### 13. When does any SAE standard (AMS, AS, ARP, AIR) become effective?

It becomes effective on the date of issue unless the standard states an effective date. There is no grace period.

Examples:

AMS1431F and AMS1435F only have issue dates and no separate effective date: AMS1431F was issued and became effective on March 12, 2024; AMS1435E was issued and became effective on March 12, 2024.

AS6285E was issued on May 22, 2023, and became effective on August 1, 2023.

## 14.Does a manufacturer need to retest to all the technical requirements when a revised Aerospace Material Specification (AMS) is issued?

The answer is no. Until November 7, 2023 my answer is based on custom and purpose of the SAE G-12 standards in general, of Aerospace Material Specifications in particular, and on a precedentsetting decision made by the SAE G-12 Fluids Subcommittee (as it was then called) on May 20, 1996.<sup>119</sup> In this particular case, as the Subcommittee had just approved the publication of AMS1424A, the first revision ever of AMS1424, it was decided that fluids qualified for AMS1424 would only have to test for the changes in AMS1424A.<sup>120</sup>

<sup>&</sup>lt;sup>118</sup> NOAA, *Federal Meteorological Handbook No. 1, Surface Weather Observations and Reports* (Washington: U.S. Department of Commerce/NOAA, 24 July 2019), s 12.6.8 a) "When more than one type of precipitation is coded in a single present weather group (see paragraph 12.6.8.c), the intensity qualifier shall represent the intensity of the total precipitation"; s 12.6.8 c) "Up to three types of precipitation may be coded in a single present weather group. They shall be coded in order of decreasing dominance based on intensity".

<sup>&</sup>lt;sup>119</sup> SAE Fluids Subcommittee Meeting Minutes, Zurich Airport (10 May 1996) at p 1.

<sup>&</sup>lt;sup>120</sup> SAE AMS1424A Deicing Anti-Icing Aircraft, SAE Type I (October 1996).

In summary, only the tests for which the technical requirements have changed need to be performed. Otherwise, every time a specification is issued, all tests would have to be redone entirely. That would be expensive and inefficient. The purpose of issuing a revised version of a specification is to update whatever has been changed and not to force an entire requalification. For example, sometimes, a caution note will be added and none of the technical requirements change; in those instances, clearly, there is no need to retest the product.

The Aircraft Deicing Fluids and the Runway Deicing Products Committees at their Montreal 7 November 2023 meetings have resolved to codify this Zurich rule and add the following to the next versions of AMS1424, AMS 1428, AMS1431, and AMS1435:

For products qualified under previous versions of this specification, only tests for which the technical requirements have changed in subsequent versions from the original qualification need to be performed in order for the product to meet the requirements of the current version of this specification.

This rule has now been codified in AMS1431F and AMS1435E and will be in subsequent versions of AMS1428 and AMS1428.

# 15.Is it necessary to wait for the result of the storage stability test before offering for sale a product according to an AMS specification?

The purchaser can waive this requirement until the results are known. AMS1428 s 4.2.3 allows purchasers to waive storage stability requirement until the result becomes available. The testing laboratory will generally state on the qualification test report that the long-term stability test is underway.

### **16.Can a purchaser waive a requirement?**

There are provisions usually in AMS standards for a purchaser to waive a requirement. For instance, see section 7 of AMS1424S, AMS1428L, AMS1431F and AMS1435E:

### 7. REJECTIONS

Product not conforming to this specification, or to modifications authorized by purchaser, will be subject to rejection.

The words "modifications authorized by the purchaser" are understood to include waiving of a requirement. If a purchaser waives a requirement, the purchaser should have the required competence, experience and authority, particularly if regulated, to waive the requirement.

### Fluid Resides and Residual Fluids

### **17.Are residual fluid and fluid residue the same?**

No. *Residual fluid* refers to Type I, II, III or IV fluid that is left on the surface of the aircraft during flight or after flight.

*Fluid residue* is usually Type II, III or IV that has dried up in aerodynamically quiet areas of the aircraft. The dried up residue can rehydrate when exposed to rain and humidity to form a gel that may freeze and impede the movement of control surfaces.

### Lowest Operational Use Temperature and Highest Operational Use Concentration

### 18. What is the lowest aerodynamic acceptance temperature of a Type I fluid?

As temperature goes down, the viscosity of a Type I fluid goes up. This makes it more difficult for the Type I fluid to come off the aircraft during the takeoff run. The presence of fluid at takeoff increases lift loss. As the temperature lowers, there can be a point where the higher viscosity causes the fluid to flow off in a manner that creates too much lift loss and it becomes unacceptable to attempt takeoff with the fluid. Wind tunnel tests are performed on Type I fluids to determine the *lowest aerodynamic acceptance temperature* (LAAT). The LAAT corresponds to the lowest temperature at which a fluid does not cause unacceptable lift loss.

There are three aerodynamic acceptance tests: 1) a high speed ramp test, designed for large jet aircraft (aka high speed aircraft), 2) a middle speed ramp test, designed for large commuter turboprop aircraft (aka middle speed aircraft), and 3) a low speed ramp test, designed for low speed aircraft.

The high speed LAAT is used to calculate the lowest operational use temperature (LOUT) for high speed aircraft.

The middle speed LAAT is used to calculate the lowest operational use temperature (LOUT) for middle speed aircraft.

The low speed LAAT is used to calculate the lowest operational use temperature (LOUT) for low speed aircraft.

## 19. What are the highest operational use concentration and the highest operational use refraction of a Type I fluid?

Q&A no. 18 explains that as the temperature goes down, the viscosity of Type I goes up. As the glycol concentration of a Type I fluid goes up, the viscosity of the Type I fluid also goes up. Viscosity is controlled not only by temperature but also by glycol concentration. When the aerodynamic acceptance test is run to determine the LAAT, the glycol concentration of the Type I fluid is measured. This glycol concentration becomes the highest glycol concentration at which this Type I can be used; it can be defined as the *highest operational use concentration* (HOUC).

Glycol concentration can be expressed as weight percent glycol in water. More often it is expressed as the volume ratio of Type I fluid concentrate, as sold by the manufacturer, to water; for instance, 75/25 would be 75 parts of Type I concentrate and 25 parts of water. A better way of expressing the highest operational concentration is to express it as refraction.

It is not easy to directly measure the weight percent glycol in water; it is easier to measure it indirectly using a refractometer. The glycol concentration, as measured by refraction, during the aerodynamic test can be defined as the highest operational use refraction (HOUR). The refraction can be expressed in units of refractive index (RI), in degree Brix (°Brix), in degrees Fahrenheit (°F) or degrees Celsius (°C) (see Q&A no. 51).

Refraction is a better way of expressing the highest operational use concentration (HOUC) rather than percent glycol or ratio of concentrate to water because refraction can be measured easily, in the field, with a refractometer.

### 20. Where can the highest operational use refraction of a Type I fluid be found?

It is the responsibility of the Type I fluid manufacturer to provide the highest operational use refraction (HOUR) for the highest operational use concentration (HOUC) for the high speed, middle speed, and low speed aerodynamic acceptance tests. The refraction data will be given in units of refractive index or degree Brix.

The middle speed aerodynamic acceptance test is new and, so far, data is available for only the Type III fluid (as of November 2023).

As an example, the highest operational use concentration for UCAR<sup>TM</sup> ADF Concentrate is a volume ratio of 75/25 (UCAR<sup>TM</sup> ADF Concentrate/water) with a highest operational use refraction of 42°Brix. The same volume ratio with the same refraction was used in both the high speed and low speed aerodynamic acceptance tests.

# 21. Where can the lowest operational use temperature (LOUT) at the highest operational use concentration for a Type I be found?

The lowest operational use temperature (LOUT) at the highest operational use concentration (HOUC) can be found in the FAA and Transport Canada lists of Type I fluids. The FAA and TC lists of fluids can be found in the latest issue of the respective *Holdover Time Guidelines*. The LOUT is given for both the high speed test and the low speed test.

The FAA and TC lists of fluids state the highest operational use concentration as "Dilution (fluid/water)"; it does not provide the refraction data.

To be clear, at the highest operational use concentration (HOUC), there are two LOUTs for a given Type I fluid, one for high speed aircraft and one for low speed aircraft.

The product information bulletin of the fluid manufacturer should provide you with the highest operational use concentration (HOUC) and the *highest operational use refraction* (HOUR) in units of refractive index or in degree Brix.

### 22. Who determines if an aircraft is high speed, middle speed, or low speed?

It is the responsibility of the aircraft manufacturer to determine if an aircraft is considered high speed, middle speed, or low speed. See ARP6207 and ARP5718B, both at footnote 1: "The aircraft

manufacturers typically identify the types of fluids which can be applied to their aircraft type. This information is usually located in the maintenance manual winter operations section or in the Aircraft Operating Manual (AOM)".

The aircraft manufacturer may impose special takeoff restrictions (e.g., flap settings, increased  $V_1$   $V_r$ ,  $V_2$ , increased takeoff field length) when anti-icing fluids are used.

### 23. Does the LOUT of a neat Type IV change with every batch?

No. The lowest operational use temperature (LOUT) of a neat Type IV is set at the time of qualification. In other words, one does not recalculate the LOUT based on the exact freezing point of each batch of neat Type IV. The LOUT of neat Type IV is published by the FAA and Transport Canada in their annual *Holdover Time Guidelines* in the table entitled "Type IV Fluids Tested for Anti-Icing Performance and Aerodynamic Acceptance". The same goes for Type II and III fluids.

### **Operations**

# 24. Running out of Type IV after spraying the left-hand wing, may a different Type IV be applied to the right-hand wing?

No. Fluid application must be symmetrical. See AS6285E section 8.7.4: "Aircraft shall be treated symmetrically, that is, left-hand and right-hand side shall receive the same and complete treatment, even when only one side of the aircraft needs treatment." There is a caution: "The aircraft is considered UNSAFE if this requirement is not met."

## 25.Can various quantities of Type I fluid at different concentrations be blended together to achieve a homogenous concentration?

Yes, if all the fluid at different concentrations is the same fluid (same name), from the same manufacturer, and otherwise in good condition (no contamination).

- A) Blend all the fluid together and measure the final refraction.
- B) Get the fluid freezing point from the fluid manufacturer's refraction vs freezing point curve.
- C) Calculate the lowest operational use temperature.
- D) Make sure the highest operational use concentration is not exceeded.

# 26.Can the concentration of a Type I fluid be adjusted by adding water adding Type I fluid concentrate?

Usually, yes. Type I fluids are generally made in such a way as to be able to adjust the concentration up or down (that is adjust the freezing point down or up), within certain limits.

Follow the fluid manufacturer's instructions. Fluid manufacturers will provide the maximum usable concentration (or maximum refraction) and the aerodynamic acceptance limits (high speed, middle speed, low speed, as the case may be). The regulators provide the required freezing point buffer. The airframe manufacturer will state if the aircraft is high speed, middle speed or low speed. All this information enables the user to calculate the lowest operational use temperature.

### **Freezing Point and Freezing Point Depression**

### **27.What is freezing point?**

The temperature at which a liquid starts to become solid as the temperature is lowered very slowly (at a given pressure).

### 28. Is freezing point the same as melting point?

Yes. *Freezing point* and *melting point* are defined as the temperature at which the solid phase, the liquid phase, and the vapor phase are at equilibrium at a given pressure. As a solid melts, it is called the melting point. As a liquid freezes, it is called the freezing point. Both processes occur at the same temperature at a given pressure.

### **29.Can a substance remain a liquid below its freezing point?**

Yes, a liquid can be below its freezing point without going into solid phase.

For crystallization to occur, there needs to be a site where crystallization starts, a site where the formation of the first crystal is facilitated. That site is called a *nucleation site*. When there is no nucleation site, the liquid can remain liquid, for a limited amount of time.

When a liquid is below its freezing point, it is described as *supercooled*.

### 30. Can water be supercooled?

Yes, water can be supercooled. The purer the water and the smaller the drops of water, the easier it is to have supercooled water. For example, clouds, mist, and fog below 0°C, are made of tiny, supercooled water droplets.

### **31.What is pour point?**

When cooled, some substances do not crystallize at all or not easily; as the temperature goes down, their viscosity increases until they fail to flow and set up as a glass. That temperature is called the *pour point*.<sup>121</sup>

<sup>&</sup>lt;sup>121</sup> Dow Chemical, *A Guide to Glycols*, form no. 117-01682-0804XSI (Midland, MI: Dow Chemical, August 2004) at p 9, <u>Dow Chemical A Guide to Glycols</u>.

### 32. What is freezing point depression?

The lowering of the freezing point of a substance occurs by adding another substance to it. The substance in greater amount is called the *solvent*; the substance in lesser amount is called the *solute* or the *freezing point depressant*.

#### 33. What is a solution?

A solution is the resultant homogeneous mixture of a solvent and a solute.

### 34. For deicing/anti-icing fluids, what is the solvent?

For deicing/anti-icing fluids, water is considered the solvent.

In concentrated forms of Type I fluids, one may think of glycol as the solvent and water the solute.

### 35. For deicing/anti-icing fluids, what is the solute?

Glycol, usually ethylene glycol or propylene glycol, is considered the freezing point depressant or solute.

In concentrated forms of Type I fluids, one may think of water to be the solute and glycol as the solvent.

### 36. What is an aqueous solution?

A solution in which the solvent is water.

A solution is considered an aqueous solution even if the solute is in greater quantity than water. For example, a 90% ethylene glycol/10% water blend is considered an ethylene glycol aqueous solution; an 88% propylene glycol/12% water blend is considered a propylene glycol aqueous solution.

# 37.Do components, other than glycol, contribute to the freezing point depression of water in deicing/anti-icing fluids?

Yes. Components, other than glycol, such as dyes, surfactants, and anti-corrosion agents, do act as freezing point depressants. Since freezing point depression depends on the number of particles of the solute in the solvent, and since the components other than glycol are present in small quantities, the number of particles, from these other components, contributing to the freezing point depression is small (see also the next Q&A).

### 38. What is a colligative property?

A *colligative property* is said of properties of solutions that vary depending on the number of (collection of, concentration of) particles (molecules or ions) present in the solvent rather than the kind of particles.<sup>122</sup>

Freezing point depression is a colligative property of solutions. Other colligative properties are boiling point elevation (a consequence of vapor pressure lowering) and osmotic pressure.<sup>123</sup>

### **39.What is the freezing point of pure ethylene glycol?**

The freezing point of ethylene glycol (1,2-ethanediol) is -13°C.<sup>124</sup>

### 40. What is the freezing point of pure propylene glycol?

Propylene glycol (1,2-propanediol) has two forms, called *stereoisomers*, which are mirror images of each other. There is the *d*-form and the *l*-form. When industrial propylene glycol is manufactured both forms are formed together in equal amount. The equal amount mixture is called the *dl*-form or *racemic mixture*. Industry simply refers to the *dl*-form as propylene glycol.

The *Merck Index*<sup>125</sup> reports the freezing point of propylene glycol (the *dl*-form) as -59°C while the *Handbook of Chemistry and Physics*<sup>126</sup> reports it as -60°C. Dow, a propylene glycol manufacturer, reports that industrial propylene glycol supercools (does not crystallize) and has a pour point below -57°C.<sup>127</sup>

# 41.Is the freezing point of an aqueous solution related to the freezing point of the freezing point depressant?

No. The freezing point of the solution is related to the number of (concentration of) particles (ions or molecules) in the water. Freezing point depression is a colligative property (see Q&A no. 38).

### 42. What makes a freezing point depressant more effective than another one?

Since freezing point depression is a colligative property, the product that has more molecules or ions in solution, for a given weight, is the more effective freezing point depressant.

<sup>&</sup>lt;sup>122</sup> Colligative from the Latin *colligatus*, collected together or tied together.

<sup>&</sup>lt;sup>123</sup> Walter J. Moore, *Physical Chemistry*, 3ed (Englewood Cliffs, NJ: Prentice-Hall, 1962) at pp 133–135.

<sup>&</sup>lt;sup>124</sup> Maryadele J. O'Neil, ed, *The Merck Index*, 15th ed (Cambridge, UK: The Royal Society of Chemistry, 2013) monograph no. 3852 at p 702 [*Merck Index*].

<sup>&</sup>lt;sup>125</sup> Merck Index, supra note 124 at monograph no. 7968 at p 1455.

<sup>&</sup>lt;sup>126</sup> David R. Lide, ed., *CRC Handbook of Chemistry and Physics*, 75th ed (Boca Raton: CRC Press, 1995) no. 9982 at p 3-273.

<sup>&</sup>lt;sup>127</sup> Dow Chemical, Technical Data Sheet, "Dow PuraGuard™ Propylene Glycol USP/EP", form no. 117-126-01-

<sup>0321 (</sup>Midland, MI: Dow Chemical, March 2021), Dow PuraGuard<sup>™</sup> Propylene Glycol USP/EP.

Let's compare, in order of increasing molecular weight (mol wt) ethylene glycol (mol wt 62.07), propylene glycol (mol wt 76.10), glycerine (mol wt 92.09), and sugar (mol wt 342.30).<sup>128</sup>

None of these dissociate in water to produce ions. The molecular weight of a substance is the weight in grams required to have  $6.022 \times 10^{23}$  molecules.<sup>129</sup>

Of the products above, the most efficient freezing point depressant is ethylene glycol and the least efficient is sugar.

In other words, it takes 62.07 grams of ethylene glycol to have  $6.022 \times 10^{23}$  molecules of ethylene glycol and 342.30 grams of sugar to have  $6.022 \times 10^{23}$  molecules of sugar to achieve the same freezing point depression.

### 43. How is freezing point measured?

Freezing point is determined by measuring the temperature of the first crystal formation as the temperature is slowly lowered. This method is time consuming and is not practical to use for day-to-day measurements or measurements in the field.

An indirect method of measurement of freezing point using refraction is used in day-to-day measurements.

### **Freezing Point Buffer**

### 44. What is a freezing point buffer?

The difference between the outside ambient temperature (OAT) and the freezing point of the fluid used.<sup>130</sup>

For example, if OAT is -5°C and the fluid freezing point is -15°C, the freezing point buffer is 10°C. Another example, if OAT is -5°C and the fluid freezing point is -12°C, the freezing point buffer is 7°C.

### 45. What is a negative freezing point buffer condition?

A condition where the freezing point of the fluid is above OAT.<sup>131</sup>

<sup>130</sup> AS6285E, s 2.2.2 *sub verbis* "freezing point buffer".

<sup>&</sup>lt;sup>128</sup> Merck Index, supra note 124 at monograph nos. 3852, 7968, 4520, 9012 respectively.

<sup>&</sup>lt;sup>129</sup> Avogadro's number is defined in Bureau international des poids et mesures, *Le système international d'unités* – *The International System of Units*, 9 ed (Sèvres, France: BIPM, 2019) s 2.2 at p 15, <u>SI Brochure Bilingual</u> [SI].

<sup>&</sup>lt;sup>131</sup> AS6285E, s 2.2.2 *sub verbis* "freezing point buffer, negative".

### 46. What is a negative freezing point buffer?

The difference between the outside ambient temperature (OAT) and the freezing point of the fluid used when the freezing point of the fluid is above OAT.

For example, if OAT is -5°C and the fluid is water (freezing point, 0°C), the freezing point buffer is -5°C, a negative freezing point buffer.

### 47. What is the freezing point buffer when the fluid freezing point is at OAT?

When the difference between OAT and the freezing point of the fluid is  $0^{\circ}C$ -the freezing point buffer is  $0^{\circ}C$ ; in other words, the freezing point buffer is nil, sometimes referred to a no or zero freezing point buffer condition.

## 48. What is the minimum freezing point buffer for the application of Type I fluid as an anti-icing fluid?

The minimum freezing point buffer for the application of Type I for anti-icing purposes is 10°C.<sup>132</sup>

## 49. What is the minimum freezing point buffer for the application of Type II/III/IV fluid for anti-icing?

The minimum freezing point buffer for the application of Type II/III/IV fluid for anti-icing purposes is 7°C.<sup>133</sup>

### 50. What does the minimum freezing point buffer compensate for?

Some of the reasons reported<sup>134</sup> for the freezing point buffer are:

- absorption of precipitation
- difference between OAT and aircraft surface temperature
- differences in aircraft surface materials
- evaporation from repeated heating
- fluid application variation
- inaccuracies in fluid/water mixture volumes
- OAT changes after fluid application
- refractometer measurement variability<sup>135</sup>
- solar radiation
- variability in temperature of applied fluid

 <sup>&</sup>lt;sup>132</sup> FAA, *Holdover Time Guidelines, Winter 2024-2025*, original issue (6 August 2024) the Transport Canada, *Holdover Time (HOT) Guidelines Winter 2024-2025*, original issue (6 August 2024) at table 54.
 <sup>133</sup> *Ibid* tables 55–56.

<sup>&</sup>lt;sup>134</sup> FAA, Notice N 8900.636, "Revised FAA–Approved Deicing Program Updates, Winter 2022–2023" (22 August 2022) s 7a (3); Transport Canada, TP 14052E, "Guidelines for Aircraft Ground Icing Operations", issue 7.1 (November 2022) s 8.1.6.1 b).

<sup>&</sup>lt;sup>135</sup> Refractometer measurement error can be introduced, for instance, by the imperfect temperature compensation of analog temperature-compensated refractometers.

- weather changes after fluid application
- wind effects

### Refraction

### **51.What is refraction?**

The bending of light as it passes from one transparent substance into another.

For solutions, the refraction will vary upon the concentration of the solute in the solvent. Using a calibration curve, it is possible to determine the concentration of the solute in the solvent. For example, for aqueous glycol solutions, it is possible to determine the concentration of the glycol in water by measuring refraction with a refractometer and comparing the result to the calibration curve.

Refraction can be expressed as index of refraction or as a scale of concentration, e.g., degrees Brix (°Brix), or freezing point (°C or °F).

### 52. Is refractive index the same as index of refraction?

Yes.

### **53.What is a refractometer?**

An optical apparatus that measures refraction. The results of a refractive measurement can be read as refractive index, degree Brix (°Brix) or freezing point (°C or °F).

### 54. Why is refraction of deicing/anti-icing fluids measured?

To verify if the concentration of the freezing point depressant, usually ethylene glycol or propylene glycol, is in the right range.

For Type I fluids dilutions, refraction is also measured to get indirectly the freezing point. The freezing point is used to calculate the lowest operational temperature.

For Type II/III/IV fluids, as the lowest operational temperatures are set and published for the neat fluid (100/0), and the standard dilutions 75/25 and 50/50, refraction is strictly measured to verify if the freezing point depressant concentration is in the right range.

### **55.What is a calibration?**

The process of using known reliable standards, under set conditions, to relate to an experimentally observed value.<sup>136</sup>

<sup>&</sup>lt;sup>136</sup> Suzanne Bell, *Dictionary of Forensic Science* (Oxford: Oxford University Press, 2012) at p 38 sub verbo calibration.

For example, a balance can be calibrated with a set of calibration weights, a pH meter calibrated with solutions of known pH, a refractometer calibrated with substances of known refraction, a viscometer calibrated with liquids of known viscosity.

### 56. What is a calibration curve?

A plot of an instrument output (or reading or response) to samples of know concentration or known physical property (e.g., refraction, viscosity, pH).

Calibration curves can be displayed as graphs (e.g., refraction vs glycol concentration), equations, or tables.

# 57.Can the freezing point of a deicing/anti-icing fluid be obtained from a refraction measurement?

Yes, if the calibration curve, i.e., the refraction of the fluid at known concentrations vs freezing point, is available.

Some refractometers have scales from which the freezing point can be read directly for ethylene glycol aqueous solutions or for propylene glycol aqueous solutions. The user of the refractometer must select the appropriate glycol scale (the ethylene glycol scale or the propylene glycol scale). Using the wrong scale, for instance reading the result off the ethylene glycol scale when the fluid is propylene glycol based, will result in a very significant error.

Usually, the calibration curves of these refractometers are prepared with pure ethylene glycol (without additives) in water or pure propylene glycol (without additives) in water, rather than deicing/anti-icing fluids that contain water, glycol and additives. As the deicing/anti-icing fluid additives are missing from the calibration solutions, there will be a small error in the freezing point. The error in freezing point is small, but not insignificant<sup>137</sup>, because the additives are usually present in small amounts in deicing/anti-icing fluids.

### **58.Does temperature affect refraction?**

Yes, refraction changes with temperature.

As the temperature goes down, refraction increases.

As the temperature goes up, refraction decreases.

### **59.At what temperature is refraction reported?**

In the laboratory, refraction is usually measured and reported at 20°C. This means the sample and the refractometer are at 20°C.

<sup>&</sup>lt;sup>137</sup> MISCO, Technical Bulletin, "7084VP+ PG Scale vs. Palm Abbe Deicing Scales" (Solon, OH: MISCO, undated).
#### 60. What is a temperature compensated refractometer?

Some refractometers, meant to be used outside of the laboratory, have a mechanism compensating for the temperature not being 20°C. These refractometers report the refraction as if it had been measured at 20°C.

According to refractometer manufacturers, the traditional analog temperature compensated refractometers can give reasonably accurate readings as long as the instrument is in the range of 16°C to 38°C.

As the sample size is small (about one drop), it will equilibrate relatively quickly to the temperature of the refractometer.

Hint: in winter, as outside temperatures are low, it is important to keep these analog refractometers in the range of 16°C to 38°C.

Electronic refractometers also normally have temperature compensation which may be even wider than the analog refractometers. Check with the refractometer manufacturer for the temperature range at which they will provide accurate readings.<sup>138</sup>

Temperature correction curves for refractometers can be obtained from refractometer manufacturers.

### 61.Can the freezing point of a mixture of ethylene glycol, propylene glycol and water be obtained from a refraction measurement?

No. As the refraction of ethylene glycol and propylene glycol are different, it is impossible to get the correct freezing point by measuring refraction of a water solution that contains both glycols.

### 62. Why does refraction seem to go up with time?

The most likely cause is evaporation. Water will evaporate faster than glycols. In other words, the vapor pressure of water is higher than that of propylene glycol and ethylene glycol. As the water evaporates, the glycol concentration increases and so does the refraction.

For example, a heated fluid will slowly but surely lose water and its refraction will increase. The same is true of samples if they are left in open jars or with partially closed lids. The rates of evaporation depend on temperature and relative humidity.

<sup>&</sup>lt;sup>138</sup> MISCO, Technical Bulletin "Palm Abbe Temperature Compensation – The Heat is On" (Solon, OH: MISCO, undated) states a temperature compensation range of 0°C to 50°C.

### Viscosity

### 63. What is viscosity (qualitative definition)?

*Viscosity* is the physical property of a fluid that characterizes its resistance to flow. Think of viscosity as resulting from the internal friction of a fluid resisting flow. For example, water is a low viscosity fluid whereas maple syrup has a higher viscosity.

The paragraph above presents a qualitative definition of viscosity.

There is also a quantitative definition (or mathematical definition) of viscosity. To understand it the following three Q&As introduce three notions: shear, shear stress and shear rate.

#### 64. What is stress?

Stress is a force per unit area.

The unit of stress is the newton per square meter  $(N/m^2)$  or pascal (P).<sup>139</sup>

One pascal is defined as one newton per square meter. A one thousandth of a pascal is a millipascal (mPa).

When the force per unit area is small, the unit of stress is the millipascal (mPa).

#### **65.What is shear stress?**

When stress, a force per unit area, acts parallel to the surface, it is called *shear stress*.

The unit of shear stress is the same as for stress, that is the newton per square meter  $(N/m^2)$  or pascal (P).

With deicing/anti-icing fluids, since shear stress is usually relatively small, the unit of shear stress is the millipascal (mPa).

Examples of shear stress situations: deicing/anti-icing fluid flowing in a pipe, air flowing above a deicing/anti-icing fluid during an aircraft takeoff run causing the fluid to flow, deicing/anti-icing fluid subjected to an airstream in a wind tunnel, fluid subjected to the rotation of a spindle in a rotational viscometer (e.g., a Brookfield viscometer).

#### 66. What is shear rate?

Shear rate is best understood with the help of an image.

<sup>&</sup>lt;sup>139</sup> The newton (not capitalized) is the SI unit of force and whose abbreviation is N; the pascal (not capitalized) is the SI unit of pressure or stress and whose abbreviation is Pa. See *SI supra* footnote 129 at table 4.

Think of a fluid flowing in a pipe. Think of the fluid as consisting of many layers of fluid. The fluid layer nearest the pipe will move slowest because of frictional force. The next layer of fluid will move a little faster. The layer at the center of the pipe will move at the highest velocity.

*Shear rate* is the difference in velocity of any two layers of fluid over the distance separating the two layers.

Velocity is in meter per second (m/s) and distance is in meters.

Velocity (m/s) over distance (m). The meters cancel out which leaves 1/s.

1/s is called a reciprocal second (s<sup>-1</sup>).

The unit of shear rate is the reciprocal second  $(s^{-1})$ .

#### 67. What is viscosity (quantitative definition)?

*Viscosity* is the ratio of shear stress over shear rate.

#### 68. What is the unit of viscosity?

Viscosity is shear stress in pascal over shear rate in reciprocal second ( $P/s^{-1} = Pa^{+}s$ ).

The unit of viscosity when viscosities are large is the pascal second (Pa's),

The unit of viscosity for deicing/anti-icing fluids is the millipascal second (mPa's).

#### 69. What is a centipoise?

The centipoise (cP) is an older-style unit for viscosity. In centipoise (cP) the P means poise, not pascal.

One centipoise (cP) is the exactly the same as one millipascal second (mPa·s).<sup>140</sup>

#### 70. What are synonyms for viscosity?

Apparent viscosity, shear viscosity.<sup>141</sup>

#### 71. What is a Newtonian fluid?

A fluid whose viscosity remains unchanged when a shearing force is applied.

<sup>&</sup>lt;sup>140</sup> Don W. Green and Marylee Z. Southard, eds, *Perry's Chemical Engineer's Handbook*, 9th ed (New York: McGraw-Hill, 2019).

<sup>&</sup>lt;sup>141</sup> H. A. Barnes, J. F. Hutton, and K. Walters, An Introduction to Rheology (Amsterdam: Elsevier, 1993) at p 166.

Examples of Newtonian fluids: water, Type I fluids, maple syrup, honey, ethylene glycol, propylene glycol, acetone, ethanol, glycerine. Liquids composed of molecules with a molecular weight of up to about 5000 fit the Newtonian fluid model.<sup>142</sup>

### 72. What is a non-Newtonian fluid?

A fluid whose viscosity changes when a shear force is applied.

If the viscosity decreases upon application of the shear force, the fluid is called shear thinning or pseudoplastic.

If the viscosity increases upon application of the shear force, the fluid is called dilatant.

### 73. What is a shear thinning fluid?

A fluid whose viscosity decreases when a shear force is applied.

### 74. What is a pseudoplastic fluid?

*Pseudoplastic* is a synonym for shear thinning. A pseudoplastic fluid is a fluid whose viscosity decreases when a shear force is applied.

AMS1428 requires Type II/III/IV fluids to be non-Newtonian and pseudoplastic (AMS1428L, title and s 1.1.3).

Examples of non-Newtonian shear thinning (pseudoplastic) fluids: Type II/III/IV fluids, paint, ketchup.

### 75. What are thickened fluids?

The expression, *thickened fluids*, is a generic term for any Type II/III/IV fluids, as all these fluids contain thickeners.

Type I fluids do not contain thickeners and are not thickened fluids.

### 76. What makes Type II/III/IV fluids shear thinning?

Type II/III/IV fluids contain thickeners that increase their viscosities and make them shear thinning.

These thickeners are long chain molecules called polymers. It is the entanglement of these longchain polymers that increase the viscosity.

<sup>&</sup>lt;sup>142</sup> R. Byron Bird, Warren E. Stewart and Edwin N. Lightfoot, *Transport Phenomena*, 2nd ed (New York: John Wiley, 2007) at pp 13, 231.

### 77.Do Type II/III/IV fluids recover their initial viscosity when the shear force is no longer applied?

Yes, shear thinning is normally a reversible process.

In shear thinning the polymeric thickeners are stretched leading to less entanglement and less viscosity. When the shear force stops, the thickeners regain their original form and the viscosity recovers.

When shear forces are excessive, there may be a permanent viscosity reduction. This process is called *shear degradation*.

### 78. What conditions are susceptible to degrade Type II/III/IV fluids?

This is not an exhaustive list: contamination, corrosion, dilution, evaporation, heating, excessive shearing, UV radiation and time (shelf life).

### 79. What conditions are susceptible to cause permanent shear degradation of Type II/III/IV fluid viscosity?

Conditions susceptible to cause permanent shear degradation of Type II/III/IV include high shear pumps such as gear pumps or centrifugal pumps, pumping through a partially open valve, sharp bends in piping, nozzles not designed for thickened fluids, high pressure settings through the nozzle, impingement at high pressure on any surface, including aircraft surfaces or sample bottles, and forced air application to the aircraft.

### 80. What happens during shear degradation?

Typically, thickeners are long chain molecules that can be overstretched to a breaking point during shear. If the chain is broken, it will be permanently broken and there will be a permanent decrease in viscosity.

### 81. What types of pumps should be used with Type I fluids?

Almost any type of pump will work as Type I fluids are not sensitive to shear degradation. Centrifugal pumps are often used with Type I fluids. Type I bulk trucks are unloaded using gear pumps or air pressure or with a pump supplied by the user.

### 82. What types of pumps should be used with Type II/III/IV fluids?

Low shear pumps such as progressive cavity pumps or positive displacement diaphragm pumps are normally used with Type II/III/IV fluids. Type II/IIIIV bulk trucks are normally unloaded with air pressure or a low shear pump supplier by the user. Do not use a gear pump with Type II/III/IV fluids.

Follow the recommendation of the fluid manufacturer to select the right kind of pump.

### 83.Can Type IV fluid be filtered?

Probably not. Consult with the fluid manufacturer. Filtering Type IV fluid would likely shear degrade the Type IV (for filtration of Type I see Q&As 150–151).

It is generally considered acceptable to use Type IV which has a small quantity of small particles. The way it is sometimes written in specifications is that the fluid should be *substantially free* of particles.

### 84. Will the viscosity of all Type IV fluids permanently degrade to the same extent when subjected to a given high shear force?

No. Thickeners used in Type IV vary considerably in their resistance to permanent shear degradation of viscosity. A condition that may shear permanently a product may leave another product unaffected.

### 85.Is it possible to obtain from an independent organization a list of fluids fulfilling all the requirements of AMS1424 or AMS1428?

No. There is no recognized independent organization compiling such a comprehensive list.

AMIL publishes a list of fluids that have been tested for aerodynamic acceptance, water spray endurance time and high humidity endurance time as well as expiry dates for these tests.

The FAA and Transport Canada publish a list of fluids with which holdover time tables can be used.

No one publishes a list of fluids listing results for compatibility of materials (aka materials compatibility).

### 86. How many samples of different viscosities must a fluid manufacturer produce to get a qualified Type II/III/IV product?

Three pre-production samples must be prepared: 1) a high viscosity sample, 2) a low viscosity sample, and 3) a normal sample whose viscosity is degraded to what becomes the lowest on-wing viscosity (LOWV).<sup>143</sup>

### 87. How is the viscosity of the normal sample degraded?

The fluid manufacturer decides how best to reduce the viscosity of the sample that will become the lowest on-wing viscosity sample.<sup>144</sup>

<sup>&</sup>lt;sup>143</sup> The high viscosity sample is specified in AMS1428L s 4.2.2.1, the low viscosity sample in AMS1428L s 4.2.2.2 and the degraded sample in ARP5718B s 3.3.2 and ARP5485B s 3.1.1.

<sup>&</sup>lt;sup>144</sup> Early on, it had been suggested that all samples would have to be degraded by shearing. Some fluid did not shear degrade; consensus was for manufacturer to decide how to obtain a low viscosity version of their own fluids.

### 88. Does the lowest on-wing viscosity of a Type II/III/IV fluid change each year?

No. It remains unchanged year-over-year.

The lowest on-wing viscosity sample is used to perform endurance time testing from which the holdover time fluid-specific table is produced. Endurance time testing is done only once for a given fluid. The viscosity, measured when the endurance time testing is performed, becomes the lowest on-wing viscosity for that Type II/III/IV fluid.

### 89. Does a Type II/III/IV fluid manufacturer have the freedom to pick any viscosity range for its sales specification?

No. The requirements are a) the higher end of the range must be equal to or lower than the high viscosity pre-production sample and b) the lower end of the range must be equal to or higher than the low viscosity pre-production sample. The fluid manufacturer may decide on any range in viscosity for its sales specification as long as it is within the range requirements.

### 90. What is the method to measure viscosity?

Each product will have a viscosity method recommended by the fluid manufacturer.

All viscosity methods should be reported using the protocol of AS9968A.

### 91. Where can I find the method to measure viscosity for any fluid?

Fluid manufacturers publish the methods they recommend for each fluid. If the fluid manufacturer has, say, two different Type IV fluids, the methods could be different.

The FAA and Transport Canada publish all the fluid manufacturer methods for Type II/III/IV fluids in their respective *Holdover Time Guidelines*.

### 92. Will the viscosity of a Type II/III/IV fluid change with every batch?

Yes, this is normal. As received by the user, the viscosity should be within the sales specification set by the manufacturer.

### 93. What affects viscosity measurements?

Everything. The viscometer model, viscometer calibration, air bubbles in the sample, shearing of the fluid as it is delivered into the test chamber, level of fluid in the test chamber, spindle number, centering of the spindle in the test chamber, temperature, temperature uniformity, speed of rotation, and time from start of rotation until the measurement is read off the viscometer.

### 94.May I use a spindle number other than the one recommended by the fluid manufacturer?

Most likely not. A different spindle means a different shear rate. Since the viscosity of Type II/III/IV fluids changes with shear rate, it will be difficult to compare the result of the viscosity of the different spindle with the result of the right spindle, unless there is a correlation curve. Using a correlation curve is not the best practice; best to use the right spindle.

# 95. If the viscosity of a Type II/III/IV fluid is below the low limit of the fluid manufacturer's sales specification, is the holdover time table for this fluid applicable?

Yes. The fluid-specific holdover time table of a Type IV is considered valid as long as the viscosity (on the wing, after going through the nozzle) is equal to or above the lowest on-wing viscosity for that specific fluid (for information on the notion of sales specification see Q&As 106–110).

# 96. If the viscosity of a Type II/III/IV fluid is below the lowest on-wing viscosity, is the holdover time table for this fluid applicable?

No. Endurance times, from which holdover times are derived, are measured on a sample at the lowest on-wing viscosity. If the viscosity is lower than the lowest on-wing viscosity, the holdover time is not valid for this fluid.

### 97. If a viscometer is not available, may I use a refractometer as a substitute?

No. Refraction and viscosity are not necessarily related. For example, a shear degraded fluid will have a lower viscosity and an unchanged refraction. A refractometer is not a substitute for a viscometer.

### 98. Is the viscosity of a 75/25 Type IV fluid always lower than that of the undiluted Type IV fluid?

No. Some thickened fluids go up in viscosity as they are initially diluted; others do not.

As dilution with water progresses, all thickened fluid, even those that initially go up in viscosity, go down in viscosity.

### Nomenclature

### 99. Is a *neat* Type IV fluid the same as an *undiluted* Type IV fluid?

Yes. *Undiluted* Type IV fluid or *neat* Type IV fluid refers to a Type IV fluid as delivered by the fluid manufacturer, without added water by the user. Undiluted or neat Type IV fluids, as delivered by the manufacturer, always contain a freezing point depressant and water. Neat Type IV fluid does not mean there is no water-there is water, but it is water added in the manufacturing process.

By analogy, when a drinker says, "I drink my Scotch neat", it means she wants her Scotch served without added water. It does not mean that there is 100% alcohol (the freezing point depressant and inebriating substance) in Scotch.

What does 100/0, 75/25, and 50/50 Type IV fluid concentration mean?

The convention for expressing concentration of Type II/III/IV fluid is that the first number is the number of parts by volume of the undiluted (neat) fluid and the second number is the number of parts by volume of water added by the user.

"100/0 Type IV fluid concentration" means undiluted (neat) Type IV fluid (100 parts) and no added water by the user (0 parts). A 75/25 fluid concentration means a mixture of 75 parts by volume undiluted fluid and 25 parts by volume water. A 50/50 fluid concentration means a mixture by volume of 50 parts undiluted fluid and 50 parts water.

In the expressions 100/0, 75/25, and 50/50, none of the numbers refer to the weight or volume percent of the freezing point depressant in the fluid.

### 100. What is a non-standard dilution of Type II/III/IV fluid?

A concentration other than 100/0, 72/25, or 50/50.145

### 101. Do Type II/III/IV concentrations other than 100/0, 75/25, and 50/50 have published holdover times?

No. The FAA and Transport Canada state that there is no holdover time and no LOUT for non-standard dilutions of Type II/III/IV fluids without additional testing.<sup>146</sup>

### 102. What is miscible?

Describing liquids capable of mixing in any ratio without phase separation.

Examples: ethylene glycol and water are miscible; propylene glycol and water are miscible.

### 103. What is Type I compatibility with Type II/III/IV fluids?

When a Type I fluid is used in the first step of a two-step application, the Type I fluid should not affect unduly the anti-icing performance of the second step (thickened) fluid. This requirement is set in both ASM1424R (s 1.3.6) and AS6285E (s 8.7.2).

<sup>&</sup>lt;sup>145</sup> FAA N 8900.636, s 7(b)(6); Transport Canada, TP 14052E, "Guidelines for Aircraft Ground Icing Operations", issue 7.1 (November 2022), s 1.1.14.

<sup>&</sup>lt;sup>146</sup> Ibid.

# **104.** How can I tell if Type I from manufacturer A is compatible with Type II/III/IV from manufacturer B?

The FAA recommends "to contact the respective fluid manufacturers".<sup>147</sup>

How the fluid manufacturers may go about doing this verification was described in ARP4737H (s 6.3.3.2). It was recommended to verify that the Type I fluid did not significantly reduce the water spray endurance test of the thickened fluid. When AS6285 superseded ARP4737H, this method of verification was deleted.

[An unwritten assumption is that glycol based Type I fluid from a manufacturer will be compatible with glycol based thickened fluid from the same manufacturer. It is implicit in the FAA statement that the compatibility must be checked if there are two different fluid manufacturers. Salt based Type I fluids are considered incompatible with glycol based Type II/III/IV fluids.]

### **105.** What is fluid commingling?

The mixing, or combination, of two different fluids.

AMS1424S (s 1.3.6) and AMS1428L (s 1.3.4) warn of adverse effect when mixing fluids from different manufacturers. AS6285E (s 10.1) states that "different products shall not be mixed without additional qualification. Consult with the fluid manufacturers."

Examples: the mixing of Type I fluid from two different manufacturers; the combination of EGbased Type I fluid with a PG-based Type I fluid.

### **Specifications and In-Use Limits**

### 106. What is a deicing/anti-icing fluid sales specification?

A *sales specification* is a set of quality control limits established by a fluid manufacturer for fluid to be sold.

### 107. What are the elements of a sales specification?

A sales specification is a formal document that normally has the following elements: name of the product, an effective date, test item and conditions, limits, unit, and method of measurement.

### **108.** Are the specification limits of a sales specification the same as those of the certificate of analysis?

Yes. The limits of a certificate of analysis must match those of the sales specification for a given product.

<sup>&</sup>lt;sup>147</sup> FAA Notice N 8900.636 at s 14f (2).

### 109. What are deicing/anti-icing fluid in-service limits?

The expression *in-service limits* refers to a set of quality control limits for fluid sampled from storage tanks, trucks, and nozzles of users (e.g., airlines or service providers).

#### 110. Are in-use limits the same as in-service limits?

Yes. In-service limits, in-use limitations, and in-use limits (sometimes also called in-use or inservice specification) refer to the same notion: in-use/in-service requirements may differ from those of the sales specification.<sup>148</sup>

Example. If the refraction sales specification requirement of Type I concentrate is 50.5–53.5 °Brix. It cannot be use as is. Its maximum in-service limit, as set by the fluid manufacturer based on the maximum concentration during aerodynamic acceptance testing, is 42.0 °Brix.

#### **111.** What is a certificate of conformance?

A document declaring that a product fulfills the requirements of a standard.

It is a synonym for a certificate of conformity.

A certificate of conformance or certificate of conformity normally does not show test results.

#### 112. What is a certificate of analysis?

A document, issued by a manufacturer, attesting that a lot or batch of a product fulfills the manufacturer's sales specification requirements, listing the tests, the test requirements, the test results on that lot or batch, the lot or batch number, and a date.

#### 113. Is a certificate of analysis the same as a certificate of conformance?

No. See Q&As 111–112.

#### 114. What is a batch?

A quantity of something produced in one operation under uniform conditions.<sup>149</sup>

#### 115. What is a lot?

A quantity of material assumed to be a single population for sampling purposes.

<sup>&</sup>lt;sup>148</sup> AS6285E at ss 4.3.3.2–4.3.3.3 use the expression in-service limits; s 4.3.5 uses the expression in-use limits; s 4.3.2 uses the expression in-service limitations.

<sup>&</sup>lt;sup>149</sup> The Random House Dictionary of the English Language, unabridged edition (New York: Random House, 1970) sub verbo batch; Christopher Gorse, David Johnston, and Martin Pritchard, Dictionary of Construction, Surveying & Civil Engineering, 2nd ed (Oxford: Oxford University Press, 2020).

Some vocabularies assume lot and batch to be synonymous. Production history is necessary to establish if a lot consists of one or more batches.<sup>150</sup>

### **116.** What is shelf life?

The time for which a product is expected to be usable or saleable when stored under appropriate conditions.<sup>151</sup>

For a deicing/anti-icing fluid, shelf life sets the time after which a fluid, under appropriate storage conditions, should be retested to verify that it still meets specification requirements.

### 117. Who normally sets the shelf life for deicing/anti-icing fluids?

Fluid manufacturers do [as they would be expected to normally know the most about the stability of their products].<sup>152</sup>

Shelf life can be an unpublished internal tool for fluid manufacturers to set time of product verification for a certain period of time after production or retesting at fluid manufacturer storage sites.

Shelf life can be an external tool for fluid manufacturers to recommend product verification after a certain period of storage at customer sites.

### **118.** Is a four-year shelf life implied in the four-year removal criterion of obsolete fluids from the FAA and Transport Canada list of fluids?

No.

ARP6207 (s 5.8) for Type I and ARP5718B (s 5.11) for Type II/III/IV fluids require the removal from the FAA and Transport Canada list of fluids four years after notification that the fluids are no longer commercialized or four years after the expiration date of the pre-production or periodic requalification reports. There is no implied shelf life in the four-year period for the removal from the fluid lists.

### **119.** What does *on spec* mean?

*On spec* is an informal expression meaning that all the results of analysis are within the requirements of the specification.

<sup>&</sup>lt;sup>150</sup> A. D. McNaught and A. Wilkinson, eds, *IUPAC Compendium of Chemical Technology*, 2 ed (Oxford: Blackwell Scientific Publications, 1997) <u>IUPAC Goldbook Batch</u> *sub verbo* batch, <u>IUPAC Goldbook Lot</u> *sub verbo* lot.

<sup>&</sup>lt;sup>151</sup> "The time that something can be stored in a usable state...", Christopher Gorse, David Johnston, and Martin Pritchard, *Dictionary of Construction, Surveying & Civil Engineering*, 2nd ed (Oxford: Oxford University Press, 2020); "The period of time during which a material may be stored and remain suitable for use.", *Merriam-Webster.com Dictionary*, Merriam-Webster, <u>https://www.merriam-webster.com/dictionary</u>.

<sup>&</sup>lt;sup>152</sup> Transport Canada, TP 14052E, "Guidelines for Aircraft Ground Icing Operations", issue 7.1 (November 2022), s 8.1.6.6 f.

### 120. What does off spec mean?

*Off spec* is an informal expression meaning that some or all the results of analysis are not within the requirements of the specification.

#### 121. Can a Type IV whose viscosity is below the lowest on-wing viscosity be blended with Type I and used with the Type I holdover time table?

No, for technical and regulatory reasons which may be very difficult to overcome.

- A) Adding Type IV to Type I may cause the resulting mixture to foam. Foam could prevent the proper recognition of contamination on the aircraft surface being deiced.
- B) Adding Type IV to Type I would result in mixture whose lowest aerodynamic acceptance temperature would not have been measured.
- C) Adding green Type IV to orange Type I may cause the resulting mixture to be brownish or greenish in color. The greenish color may confuse the deicing crew or flightcrew in thinking it is Type IV and trying to use the Type IV holdover time table.
- D) There are no provisions in the FAA and Transport Canada guidance allowing for use of mixtures of Type IV with Type I to be used with the Type I holdover time tables.
- E) Both AMS1424S (s 1.3.6) and AMS1428L (s 1.3.4) warn "A fluid meeting this specification is unique to the manufacturer and may be adversely affected by mixing with other aircraft deicing/anti-icing fluids."

### Qualification

### 122. What is the qualification expiry date?

For Type I/II/III/IV fluids, it is the earlier of expiry dates of the qualification or requalification test reports for the aerodynamic acceptance test or the anti-icing performance (water spray endurance test and high humidity endurance test).<sup>153</sup>

### 123. Can a fluid producer sell a Type I/II/III/IV fluid as a qualified fluid if made after the qualification expiry date?

No, because that fluid would not be qualified.

<sup>&</sup>lt;sup>153</sup> FAA, *Holdover Time Guidelines, Winter 2024-2025*, original issue (6 August 2024) and Transport Canada, *Holdover Time (HOT) Guidelines Winter 2024-2025*, original issue (6 August 2024), both at p 77 at note 2.

### 124. Can a fluid be sprayed after its qualification expiry date and used with the holdover time tables?

Yes, for a period of up to four years, as long as the fluid a) was made before the qualification expiry date, b) still meets the in-use limits, and c) is listed in the FAA and Transport Canada *Holdover Time Guidelines*.

### 125. Who publishes the qualification expiry date?

The FAA and Transport Canada publish it in their respective Holdover Time Guidelines.

AMIL also publishes a list of expiry dates for the Type I/II/III/IV fluids. It is available on the AMIL website.  $^{154}$ 

# 126. How long is a fluid listed in the FAA and Transport Canada *Holdover Time Guidelines* after its qualification expiry date?

Four years after the earlier of the qualification expiry date or the date at which the FAA and Transport Canada are informed that the fluid is no longer commercialized.<sup>155</sup>

### **127.** Would a fluid made during the four years after the qualification expiry date be considered to be qualified?

No, it would not.

### **128.** Can a fluid manufacturer sell a fluid after its qualification expiry date, during the four-year period?

Yes, but only if the fluid was made before the qualification expiry date.

### Sampling

### 129. What is a *sample*?

A small portion of a larger quantity of a product used to evaluate quality.<sup>156</sup>

### 130. What is a representative sample?

A sample intended to be representative of the larger quantity.

<sup>&</sup>lt;sup>154</sup> <u>AMIL list of qualified Type I/II/III/IV fluids</u>.

<sup>&</sup>lt;sup>155</sup> SAE ARP5718B, s 5.11; FAA, *Holdover Time Guidelines, Winter 2024-2025*, original issue (6 August 2024) and Transport Canada, *Holdover Time (HOT) Guidelines Winter 2024-2025*, original issue (6 August 2024), both at p 77 at note 9.

<sup>&</sup>lt;sup>156</sup> Carl Schaschke, *Dictionary of Chemical Engineering* (Oxford: Oxford University Press, 2014).

It is important that samples be representative, otherwise the analysis result on the sample is not meaningful.

### 131. What is a *retained sample*?

A sample kept under ideal storage conditions for an eventual further verification of product quality.

### **132.** What is a *nozzle sample*?

A sample taken from a nozzle.

Nozzle samples are taken for Type II/III/IV fluids to verify that they have not permanently shear degraded through the action of the pump and nozzle. For heated Type II/II/IV fluids, nozzle samples may also be taken to verify the temperature.

Nozzle samples are taken for Type I fluids to verify the concentration or temperature, or both.

### **133.** Is it easy to get a Type II/III/IV representative nozzle sample?

No. It is relatively complicated and messy to get a Type II/III/IV representative sample from a nozzle. If a receiving container is simply placed at the nozzle, the fluid will impinge upon the container wall and will shear degrade, making it impossible to know if the shear degradation is due to the nozzle or the impingement. Care must be taken to mimic how fluid is sprayed on the aircraft. In other words, the receiving container must be placed at a distance from the nozzle that is similar to the distance between the aircraft and the nozzle. There is further complication that opening or closing the nozzle flow valve can cause shear degradation. The nozzle must be aimed away from the receiving container as fluid starts to flow or stops to flow; fluid sprayed away from the receiving container makes it messy. Nevertheless, getting representative nozzle samples is a must to ensure safety.

### 134. Is a Type II/III/IV fluid from a partially closed valve representative?

Probably not. A thickened fluid flowing through a partially closed valve may permanently shear degrade.

### 135. How long should I retain samples of deicing/anti-icing fluids?

There are no set rules unless set by contractual obligations. Upon receiving deicing/anti-icing fluids, it is usual to retain representative samples for one year. Ideally, users of fluids, as a minimum, should keep a sample long as the fluid is in stock at the user site.

### 136. What is a *sampling guideline* for deicing/anti-icing fluids?

A document, generally prepared by fluid manufacturers, explaining in general terms how to safely proceed to get representative samples.<sup>157</sup>

### 137. What is a sampling procedure?

A site-specific or equipment-specific procedure to obtain representative samples.

### 138. Why do I need a site-specific or equipment-specific sampling procedure?

Sampling guidelines are general, you need to specifically spell out 1) how sampling will be done to get representative samples from delivery trucks, storage tanks, drums, totes, deicing unit tanks, nozzles, 2) what equipment is required (e.g., zone sampler, sample size, sample bottles, record books, labels, permanent markers, etc.), 3) what personal protective equipment is needed (e.g., gloves, safety glasses, protective clothing, etc.), 4) procedures to deal with specific hazards such as heated fluids, movement of trucks or aircraft, disposal of excess fluid taken during sampling, and site cleanup after sampling. Other site procedures may apply, such as fall and slip protection, lockout tagout procedure, or confined space entry procedure.

### **139.** Do I need special equipment to sample a tank?

It depends. If there is recirculation, a sample may be taken from a sample point in the recirculation loop. When there is no recirculation or infrequent addition of fresh product, tanks tend to layer out. There may be some evaporation at the top and sedimentation at the bottom. Using a zone sampler is an effective way to get representative samples from the middle of the tank.

### 140. What is a zone sampler?

An apparatus allowing to sample a tank at different depths.

### 141. Is sampling hazardous?

Sampling may be hazardous if the proper procedures and equipment are not available. For instance, deicing fluid may be hot and cause burns; dipping a bottle at the surface of hot deicing fluid tank is very risky. You may not see the liquid level of the fluid because of the water vapor above the fluid, the hot fluid may enter your glove resulting in a burnt hand.<sup>158</sup>

### 142. What other procedures may I need to sample safely?

It depends on what is involved in the sampling. You may need a slip and fall prevention procedure, lockout tagout procedure (also variously named red master tag procedure, master lock procedure,

<sup>&</sup>lt;sup>157</sup> For example, *UCAR<sup>TM</sup> Aircraft Deicing and Anti-Icing Fluid Sampling Guideline*, form no 183-00020-01-0322 (Midland. MI: Dow, March 2022), <u>UCAR ADF AAF Sampling Guidelines</u>.

<sup>&</sup>lt;sup>158</sup> Don't do it, it is very painful.

isolation of energy procedure) to prevent movement of a truck, to prevent powering of a pump, etc. If you need to enter a vessel, you will absolutely need a confined space entry procedure.

If you are sampling from an aircraft wing, make sure, in addition to the aircraft itself not moving, that the moving parts, e.g., spoiler panels, of the wing will not be activated.<sup>159</sup>

Plan and prepare before you execute any sampling.

### 143. If I receive several drums or totes with the same lot number, do I need to sample each drum or tote?

No. When receiving product, it is considered that a sample from a tote or drum from a given lot number is representative of all the drums or totes of that lot number.<sup>160</sup>

#### 144. How should Type I/II/III/IV fluid samples be stored?

Best to ask the fluid manufacturer. Generally, Type I/II/III/IV fluid samples should be kept in laboratory-style high-density polyethylene or polypropylene bottles, in the dark, at room temperature, and well labeled. The sample bottle should be almost full (but not full) and its cap sealed with a piece of electrical tape around it to prevent accidental opening.

Never use food containers to ensure that no one mistakenly believes the samples to be food.

#### 145. What size should the sample be?

Ideally enough to be able to perform a full analysis, typically 125 ml. Ask the fluid manufacturer to be sure.

### 146. How long should Type I/II/III/IV samples be kept?

As long as fluid from that batch or lot is in use.

### 147. If I receive two bulk tank trucks with the same lot number, do I need to sample each tank truck?

Yes. It is very important to verify the content of each tank truck before unloading. Do not rely on the verification of paperwork only, always sample tank trucks before unloading.

<sup>&</sup>lt;sup>159</sup> Think of it: a moving spoiler panel could cause a severe hand injury.

<sup>&</sup>lt;sup>160</sup> AS6285E s 4.3.1.5.

### 148. What is top loading?

The process of loading a bulk container, such as a tank truck, tank container (tanktainer) or rail car with the same product as the previous load, without washing. This procedure saves time and avoids the risk of washing; although it rarely occurs, washing can be a source of contamination.<sup>161</sup>

### 149. What is prior load?

Prior load refers to the content of a bulk container before its current content.

For some product grades (e.g., food grade, pharmaceutical grade) chemical manufacturers specify what products are not acceptable as prior loads; for industrial products, generally, shipping vessels need to be clean (documented by a certificate of wash), dry, and odor free.

### **150.** Can I remove insoluble particles from Type I by filtration?

Probably, yes. Consult with the fluid manufacturer.

There is no thickener in Type I, so filtration cannot shear degrade the thickener.

The filtration must be such that it will not remove any of the ingredients in the formulation of the Type I which is why it is best to consult the fluid manufacturer before attempting any filtration.

### 151. What is a likely source of insoluble particles in Type I fluid?

Carbon steel unlined storage tanks, rail cars, and piping can generate small amounts of elemental iron or iron oxides. If the product is *substantially free* from these particles, the product is considered to be acceptable. Iron and iron oxide particles go to the bottom of vessels which is why it is important to flush the bottom outlets to take a representative sample. If there is a larger quantity of these particles, it may be possible to filter them out.

### Recycling

### 152. Can glycol from spent Type I/II/III/IV fluid be recycled?

Yes. Ethylene glycol and propylene glycol from spent mixtures of Type I with thickened fluid can be recycled.

<sup>&</sup>lt;sup>161</sup> AS6285E s 4.3.1.1.1 b.; deicing units at airports are top loaded–although this expression "top loaded" is not normally used when filling deicing units.

# **153.** Can glycol be recycled from mixed streams of spent fluid containing both ethylene glycol and propylene glycol?

No, because it would be very difficult to separate the ethylene glycol from the propylene glycol.

#### 154. What is recycled Type I fluid?

A fluid made from recycled ethylene glycol or propylene glycol that fulfills all the requirements of AMS1424.

### **155.** Does the manufacturer of the recycled Type I fluid need to advise purchasers that is a recycled Type I fluid?

Yes. It is a requirement of AMS1424S (s 4.4.2.1) that the fluid manufacturer advises the purchaser that the fluid is recycled. There are additional provisions regarding quality assurance of recycled Type I fluid (AMS1424S, ss 4.4.2, 4.4.2.1).

### **156.** Does the manufacturer of the recycled Type I fluid need to specify the origin of the recycled glycol?

Yes, the recycled fluid manufacturer needs to specify if the glycol is from an airport, from a non-airport or both (AMS1424S, s 4.4.2.1).

### 157. How is glycol recycled at airports?

Typically, the process is as follows:

- A) The spent fluid is collected and segregated into high concentration and low concentration.
- B) The low concentration is disposed of in an environmentally acceptable way.
- C) The high concentration is increased to about 50% glycol by water evaporation, often by an energy efficient process called mechanical vapor recompression.
- D) The 50% glycol is brought to a purity typically above 99% by fractional distillation.
- E) The resulting recycled fractionally distilled glycol is treated to remove color, odor and other trace contaminants.

### 158. How is the recycled Type I made from the recycled glycol?

The high purity recycled glycol is blended by weight with additives and water to make the recycled Type I fluid. The Type I fluid must conform to all AMS1424 requirements.

### 159. Does the site where the recycled Type I is produced need to be qualified?

Yes. A site qualification is required (AMS1424S, s 4.4.3).

### Short Stories - Lessons Learned

These stories are true. In some cases, the unfortunate consequence was not avoided; in others, good practices prevented potential unfortunate consequences, and personal or corporate embarrassment.

### 160. Why does the Type I fluid smell like diesel?

The receiver was expecting a load of deicing fluid. He told the truck driver: "Put it in this tank over there." The driver proceeded to unload 50 liters of diesel fuel into the Type I storage tank, before realizing it was a mistake.

Consequence: the entire storage tank of Type I had to be disposed of, and the tank steam cleaned.

Lesson learned: good signage is very important; make sure all ports and tanks are clearly labeled; for deicing/anti-icing deliveries, check the paperwork, take a sample, check the sample before unloading, and show the delivery person exactly where to attach the delivery hose.

A similar issue happened, at another airport, where deicing fluid was contaminated with a runway

deicing product.

### 161. Why is the Type I pH too high?

The receiver took a sample from the outlet valve of tanktainer before unloading. The pH was high. After flushing a few liters, the fluid pH was normal.

Likely cause: a small amount of caustic soda, from the wash, was left in the tanktainer outlet pipe

Consequence: delayed unloading by a few hours; no big deal.

Lesson learned: to get a representative sample, flush the outlet line from a bulk container before taking a sample.

### 162. Why is the Type I Brix in the deicing unit too low?

The user called and said: "Hey Jacques, why is the Type I Brix in my deicing truck too low?". At this airport, they used ready-to-use fluid and did not dilute it. The storage tank Brix was within specification. It was late August, and the crew had checked the refraction (in degrees Brix) before putting the truck in service.

Finding: training had been done with water over the summer and the water had not been drained from the truck. Ready-to-use Type I fluid had been added to the truck and the resulting mixture had low refraction.

Consequence: minor embarrassment; nothing serious.

Lesson learned: it is a good thing to follow procedure and check refraction before using fluid from a deicing truck. The deicing crew was very glad to have checked refraction before attempting to deice any aircraft.

### 163. Why does the Type I Brix go down, from time to time, in the deicing truck?

Finding: In this instance, the design of the trucks was such that the tank covers were flush with the top of the deicing truck, allowing rainwater or melting snow to go into the deicing unit tanks, if the covers were not clamped closed. The refraction would go down when it rained or snowed heavily. The remedy was to close the covers tightly; the tanks were still vented by a separate vent (all tanks must always be vented). Ideally, the tank cover design should be such that the covers are raised above the top of the deicing unit.

Lesson learned: make sure rain or melted snow will not enter tanks.

### 164. Why does Type IV not form a uniform layer on the wing?

At first, it was thought not enough Type IV was not being applied to the wing, which was the case. But the problem persisted when a sufficient amount of Type IV was applied.

Finding: the wax on the aircraft interfered with the proper wetting of the wing.

Wax can interfere with the wetting of Type I/II/III/IV fluids.

Lesson learned: aircraft wax or any aircraft surface coating must be checked against SAE AIR6332 to ensure it does not interfere with wetting of the deicing/anti-icing fluids.

Leading edge deicing boot are treated with products that can interfere with the proper wetting of deicing/anti-icing fluids if such boot treatment product spreads to the wing.

### 165. Why does the Type I not wet properly?

While spraying an aircraft, it was noticed that the Type I fluid was not wetting normally. Wetting the surface to be protected is an important property of Type I fluids.

Finding: in this case, it was thought that a small amount of silicone oil had contaminated the storage tank. The exact origin of silicone oil was never found.

Consequence: disposal of the contaminated Type I.

Lesson learned: do not use silicone oil to lubricate pumps, or anything coming into contact with deicing/anti-icing fluid.

See also Q&A 164.

### 166. Why does the Type I turn pink?

At this remote airport, the orange (normal color) Type I was repeatedly heated with an electric immersion heater in a small container. A timer shut off the heating overnight to prevent overheating. Nevertheless, after a while, the Type I fluid turned pink (abnormal color).

Finding: the immersion heater was copper clad. Switching to a stainless steel clad immersion heater resolved the problem.

Lesson learned: do not use copper clad electric immersion heaters.

### 167. Why is the Type I colorless in the sight tube?

Dyes in deicing anti-icing fluids will fade when exposed to UV light. This is normal.

Lesson learned: if the color in the storage tank is the right color, do not worry about the fluid going colorless in sight gages.

The same applies to Type II/III/IV fluids.

Color fading will occur fluid in sample bottles when exposed to UV light. Keep samples in opaque bottles or protect them from UV to ensure they remain in exactly the same condition as when they were taken.

### **Runway Deicing Products**

### 168. What is a brine?

Water with a high concentration of salt.<sup>162</sup>

### 169. What is brining?

The dissolution of a salt in water. For example, the process of dissolving in water a solid runway deicing product (RDP), such as sodium acetate, is commonly called brining.

The process of dissolving a salt in water must not be called liquefaction. Liquefaction is the process of conversion of a gas into a liquid using vapor compression, refrigeration, adiabatic expansion, or gas expansion through a porous plug.<sup>163</sup>

<sup>&</sup>lt;sup>162</sup> Tony Atkins and Marcel Escudier, *Dictionary of Mechanical Engineering*, 2nd ed. (Oxford: Oxford University Press, 2019) at p 62 *sub verbo* "brine".

<sup>&</sup>lt;sup>163</sup> Richard Rennie, ed, *Dictionary of Chemistry*, 8th ed (Oxford: Oxford University Press, 2020) at p 345 *sub verbis* "liquefaction of gases" and at pp 316–317 *sub verbis* "Joule-Thomson effect".

### 170. What is a "liquified solid"?

A descriptive expression used in the FAA Part 139 CertAlert no. 22-08 to refer to a solid runway deicing product that was dissolved in water. Strictly speaking, the "liquified solid" is a brine [made by dissolution and not by liquefaction]. A more chemically accurate way of describing the "liquified solid" might have been to use the expression "dissolved solid".

### Aircraft Deicing Documents



### **Figure 2 Runway Deicing Documents**



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### **GENERAL INDEX**

References are to page numbers in this Guide.

°Brix - definition, 94 1,3-propanediol. See glycol, nonconventional - 1,3propanediol 14 CFR § 121.629, 167 14 CFR § 121.629 (d) - pretakeoff contamination check, 165 14 CFR § 121.629(c) - approved deicing program, 165 14 CFR § 125.221 (b)(1) - pretakeoff contamination check, 165 14 CFR § 125.221 (b)(3) – approved deicing program, 165 14 CFR § 135.227(b)(1) - pretakeoff contamination check, 165 14 CFR § 135.227(b)(3) – approved deicing program, 165 14 CFR § 139, 171 14 CFR §125.221(b)(2) - alternative procedures, 165 14 CFR §135.227(b)(2) - alternative procedures, 165 14 CFR 77 Subpart C, 111 2024-2025 (FAA & TC) - allowance time - list of validated fluids, 146, 179 2024-2025 (FAA & TC) - HOT - generic snow mixed with freezing fog table deleted, 146, 179 2024-2025 (FAA & TC) - HOT - precipitation type - snow mixed with freezing fog, 146, 179 2024-2025 (FAA & TC) - HOT - Type I - active frost table split into aluminum and composite holdover times, 146.179 2024-2025 (FAA & TC) - snowfall visibility table conditions - snow accompanied by drifting snow, 146, 179 2024-2025 (FAA & TC) - snowfall visibility table conditions - snow grains accompanied by drifting snow, 146, 179 2024-2025 (FAA & TC) - snowfall visibility table conditions - snow pellets accompanied by drifting snow, 146.179 2024-2025 (FAA & TC) - Type I fluid delisted - Beijing Wangye KLA-1, 146, 179 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Octaflo LYOD, 146, 179 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Safewing EG I 1996 (88), 146, 179 2024-2025 (FAA & TC) - Type I fluid delisted - Clariant Safewing MP I 1938 ECO, 146, 179 2024-2025 (FAA & TC) - Type I fluid delisted - Gansu Xiexin XHN-1, 146, 179 2024-2025 (FAA & TC) - Type I fluid delisted - Safewing 1938 ECO (80) Premix 55%, 146, 179 2024-2025 (FAA & TC) - Type I fluid listed - Chongqing Joba FW-1, 146, 179 2024-2025 (FAA & TC) - Type I fluid listed - Clariant Safewing MP LFD Plus 88, 146, 179 2024-2025 (FAA & TC) - Type II fluid delisted - Clariant Safewing MP II FLIGHTPLUS, 146, 179 2024-2025 (FAA & TC) - Type II fluid delisted - JSP RCP Nordix Defrost PG 2, 147, 179

2024-2025 (FAA & TC) - Type IV fluid delisted - All Clear ClearWing Eco, 147, 179 2024-2025 (FAA & TC) - Type IV fluid delisted - Clariant Max Flight AVIA, 147, 179 2024-2025 (FAA & TC) - Type IV fluid delisted - Clariant Max Flight SNEG, 147, 179 2024-2025 (FAA & TC) - Type IV fluid delisted - Clariant Safewing EG IV NORTH, 147, 179 2024-2025 (FAA & TC) - Type IV fluid listed - ALAB International PROFLIGHT PG 4, 147, 179 2024-2025 (FAA & TC) - Type IV fluid listed -Chongqing Joba FW-IV, 147, 179 2024-2025 (FAA & TC) - Type IV fluid listed - MKS DevO Chemicals COREICPHOB Type-IV PG, 147, 179 2024-2025 (FAA & TC) - Type IV fluid listed - Shaanxi Cleanway Cleansurface IV, 147, 179 abbreviations, 23 ACARS - definition, 115 accident - Aeroflot SU158 collision at Sheremetyevo airport, 40 accident - Air Florida Flight 90, 37 accident - Air Ontario Flight 1363, 38 accident - Dryden, 38 accident - Fond-du-Lac, 39 accident - Iberia IB3195 collision at Munich airport, 40 accident - Royal Air Maroc collision at Montreal (Mirabel) airport. 39 accident - USAir Flight 405, 38 accident - West Wind Flight 282, 39 accident rate, aircraft ground icing catastrophic, 89 accidents, ground icing - catastrophic - rate, 89 accidents, ground icing - categories - collision with deicing vehicle, 37, 39 accidents, ground icing - categories - detected frozen contamination but ignored, 37, 89 accidents, ground icing - categories - engine icing after deicing, 37 accidents, ground icing - categories - fluid failure after deicing, 37, 89 accidents, ground icing - categories - improper procedure, 37 accidents, ground icing - categories - systemic errors, 37 accidents, ground icing - categories - undetected frozen contamination, 37, 89 accidents, ground icing - categories - undetected frozen contamination after deicing, 89 accidents, ground icing - historical data, 89 accountable executive, 123 accountable executive - definition, 123 accountable person, 123 accountable person - definition, 123 acronyms, 23 active frost. See frost - active adaptation - normalization, 241 adaptations - definition, 241

adaptations, exceptional - definition, 241 adaptations, optimizing - definition, 241 adaptations, routine - definition, 241 adaptations, situational -definition, 241 ADF, spent. See spent deicing fluid; deicing facility - spent deicing fluid Adrian, Philip, 245 advancing contact angle. See contact angle, advancing AEA recommendations - publication discontinuation, 230 aerodynamic acceptance test, 71, See also Type II/III/IV aerodynamic acceptance aerodynamic acceptance test - aircraft, large jet, 69 aerodynamic acceptance test - aircraft, large turboprop, 69 aerodynamic acceptance test - aircraft, turboprop, 69 aerodynamic acceptance test - BLDT, 69 aerodynamic acceptance test - BLDT - acceptance limit high speed, 69 aerodynamic acceptance test - BLDT - acceptance limit low speed, 69 aerodynamic acceptance test - BLDT - acceptance limit middle speed, 69 aerodynamic acceptance test - BLDT - Bernoulli equation, 69 aerodynamic acceptance test - BLDT - calculation, 69 aerodynamic acceptance test – BLDT, dry – at 35 m/s – ≤ 3.2 mm, 69 aerodynamic acceptance test – BLDT, dry – at 46 m/s – ≤ 3.1 mm, 69 aerodynamic acceptance test – BLDT, dry – at 65 m/s – ≤ 2.9 mm, 69 aerodynamic acceptance test - Boeing history, 65 aerodynamic acceptance test – Bombardier (de Havilland) history, 66 aerodynamic acceptance test - calibration requirements, 70 aerodynamic acceptance test - definition, 46, 86, 187 aerodynamic acceptance test - description, 69, 70 aerodynamic acceptance test - development by Boeing, 66 aerodynamic acceptance test - development by de Havilland, 66 aerodynamic acceptance test - facility independence from fluid manufacturer, 70 aerodynamic acceptance test - facility qualification, 70 aerodynamic acceptance test - facility qualification frequency, 70 aerodynamic acceptance test - facility requirements, 70 aerodynamic acceptance test - facility third party review, 70 aerodynamic acceptance test - fluid elimination. See aerodynamic acceptance test - fluid residual thickness aerodynamic acceptance test - fluid formulation change, 70 aerodynamic acceptance test - fluid initial thickness - 2 mm. 57 aerodynamic acceptance test - fluid made by licensee, 70 aerodynamic acceptance test - fluid property change, 70 aerodynamic acceptance test - fluid residual thickness -Type I high speed ramp -0.60 mm, 70 aerodynamic acceptance test - fluid residual thickness -Type I low speed ramp -0.40 mm, 70 aerodynamic acceptance test - fluid residual thickness -Type I middle speed ramp -0.50 mm, 70 aerodynamic acceptance test - fluid residual thickness -Type II/III/IV high speed ramp – 0.52 mm, 57, 70

aerodynamic acceptance test - fluid residual thickness -Type II/III/IV low speed ramp – 0.86 mm, 57, 70 aerodynamic acceptance test - fluid residual thickness -Type II/III/IV middle speed ramp – 0.52 mm, 57, 70 aerodynamic acceptance test - fluid, new, 70 aerodynamic acceptance test – general description, 66 aerodynamic acceptance test - high speed ramp, 70 aerodynamic acceptance test - high speed ramp description, 57, 66, 69, 70 aerodynamic acceptance test – high speed ramp – guidance (TC), 187 aerodynamic acceptance test - high speed ramp - reference fluid, 70 aerodynamic acceptance test - high speed ramp - speed diagram, 70 aerodynamic acceptance test - high speed ramp - velocity, 70 aerodynamic acceptance test - initial testing, 70 aerodynamic acceptance test - LAAT, 70 aerodynamic acceptance test - low speed ramp, 70 aerodynamic acceptance test - low speed ramp description, 57, 66, 69 aerodynamic acceptance test – low speed ramp – guidance (TC), 187 aerodynamic acceptance test - low speed ramp - reference fluid, 70 aerodynamic acceptance test - low speed ramp - speed diagram, 70 aerodynamic acceptance test - low speed ramp - velocity, 70 aerodynamic acceptance test - maximum acceptable lift loss for commuter type aircraft with wing mounted propellers (8%). 66 aerodynamic acceptance test - maximum acceptable lift loss for large transport jet aircraft (5.24%), 66 aerodynamic acceptance test - method, 70 aerodynamic acceptance test - middle speed ramp description, 57, 66, 69 aerodynamic acceptance test - middle speed ramp guidance (TC), 187 aerodynamic acceptance test - middle speed ramp reference fluid, 70 aerodynamic acceptance test - middle speed ramp - speed diagram, 70 aerodynamic acceptance test - middle speed ramp velocity, 70 aerodynamic acceptance test - non-glycol based fluid, 70 aerodynamic acceptance test - objective, 187 aerodynamic acceptance test - procedure, 70 aerodynamic acceptance test - results, 70 aerodynamic acceptance test - results - high speed ramp, 147, 179 aerodynamic acceptance test - results - low speed ramp, 147, 179 aerodynamic acceptance test - results - middle speed ramp, 147.179 aerodynamic acceptance test - retesting, 70 aerodynamic acceptance test - site. See aerodynamic acceptance test - facility aerodynamic acceptance test - subset of aerodynamic effect of fluids, 66 aerodynamic acceptance test - test duct frost, 70

aerodynamic acceptance test - test fluid age < 3 months, 70 aerodynamic acceptance test - test fluid final thickness. See aerodynamic acceptance test - fluid residual thickness aerodynamic acceptance test – test fluid high humidity endurance test, 70 aerodynamic acceptance test - test fluid identification, 70 aerodynamic acceptance test - test fluid initial thickness 2 mm, 71 aerodynamic acceptance test - test fluid pH, 70 aerodynamic acceptance test - test fluid precooling, 70 aerodynamic acceptance test - test fluid quantity per run -1 L. 70 aerodynamic acceptance test - test fluid refraction, 70 aerodynamic acceptance test - test fluid requirements, 70 aerodynamic acceptance test – test fluid settling period of 5 minutes, 70 aerodynamic acceptance test - test fluid surface tension, 71 aerodynamic acceptance test - test fluid unsheared, 71 aerodynamic acceptance test - test fluid viscosity, 71 aerodynamic acceptance test – test fluid water spray endurance test (unsheared), 71 aerodynamic acceptance test - test fluid, experimental, 71 aerodynamic acceptance test - test fluid, production, 71 aerodynamic acceptance test - test gas - air, 71 aerodynamic acceptance test - test gas - nitrogen, 71 aerodynamic acceptance test - third party reviewer, 71 aerodynamic acceptance test - Type I, 71 aerodynamic acceptance test - Type I requirements, 49 aerodynamic acceptance test - Type II/III/IV, 71 aerodynamic acceptance test - Type II/III/IV requirement, 57 aerodynamic acceptance test - V2 > 1.10 VS1g, 66 aerodynamic acceptance test- definition, 78 aerodynamic clean surface, description of, 66 aerodynamic effect of asymmetric contamination, 187 aerodynamic effect of canard contamination, 216 aerodynamic effect of clear ice, 216 aerodynamic effect of contamination, 216, See also contamination [frozen] - effect on aerodynamic effect of contamination - guidance (TC), 187 aerodynamic effect of fluids - aircraft certification, 219 aerodynamic effect of fluids - aircraft certification, FAA, 175 aerodynamic effect of fluids - bibliography, 66 aerodynamic effect of fluids - compensating measures. See aerodynamic effect of fluids - performance adjustments aerodynamic effect of fluids - critical point at maximum angle of attack, 66 aerodynamic effect of fluids - critical point during takeoff, 66 aerodynamic effect of fluids - decrease of during ground roll, rotation and climb, 66 aerodynamic effect of fluids - effect of angle of attack, 66 aerodynamic effect of fluids - effect of fuselage geometry, 66 aerodynamic effect of fluids - effect of geometry-limited aircraft. 66 aerodynamic effect of fluids - effect of high lift configuration, 66 aerodynamic effect of fluids - effect of initial climb speed, 66

aerodynamic effect of fluids - effect of leading edge stall v trailing edge stall, 66 aerodynamic effect of fluids - effect of OAT on fluid flowoff, 66 aerodynamic effect of fluids - effect of OAT on fluid viscosity, 66 aerodynamic effect of fluids - effect of rotation speed, 66 aerodynamic effect of fluids - effect of speed and time to accelerate to rotation speed, 66 aerodynamic effect of fluids - effect of time to accelerate to climb speed, 66 aerodynamic effect of fluids - effect of wing stall characteristics. 66 aerodynamic effect of fluids - evaluation by Boeing, 66 aerodynamic effect of fluids - evaluation by Bombardier, 66 aerodynamic effect of fluids - evaluation by Cessna, 66 aerodynamic effect of fluids - evaluation by de Havilland, 66 aerodynamic effect of fluids - evaluation by SAAB, 66 aerodynamic effect of fluids - evaluation methods, 66 aerodynamic effect of fluids - evaluation methods computational fluid dynamics and other numerical analyses, 66 aerodynamic effect of fluids - evaluation methods - flight tests. 66 aerodynamic effect of fluids - evaluation methods methodologies pros and cons, 66 aerodynamic effect of fluids - evaluation methods process flow chart, 66 aerodynamic effect of fluids - evaluation methods similarity analysis, 66 aerodynamic effect of fluids - evaluation methods - wind tunnel tests, 66 aerodynamic effect of fluids - fluid freezing in flight, residual, 153 aerodynamic effect of fluids - fluid presence at time of rotation. 66. 153 aerodynamic effect of fluids - not addressed by AS5900 control forces, 175 aerodynamic effect of fluids - not addressed by AS5900 control surface effectiveness, 175 aerodynamic effect of fluids - not addressed by AS5900 handling issues during takeoff, 219 aerodynamic effect of fluids - not addressed by AS5900 performance issues during takeoff, 219 aerodynamic effect of fluids - on aerodynamic balance of control surfaces, 219 aerodynamic effect of fluids - on aileron control forces, 66 aerodynamic effect of fluids - on aircraft aerodynamic performance, 66 aerodynamic effect of fluids - on aircraft responsiveness to pitch control input, 175 aerodynamic effect of fluids - on aircraft with non-powered flight controls - failure to rotate, 153 aerodynamic effect of fluids - on BLDT, 66 aerodynamic effect of fluids - on CLmax, 66 aerodynamic effect of fluids – on control column back pressure, 177 aerodynamic effect of fluids - on controllability, 229 aerodynamic effect of fluids - on corporate jet, small failure to rotate, 153

aerodynamic effect of fluids – on decrease of angle-ofattack for stall, 219

aerodynamic effect of fluids - on drag, 66, 219

aerodynamic effect of fluids – on elevator control force, 66, 153

aerodynamic effect of fluids – on elevator control forces, 228, 229

aerodynamic effect of fluids – on elevator effectiveness, 66, 153

aerodynamic effect of fluids - on elevator movement, 229

aerodynamic effect of fluids – on elevator tab effectiveness, 66

aerodynamic effect of fluids - on handling qualities, 66

aerodynamic effect of fluids – on hinge moment, 66

aerodynamic effect of fluids - on lateral control, 66

aerodynamic effect of fluids - on lift, 67, 219

aerodynamic effect of fluids – on loss of lift coefficient at normal angle-of-attack, 219

aerodynamic effect of fluids - on low rotation speed aircraft, 219

aerodynamic effect of fluids – on low takeoff speed aircraft, 175

aerodynamic effect of fluids – on mass balance of control surfaces, 219

aerodynamic effect of fluids - on maximum lift coefficient decrease, 219

aerodynamic effect of fluids - on Mitsubishi YS-11, 67

aerodynamic effect of fluids – on performance, 229

aerodynamic effect of fluids - on pitching moment, 219

aerodynamic effect of fluids – on small corporate jet – failure to rotate, 153  $\,$ 

aerodynamic effect of fluids - on specific aircraft, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – additional requirements beyond AAT, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – different from Boeing 737-200ADV, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – report of high stick forces during rotation, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – report of high wheel forces during rotation, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – rotation speed different from AAT, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – takeoff acceleration different from AAT, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – takeoff speed corrections to compensate for lift loss caused by fluids, 67

aerodynamic effect of fluids – on specific aircraft, reasons to evaluate – variation in wing design, 67

aerodynamic effect of fluids – on stall speed increase, 219 aerodynamic effect of fluids – on stick/column forces, 67, 153

aerodynamic effect of fluids – on tab effectiveness, 67, 153 aerodynamic effect of fluids – on tail surfaces, 153, 177 aerodynamic effect of fluids – on takeoff climb gradient, 67

aerodynamic effect of fluids – on takeoff margins, 67 aerodynamic effect of fluids – on takeoff rotation, 67, 177 aerodynamic effect of fluids – on takeoff safety margin, 67

aerodynamic effect of fluids – on turboprop aircraft, slow rotation speed – failure to rotate, 153

aerodynamic effect of fluids - on unpowered elevator controls, 177, 228 aerodynamic effect of fluids - on unpowered longitudinal flight control, 175, 219 aerodynamic effect of fluids - operational limitations delayed response to pilot pitch control input, 175 aerodynamic effect of fluids - operational limitations higher than normal control column back pressure, 175 aerodynamic effect of fluids - operational limitations increased rotation speed, 175 aerodynamic effect of fluids - operational limitations pilot force to initiate rotation, 175 aerodynamic effect of fluids - operational limitations takeoff flap setting limitations, 175 aerodynamic effect of fluids - performance adjustments, 67, See also Type II/III/IV - aircraft operational considerations aerodynamic effect of fluids - performance adjustments attitude, 67 aerodynamic effect of fluids - performance adjustments braking energy, 67 aerodynamic effect of fluids - performance adjustments pitch rate, 67 aerodynamic effect of fluids - performance adjustments takeoff distance, 67 aerodynamic effect of fluids - performance adjustments takeoff flap settings, 67 aerodynamic effect of fluids - performance adjustments takeoff speeds, 67 aerodynamic effect of fluids - performance adjustments takeoff technique, 67 aerodynamic effect of fluids - performance adjustments takeoff weight, 67 aerodynamic effect of fluids - performance adjustments to ensure adequate safety margins, 67 aerodynamic effect of fluids - regulatory qualification, 67 aerodynamic effect of fluids - rejected takeoff, 175, 228 aerodynamic effect of fluids - rejected takeoff of unpowered elevator control aircraft, 177, 228 aerodynamic effect of fluids - rotation difficulties on aircraft with unpowered pitch control surfaces, 67 aerodynamic effect of fluids - scaling law, 67 aerodynamic effect of fluids - scaling law for flowoff,, 67 aerodynamic effect of fluids - secondary wave, 67 aerodynamic effect of fluids - superset of aerodynamic acceptance test (AS5900), 67 aerodynamic effect of fluids - superset of aerodynamic effect of fluids - on specific aircraft (ARP6852), 67 aerodynamic effect of fluids - sweeping frequency, 67 aerodynamic effect of fluids - sweeping number, 67 aerodynamic effect of fluids - transitory nature of, 67 aerodynamic effect of fluids - wave roughness introduced by flowoff, 67, 219 aerodynamic effect of freezing fog, 216 aerodynamic effect of frost, 216 aerodynamic effect of frost - boundary layer disruption at

the stagnation point, 216 aerodynamic effect of fuselage contamination, 216 aerodynamic effect of leading edge roughness, 187 aerodynamic effect of roughness, 187 aerodynamic effect of tail plane contamination, 216

aerodynamic effect of wing contamination, 216

aerodynamic effect on specific aircraft - Boeing 737-200ADV. 67 aerodynamic flowoff characteristics, acceptability of, 71 aerodynamically quiet area - definition, 216 aerodynamically quiet area - superset of aerodynamically quiet cavities, 216 aerodynamically quiet area – *superset of* aerodynamically quiet surface, 216 aerodynamically quiet cavity - definition, 216 aerodynamically quiet cavity - drainage issues, 216 aerodynamically quiet surface - definition, 216 Aeroflot SU158 collision at Sheremetyevo airport, 40 Aeronautical Information Publication reporting - RDP, 268 Aerospace Information Report. See AIR Aerospace Material Specification. See AMS Aerospace Recommended Practice. See ARP Aerospace Standard. See AS agreement - service support, 94 AIR, 41 air bubble removal by centrifugation, 45 Air Florida accident, 37 Air Florida Flight 90, 37 air heaters. See contamination [frozen] - removal with air heaters Air Ontario Flight 1363, 38 air operator - responsibility for compliance with clean aircraft concept, 232 air operator - responsibility for deicing/anti-icing process, 232 air operator - responsibility for ground deicing program, 232 air operator - responsibility for operation of the aircraft, 232 air operator - responsibility for quality assurance program, 232 air operator - responsibility for verification of deicing/antiicing process, 232 air operator (TC) - definition, 187 air operator certificate (TC) - definition, 187 AIR5490A, 258 AIR5567A, 262 AIR5704A, 45 AIR6130, 249 AIR6232, 45 AIR6284, 119, 187 AIR7988, 263 Airbus AIMS 09-00-002, 46 aircraft - speed, high, 71 aircraft - speed, low, 71 aircraft - speed, middle, 71 aircraft addressing and reporting system - definition, 115 aircraft carbon brake. See carbon brake aircraft certification, 176 aircraft certification - test aircraft, 219 aircraft certification - Type II/III/IV - AFM, 175 aircraft certification - Type II/III/IV - AFM - accelerate distance, 219 aircraft certification - Type II/III/IV - AFM - aircraft specific limitations, 175, 219 aircraft certification - Type II/III/IV - AFM - list of approved Types of fluid, 175

aircraft certification - Type II/III/IV - AFM - list of prohibited fluids, 175 aircraft certification - Type II/III/IV - AFM - LOUT limitations, 175 aircraft certification - Type II/III/IV - AFM - non-normal operating procedures, 219 aircraft certification - Type II/III/IV - AFM - normal operating procedures, 219 aircraft certification - Type II/III/IV - AFM - performance adjustments, 219 aircraft certification - Type II/III/IV - AFM - stop distance, 219 aircraft certification - Type II/III/IV - AFM - takeoff distance, 219 aircraft certification - Type II/III/IV - AFM - takeoff run, 219 aircraft certification - Type II/III/IV - AFM - takeoff speed increase, 175, 219 aircraft certification - Type II/III/IV - buffeting, 175, 219 aircraft certification - Type II/III/IV - controllability, 175 aircraft certification - Type II/III/IV - effect of heated surfaces, 175, 219 aircraft certification - Type II/III/IV - effect of ice protection systems, 175 aircraft certification - Type II/III/IV - effect on air data probes, 175, 219 aircraft certification - Type II/III/IV - effect on airspeed probe, 219 aircraft certification - Type II/III/IV - effect on altitude probe, 219 aircraft certification - Type II/III/IV - effect on angle-ofattack sensors, 220 aircraft certification - Type II/III/IV - effect on APU, 175, 220 aircraft certification - Type II/III/IV - effect on engine anti-ice system, 220 aircraft certification - Type II/III/IV - effect on environmental control system, 175, 220 aircraft certification - Type II/III/IV - effect on fluid baking, 175, 220 aircraft certification - Type II/III/IV - effect on temperature probe, 220 aircraft certification - Type II/III/IV - effect on vent blocking, 175 aircraft certification - Type II/III/IV - effect on visibility of flightdeck window, 219 aircraft certification - Type II/III/IV - flight tests, 175, 220 aircraft certification - Type II/III/IV - fluid application, 176, 220 aircraft certification - Type II/III/IV - fluids to be tested, 176, 220 aircraft certification - Type II/III/IV - handling qualities, 176 aircraft certification - Type II/III/IV - ICA, 176 aircraft certification - Type II/III/IV - lift loss determination, 176 aircraft certification - Type II/III/IV - maintenance instructions - aerodynamically quiet area inspections, 176 aircraft certification – Type II/III/IV – maintenance instructions - control balance bay inspections, 176

aircraft certification - Type II/III/IV - maintenance instructions - drain hole inspections, 176 aircraft certification - Type II/III/IV - maintenance instructions - internal control system component inspection, 176 aircraft certification - Type II/III/IV - maintenance instructions - lubrication, 176 aircraft certification - Type II/III/IV - maintenance instructions - residue check frequency, 176 aircraft certification - Type II/III/IV - maintenance instructions - residue detection, 176 aircraft certification - Type II/III/IV - maintenance instructions - residue monitoring, 176 aircraft certification - Type II/III/IV - maintenance instructions - residue removal, 176, 220 aircraft certification - Type II/III/IV - measurement of elevator/horizontal stabilizer gap, 176 aircraft certification - Type II/III/IV - pilot application of longitudinal control forces, 176 aircraft certification - Type II/III/IV - regulatory requirements, 176 aircraft certification - Type II/III/IV - required for aircraft brake release to  $V_R < 30$  s, 176 aircraft certification - Type II/III/IV - required for aircraft with reversible longitudinal flight controls, 176 aircraft certification - Type II/III/IV - required for aircraft with  $V_R < 100$  KACS, 176 aircraft certification - Type II/III/IV - residue - inspection, 176, 220 aircraft certification - Type II/III/IV - residue maintenance instructions, 176, 220 aircraft certification - Type II/III/IV - responsiveness to pitch control input, 176 aircraft certification - Type II/III/IV - similarity to previously tested aircraft model, 176 aircraft certification - Type II/III/IV - takeoff angle-ofattack margin tests, 176, 220 aircraft certification - Type II/III/IV - takeoff at fixed pitch angle, 220 aircraft certification - Type II/III/IV - takeoff performance, 176.220 aircraft certification - Type II/III/IV - test day temperature, 176, 220 aircraft certification - Type II/III/IV - test deicing/antiicing procedures, 220 aircraft certification – Type II/III/IV – training, 176, 220 aircraft certification – Type II/III/IV – vibration, 176, 220 aircraft certification - Type II/III/IV - viscosity measurement, 176 aircraft coating. See aircraft surface coating aircraft configuration (deicing), 94, 123, 187, 232 aircraft configuration (taxiing), 245, See also HOT adjusted v standard; allowance time - adjusted v standard aircraft deicing configuration. See aircraft configuration (deicing) aircraft deicing facility. See deicing facility aircraft deicing fluid. See deicing fluid aircraft deicing pad. See deicing pad aircraft deicing standards, global. See global aircraft deicing standards aircraft deicing vehicle - self-propelled. See deicing unit aircraft ground deicing research reports, 43

aircraft hydraulic fluid - definition, 258 aircraft icing conditions - definition, 241 aircraft icing on the ground, conditions conducive to definition, 222 aircraft icing, conditions conducive to - definition, 222 aircraft lubricant - definition, 258 aircraft maneuvering area deicing product. See RDP aircraft manufacturer documentation - aircraft configuration (deicing), 94 aircraft manufacturer documentation - aircraft deicing procedure, specific, 94 aircraft manufacturer documentation - aircraft operational procedure after fluid application, 177 aircraft manufacturer documentation - aircraft operational procedure after Type II/IV application, 177 aircraft manufacturer documentation - aircraft surface coating, 94 aircraft manufacturer documentation - cleaner for flightdeck windows, 94 aircraft manufacturer documentation - cold-soaked fuel frost exception, 94 aircraft manufacturer documentation - compliance with, 94.232 aircraft manufacturer documentation - contamination [frozen], limits on areas of, 223, 226 aircraft manufacturer documentation - contamination [frozen], limits on thickness of, 223, 225 aircraft manufacturer documentation - engine deicing procedure, 94 aircraft manufacturer documentation - fluid application, 94 aircraft manufacturer documentation - fluid application restrictions, 223, 226 aircraft manufacturer documentation - fluid pressure, maximum, 187 aircraft manufacturer documentation - fluid restrictions for aircraft type and model, 49 aircraft manufacturer documentation - fluid temperature limit, 147, 179 aircraft manufacturer documentation - frost exception for fuselage, 94 aircraft manufacturer documentation - frost exception for wings, tail, control surfaces, 94 aircraft manufacturer documentation - list fluid types allowed on aircraft, 78, 86 aircraft manufacturer documentation - local frost prevention, 94 aircraft manufacturer documentation - need for tactile check. 95 aircraft manufacturer documentation - representative surface, 153 aircraft manufacturer documentation - salt-based fluid, 95 aircraft manufacturer documentation - tactile check, 95 aircraft manufacturer documentation - Type II/III/IV fluid application restrictions, 226 aircraft manufacturer documentation - Type II/III/IV residue, 95 aircraft manufacturer documentation - Type II/III/IV residue - cleaning, 95 aircraft manufacturer documentation - Type II/III/IV residue - inspection method, 95 aircraft manufacturer documentation - Type II/III/IV residue - maintenance requirements, 95

#### General Index

aircraft manufacturer documentation - Type II/III/IV residue - prevention, 223, 226 aircraft manufacturer documentation - type-specific aircraft deicing/anti-icing recommendations, 223 aircraft manufacturer recommendation. See aircraft manufacturer documentation aircraft operating manual, 23 aircraft operator - responsibility - adaptation of deicing/anti-icing procedures, 95 aircraft operator - responsibility - aircraft configuration in absence of flightcrew, 95 aircraft operator - responsibility - aircraft type special procedures, 95 aircraft operator - responsibility - deicing/anti-icing procedures, 95 aircraft operator - responsibility - deicing/anti-icing program, 95 aircraft operator - responsibility - ground deicing programs, 95 aircraft operator - responsibility - groundcrew qualification, 95 aircraft operator - responsibility - management, 95 aircraft operator - responsibility - party assignment for anti-icing code, 95 aircraft operator - responsibility - party assignment for postdeicing/anti-icing check, 95 aircraft operator - responsibility - pilot-in-command, 95 aircraft operator - responsibility - quality program, 95 aircraft operator - responsibility - special checks, 95 aircraft parking area length, 171 aircraft parking area width, 171 aircraft parking area, deicing pad – definition, 171 aircraft skin temperature lower than OAT. See wing temperature lower than OAT aircraft surface coating, 46 aircraft surface coating - after-market, 46 aircraft surface coating - AMS3090 weathering, 46 aircraft surface coating - comparative endurance time test, 46 aircraft surface coating - compatibility with aircraft surfaces, 46 aircraft surface coating - compatibility with cleaners, 46 aircraft surface coating - compatibility with polishes, 46 aircraft surface coating - compatibility with waxes, 46 aircraft surface coating – definition, 46 aircraft surface coating - durability, 46 aircraft surface coating - effect of acid rain on, 46 aircraft surface coating - effect of detergents on, 46 aircraft surface coating - effect of hydraulic fluid on, 46 aircraft surface coating - effect of jet fuel on, 46 aircraft surface coating - effect of oxidation on, 46 aircraft surface coating – effect of ozone on, 46 aircraft surface coating - effect of Type I/II/III/IV on, 46 aircraft surface coating - effect on aerodynamic performance, 46 aircraft surface coating - effect on drag, 46 aircraft surface coating - effect on endurance time, 46 aircraft surface coating - effect on frost formation, 46 aircraft surface coating - effect on HOT, 46 aircraft surface coating - effect on ice adhesion, 46 aircraft surface coating - effect on inflight ice accretion, 46 aircraft surface coating - effect on thermal conductivity, 46

aircraft surface coating - effect on Type I, 46 aircraft surface coating - effect on Type I/II/III/IV, 309 aircraft surface coating - effect on Type II/III/IV, 46 aircraft surface coating - hardness, 46 aircraft surface coating - immersion tests, 46 aircraft surface coating - super-hydrophobic - limitation in frost. 46 aircraft surface coating - thickness 1-2 mils, 46 aircraft surface coating - thickness test for Type II/III/IV, 46 aircraft surface coating - weathering, 46 aircraft surface coating - wetting test for Type I, 46 aircraft, turboprop high wing - inspection, 153 airfield deicing fluid. See RDP airflow - laminar v turbulent, 216 airline. See aircraft operator airplane. See aircraft airport authority - responsibility - communications before, during, after deicing, 95 airport authority - responsibility - deicing facilities operability, 95 airport authority - responsibility - environmental regulation compliance, 95 airport authority – responsibility – fluid logistics airside, 95 airport authority - responsibility - health and safety, 95 airport authority - responsibility - message boards, 95 airport authority - responsibility - off gate/CDF/DDF procedures, 95 airport authority - responsibility - taxi and stop guidance, 95 airport authority - responsibility - taxi routing, 95 airport authority - responsibility - unique requirements, 95 airport authority - responsibility - weather support, 95 Airport Certification Manual (U.S.), 171 Airport Improvement Program (U.S.), 171 airport remote. See remote airport airport, certificated (FAA), 171 airstream. See forced air alkali organic salt based Type I - effect on Type II/III/IV protection time, 86 alkali organic salt based Type I – exclusion from the fluid list (FAA/TC), 86 alkali organic salt based Type I - guidance (EASA), 230 alkali organic salt based Type I - guidance (FAA), 153 alkali organic salt based Type I – guidance (TC), 187 alkali organic salt based Type I – HOT – invalid, 86 alkali organic salts. See also non-glycol alkali organic salts - aircraft maintenance program, 268 alkali organic salts - catalyst for carbon brake oxidation, 262 alkali organic salts - corrosion of electrical connectors, 245 alkali organic salts - corrosion of hydraulic system components, 245 alkali organic salts - effect on aircraft electrical systems, 263 alkali organic salts - effect on aluminum, 269 alkali organic salts - effect on cadmium, 269 alkali organic salts - effect on carbon brakes, 245, 262, 268, 269, 271 alkali organic salts - effect on Kapton insulation, 269 alkali organic salts - effect on landing gear, 269 alkali organic salts - effect on wire bundles, 269

alkali organic salts - electrical connector arcing, 263 alkali organic salts – electrical connector corrosion. 263 alkali organic salts – electrical connector shorting, 263 alkali organic salts - electrical switch arcing, 263 alkali organic salts - electrical wire bundle arcing, 263 alkali organic salts - oxidation of carbon brakes, 268 allowance time, 154, See also wind tunnel testing allowance time - 76% adjusted - flaps and slats deployed, 147, 153, 179 allowance time - adjusted v standard, 275 allowance time - cannot be extended by inspection, 147, 179 allowance time - cautions, 147, 179 allowance time - cautions - ground deicing/anti-icing fluids do not provide in-flight icing protection, 147, 179 allowance time – cautions – no time extension by inspection, 147, 179 allowance time - cautions - responsibility for use of data remains with the user, 147, 179 allowance time - definition, 78, 86 allowance time - end of, 187 allowance time - extension time, 187 allowance time - extension with pretakeoff contamination check - none, 153 allowance time - extension with pretakeoff contamination inspection - none, 187 allowance time - failure mode - aerodynamic and visual, 78.86 allowance time - guidance (FAA), 153 allowance time - guidance (TC), 187 allowance time - list of validated fluids, 147, 179 allowance time - METAR code DZGS, 147, 179 allowance time - METAR code -DZGS, 147 allowance time - METAR code -DZGS, 179 allowance time - METAR code DZPL, 147, 179 allowance time - METAR code -DZPL, 147 allowance time - METAR code -DZPL, 179 allowance time - METAR code FZDZGS, 147, 179 allowance time - METAR code -FZDZGS, 147 allowance time - METAR code -FZDZGS, 179 allowance time - METAR code FZDZPL, 147, 179 allowance time - METAR code -FZDZPL, 147 allowance time - METAR code -FZDZPL, 179 allowance time - METAR code -FZRAGS, 147, 179 allowance time - METAR code -FZRAGSSN, 147, 179 allowance time - METAR code -FZRAPL, 147, 179 allowance time - METAR code -FZRAPLSN, 147, 179 allowance time - METAR code -FZRASNGS, 147, 180 allowance time - METAR code -FZRASNPL, 147, 180 allowance time - METAR code GS, 147, 180 allowance time - METAR code -GS, 147 allowance time - METAR code -GS, 180 allowance time - METAR code GSDZ, 147, 180 allowance time - METAR code -GSDZ, 147 allowance time - METAR code -GSDZ, 180 allowance time - METAR code GSFZDZ, 147, 180 allowance time - METAR code -GSFZDZ, 147 allowance time - METAR code -GSFZDZ, 180 allowance time - METAR code -GSFZRA, 147, 180 allowance time - METAR code -GSFZRASN, 147, 180 allowance time - METAR code GSRA, 147, 180 allowance time - METAR code -GSRA, 147

allowance time - METAR code -GSRA, 180 allowance time - METAR code -GSRASN, 147, 180 allowance time - METAR code GSSN, 147, 180 allowance time - METAR code - GSSN, 147 allowance time - METAR code - GSSN, 180 allowance time - METAR code -GSSNFZRA, 147, 180 allowance time – METAR code -GSSNRA, 147, 180 allowance time - METAR code PL, 147, 180 allowance time - METAR code -PL, 147 allowance time - METAR code -PL, 180 allowance time - METAR code -PLDZ, 147, 180 allowance time - METAR code -PLFZDZ, 147, 180 allowance time - METAR code -PLFZRA, 147, 180 allowance time - METAR code -PLFZRASN, 147, 148, 180 allowance time - METAR code PLRA, 148, 180 allowance time - METAR code -PLRA, 148 allowance time - METAR code -PLRA, 180 allowance time - METAR code -PLRASN, 148, 180 allowance time - METAR code PLSN, 148, 180 allowance time - METAR code -PLSN, 148 allowance time - METAR code -PLSN, 180 allowance time - METAR code -PLSNFZRA, 148, 180 allowance time - METAR code -PLSNRA, 148, 180 allowance time - METAR code RAGS, 148, 180 allowance time - METAR code -RAGS, 148 allowance time - METAR code -RAGS, 180 allowance time - METAR code -RAGSSN, 148, 180 allowance time - METAR code RAPL, 148, 180 allowance time - METAR code -RAPL, 148 allowance time - METAR code -RAPL, 180 allowance time - METAR code -RAPLSN, 148, 180 allowance time - METAR code -RASNGS, 148, 180 allowance time - METAR code -RASNPL, 148, 180 allowance time - METAR code -SNFZRAGS, 148, 180 allowance time - METAR code -SNFZRAPL, 148, 180 allowance time - METAR code SNGS, 148, 180 allowance time - METAR code -SNGS, 148 allowance time - METAR code -SNGS, 180 allowance time - METAR code -SNGSFZRA, 148, 180 allowance time - METAR code -SNGSRA, 148, 180 allowance time - METAR code SNPL, 148, 180 allowance time - METAR code -SNPL, 148 allowance time - METAR code -SNPL, 180 allowance time - METAR code -SNPLFZRA, 148, 180 allowance time - METAR code -SNPLRA, 148, 180 allowance time - METAR code -SNRAGS, 148, 180 allowance time - METAR code -SNRAPL, 148, 180 allowance time - precipitation - ice pellets and small hail, 78 allowance time - precipitation - light ice pellet, 154 allowance time - precipitation - light ice pellets, 187 allowance time - precipitation - light ice pellets mixed other forms of precipitation, 154, 187 allowance time - precipitation - light ice pellets mixed with light drizzle, 187 allowance time - precipitation - light ice pellets mixed with light freezing drizzle, 187 allowance time - precipitation - light ice pellets mixed with light freezing rain, 187 allowance time - precipitation - light ice pellets mixed with light freezing rain and light snow, 187

allowance time - precipitation - light ice pellets mixed with light rain, 187 allowance time - precipitation - light ice pellets mixed with light rain and light snow, 187 allowance time - precipitation - light ice pellets mixed with moderate drizzle, 187 allowance time - precipitation - light ice pellets mixed with moderate freezing drizzle, 187 allowance time - precipitation - moderate ice pellets, 154, 187 allowance time - precipitation - small hail, 154, 187 allowance time - precipitation stops, when, 153, 187 allowance time - precipitation types, 148, 180 allowance time - pretakeoff contamination check not required, 154 allowance time - pretakeoff contamination check useless, 154 allowance time - purpose, 154 allowance time – rotation speed  $\geq 100$  knots – Type III fluids, 148, 180, 187 allowance time – rotation speed  $\geq 100$  knots – Type IV EG fluids, 148, 180, 188 allowance time – rotation speed  $\geq 100$  knots ( $\geq 115$  knots for some precipitation conditions) - Type IV PG fluids, 148, 181, 188 allowance time - rotation speed, minimum, 154 allowance time - sample selection - Type II/III/IV, 78 allowance time - standard v adjusted, 275 allowance time - start of, 154, 188 allowance time - temperature decreasing, 154, 188 allowance time - temperature increasing, 154, 188 allowance time - temperature stable, 154, 188 allowance time - Type I - none, 86, 154, 188 allowance time - Type II - none, 86, 154, 188 allowance time - Type III undiluted, 86, 148, 154, 181, 188 allowance time - Type III unheated, 148, 154, 181, 188 allowance time - Type IV EG fluid undiluted, 148, 181 allowance time - Type IV glycol unknown, 148, 181 allowance time - Type IV undiluted, 86, 148, 154, 181, 188 allowance time - v HOT, 154, 188 allowance time - wind tunnel testing, 86 AMIL, 75, 148, 181 AMIL gel residue tables, 78 AMS, 41 AMS1424 - performance v composition of matter specification, 49 AMS1424 - purpose - minimum requirements for Type I, 86 AMS1424 - recognition - EASA, 225 AMS1424 - recognition - ICAO, 232 AMS1424 - recognition - TC, 188 AMS1424/1, 49, 57 AMS1424/1 - purpose - identity of freezing point depressant, 86 AMS1424/1A, 55 AMS1424/2, 49, 57 AMS1424/2 - purpose - identity of freezing point depressant, 86 AMS1424/2A, 55 AMS1424S, 48 AMS1428 - performance v composition of matter specification, 57

AMS1428 - purpose - minimum requirements for Type II/III/IV fluids, 78 AMS1428 - recognition - EASA, 225 AMS1428 - recognition - ICAO, 232 AMS1428 - recognition - TC, 188 AMS1428/1 - purpose - identity of freezing point depressant, 78 AMS1428/1A, 64 AMS1428/2 - purpose - identity of freezing point depressant, 78 AM\$1428/2A, 64 AMS1428L, 56 AMS1431 - recognition - FAA, 265, 266 AMS1431 RDP ice melting test. See RDP ice melting test AMS1431 RDP ice penetration test. See RDP ice penetration test AMS1431 RDP ice undercutting test. See RDP ice undercutting test AMS1431F, 250 AMS1435 - recognition - FAA, 266 AMS1435 RDP ice melting test. See RDP ice melting test AMS1435 RDP ice penetration test. See RDP ice penetration test AMS1435 RDP ice undercutting test. See RDP ice undercutting test AMS1435E, 253 AMS1448B. 264 angle of attack - flow separation at high, 216 angle of attack - flow separation at low, 216 angle, contact. See contact angle angle, roll-off. See roll-off angle angle, sliding. See sliding angle anti-icing - definition, 89, 95, 117, 167, 188, 210, 216, 222, 226, 232 anti-icing code, 167, 222, 223, 226, 232 anti-icing code - definition, 95, 222 anti-icing code - exception for local deicing, 95 anti-icing code - functional definition, 95 anti-icing code - transmission after completion of postdeicing/anti-icing check, 95 anti-icing fluid - definition, 95, 169, 188, 222, 226 anti-icing fluid - functional description, 123 anti-icing fluid - protection time, limited, 188 anti-icing fluid additives - aquatic toxicity, 123 anti-icing performance - definition, 148, 181 anti-icing performance - high humidity endurance test and water spray endurance test, 72 anti-icing performance - superset of high humidity endurance test, 148, 181 anti-icing performance - superset of water spray endurance test, 148, 181 anti-icing procedure. See fluid application; fluid application - anti-icing anti-icing truck. See deicing unit Antonov An 24/140 - middle speed ramp, development of, 71 AOS. See alkali organic salt application equipment. See deicing unit approval by purchaser, 49, 250, 253 apron – definition, 188 apron deicing product. See RDP APS Aviation, 43, 75, 148, 181, 276

APU fluid ingestion, 188 APU, running – fluid ingestion – catastrophic failure, 188 APU, running - fluid ingestion - flame out, 188 aqueous solution - definition, 283 ARP, 41 ARP1971- recognition - TC, 188 ARP1971D, 120 ARP4806 - recognition - TC, 188 ARP4902 - recognition - ICAO, 232 ARP4902C, 111 ARP5058, 188 ARP5485 - only protocol acceptable to FAA for endurance data on Type II/III/IV, 154 ARP5485 - use by FAA to develop HOT, 154 ARP5485B, 75 ARP5660B, 115 ARP5718B, 77 ARP5945 - only protocol acceptable to FAA for endurance data on Type I, 154 ARP5945 - use by FAA to develop HOT, 154 ARP5945A, 83 ARP6207, 85 ARP6257 - recognition - EASA, 225 ARP6257 - recognition - ICAO, 232 ARP6257B, 93 ARP6852E. 65 ARP8831.141 Arriaga, Michael, 245, 271 Arzt, Oliver, 33, 34, 111 AS, 41 AS5116, 188 AS5537A, 93 AS5635A, 117 AS5681C, 89 AS5900, 148, 181 AS5900E, 68 AS5901D, 71 AS6170, 256 AS6172, 256 AS6211, 257 AS6285, 43 AS6285 - recognition - EASA, 225 AS6285 - recognition - FAA, 154 AS6285 - recognition - ICAO, 232 AS6285 - recognition - TC, 188 AS6285E, 94 AS6286, 43 AS6286 - complementary to AS6285, 123 AS6286 - complementary to AS6332, 123 AS6286 - recognition - EASA, 225 AS6286 - recognition - EASA - exception Table B2 of AS6286B, 231 AS6286 - recognition - FAA, 154 AS6286 - recognition - ICAO, 232 AS6286 - recognition - TC, 188 AS6286 - recognition - TC - exception Table B2 of AS6286B. 188 AS6286 - recognition - TC - recommendation not to use Table B2 of AS6286B, 188 AS6286 - subordinate to AS6285, 123 AS6286 aircraft deicing procedures - precedence of AS6285 procedures, 123

AS6286D, 123 AS6332.43 AS6332 - recognition - EASA, 225 AS6332 - recognition - ICAO, 232 AS6332 - recognition - TC, 188 AS6332 - subordinate to AS6285, 123 AS6332A.136 AS9100, 137 AS9968, 72 Association of European Airlines. See AEA ASTM D2196 - analogous to AS9968, 73 ASTM E3116 - analogous to AS9968, 73 ATC - responsibilities, 95 ATC – winter operations plan, 233 ATC – winter operations plan – flow through rate, 232 ATC - winter operations plan - in controller's manual, 233 ATC - winter operations plan - shortest taxi time, 233 ATR 42 - middle speed ramp, development of, 71 audit, 137 audit - anti-icing code, 243 audit - communications with flightcrew, 243 audit - deicing operation location, 243 audit - deicing procedures, 243 audit - deicing unit - communication system, 243 audit - deicing unit - maintenance, 243 audit - deicing unit identification, 243 audit - documented procedure, 137 audit - finding classification - minor finding, 243 audit - finding classification - no finding, 243 audit - finding classification - safety related finding, 243 audit - fluid brand name, 243 audit - fluid certificate of analysis, 243 audit - fluid concentration checks, 243 audit - fluid deicing unit labeling, 243 audit - fluid delivery check results, 243 audit - fluid laboratory checks, 243 audit - fluid manufacturer, 243 audit - fluid mixing, 243 audit - fluid nozzle temperature, 243 audit - fluid refraction check, 243 audit - fluid storage construction materials, 243 audit - fluid storage labeling, 243 audit - fluid storage maintenance, 243 audit - fluid storage temperature, 243 audit - fluid Type, 243 audit - nozzle fluid temperature, 243 audit - nozzle samples, 243 audit - postdeicing/anti-icing check, 243 audit - refractometer calibration, 243 audit - refractometer functional check, 243 audit - sampling procedure, 243 audit - self, 188 audit - TC, by, 188 audit - training - aircraft fleet types, 243 audit - training - deicing operations, 243 audit - training - postdeicing/anti-icing check, 243 audit - training - practical assessments, 243 audit - training - records, 243 audit - training - recurrent training, 243 audit - training - theoretical tests, 243 audit - Type II/III/IV thermal degradation, 244 audit checklist, 144
audit checklist - airlines procedures, 142 audit checklist - airport procedures, 142 audit checklist - annual audit, 142 audit checklist - approved locations, 142 audit checklist - audit procedure, 142 audit checklist - audit results review by senior management, 142 audit checklist - audit schedule, 142 audit checklist - audit, annual, 142 audit checklist - audit, follow-up, 142 audit checklist – audit, initial, 142audit checklist - audit, on-site, 142 audit checklist - audit, remote, 142 audit checklist - clean aircraft concept, 142 audit checklist - codes and colors, 142 audit checklist - communication program, 142 audit checklist - communications procedure, 142 audit checklist - communications procedure - abnormal occurrences, 142 audit checklist - communications procedure - for deicing crews, 142 audit checklist - communications procedure - interrupted communications, 142 audit checklist - communications procedure - postdeicing, 142 audit checklist - communications procedure - predeicing, 142 audit checklist - communications procedure - with flightcrew, 142 audit checklist - company contact, 142 audit checklist - conformity of deicing operations data with procedure, 142 audit checklist - corrective measures, 142 audit checklist - customer-specific training, 142 audit checklist - deicing equipment hazard labeling, 142 audit checklist - deicing equipment inspection, 142 audit checklist - deicing equipment labeling, 142 audit checklist - deicing equipment maintenance, 142 audit checklist - deicing equipment walk-around, 142 audit checklist - deicing equipment walk-around checklist, 142 audit checklist - deicing operation data records - paper or electronic, 142 audit checklist - document record control system, 142 audit checklist - documentation of equipment, 142 audit checklist - documentation of facilities, 142 audit checklist - documentation of responsibilities, 142 audit checklist - engine contamination removal qualification, 142 audit checklist - engines-on procedure, 142 audit checklist - English language requirement, 142 audit checklist - equipment, 142 audit checklist - fall prevention equipment, 142 audit checklist - findings, 142 audit checklist - findings - major nonconformance, 142 audit checklist - findings - minor nonconformance, 142 audit checklist - findings - opportunity for improvement, 142 audit checklist - findings - repeated findings, 142 audit checklist - findings summary, 142 audit checklist - fire suppression inspection record, 142 audit checklist - fluid acceptance checks, 143

audit checklist - fluid bending system procedure, 143 audit checklist - fluid compatibility, 143 audit checklist – fluid daily check procedure, 143 audit checklist - fluid daily test results, 143 audit checklist - fluid delivery documentation, 143 audit checklist - fluid fill and discharge ports labeling, 143 audit checklist - fluid freezing point tolerance, 143 audit checklist - fluid handling procedure, 143 audit checklist - fluid in-use specification, 143 audit checklist - fluid manufacturer, 143 audit checklist - fluid manufacturer technical data, 143 audit checklist - fluid nonconformance procedure, 143 audit checklist - fluid nozzle sample test results, 143 audit checklist - fluid nozzle temperature, 144 audit checklist - fluid preseason test results, 143 audit checklist - fluid quarantine procedure, 143 audit checklist - fluid random test results, 143 audit checklist - fluid sample retention, 143 audit checklist - fluid selection switches labeling, 143 audit checklist - fluid storage, 143 audit checklist - fluid storage documentation, 143 audit checklist - fluid storage labeling, 143 audit checklist - fluid storage test results, 143 audit checklist - fluid test procedure for heated fluids, 143 audit checklist - fluid test results for heated fluids, 143 audit checklist - fluid within season test results, 143 audit checklist - fluids, 143 audit checklist - follow-up audit, 143 audit checklist - global aircraft deicing standards, 143 audit checklist - hazard identification, 143 audit checklist - head of deicing, 143 audit checklist - human factors, 143 audit checklist - information update for staff, 143 audit checklist - infrastructure, facilities, storage, 143 audit checklist - initial audit, 143 audit checklist - initial training, 143 audit checklist - instructors, 143 audit checklist - lessons learned, 143 audit checklist - list of fluids, 143 audit checklist - list of vehicles, 143 audit checklist - local procedure manual, 143 audit checklist - lockout procedure, 143 audit checklist - management responsibilities, 143 audit checklist - measurement, analysis, improvement, 143 audit checklist - monitoring of outsourced services, 143 audit checklist - nonconformance documentation, 143 audit checklist - nonconformances, 143 audit checklist - nozzle labeling, 143 audit checklist - onsite audit, 143 audit checklist - operation, 143 audit checklist - opportunities for improvement, 143 audit checklist - opportunities for improvement review by senior management, 143 audit checklist – opportunities for improvement summary, 143 audit checklist - personal protection equipment, 143 audit checklist - postdeicing check procedure, 143 audit checklist - postdeicing/anti-icing check, 144 audit checklist - postdeicing/anti-icing check qualification, 143 audit checklist - procedure manual, 144 audit checklist - procedures and documentation, 144

audit checklist - propeller contamination removal qualification. 144 audit checklist - quality control, 144 audit checklist - quality management system, 144 audit checklist - recurrent training, 144 audit checklist - refractometers calibrated, 144 audit checklist - refractometers set to zero, 144 audit checklist - remote audit, 144 audit checklist - restrictions, 144 audit checklist - review of the previous inspection, 144 audit checklist - safety management system, 144 audit checklist - special checks, 144 audit checklist - spill control, 144 audit checklist - staff qualification, 144 audit checklist - storage tank inspection records, 144 audit checklist - tactile checks, 144 audit checklist - tagout procedure, 144 audit checklist - training and qualification, 144 audit checklist - training program, 144 audit checklist - training records, 144 audit checklist - use by air operators, 144 audit checklist - use by audit organizations, 144 audit checklist - use by regulators, 144 audit checklist - use by service providers, 144 audit checklist - valves easy to operate,, 144 audit checklist - vehicle manufacturer, 144 audit checklist - vehicle positioning, 144 audit checklist (TC), 188 audit checklist (TC) - aircraft deicing/anti-icing procedures, 221 audit checklist (TC) - aircraft inspection and reporting procedures, 221 audit checklist (TC) - aircraft specific procedures, 221 audit checklist (TC) - communications with flightcrew, 221 audit checklist (TC) - contamination [frozen], effects of, 221 audit checklist (TC) - contamination [frozen], recognition of. 221 audit checklist (TC) - coordination with airport authorities, 221 audit checklist (TC) - coordination with ATC. 221 audit checklist (TC) - critical surface identification, 221 audit checklist (TC) - critical surface inspection, 221 audit checklist (TC) - critical surface inspection report, 221 audit checklist (TC) - dispatcher responsibilities, 221 audit checklist (TC) - facilities, adequate, 221 audit checklist (TC) - flightcrew responsibilities, 221 audit checklist (TC) - fluids, composition of, 221 audit checklist (TC) - fluids, effect on aircraft performance of, 221 audit checklist (TC) - fluids, identification of, 221 audit checklist (TC) - fluids, use of, 221 audit checklist (TC) - FOD, 221 audit checklist (TC) - ground deicing program - activation, 221 audit checklist (TC) - ground deicing program - chain of command, 221 audit checklist (TC) - ground deicing program dissemination, 221 audit checklist (TC) - ground deicing program publication, 221

audit checklist (TC) - ground deicing program - revisions, 221 audit checklist (TC) – ground deicing program – service provider's v operator's, 221 audit checklist (TC) – ground icing operations, end of, 221 audit checklist (TC) - ground icing operations, start of, 221 audit checklist (TC) - HOT for decision making, 221 audit checklist (TC) - HOT, approval of, 221 audit checklist (TC) - HOT, end of, 221 audit checklist (TC) - HOT, start of, 221 audit checklist (TC) - HOT, use of, 221 audit checklist (TC) - inspection reporting, 221 audit checklist (TC) - management responsibilities, 221 audit checklist (TC) - management supervision, 221 audit checklist (TC) - operational procedures, 221 audit checklist (TC) - operations v maintenance responsibilities, 221 audit checklist (TC) - operator's management plan, 221 audit checklist (TC) - person responsible, 221 audit checklist (TC) - personnel, sufficient, 221 audit checklist (TC) - pretakeoff contamination inspection, 221 audit checklist (TC) - representative surfaces, 221 audit checklist (TC) - sensors, use of, 221 audit checklist (TC) - service providers, supervision of, 221 audit checklist (TC) - service providers, training of, 221 audit checklist (TC) - tactile check, 221 audit checklist (TC) - training - initial, 221 audit checklist (TC) - training - recurrent, 221 audit checklist (TC) - training and testing, 221 audit checklist (TC) - training records, 221 audit checklist (TC) - weather, 221 audit evidence - definition, 137 audit pool, 95 audit pool - DAQCP, 95 audit results, 137 audit, external, 137 audit, internal, 137 auditor, 137 auditor - impartiality, 137 auditor - objectivity, 137 auditor - shall not audit their own work, 137 automated surface observing system. See ASOS Avogadro's number, 285 basket. See deicing unit - basket Bastas, Steve, 33 batch - definition, 299 Bernier, Ben, 33, 34, 35, 75, 77, 83, 89 BFU, 40 bias, cognitive, 241 bias, confirmation - definition, 241 bias, continuation, 241, See bias, plan continuation bias, plan continuation - definition, 241 biochemical oxygen demand. See BOD biodegradation, effects of, 188 Blackburn, Caroline, 34, 35 BLDT. See aerodynamic acceptance test - BLDT bleed-through. See color bleed-through blowing - weather descriptor, 154 Boeing, 41 Boeing - aerodynamic acceptance test history, 67

Boeing B737-200 ADV - aerodynamic acceptance test, 67 Boeing B737-600/-700/-800/-900 - cold-soaked fuel frost, 154, 229 Boeing B737-600/-700/-800/-900 - cold-soaked fuel frost training, 229 Boeing D6-17487, 46 Boeing wingtip devices. See wingtip devices Bombardier. See also aerodynamic effect of fluids evaluation by Bombardier Bombardier (de Havilland) - aerodynamic acceptance test history, 67 Bombardier DHC-8, 67 boom. See deicing unit - boom boot, deicing, 309 boot, leading edge deicing boot. See boot, deicing boundary layer displacement thickness. See aerodynamic acceptance - BLDT boundary layer displacement thickness - definition, 46 Brassard, Jean-Denis, 33, 35, 256, 257 brine. See also RDP, brine brine - definition, 310 brining - definition, 266, 310 Brix, 49, 57, 188 Brix - definition, 95 Broeren, Andy, 33 brooms. See contamination [frozen] - removal with brooms brushes. See contamination [frozen] - removal with brushes Buehler test, 57 buffer. See freezing point buffer buffer, negative. See freezing point buffer - negative cabin. See deicing unit - basket/cabin; deicing unit - cabin cabin windows. See windows, cabin cadmium plate corrosion test, 249 cadmium plate corrosion test - AMS1431 sample, 249 cadmium plate corrosion test - AMS1435 sample, 249 cadmium plate corrosion test - cleaning of test specimens, 249 cadmium plate corrosion test - criterion for undesirable corrosion effects, 249 cadmium plate corrosion test - gravimetric results, 249 cadmium plate corrosion test - procedure, 249 cadmium plate corrosion test - RDP sample, 249 cadmium plate corrosion test - sample preparation, 249 cadmium plate corrosion test - test coupons, 249 cadmium plate corrosion test - test results, 249 cadmium plate corrosion test - test specimen, 249 cadmium plated aircraft parts - RDP caused corrosion, 249 cadmium plated aircraft parts corrosion test. See cadmium plate corrosion test calibration - definition, 287 calibration curve, 287, 288 calibration curve - definition, 288 Canada Labour Code - mandatory compliance, 188 Canadian Aviation Regulations, 188 Canadian Aviation Regulations - aerial work, 188 Canadian Aviation Regulations - air taxi operations, 188 Canadian Aviation Regulations - airlines operations, 188 Canadian Aviation Regulations - commuter operations, 188 Canadian Aviation Regulations - General Operating Flight Rules, 188 CANUTEC, 188

Capobianco, Luc, 33 CAR. See Canadian Aviation Regulations CAR 602.11 - Standard 622.11 Ground Icing Operations, 210 carbon brake - advantages - better wear, 271 carbon brake - advantages - high temperature stability, 271 carbon brake - advantages - reuse of worn carbon discs, 271 carbon brake - antioxidant treatment - barrier coating, 258 carbon brake - antioxidant treatment - barrier coating, selfhealing, 258 carbon brake - antioxidant treatment - chemical vapor infiltration. 258 carbon brake - antioxidant treatment - definition, 258 carbon brake - antioxidant treatment - densification of the polyacrylonitrile fibers, 258 carbon brake - antioxidant treatment - disk soaking, 258 carbon brake - antioxidant treatment - generic, 262 carbon brake - antioxidant treatment - oxidation inhibitor, 258 carbon brake - antioxidant treatment - oxidation inhibitor, phosphate based, 258 carbon brake - antioxidant treatment - oxidation resistance of the carbon, 258 carbon brake - antioxidant treatment - phosphate solution, 258 carbon brake - antioxidant treatment - porosity of the carbon. 258 carbon brake - catalytic oxidation. See carbon brake oxidation carbon brake - contamination. See carbon brake contamination carbon brake - definition, 259 carbon brake - degradation, 259 carbon brake - friction and wear modifier - definition, 259 carbon brake - friction material, 259 carbon brake - inspection, 259 carbon brake - inspection frequency, 267, 268, 269 carbon brake - inspection of rotor, 267, 268, 269 carbon brake - inspection of stator, 267, 268, 269 carbon brake – operating temperature v steel brake operating temperature, 259 carbon brake - oxidation. See carbon brake oxidation carbon brake - removal criteria, 259 carbon brake - return-to-service criteria, 259 carbon brake - smoke from, 259 carbon brake contamination - decontamination method, 259 carbon brake contamination - detection - chromatography, 259 carbon brake contamination - detection - conductivity measurement, 259 carbon brake contamination - detection - discoloration, 259 carbon brake contamination - detection - hardness probes, with. 259 carbon brake contamination - detection - odor, 259 carbon brake contamination - detection - off-aircraft inspection, 259 carbon brake contamination - detection - on-aircraft inspection, 259 carbon brake contamination - detection - smoke, 259

carbon brake contamination - detection - spectrometry, 259 carbon brake contamination - detection - staining, 259 carbon brake contamination - detection - visual, 259, 267, 269 carbon brake contamination - detection - visual - carbon chips, 267, 268, 269 carbon brake contamination - detection - visual - crushed carbon, 267, 268, 269 carbon brake contamination - detection - visual - damaged carbon, 267, 268, 269 carbon brake contamination - detection - visual - debris, 267 269 carbon brake contamination - detection - visual - flaked carbon, 267, 268, 269 carbon brake contamination - detection - visual - frayed carbon, 267, 269 carbon brake contamination - detection - visual - missing carbon, 267, 268, 269 carbon brake contamination - detection - visual - soft carbon, 267, 268, 269 carbon brake contamination - effect - aircraft runway overruns, 259 carbon brake contamination - effect - brake degradation, 268, 269, 271 carbon brake contamination - effect - brake disk lug rupture, 259 carbon brake contamination - effect - brake failure, 267, 268, 269 carbon brake contamination - effect - brake failure during aborted takeoff, 267, 268, 269 carbon brake contamination - effect - brake fire, 271 carbon brake contamination - effect - brake overheating, 259 carbon brake contamination - effect - brake softening, 271 carbon brake contamination - effect - brake wear, 259 carbon brake contamination - effect - catalytic oxidation, 259 carbon brake contamination - effect - complete loss of braking capability, 259 carbon brake contamination - effect - debris, 271 carbon brake contamination - effect - decreased service life, 245, 271 carbon brake contamination - effect - dragged brake, 267, 268, 269 carbon brake contamination - effect - flight cancellation, 271 carbon brake contamination - effect - flight delays, 271 carbon brake contamination - effect - foreign object damage, 271 carbon brake contamination - effect - friction coefficient, increase and decrease, 259 carbon brake contamination - effect - increased aircraft braking distance in rejected takeoff, 259 carbon brake contamination - effect - loss in braking performance, 259 carbon brake contamination - effect - loss of brake disk reuse capability, 259 carbon brake contamination - effect - loss of friction area, 259 carbon brake contamination - effect - loss of mechanical

strength, 259

carbon brake contamination - effect - loss of rubbed area. 259 carbon brake contamination - effect - mass loss, 259 carbon brake contamination - effect - mechanical degradation, 271 carbon brake contamination - effect - of humidity on friction coefficient of contaminated brakes, 259 carbon brake contamination - effect - overheated brakes, 267, 268, 269 carbon brake contamination - effect - overheating of other brakes, 259 carbon brake contamination - effect - partial loss of braking capability, 259 carbon brake contamination - effect - premature brake removal, 259 carbon brake contamination - effect - runway over-runs, 259 carbon brake contamination - effect - structural brake disc failure, 259 carbon brake contamination - effect - structural degradation, 271 carbon brake contamination - effect - temporary or permanent change in friction level, 259 carbon brake contamination - effect - torque reduction, 259 carbon brake contamination - effect - uneven braking, 259 carbon brake contamination - effect - vibration, squeal, 259 carbon brake contamination - effect - vibration, whirl, 259 carbon brake contamination - effect - vibrations, 259, 267, 268.269 carbon brake contamination - landing, 271 carbon brake contamination - prevention - phosphate solutions, 259 carbon brake contamination - prevention - use of wheel covers, 259 carbon brake contamination - process, 267, 268, 269, 271 carbon brake contamination - source - acetate v formate, 260carbon brake contamination - source - aircraft deicing fluids, 260 carbon brake contamination - source - aircraft hydraulic fluids, 260 carbon brake contamination - source - aircraft hydraulic fluids, phosphate ester based, 260 carbon brake contamination - source - aircraft lubricants, 260 carbon brake contamination - source - aircraft wash fluids, 260carbon brake contamination - source - alkali metal salts, 260 carbon brake contamination - source - alkali organic salts, 260 carbon brake contamination - source - automatic aircraft washing systems, 260 carbon brake contamination - source - calcium salts, 260 carbon brake contamination - source - catalyst - alkali metal based RDP, 267, 268, 269, 271 carbon brake contamination - source - catalyst - alkali organic salt based RDP, 260 carbon brake contamination - source - catalyst - anti-viral agent, 260

carbon brake contamination - source - catalyst - calcium from cleaning agents, 260 carbon brake contamination - source - catalyst disinfectants, 260 carbon brake contamination - source - catalyst - potassium acetate, 260, 267, 268, 269 carbon brake contamination - source - catalyst - potassium formate, 260, 267, 268, 269 carbon brake contamination - source - catalyst - potassium from cleaning agents, 260 carbon brake contamination - source - catalyst - potassium in Purple K fire extinguishers, 260 carbon brake contamination - source - catalyst - RDP, 260, 267, 268, 270 carbon brake contamination - source - catalyst - sodium acetate, 260 carbon brake contamination - source - catalyst - sodium formate, 260 carbon brake contamination - source - catalyst - sodium from cleaning agent, 260 carbon brake contamination - source - catalyst - sodium from sea water, 260 carbon brake contamination - source - catalyst - sodium hypochlorite, 260 carbon brake contamination - source - catalyst temperature indicating crayon marks, 260 carbon brake contamination - source - catalytic agents, 260 carbon brake contamination - source - cleaning solvents, 260carbon brake contamination - source - disinfectants, 260 carbon brake contamination - source - fire extinguishing agent, 260 carbon brake contamination - source - formate v acetate, 260carbon brake contamination - source - hydraulic fluid leaks, 260 carbon brake contamination - source - hydraulic system servicing, 260 carbon brake contamination - source - RDP, 260 carbon brake contamination - source - sea water, 260 carbon brake contamination - source - temperature indicator crayon marks, 260 carbon brake contamination - taking off, 271 carbon brake contamination - taxiing, 271 carbon brake contamination and oxidation, 258 carbon brake oxidation, 261 carbon brake oxidation - alkali metal salt based RDP significant contribution, 271 carbon brake oxidation - catalysis by alkali salts, 262 carbon brake oxidation - catalysis by RDP, 262 carbon brake oxidation - catalytic v thermal, 271 carbon brake oxidation – effect on mass change, 262 carbon brake oxidation - effect on weight loss, 262 carbon brake oxidation - exposure time to alkali, 271 carbon brake oxidation - exposure to ADF - insignificant contribution, 271 carbon brake oxidation - exposure to alkali based RDP significant contribution, 271 carbon brake oxidation - exposure to glycol based RDP no catalytic oxidation, 271 carbon brake oxidation - exposure to urea RDP - no catalytic oxidation, 271

carbon brake oxidation - history of, 271 carbon brake oxidation - mitigation - antioxidant brake coatings, 271 carbon brake oxidation - mitigation - lower application rates for RDP, 271 carbon brake oxidation - mitigation - lowering of brake temperature, 271 carbon brake oxidation - mitigation - mechanical snow removal, 271 carbon brake oxidation - mitigation - proper landing points, 271 carbon brake oxidation - mitigation - proper touchdown speeds, 271 carbon brake oxidation - mitigation - use of wheel covers, 271 carbon brake oxidation - oxidation effects v cumulative thermal load, 260 carbon brake oxidation - oxidation rate - unpredictable, 271 carbon brake oxidation - temperature in absence of contamination [ca 400 °C], 260 carbon brake oxidation - test, 262 carbon brake oxidation - test - antioxidant formulation, generic, 262 carbon brake oxidation - test - antioxidant, application of, 262 carbon brake oxidation - test - carbon coupon selection, 262 carbon brake oxidation - test - coupon oxidation procedure, 262 carbon brake oxidation - test - history 2005-2008, 262 carbon brake oxidation - test - mean normalized carbon weight loss %, 262 carbon brake oxidation - test - potassium acetate normalized results, 262 carbon brake oxidation - test - potassium formate normalized results, 262 carbon brake oxidation - test - RDP application to coupon, 262 carbon brake oxidation - test - round robin testing, 262 carbon brake oxidation - test - sodium acetate normalized results, 262 carbon brake oxidation - test - test result for liquid RDP, 262 carbon brake oxidation - test - test result for solid RDP, 262 carbon brake oxidation - test - test results, 262 carbon brake oxidation - test - test temperature (550°C), 262 carbon brake oxidation - test - test time (24 h), 262 carbon brake oxidation - test - urea normalized results, 262 carbon brake oxidation - test - weight loss %, mean normalized. 262 carbon brake oxidation - threshold limit - not possible to measure, 262 carbon brake oxidation - variables - aircraft deicing fluids, 260 carbon brake oxidation - variables - airline route structure, 260 carbon brake oxidation - variables - airport selection of RDP, 260

carbon brake oxidation - variables - alcohol based RDP, 260 carbon brake oxidation - variables - alkali acetate based RDP. 260 carbon brake oxidation - variables - alkali formate based RDP. 260 carbon brake oxidation - variables - ambient temperature, 260 carbon brake oxidation - variables - antioxidant coatings, 260 carbon brake oxidation - variables - antioxidant treatment, 261 carbon brake oxidation - variables - brake wear, 261 carbon brake oxidation - variables - cleaners, 261 carbon brake oxidation - variables - cooling air, 261 carbon brake oxidation - variables - cooling ducts in wheel bay, 261 carbon brake oxidation - variables - cooling fans, 261 carbon brake oxidation - variables - energy absorbed during braking, 261 carbon brake oxidation - variables - length of winter, 261 carbon brake oxidation - variables - mass of carbon heat sink. 261 carbon brake oxidation - variables - number of landings per overhaul, 261 carbon brake oxidation - variables - number of thermal cycles. 261 carbon brake oxidation - variables - peak temperature, 261 carbon brake oxidation - variables - peak temperature, time at, 261 carbon brake oxidation - variables - ram air cooling, 261 carbon brake oxidation - variables - time of exposure to contaminant, 261 carbon brake oxidation - variables - urea based RDP, 261 carbon brake oxidation - variables - wheel brake structure, 261 carbon brake oxidation - variables - wind, 261 Cassie state. See state, Cassie catalytic oxidation - definition, 261 category specification, 55, 64 **CCME**, 188 central deicing facility. See also designated deicing facility; deicing facility central deicing facility - air traffic control tower line-ofsight, 171 central deicing facility - aircraft access routes, 171 central deicing facility – airport layout plan (FAA), 171 central deicing facility - approval (TC), 188 central deicing facility – benefits – avoiding changing weather along long taxiing routes, 171 central deicing facility - benefits - improved airfield flow, 171 central deicing facility - benefits - improved effluent mitigation, 171 central deicing facility - benefits - reduced taxiing time, 171 central deicing facility - benefits - retreatment near departure runway, 171 central deicing facility - capacity, 171 central deicing facility - common deicing procedures - for all users, 171

central deicing facility - common deicing procedures safety benefits, 171 central deicing facility – components – bypass taxiing capability for aircraft not needing deicing, 171 central deicing facility - components - control center, 171 central deicing facility - components - crew shelter, 171 central deicing facility - components - deicing pads, 171 central deicing facility - components - deicing unit, 171 central deicing facility - components - environmental effluent mitigation, 171 central deicing facility - components - fluid storage and handling, 171 central deicing facility - components - lighting system, 171 central deicing facility - definition, 115, 171, 188 central deicing facility - deicing pad, factors affecting number of, 171 central deicing facility – deicing pad, factors affecting number of - deicing procedure, 171 central deicing facility - deicing pad, factors affecting number of - peak hour departure rate, 171 central deicing facility - deicing pad, factors affecting number of - preflight inspection, 171 central deicing facility – deicing pad, factors affecting number of – type of aircraft, 171 central deicing facility - deicing pad, factors affecting number of – type of deicing units, 171 central deicing facility - deicing pad, factors affecting number of - variation in meteorological conditions, 171 central deicing facility - design, 171 central deicing facility – effluent mitigation, 172 central deicing facility - effluent mitigation - aerobic treatment. 172 central deicing facility - effluent mitigation - anaerobic biochemical reactor, 172 central deicing facility - effluent mitigation - biomass, 172 central deicing facility - effluent mitigation - BOD, 172 central deicing facility – effluent mitigation – COD, 172 central deicing facility – effluent mitigation – diversion boxes, 172 central deicing facility – effluent mitigation – effluent control at the source, 172 central deicing facility – effluent mitigation – flow rate limits, 172 central deicing facility - effluent mitigation - lifecycle cost, 172 central deicing facility - effluent mitigation - mechanical aeration of detention basins, 172 central deicing facility - effluent mitigation - metered discharge from detention basin, 172 central deicing facility - effluent mitigation - oil and grease, 172 central deicing facility – effluent mitigation – pH, 172 central deicing facility - effluent mitigation - POTW (U.S.), 172 central deicing facility - effluent mitigation - recycled water, 172 central deicing facility - effluent mitigation - recycling glycol, 172 central deicing facility - effluent mitigation - recycling system, 172 central deicing facility - effluent mitigation - spent deicing fluid detention basins, 172

## General Index

central deicing facility - effluent mitigation - spent deicing fluid storage tanks, 172 central deicing facility – effluent mitigation – TOC, 172 central deicing facility - effluent mitigation - total suspended solids, 172 central deicing facility - effluent mitigation - urea algae blooms, 172 central deicing facility - effluent mitigation - wildlife management, 172 central deicing facility - environmental considerations. See also central deicing facility - effluent mitigation central deicing facility - environmental considerations receiving water aquatic communities quality, 172 central deicing facility - environmental considerations receiving water quality, 172 central deicing facility - holding bays, 172 central deicing facility - location and sizing factors, 172 central deicing facility - location and sizing factors aircraft type fleet mix, 172 central deicing facility - location and sizing factors airport layout, 172 central deicing facility - location and sizing factors airport safety programs, 172 central deicing facility - location and sizing factors deicing queues, 172 central deicing facility - location and sizing factors environmental considerations, 172 central deicing facility - location and sizing factors - HOT and time to takeoff clearance time, 172 central deicing facility - location and sizing factors lighting, 172 central deicing facility - location and sizing factors restriction of type of deicing fluid, 172 central deicing facility - location and sizing factors taxiing times and routes, 172 central deicing facility - location and sizing factors topography, 172 central deicing facility - location and sizing factors - type of deicing fluids used, 172 central deicing facility - location and sizing factors - type of deicing unit, 172 central deicing facility - location and sizing factors utilities, 172 central deicing facility - multiple, 172 central deicing facility - operational issues, 172 central deicing facility – overview of, 172 central deicing facility - pavement requirements, 172 central deicing facility - program (TC), 188 central deicing facility - requirements (TC), 188 central deicing facility – role, 172 central deicing facility - runoff mitigation. See central deicing facility - effluent mitigation central deicing facility - safety risk management (FAA), 172 central deicing facility - separation standards, 172 central deicing facility – service provider, single, 172 central deicing facility - siting, 172 central deicing facility - SMS, 172 central deicing facility - snow desk, 172 central deicing facility - vehicle safety zone, 172 central deicing facility - vehicle service roads, 172 CEPA guidelines, 189

CEPA reporting, 189 certificate of analysis, 95 certificate of analysis - definition, 95, 299 certificate of analysis v sales, 298 certificate of conformance - AMS1424, 189 certificate of conformance - AMS1428, 189 certificate of conformance - definition, 299 certificate of conformance - definition,, 95 certificate of conformity - definition, 299 certification, aircraft. See aircraft certification Cessna. See also aerodynamic effect of fluids - evaluation by Cessna Chabot, Yvan, 33, 178, 185, 186, 187, 206, 208 check - definition, 95 check time, 93, 154 check time - definition, 169 check time determination system, 154, 166 check time determination system - guidance (FAA), 169 check time determination system - subset of LWES, 169 check, clear ice. See clear ice check; check, special check, contamination. See contamination check check, deicing unit walk around, 137 check, flight control. See flight control check check, fluid. See fluid test check, fluid acceptance. See fluid acceptance check, icing. See preflight contamination check; postdeicing/anti-icing check; pretakeoff check; pretakeoff contamination check check, postapplication. See postdeicing/anti-icing check check, postdeicing. See postdeicing/anti-icing check check, pretakeoff. See pretakeoff check check, pretakeoff contamination. See pretakeoff contamination check check, special - aircraft-specific check, 96, 233 check, special - clear ice check, 96, 233 check, special - excludes contamination check, 96 check, special - flight control, 233 check, spoiler - definition, 241 check, tactile. See tactile check check, visual - in heavy snow - guidance (FAA), 154 checklist. See audit checklist Civil Aviation Administration of China, 40 civil aviation authority. See regulator clean aircraft concept, 96, 123, 137, 189, 233, 245 clean aircraft concept - aerodynamically clean aircraft, 245 clean aircraft concept - compliance, 123 clean aircraft concept - definition, 123, 137, 189, 241 clean aircraft concept - derived from FAR 121.629, 245 clean condition, 97 clean condition - air conditioning inlets, 96, 245 clean condition - air conditioning outlets, 96, 245 clean condition - air conditioning pressure-release valves, 96 clean condition - angle of attack sensors, 96, 123 clean condition - APU air inlets, 245 clean condition - brake assemblies, 245 clean condition - control surfaces, 96, 245 clean condition - critical components, 123 clean condition - critical surfaces, 96, 123 clean condition - data sensing devices, 96 clean condition - engine control system probes, 96 clean condition - engine cooling intakes, 96

clean condition - engine exhaust, 96 clean condition – engine fan blades, 96, 123 clean condition - engine inlets, 96, 245 clean condition - engine intake, 96 clean condition - engine leading edge, 96 clean condition - engine ports, 96 clean condition - engine spinner cones, 96 clean condition - flaps, 124 clean condition - fuel tank vents, 96, 245 clean condition - fuselage, 96 clean condition - fuselage - presence of frost, 96 clean condition - fuselage top, 124 clean condition - girt bar area (before closing door), 245 clean condition - horizontal stabilizer. See clean condition stabilizer, horizontal clean condition - inlets, 96 clean condition - landing gear, 96 clean condition - landing gear doors, 96, 245 clean condition - landing gear truck beam, 245 clean condition - leading edge devices, 245 clean condition - main gear, 245 clean condition - nose, 96 clean condition - nose gear, 245 clean condition - outflow valves, 96 clean condition - outlets, 96 clean condition - passenger doors, 245 clean condition - pitot tubes, 96, 124, 245 clean condition - pressure release valves, 96 clean condition - propellers, 96, 124, 189 clean condition – pylons, 124 clean condition - radome, 96, 124 clean condition - rudder, 96 clean condition - sensor, 96 clean condition - sensors, 124 clean condition - sensors - angle of attack, 96 clean condition - sensors - near heated windows, 96 clean condition - sensors - temperature, 96 clean condition - slats, 124 clean condition - stabilizer, horizontal, 96, 124 clean condition - stabilizer, vertical, 96, 124 clean condition - stall strips, 124 clean condition - static ports, 96, 245 clean condition - strakes, 124 clean condition - tail, 96 clean condition - tail, horizontal, 245 clean condition - tail, vertical, 245 clean condition - undercarriage, 124 clean condition - vanes, 124 clean condition - vertical stabilizer. See clean condition stabilizer, horizontal clean condition - vortex generators, 124 clean condition - vortilons, 124 clean condition - wheel bays, 96 clean condition - window caution, heated, 96 clean condition - windows, flightdeck, 96, 245 clean condition - windshield, 124 clean condition - wing upper surface, 246 clean condition - winglets, 124 clean condition - wings, 96, 124 clean condition - wingtip devices, 96 clean surface - functional definition, 68 cleaning solvent - definition, 261

clear ice, 233 clear ice - conditions conducive to, 97, 189, 216, 222, 233 clear ice - definition, 89, 97, 124, 189, 222, 226, 233 clear ice – detection, 97, 223, See also tactile check clear ice - detection - ground ice detection system, 189 clear ice - detection - ROGIDS, 90 clear ice - detection - ROGIDS as supplement to tactile predeicing check, 89 clear ice - detection - ROGIDS as supplement to visual predeicing check, 90 clear ice - detection - ROGIDS detection threshold, 90 clear ice - detection - ROGIDS v tactile check, 90 clear ice - detection - ROGIDS v visual check, 90 clear ice - detection - tactile check, 154, 189 clear ice - detection - tactile wand, 189 clear ice - difficulty to detect, 90, 97, 189, 222, 233, 241 clear ice - effect of, 97, 189 clear ice - formation from supercooled mist droplets, 241 clear ice - from freezing fog, 233 clear ice - occurrence - inflight, 90 clear ice – occurrence – on the ground, 90 clear ice - representative surface ineffective, 154 clear ice - undetected - probability estimate, 90 clear ice check, 97 coating, aircraft surface. See aircraft surface coating cognitive bias. See bias, cognitive cold soaking, 189, 225, 226, 246 cold soaking - conditions conducive to, 222, 233 cold soaking - conditions conducive to - conductive cooling, 189 cold soaking – conditions conducive to – flight at high altitude. 128 cold soaking - conditions conducive to - refueling, 128, 189 cold soaking - definition, 97, 189, 216, 233 cold soaking - effect on LOUT, 189 cold soaking - factors - fuel cell location, 97 cold soaking - factors - fuel cell type, 97 cold soaking - factors - fuel quantity, 97 cold soaking - factors - fuel temperature, 97 cold soaking - factors - time at high altitude, 97 cold soaking - factors - time since refueling, 97 cold soaking - fuel caused, 97, 226 cold soaking - no use of Type II/III/IV 50/50 dilution, 148, 181 cold soaking - reason for above freezing HOT, 216 cold soaking - underwing frost as indicator of, 148, 181, 189 cold-soaked effect - definition, 233 cold-soaked fuel frost. See frost, cold-soaked fuel cold-soaked fuel frost - definition, 222 cold-soaked horizontal stabilizer, 97 cold-soaked surface frost - definition, 222 cold-soaked wing, 97 colligative property of solutions, 284 colligative property of solutions - boiling point elevation, 284 colligative property of solutions - freezing point depression, 284 colligative property of solutions - osmotic pressure, 284 collision with aircraft, deicing unit, 189 collision with aircraft, deicing unit - at Mirabel airport, 39

## General Index

collision with aircraft, deicing unit - at Munich airport, 40 collision with aircraft, deicing unit - at Sheremetyevo airport, 40 color. See also Type I - color; Type II - color; Type III color; Type IV - color color bleed-through - definition, 78 color bleed-through - evaluation, 78 color intensity, evaluation of - field spray test, 78, 86 color uniformity, 57 combustion heaters - asphyxiation danger in poorly ventilated areas, 97 commander. See pilot-in-command Commercial Air Service Standards (TC), list of, 189 commingling. See Type I - commingling; Type II/III/IV commingling; fluid manufacturer documentation - fluid commingling common fluid, 111 communication - English language, 97 communication - local language, 97 communication plan, 189 communication training, 189 communication with flightcrew - absence of flightcrew at time of deicing, 97 communication with flightcrew - ACARS, 97 communication with flightcrew - after deicing/anti-icing, 97 communication with flightcrew - aircraft configuration (deicing), 97 communication with flightcrew - all clear signal, 97 communication with flightcrew - before starting deicing/anti-icing, 97 communication with flightcrew - CDF, 97 communication with flightcrew - communication plan, 97 communication with flightcrew - contamination check results, 97 communication with flightcrew - DDF, 97 communication with flightcrew - deicing unit proximity sensor activation, 97 communication with flightcrew - electronic flight bag, 97 communication with flightcrew - emergency, 97 communication with flightcrew - engines-on, 97 communication with flightcrew - English language, 97 communication with flightcrew - exception, 97 communication with flightcrew - flight interphone, 97 communication with flightcrew - frost, local, 97 communication with flightcrew - hand signals, 97 communication with flightcrew - headset, 97 communication with flightcrew - interrupted operations, 97 communication with flightcrew - local language, 97 communication with flightcrew - message boards, 97 communication with flightcrew - off-gate, 97 communication with flightcrew - phraseology, 97 communication with flightcrew - postdeicing/anti-icing report, 97 communication with flightcrew - proximity sensor activation. 97 communication with flightcrew - taxi and stop guidance, 97 communication with flightcrew - taxi instructions, 97 communication with flightcrew - verbal, precedence of, 97 communication with flightcrew - VHF, 98 communications, 98, See also anti-icing code; phraseology

communications - emergency procedures, 189 communications - ineffective, 189 communications - limits, 189 communications - service provider responsibilities, 189 communications from passengers, 189 communications with apron control, 189 communications with cabin crew - communications from passengers, 189 communications with cabin crew - communications to passengers, 189 communications with cabin crew (CT) - decision to deice, 189 communications with cabin crew (TC) - decision to deice, 210 communications with flight operations, 189 communications with flightcrew - all clear, 223 communications with flightcrew - absence of flightcrew at time of deicing, 154 communications with flightcrew – aircraft configuration (deicing), 232 communications with flightcrew - aircraft type specific procedure, 226 communications with flightcrew - aircraft type-specific procedure, 223 communications with flightcrew - all clear, 226 communications with flightcrew - all clear signal, 189, 232 communications with flightcrew - anti-icing code, 223, 226, 232 communications with flightcrew - backup communication strategy, 189 communications with flightcrew - before starting deicing/anti-icing, 189, 232 communications with flightcrew - cabin crew responsibilities, 189 communications with flightcrew - communications from passengers, 189 communications with flightcrew - communications to passengers, 189 communications with flightcrew - deicing facility and ATC control transfer, 189 communications with flightcrew – deicing unit proximity sensor activation, 232 communications with flightcrew - direct link, 189 communications with flightcrew - emergency, 189, 232 communications with flightcrew - engine start authorization, 189 communications with flightcrew - fluid Type, 223, 226, 232 communications with flightcrew - hand signals, 189 communications with flightcrew - HOT, start of, 207, 232 communications with flightcrew - importance of, 189 communications with flightcrew - in-pavement lights, 189 communications with flightcrew - interrupted operations, 232 communications with flightcrew - message boards, 189 communications with flightcrew - postdeicing/anti-icing check completion, 232 communications with flightcrew - proximity sensor activation, 232 communications with flightcrew - pushback instructions

and requirements for deicing services, 189

communications with flightcrew - radio link, 189

communications with flightcrew - routing to deicing area, 189 communications with flightcrew - service provider, 189 communications with flightcrew - standardization, 189 communications with flightcrew - taxi instructions, 189 communications with flightcrew - training requirements, 189 communications with flightcrew - treatment plan, 223, 226 communications with passengers, 190 communications with passengers (TC) - decision to deice, 190.210 compatibility, fluid. See fluid compatibility - Type I with Type II/III/IV competence level - monitoring, 124 competence level - service provider personnel, 124 condensation - definition, 241 conditions conducive to aircraft icing on the ground definition, 222, 226 configuration, aircraft deicing. See aircraft configuration (deicing) confined space entry procedure, 304, 305 confirm - definition, 144 confirmation bias. See bias, confirmation conformity - definition, 137 contact angle, 47 contact angle - definition, 47 contact angle hysteresis - definition, 47 contact angle, advancing, 47 contact angle, advancing - definition, 47 contact angle, measurement, 47 contact angle, receding, 47 contact angle, receding - definition, 47 contaminant [runway] - definition, 265 contaminant, frozen. See contamination [frozen] contaminants, frozen. See contamination [frozen] contaminated runway - definition, 265 contamination - definition, 210, 226 contamination - superset of anti-icing fluid, 216 contamination - superset of bird droppings, 216 contamination - superset of dirt, 216 contamination - superset of frost, 216 contamination - superset of hydraulic oil, 216 contamination - superset of ice, 216 contamination - superset of minor mechanical damage, 216 contamination - superset of paint chipping, 216 contamination - superset of rain, 216 contamination - superset of snow, 216 contamination - superset of squashed bugs, 216 contamination - superset of variation in manufacturing tolerance, 216 contamination [frozen] - appearance - frost on treated surface, 75, 83 contamination [frozen] - appearance - ice crystals, disseminated, 75, 83 contamination [frozen] - appearance - ice front, 75, 83 contamination [frozen] - appearance - ice pieces imbedded in fluid, 75, 83 contamination [frozen] - appearance - ice pieces partially imbedded in fluid, 75, 83 contamination [frozen] - appearance - ice sheet, 75, 83 contamination [frozen] - appearance - slush front, 75, 83

contamination [frozen] – appearance – slush in clusters, 75, 83 contamination [frozen] - appearance - snow bridges, 75, 83 contamination [frozen] - asymmetric, 233 contamination [frozen] - asymmetric - in crosswind, 216 contamination [frozen] - definition, 90, 98, 137, 167 contamination [frozen] - effect on (rapid) pitch up and rolloff during rotation, 168 contamination [frozen] - effect on aircraft handling quality, 190 contamination [frozen] - effect on airflow, 124, 246 contamination [frozen] - effect on airfoil performance, 190 contamination [frozen] - effect on airspeed information, 233 contamination [frozen] – effect on angle of attack reading, 233 contamination [frozen] - effect on APU, 225 contamination [frozen] - effect on APU performance, 226 contamination [frozen] - effect on boundary layer, 216 contamination [frozen] – effect on boundary layer separation, 216 contamination [frozen] - effect on brakes, 233 contamination [frozen] – effect on buffet or stall before activation of stall warning, 168 contamination [frozen] - effect on control, 168, 226, 233 contamination [frozen] - effect on control surfaces, 124, 225, 226, 233 contamination [frozen] - effect on drag, 124, 168, 190, 225, 226, 233, 246 contamination [frozen] - effect on engine, 124, 225, 226 contamination [frozen] - effect on engine compressor, 225, 226 contamination [frozen] - effect on engine power information, 233 contamination [frozen] - effect on engine stall, 225, 226 contamination [frozen] - effect on FOD, 168, 233 contamination [frozen] - effect on hard wing aircraft (without leading edge device), 168 contamination [frozen] - effect on instrument pick up points, 168 contamination [frozen] - effect on landing gear, 233 contamination [frozen] - effect on lateral controllability, 190 contamination [frozen] - effect on lift, 124, 168, 190, 225, 233, 246 contamination [frozen] - effect on lift loss, 216 contamination [frozen] - effect on lift, asymmetric, 190, 246 contamination [frozen] - effect on local changes in pressure gradients in the boundary layer, 216 contamination [frozen] - effect on operating envelope, 124 contamination [frozen] - effect on pilot's perception of hazard, 190 contamination [frozen] - effect on pitch, 246 contamination [frozen] – effect on pitch moment, 216 contamination [frozen] - effect on pitot tubes, 233 contamination [frozen] - effect on propeller balance, 124, 190 contamination [frozen] - effect on propeller performance, 124, 190, 225, 226 contamination [frozen] - effect on radio communications, 233

contamination [frozen] – effect on ram air intakes, 168 contamination [frozen] - effect on rear mounted engines, 98 contamination [frozen] - effect on reduction of peak suction near the leading edge, 216 contamination [frozen] - effect on roll, 246 contamination [frozen] - effect on roll control, 216 contamination [frozen] - effect on stability, 226, 233 contamination [frozen] - effect on stall angle, 124, 190, 216 contamination [frozen] - effect on stall at lower-thannormal angle of attack, 168 contamination [frozen] - effect on stall characteristics, 190 contamination [frozen] - effect on stall pusher system, 190 contamination [frozen] – effect on stall speed, 124, 190, 233, 246 contamination [frozen] - effect on stall warning system, 190.233 contamination [frozen] - effect on static ports, 233 contamination [frozen] - effect on tail plane v canard controls, 216 contamination [frozen] - effect on thrust, 233 contamination [frozen] - effect on weight, 168, 190, 233 contamination [frozen] – effect on winglets, 168 contamination [frozen] - from engine exhaust, 241 contamination [frozen] - from fuselage melted ice or snow, 124 contamination [frozen] – from ice accretion in-flight, 124 contamination [frozen] - from runways, 246 contamination [frozen] - from taxiways, 246 contamination [frozen] - from water blown by jet engines, 124 contamination [frozen] - from water blown by propellers, 124 contamination [frozen] - from water splashed by wheels, 124 contamination [frozen] - removal by hand, 124 contamination [frozen] - removal by manual means, 190 contamination [frozen] - removal from cargo containers, 246 contamination [frozen] - removal from door mechanisms, 98 contamination [frozen] - removal from doors, passenger, 246 contamination [frozen] - removal from downlocks, 98 contamination [frozen] - removal from elevator, 98 contamination [frozen] - removal from engine fan blades, 98.124 contamination [frozen] - removal from engine inlets, 124 contamination [frozen] - removal from engine intake, 98 contamination [frozen] - removal from engines, 98 contamination [frozen] - removal from flap track, 98 contamination [frozen] – removal from flaps, 98 contamination [frozen] – removal from flightdeck windows, 98 contamination [frozen] - removal from fuselage, 98 contamination [frozen] - removal from gaps, 246 contamination [frozen] - removal from girt bars, 246 contamination [frozen] - removal from gravel deflectors, 98 contamination [frozen] - removal from hard wing aircraft, 98

contamination [frozen] - removal from landing gear, 98 contamination [frozen] - removal from lower wing surface, 98 contamination [frozen] - removal from nose, 98 contamination [frozen] - removal from passenger doors, 246 contamination [frozen] – removal from propeller driven aircraft, 98 contamination [frozen] – removal from propellers, 98, 124 contamination [frozen] - removal from radome, 98, 190 contamination [frozen] - removal from ramp where aircraft tires will be positioned, 246 contamination [frozen] - removal from stabilizer, horizontal, 98 contamination [frozen] - removal from steering systems, 98 contamination [frozen] - removal from underwing surface, 98 contamination [frozen] - removal from uplocks, 98 contamination [frozen] - removal from vertical surfaces, 98 contamination [frozen] - removal from wheel bays, 98 contamination [frozen] - removal from windows, 190, 246 contamination [frozen] – removal from wings, 98 contamination [frozen] - removal general strategy, 98 contamination [frozen] – removal in hangar, 233 contamination [frozen] – removal with air heaters, 190 contamination [frozen] - removal with brooms, 98, 190, 233 contamination [frozen] - removal with brooms mandatory tactile check (TC), 190 contamination [frozen] - removal with brooms - procedure, 190 contamination [frozen] - removal with brushes, 124, 190. 233 contamination [frozen] - removal with fluid injected into forced air, 98 contamination [frozen] - removal with fluids, 98, 223, 226, 233, See also fluid application contamination [frozen] - removal with forced air, 98, 119, 190, 223, 226, 233 contamination [frozen] - removal with forced air and fluid, 119, 190 contamination [frozen] - removal with forced air at designated deicing facility, 115 contamination [frozen] - removal with heat, 98, 190 contamination [frozen] - removal with hot air, 98, 124 contamination [frozen] - removal with hot water, 98, 190, 223.226 contamination [frozen] - removal with infrared, 98, 190, 223, 226 contamination [frozen] - removal with infrared at designated deicing facility, 115 contamination [frozen] - removal with mechanical tools, 223, 226 contamination [frozen] - removal with mops, 190 contamination [frozen] - removal with negative buffer hot fluid, 98 contamination [frozen] - removal with ropes, 190 contamination [frozen] - removal with scrapers, 190, 233 contamination [frozen] - removal with soft cloth hand, 124 contamination [frozen] - removal with squeegees, 190 contamination [frozen] - splash up, 98 contamination [frozen] - superset of freezing drizzle, 167

contamination [frozen] - superset of freezing rain, 167 contamination [frozen] - superset of freezing rain, light, 167 contamination [frozen] - superset of frost, 90, 98, 137, 190 contamination [frozen] - superset of frozen deposits, 98, 137 contamination [frozen] - superset of ice, 90, 98, 137, 190 contamination [frozen] - superset of semi-frozen deposits, 98, 137 contamination [frozen] - superset of slush, 90, 98, 137, 167 contamination [frozen] - superset of snow, 90, 98, 137, 167.190 contamination [frozen] - superset of snow grains, 167 contamination check, 224, 226 contamination check - clear ice detection, 224, 226 contamination check - contamination [frozen] area limits in AFM, 224, 226 contamination check - contamination [frozen] thickness limits in AFM, 224, 226 contamination check - definition, 98, 137, 222 contamination check - establishes need for deicing, 98 contamination check - excludes special check, 98 contamination check - performance of, 98 contamination check - responsibility of qualified personnel, 98 contamination check - underwing frost detection, 224, 226 contamination check - verification of all areas needing clean condition. 98 contamination check (EASA) - trained and qualified person, 224 contamination inspection - definition, 137 contamination recognition - critical surface examination, 210contamination recognition - HOT tables, 210 contamination recognition - HOTDS, 210 contamination recognition - representative surface, 210 contamination recognition - sensors, 210 contamination recognition - tactile check, 210 contamination, carbon brake. See carbon brake contamination contamination, chemical, 120 contamination, chemical - definition, 98 contamination, frozen. See contamination [frozen] contamination, visible - definition, 216 continual improvement. See improvement, continual contract - service support, 99 control point - definition, 115 control point. See also transfer point, 115 conventional glycol. See glycol, conventional Copeland, Melissa, 33, 34, 48, 250, 253 corrective action. 137 corrective action - definition, 137 corrosion of cadmium plated aircraft parts, 249 corrosion of cadmium plated aircraft parts - undesirable corrosion criterion, 249 Crabtree, Bryan, 34, 115 crew resource management, 241 critical aircraft surfaces. See critical surface critical component - definition, 99, 124, 137 critical ice contamination - definition, 90 critical ice contamination rate, 90

critical surface - aircraft manufacturer defined, 167, 190, 233 critical surface - control surfaces, 167, 190, 210, 233 critical surface - defined in AFM, 210 critical surface - defined in CARs (TC), 190 critical surface - definition, 99, 124, 137, 190, 210, 233 critical surface - empennage, 168 critical surface - engine inlets, 168, 233 critical surface - examination - by qualified person, 210 critical surface - fuel vents, 168 critical surface - fuselage on aircraft with center mounted engine, 168, 190 critical surface - inspection (TC) - by qualified person, 210 critical surface - inspection (TC) - definition, 190, 210 critical surface - inspection report, 210 critical surface – inspection report (TC) – definition, 190 critical surface - instrument sensor pick-up points, 168 critical surface - pitot tubes, 168 critical surface - propellers, 190, 210, 233 critical surface - ram-air intakes, 168 critical surface - rotors, 190, 210 critical surface - stabilizer, horizontal, 190, 210, 233 critical surface - stabilizer, vertical, 190, 210, 233 critical surface - stabilizing surface, 190, 210, 233 critical surface - static ports, 168 critical surface - wings, 168, 190, 210, 233 crystallization, delayed, 75, 83 CSFF. See frost, cold-soaked fuel CTSD, 154 DAOCP, 99 date, effective vs issue, 277 Davies, Lynn, 245 de Havilland. See also aerodynamic effect of fluids evaluation by de Havilland de Havilland DHC-8, 68 de Havilland DHC-8 100 - middle speed ramp, development of, 71 de Havilland DHC-8 200 - middle speed ramp, development of, 71 de Havilland DHC-8 300 - middle speed ramp, development of, 71 decision making - definition, 241 definition - °Brix, 99 definition - ACARS, 115 definition - accountable executive, 124 definition - accountable person, 124 definition - adaptations, 241 definition - adaptations, exceptional, 241 definition - adaptations, optimizing, 241 definition - adaptations, routine, 241 definition - adaptations, situational, 241 definition - aerodynamic acceptance test, 47, 78, 86, 190 definition - aerodynamically quiet area, 216 definition - aerodynamically quiet cavity, 216 definition - aerodynamically quiet surface, 216 definition – air operator (TC), 190 definition - air operator certificate (TC). 190 definition - aircraft addressing and reporting system, 115 definition - aircraft deicing fluid. See definition - deicing fluid definition - aircraft hydraulic fluid, 261 definition - aircraft icing conditions, 241

definition - aircraft icing on the ground, conditions conducive to, 222 definition - aircraft icing, conditions conducive to, 222 definition - aircraft lubricant, 261 definition - aircraft parking area, deicing pad, 173 definition - aircraft surface coating, 47 definition - allowance time, 78, 86 definition - anti-icing, 90, 99, 118, 168, 191, 210, 217, 226, 233 definition - anti-icing code, 99, 222 definition - anti-icing fluid, 99, 168, 169, 191, 222, 226 definition - anti-icing performance, 148, 181 definition - anti-icing with fluid, 191 definition - apron, 191 definition - aqueous solution, 283 definition - audit evidence, 137 definition - batch, 299 definition - bias, confirmation, 241 definition - bias, plan continuation, 241 definition - bleed-through, 78 definition - boundary layer displacement thickness, 47 definition – brine, 310 definition - brining, 310 definition - Brix, 99 definition - calibration, 287 definition - calibration curve, 288 definition – carbon brake, 261 definition - carbon brake antioxidant treatment, 261 definition - carbon brake friction and wear modifier, 261 definition - catalytic oxidation. See definition - oxidation, catalvtic definition - central deicing facility, 173, 191 definition - certificate of analysis, 99, 299 definition - certificate of conformance, 99, 299 definition - certificate of conformity, 299 definition - check, 99 definition - check time, 169 definition - check, predeicing, 90 definition - clean aircraft concept, 124, 137, 191, 241 definition - clean surface, 68 definition - cleaning solvent, 261 definition - clear ice, 90, 124, 191, 222, 226, 233 definition - clear ice, cold-soaked, 99 definition - cold soaking, 99, 191, 217 definition - cold-soaked fuel frost, 99, 222 definition - cold-soaked surface frost, 222 definition - condensation, 241 definition - conditions conducive to aircraft icing on the ground, 222, 226 definition - confirm, 144 definition - conformity, 137 definition - contact angle, 47 definition - contact angle hysteresis, 47 definition - contact angle, advancing, 47 definition – contact angle, receding, 47 definition - contaminant [runway], 265 definition - contaminated runway, 265 definition - contamination, 210, 226 definition - contamination [frozen], 90, 99, 137, 168, 191, 222 definition - contamination check, 99, 137, 222, 226 definition - contamination inspection, 137

definition - contamination, chemical, 99 definition - contamination, visible, 217 definition - control point, 115 definition - corrective action, 137 definition - critical component, 99, 124, 137 definition - critical ice contamination, 90 definition - critical surface, 99, 124, 191, 210, 233 definition - critical surface inspection (TC), 191, 210 definition - critical surface inspection report (TC), 191 definition - decision making, 241 definition - defrosting, 191, 217 definition - deicing, 90, 99, 118, 168, 191, 210, 217, 222, 226.234 definition - deicing bay, 115 definition - deicing coordinator, 115, 116 definition - deicing crew, 116 definition - deicing event, 90 definition - deicing facility, 111, 116, 173, 191 definition - deicing facility, central, 191 definition - deicing facility, primary, 111 definition - deicing facility, remote, 111, 116 definition - deicing facility, secondary, 111 definition - deicing facility, terminal, 111, 191 definition - deicing fluid, 99, 168, 169, 191, 222, 226, 261 definition - deicing pad, 111, 116, 173, 191 definition - deicing pad aircraft parking area, 173 definition – deicing pad maneuvering area for deicing units, 173 definition - deicing service personnel, 99 definition - deicing service provider, 99 definition - deicing vehicle operator, primary, 116 definition - deicing with fluid, 191 definition - deicing/anti-icing, 99, 217, 222, 226, 234 definition - deicing/anti-icing, one-step, 224, 234 definition - deicing/anti-icing, two-step, 224, 234 definition - dewpoint, 99, 124, 154, 191, 241 definition - disinfectant, 261 definition - drag, 124 definition - drizzle, 234 definition - DSHOT, 185 definition - DSHOT data presentation, 185 definition – due diligence, 191 definition - EFB, 209 definition - endurance time, 47, 75, 78, 83, 86, 169, 191, 217 definition - endurance time regression analysis, 169 definition - engine hotel mode. See definition - hotel mode definition - FAA/TC list of fluids. See definition - fluid list (FAA/TC), See fluid list (FAA/TC) definition - failure front, 217 definition - failure, adherence. See definition - failure, adhesion definition - failure, adhesion, 217 definition - failure, complete plate, 217 definition - failure, entire plate, 217 definition - failure, fifth cross hair, 217 definition - failure, first, 217 definition - failure, fluid, 217 definition - failure, full plate, 217 definition - failure, latent, 90 definition - failure, plate, 217 definition - failure, standard plate, 217

337

definition - failure, top edge, 217 definition - failure, total plate, 217 definition - failure, visual, 217 definition - finding, 137 definition - fire extinguishing agent, 261 definition - flight time, 191 definition - flightcrew trainer, 125 definition - fluid adhesion, 217 definition - fluid failure, 90, 191 definition - fluid failure front, 217 definition - fluid failure, top edge, 217 definition - fluid list (FAA/TC), 78, 86 definition - fluid operational limit, 217 definition - fluid, acceptable, 217 definition - fluid, dilatant, 292 definition - fluid, failed, 217 definition - fluid, Newtonian, 173, 291 definition - fluid, non-Newtonian, 57, 173, 292 definition - fluid, pristine, 217 definition - fluid, pseudoplastic, 57, 292 definition - fluid, qualified, 68 definition - fluid, shear thinning, 292 definition - fluid, thickened, 68, 99, 292 definition - fog, 234, 241 definition - fog, ground, 234 definition - forced air, 191 definition - freezing drizzle, 99, 125, 234 definition - freezing fog, 99, 125, 234 definition - freezing point, 99, 191, 282 definition - freezing point buffer, 99, 154, 191, 285 definition - freezing point buffer, negative, 99, 286 definition - freezing point depression, 283 definition - freezing rain, 191, 234 definition - freezing rain, heavy, 99, 125 definition - freezing rain, light, 99, 125 definition - freezing rain, moderate, 99, 125 definition - freezing unknown, 234 definition - frost, 99, 125, 234 definition - frost [runway contaminant], 265 definition - frost point, 99, 125, 154, 191, 241 definition - frost, active, 99, 125, 154, 191, 234 definition - frost, cold-soaked fuel, 99 definition - frost, local, 99 definition - frost, non-environmental, 99 definition - gel, 99 definition – GIDS, 191, 222 definition - glycol, 49, 57 definition - glycol pan measurement, 169 definition – glycol, conventional, 49, 57 definition - glycol, conventional and nonconventional, 49, 57 definition - glycol, non-, 49, 57 definition - glycol, nonconventional, 49, 57 definition – ground coordinator, 116 definition - ground deicing program (TC), 191, 210 definition – ground ice detection system, 191, 226 definition - ground icing conditions, 137, 191, 210 definition - groundcrew, 99 definition - hail, 99, 125, 191, 234 definition - hail, small, 125, 234 definition - hard wing, 154, 168 definition - hazard, 125

definition - head of deicing training, 125 definition – high humidity, 234 definition - high humidity endurance test, 191 definition - highest on-wing viscosity, 99 definition - highest usable precipitation rate. See definition - HUPR definition - hoarfrost, 99, 125, 154, 191, 234 definition - holdover time. See definition - HOT definition - holdover time guidelines. See definition - HOT guideline definition - HOT, 68, 78, 86, 99, 125, 168, 169, 173, 185, 191, 211, 217, 222, 226, 234, 246 definition - HOT guideline, 78, 86, 99, 191, 217 definition - HOT guideline, fluid-specific, 78, 86 definition - HOT guideline, generic, 78, 86 definition - HOT range, 168 definition - HOT regression curve, 185 definition - HOT table, generic, 274 definition - HOT tables, 169, 191, 210 definition - HOT, generic, 185, 274 definition - HOTDR, 211 definition - HOTDR continuously integrated measurement system, 211 definition - HOTDR discrete measurement system, 211 definition - HOTDS, 185, 211 definition - HOTDS test data, 213 definition - hotel mode, 241 definition - HOUC, 279 definition - HOUR, 280 definition - HOWV, 99 definition – HUPR, 78 definition – hydrophilic surface, 47 definition - hydrophobic surface, 47 definition - ice, 191, 217 definition - ice [runway contaminant], 265 definition - ice contamination, critical, 90 definition - ice pellets, 99, 125, 191, 234 definition - ice, ground-accumulated, 246 definition - ice, operational, 246 definition - ice, wet [runway contaminant], 265 definition - icehouse, 116, 118, 191 definition - iceman, 116 definition - icephobic surface, 47 definition - icing conditions, AFM, 246 definition - icing conditions, aircraft, 241 definition - icing conditions, atmospheric, 241 definition - illuminance, 90 definition - improvement, opportunity for, 137 definition - infrared heat deicing method, 191 definition - in-service limits, 299 definition - inspection, tactile (TC), 191 definition - is/are required (FAA & TC), 148, 181 definition – LAAT. 71 definition - latent heat, 242 definition - layered contaminant [runway contaminant], 265 definition - liquefaction, 310 definition - lot. 299 definition - lot, Type I, 49 definition - lot, Type II/III/IV, 57 definition - LOU, 226 definition - LOUT, 68, 86, 99, 148, 154, 181, 222

definition - LOUT, Type I, 49 definition - LOUT, Type II/III/IV, 78 definition - lowest on-wing viscosity, 99, 191 definition – lowest operational use temperature, Type II/III/IV, 57 definition - lowest usable precipitation rate. See definition – LUPR definition - lubricant, aircraft, 261 definition - LUPR, 78 definition - LWE rate, 169 definition - LWE sampling time, 169 definition - LWES, 169, 222, 234 definition - management team, senior, 125 definition - management, senior, 137 definition - maneuvering area, 191 definition - maximum on-wing viscosity, 57, 191 definition - may (SAE), 99, 137, 144 definition - melting point, 282 definition - METAR, 234 definition - miscible, 297 definition - mist, 242 definition - moisture, visible, 234 definition - must, 99, 191 definition - must (FAA & TC), 148, 181 definition - negative buffer. See definition - freezing point buffer, negative definition - nonconformity, 137 definition - non-glycol, 49, 58 definition - nucleation, 242 definition - nucleation site, 217 definition - observation, 137 definition - off spec, 301 definition - on spec, 300 definition - one-step deicing/anti-icing, 234 definition - operations bulletins, 191 definition - operator (TC), 185 definition - oxidation [of carbon], 261 definition - oxidation, catalytic, 261 definition - pad control, 116 definition - pad leadership, 116 definition - pilot-in-command, 191 definition - pink snow, 116 definition - plate, frosticator, 217 definition - plate, standard test, 217 definition - positive hold, 116 definition - post deicing/anti-icing check, 226 definition – postdeicing check, 99 definition - postdeicing/anti-icing check, 100 definition - postdeicing/anti-icing check (FAA), 168 definition – power law, 185 definition - precipitation intensity, 234 definition - precipitation rate, 191 definition - precipitation rate for HOT tables, 217 definition - precipitation rate, 10-minute average, 217 definition - precipitation rate, 20-minute average, 217 definition - precipitation rate, 40-minute average, 217 definition - precipitation rate, 5-minute average, 217 definition - precipitation rate, lowest usable. See definition - LUPR definition - precipitation rate, peak, 217 definition - predeicing process, 100 definition - preflight contamination check, 100, 125

definition - pretakeoff check, 100 definition - pretakeoff check - definition, 226 definition – pretakeoff check (FAA), 168 definition - pretakeoff contamination check, 100, 226 definition - pretakeoff contamination check (EASA), 223 definition - pretakeoff contamination check (FAA), 168 definition - pretakeoff contamination inspection (TC), 191, 211 definition - pretakeoff contamination report (TC), 191 definition - preventive action, 137 definition - primary deicing vehicle operator, 116 definition - prior load, 306 definition - protection time, 217 definition - proximity sensor, 100 definition - pseudoplastic, 58 definition – qualification expiry date, 148, 181, 301 definition - qualified personnel, 137 definition - qualified staff, 100 definition - quality assurance, 100, 137 definition - quality control, 100, 137 definition - quality improvement, 138 definition - quality management, 138 definition - quality management system, 125, 138 definition – quality manual, 138 definition - quality system accountable executive, 138 definition - quality system accountable person, 138 definition – quality system program manager, 138 definition - quality system responsible person, 138 definition - rain, 234 definition – RDP, liquid – lot, 253 definition - RDP, solid - lot, 250 definition - refraction, 100, 287 definition - refractive index, 100 definition - refractometer, 100, 287 definition - regression analysis, 185 definition - regression analysis, endurance time, 169 definition - representative surface, 154, 192 definition - required (TC), 185 definition - requirements (TC), 185 definition - residue/gel, 100 definition - residues, 226 definition - responsible person, 125 definition - rime, 234 definition - rime ice, 100 definition - risk, 125 definition - ROGIDS, 90, 223 definition - ROGIDS detection angle, maximum, 90 definition - ROGIDS detection angle, minimum, 90 definition - ROGIDS detection distance, maximum, 90 definition - ROGIDS detection distance, minimum, 90 definition - ROGIDS false negative, 90 definition - ROGIDS false positive, 90 definition – roll-off angle, 47 definition – root cause, 138 definition - runway anti-icing/deicing solids and fluids, 261 definition - safety risk management, 242 definition - sample, 302 definition - sample, nozzle, 303 definition - sample, representative, 302 definition - sample, retained, 303 definition - sampling guideline, 304 definition - sampling procedure, 304

definition - saturation, 242 definition – service provider, 100, 192 definition - shall (FAA & TC), 148, 181 definition - shall (SAE), 100, 138, 144 definition - shall (TC), 185, 192 definition - shear degradation, 293 definition - shear force, 234 definition - shear rate, 291 definition - shear stress, 290 definition - shear thinning, 292 definition - shelf life, 300 definition - should (FAA & TC), 148, 181 definition - should (SAE), 100, 144 definition - should (TC), 185, 192 definition - situational awareness, 242 definition - sliding angle, 47 definition - slot management, 116 definition - slush, 100, 192, 217, 234 definition - slush [runway contaminant], 265 definition - slush over ice [runway contaminant], 265 definition - SMS, 138 definition - snow, 100, 125, 217, 234 definition - snow desk, 116 definition - snow grains, 100, 125, 192, 234 definition - snow pellets, 100, 125, 192 definition - snow removal method, half-pad, 116 definition - snow removal method, high speed, 116 definition - snow removal method, load and go, 116 definition - snow removal method, push and pile, 116 definition - snow, compacted [runway contaminant], 265 definition - snow, dry, 234 definition - snow, dry [runway contaminant], 265 definition - snow, pink, 116 definition - snow, wet, 234 definition - snow, wet [runway contaminant], 265 definition - solution, 283 definition - specification, sales, 298 definition - specimen sheet (training), 192 definition - spent deicing fluid, compliant, 111 definition - spent deicing fluid, high concentration, 111 definition - spent deicing fluid, low concentration, 111 definition – spoiler check, 242 definition - staff, qualified, 100 definition - staging area, 116 definition - staging bay, 192 definition - state, Cassie, 47 definition - state, Wenzel, 47 definition - storage tank, 100 definition - storm water, clean, 111 definition - storm water, contaminated, 111 definition – strake, 192 definition - stress, 290 definition - supercooled, 282 definition - supercooled water, 242 definition - super-hydrophobic surface, 47 definition - surface, clean, 68 definition - surface, treated, 47 definition - system, 118 definition - tactile check, 100, 115 definition - tactile inspection (TC), 192 definition - TAF, 234 definition - taxiway, 192

definition - temperature indication markers, 261 definition - terminal deicing facility, 192 definition - thermal oxidation, 261 definition - thickener, 293 definition - thrust, 125 definition - top loading, 306 definition - trainer, flightcrew, 125 definition - training, head of deicing, 125, 138 definition – transfer point, 116 definition - tribology, 261 definition - two-step deicing/anti-icing, 234 definition - Type I, 154 definition - Type II/III/IV, 154 definition - Type II/III/IV non-standard dilution, 297 definition - verify, 144 definition - viscosity (qualitative definition), 290 definition - viscosity (quantitative definition), 291 definition - viscosity limit, lower sales specification, 79 definition - water [runway contaminant], 265 definition - water spray endurance test, 79, 86, 192 definition - water vapor pressure, 242 definition – weight, 125 definition - wet runway [runway contaminant], 265 definition – windrow, 116 definition - winter operations, 138 definition - winter program manager, 125 definition - zone sampler, 304 defrosting - definition, 192, 217 degree-specific holdover times. See DSHOT, See DSHOT deicing, 100, See also contamination [frozen], removal of; fluid application deicing - definition, 90, 100, 118, 168, 192, 211, 217, 223, 226, 234 deicing - flightcrew and groundcrew communications, 234 deicing - hot water. See contamination [frozen] - removal with hot water; fluid application - hot water deicing bay - definition, 116 deicing configuration. See aircraft configuration (deicing) deicing coordinator - definition, 116 deicing crew – definition, 116 deicing event - definition, 90 deicing events - historical data 1985-2005, 90 deicing events - worldwide estimate 1985-2005, 90 deicing facility – accident reporting, 111 deicing facility - aircraft dimensions, 111 deicing facility – aircraft failure, 111 deicing facility - aircraft fleet mix, 111 deicing facility – aircraft ground movement complexity, 111 deicing facility - aircraft marshaling plan, 111 deicing facility - aircraft parking area, 111 deicing facility – aircraft queueing, 111 deicing facility – aircraft types, 111 deicing facility – aircraft wait times, 111 deicing facility – airport security, 111 deicing facility - airport utility master plan, 111 deicing facility - airspace analysis, 111 deicing facility - airway facilities, 111 deicing facility – all clear signal, 111 deicing facility - apron perimeter, 111 deicing facility – arrival/departure priority during deicing events, 111

deicing facility - ATC line-of-sight limitations, 111 deicing facility – ATC workload, 111 deicing facility - ATC, coordination with, 111 deicing facility - building code, 111 deicing facility – bypass taxiing capability, 111 deicing facility – capacity, 173 deicing facility - central - definition, 192 deicing facility – clean aircraft concept, 112 deicing facility - clean aircraft concept, facilitation of, 112 deicing facility - clearance standards, 112 deicing facility - common fluid, 112 deicing facility - construction, 112 deicing facility - containment, 112 deicing facility - definition, 112, 116, 173, 192 deicing facility - deicing agreement, 112 deicing facility – deicing contract, 112 deicing facility - deicing fluid transfer system, 112 deicing facility – deicing pad safety, 112 deicing facility - deicing pads, number of, 112 deicing facility – deicing unit, 112 deicing facility – deicing unit – mobile v fixed, 112 deicing facility - deicing unit maneuvering area, 112 deicing facility - deicing unit, number of, 112 deicing facility – deicing unit, types of, 112 deicing facility - departure demand, 112 deicing facility - departure sequencing program, 112 deicing facility - design, 112, 173, 234 deicing facility - detention pond. See deicing facility spent deicing fluid - detention pond deicing facility - disabled aircraft, 112 deicing facility - drainage, 112 deicing facility - drainage and collection, 112 deicing facility - effect on water quality, 112 deicing facility - emergency response, 112 deicing facility - emergency road access, 112 deicing facility - engine exhaust wake, 112 deicing facility - engine shutdown/restart, 112 deicing facility - engines-on deicing - capacity improvement, 112 deicing facility - engines-on deicing - HOT maximization, 112 deicing facility - environmental considerations, 112 deicing facility - environmental monitoring - BOD, 112 deicing facility - environmental monitoring - COD, 112 deicing facility - environmental monitoring - pH, 112 deicing facility - environmental monitoring - TOC, 112 deicing facility - environmental monitoring - total suspended solids, 112 deicing facility - environmental reporting, 112 deicing facility – equipment failures, 112 deicing facility - escort. See deicing facility - follow me vehicle deicing facility – facility activation, 112 deicing facility - FBO, 112 deicing facility - fleet mix, 112 deicing facility - fluid biodegradation. See deicing facility - spent deicing fluid - biodegradation deicing facility - fluid labeling, 112 deicing facility - fluid photolysis. See deicing facility spent deicing fluid – photolysis deicing facility - fluid quality control, 112 deicing facility – fluid transfer labeling, 112

deicing facility - fluid transfer system, 112 deicing facility – follow me vehicle, 112 deicing facility - gate hold procedure, 112 deicing facility – glycol – oxygen depleting potential, 113 deicing facility – glycol recovery vehicle, 113 deicing facility - grooved pavements, 113 deicing facility – ground power unit, 113 deicing facility – ground vehicle movement control, 113 deicing facility - groundwater protection, 113 deicing facility – growth, future, 113 deicing facility - GRV, 113 deicing facility - HOT maximization - engines-on deicing, 113 deicing facility – illumination glare, 113 deicing facility - infrared. See infrared deicing facility deicing facility - jet blast, 113 deicing facility - jet blast, protection from, 113 deicing facility - jet start, 113 deicing facility - labeling, discharge points, 113 deicing facility - labeling, fill ports, 113 deicing facility - labeling, storage tank, 113 deicing facility - land use considerations, adjacent, 113 deicing facility – lighting, 113 deicing facility - lighting, in-pavement, 113 deicing facility - location considerations, 113 deicing facility - NAVAIDS, interference with, 113 deicing facility - object clearing criteria, 113 deicing facility - object free area, 113 deicing facility – obstacle clearance limits, 113 deicing facility - off-gate, 173, See also central deicing facility deicing facility - oil/water separator, 113 deicing facility - on-gate - excludes central deicing facility, 173 deicing facility - operational considerations, 113 deicing facility - operational procedure, 116 deicing facility - pad configuration, 113 deicing facility - passenger emergency, 113 deicing facility - pavement lighting, 113 deicing facility - pavement markings, 113 deicing facility - pavement system, 113 deicing facility - pedestrian traffic, 113 deicing facility - piping, 113 deicing facility - planning, 113 deicing facility - postdeicing/anti-icing check, 113 deicing facility - prevailing winds, 113 deicing facility - prop wash, 113 deicing facility – queuing, aircraft, 113 deicing facility - ramp safety procedures, 113 deicing facility - recycling ADF, 113 deicing facility - remote. See central deicing facility deicing facility - remote - definition, 113, 116 deicing facility - remote - subset of deicing facility, 113 deicing facility - remote - subset of designated deicing facility, 116 deicing facility - remote aircraft. See central deicing facility deicing facility – risk – aircraft collision with aircraft, 192 deicing facility - risk - aircraft collision with deicing unit, 192 deicing facility - risk - aircraft collision with personnel, 192

deicing facility - risk - deicing unit collision with personnel, 192 deicing facility - risk - loss of separation between aircraft, 192 deicing facility - runway obstacle free zone, 113 deicing facility – runway protection zone, 113 deicing facility - runway proximity, departure, 113 deicing facility - runway safety area, 113 deicing facility - safety risk management, 173 deicing facility - safety risk management mandatory before construction, 173 deicing facility - secondary containment, 113 deicing facility - security requirements, 113 deicing facility - separation standards, 113 deicing facility - signage, 113 deicing facility - site considerations, multiple, 113 deicing facility - site, multiple, 114 deicing facility - siting, 114, 234 deicing facility - size, 114 deicing facility - sizing, 234 deicing facility - snow and ice control plan. See deicing facility - snow removal deicing facility - snow removal, 114 deicing facility – speed limit, 114 deicing facility - spent deicing fluid - above ground storage tanks, 114 deicing facility - spent deicing fluid - biodegradation, 114 deicing facility - spent deicing fluid - biological destruction, 114 deicing facility - spent deicing fluid - detention pond, 114 deicing facility - spent deicing fluid - disposal, 114 deicing facility - spent deicing fluid - disposal - controlled release, 114 deicing facility - spent deicing fluid - disposal permitting, 114 deicing facility - spent deicing fluid - disposal, sanitary, 114 deicing facility - spent deicing fluid - fluid segregation, 114 deicing facility - spent deicing fluid - photochemical oxidation, 114 deicing facility - spent deicing fluid - recycling, 114 deicing facility - spent deicing fluid - storage size, 114 deicing facility - spent deicing fluid - underground storage tanks, 114 deicing facility - spent deicing fluid - waste water treatment plant, 114 deicing facility - staging areas, 114 deicing facility – stakeholders – air taxis, 173 deicing facility - stakeholders - air traffic control, 173 deicing facility - stakeholders - aircraft rescue and firefighting chief, 173 deicing facility - stakeholders - airport environmental manager, 173 deicing facility - stakeholders - airport operations chief, 173 deicing facility - stakeholders - engineering design contractor, 173 deicing facility - stakeholders - general aviation, 173 deicing facility - stakeholders - ground deicing managers, 173 deicing facility - stakeholders - other authorities, 173

deicing facility - stakeholders - pilot organizations, 173 deicing facility – stakeholders – regulator, 173 deicing facility - stakeholders - station managers of air carriers, 173 deicing facility - stop marks, 114 deicing facility - storage labeling, 114 deicing facility - storage, deicing fluid, 114 deicing facility – storm drain system, 114 deicing facility - storm water, 114 deicing facility - superset of remote deicing facility, 114 deicing facility - superset of terminal deicing facility, 114 deicing facility - surface water, 114 deicing facility - taxi routes, 114 deicing facility - taxi routes - deicing facility by pass, 114 deicing facility - taxiway safety area, 114 deicing facility - terminal - definition, 114, 192 deicing facility - terminal gate - apron drainage, 173 deicing facility - terminal gate - capacity, 173 deicing facility - terminal gate - cost of glycol mitigation issues, 173 deicing facility - terminal gate - environmental issues, 173 deicing facility – terminal gate – excludes central deicing facility, 173 deicing facility - terminal gate - gate delays issues, 173 deicing facility - terminal gate - lack of gate for deicing issues, 173 deicing facility - terminal gate - spent deicing fluid collection. 173 deicing facility – terminal gate – taxiing time issues, 173 deicing facility - threshold siting requirements, 114 deicing facility - throughput demand, 114 deicing facility – training, 114 deicing facility - use, alternative, 114 deicing facility - valve types, 114 deicing facility - vehicle staging, 114 deicing facility - vehicle traffic, 114 deicing facility - water quality guidelines, 114 deicing facility - water quality standards, 114 deicing facility - wingtip separation, 114 deicing fluid - definition, 100, 168, 170, 192, 223, 226, 261 deicing fluid - functional description, 125 deicing fluid additives - aquatic toxicity, 125 deicing fluid disposal. See deicing facility - spent deicing fluid deicing fluid, spent. See spent deicing fluid; deicing facility - spent deicing fluid deicing operator - definition, 116 deicing pad - aircraft parking area - definition, 173 deicing pad - composite, 173 deicing pad – definition, 114, 116, 173, 192 deicing pad - fixed deicing unit considerations, 173 deicing pad - grouping, 173 deicing pad – layout, 173 deicing pad - maneuvering area for deicing units definition, 173 deicing pad – number of, 173 deicing pad - orientation - high winds, 174 deicing pad - orientation - jet blast, 174 deicing pad - orientation - prevailing wind, 174 deicing pad - orientation - visibility, 174 deicing pad - orientation - with respect to taxiway, 174

deicing pad - safety risk management mandatory before construction (FAA), 174 deicing pad – separation standards, 174 deicing pad – surface markings, 174 deicing pad – surface markings – boundary markings, 174 deicing pad – surface markings – pad grouping marking, 174 deicing pad – surface markings – taxiway centerline, 174 deicing pad - surface markings - taxiway holding position marking, 174 deicing pad - surface markings - vehicle safety zone marking, 174 deicing pad - taxiway centerline requirement, 174 deicing pad - vehicle safety zone, 174 deicing program. See ground deicing program deicing service personnel – definition, 100 deicing service provider. See service provider deicing truck. See deicing unit deicing unit - acceptance, 120 deicing unit - aerial device, 120 deicing unit - aircraft washing, 120 deicing unit - asphyxiation danger in poorly ventilated areas. 100 deicing unit - axle mass, 120 deicing unit - basket/cabin, 120 deicing unit - basket/cabin - load capacity, 120 deicing unit - basket/cabin - person capacity - number of persons, 120 deicing unit - basket/cabin - person capacity - two persons, 234 deicing unit - basket/cabin - weight capacity, 120 deicing unit - blower, 120 deicing unit – boom, 120 deicing unit - boom elevation system, 120 deicing unit - cabin. See also deicing unit - basket/cabin; deicing unit - cabin deicing unit - cabin - efficient windshield washer and wiper system, 231 deicing unit - chassis, 120 deicing unit - collision with aircraft, 39, 40, 192 deicing unit - combustion heaters, 120 deicing unit - controls and instrumentation, 120 deicing unit - design, 192 deicing unit - engine speed, 120 deicing unit - fast heating system, 120 deicing unit - fill ports, 120 deicing unit - fill ports - sizes, 120 deicing unit - fixed, 174 deicing unit - fixed - gantry, 174 deicing unit – fixed – telescopic boom, 174 deicing unit - fluid contamination, 120 deicing unit - fluid degradation test, 121 deicing unit – fluid delivery pressure, 121 deicing unit – fluid delivery rate, 121 deicing unit - fluid delivery temperatures, 121 deicing unit – fluid fill couplings, 121 deicing unit – fluid fill ports, 121 deicing unit - fluid heating system, 121 deicing unit - fluid heating system, electric, 121 deicing unit - fluid labeling, 121 deicing unit - fluid level gauges, 121 deicing unit - fluid mixing system, 121

deicing unit - fluid mixing system - verification of, 234 deicing unit - fluid pressure gauge, 121 deicing unit – fluid proportioning system, 121 deicing unit – fluid pumps – circulating/mixing, 121 deicing unit - fluid pumps - on demand, 121 deicing unit – fluid pumps – positive displacement, 121 deicing unit – fluid pumps – rotary diaphragm, 121 deicing unit - fluid pumps - self-priming, 121 deicing unit - fluid pumps - strainer, 121 deicing unit - fluid pumps - test for degradation, 121 deicing unit – fluid pumps – Type II/III/IV, 121 deicing unit - fluid sampling, 121 deicing unit - fluid spray pattern, 121 deicing unit - fluid system, 121 deicing unit - fluid system labelling, 121 deicing unit – fluid tank capacity, 121 deicing unit - fluid tank design, 121 deicing unit - fluid tank fittings, 121 deicing unit - fluid temperature, 121 deicing unit - forced air. See forced air deicing unit - fuel capacity, 121 deicing unit - heater system, 121 deicing unit - heating system - combustion type, 121 deicing unit – heating system – fast heating, 121 deicing unit - hose color, anti-icing fluid - green with yellow stripe, 121 deicing unit - hose color, deicing fluid - red with yellow stripe, 121 deicing unit - hose couplings, 121 deicing unit – hot water deicing system, 121 deicing unit – inspection – after maintenance, 192 deicing unit – inspection – after modification, 192 deicing unit - inspection - annual, 192 deicing unit – inspection – hoses, 192 deicing unit - inspection - nozzle, 192 deicing unit – inspection – pumps, 192 deicing unit - labeling, 121, See also deicing unit markings deicing unit - labeling - fill ports, 121 deicing unit - labeling - fluid selection switches, 121 deicing unit - labeling - nozzles, 121 deicing unit - labeling - tank covers, 121 deicing unit - maintenance, 192 deicing unit - maintenance manuals, 121 deicing unit - maintenance schedule, 125 deicing unit – maintenance training, 121 deicing unit - markings, 121 deicing unit - markings - basket/cabin load capacity, 121 deicing unit - markings - emergency boom lowering instructions, 121 deicing unit - markings - laden and unladen mass on each axel. 121 deicing unit - markings - operating instruction summary, 121 deicing unit - markings - wind velocity, permissible, 121 deicing unit - mixing system. See deicing unit - fluid mixing system deicing unit – modifications, 122 deicing unit - name-plate, 122 deicing unit - nozzle, 122 deicing unit - nozzle - adjustable, 122 deicing unit - nozzle - flow rate adjustment, 122

deicing unit - nozzle - fluid degradation test, 122 deicing unit – nozzle – ground level, 122 deicing unit – nozzle – ground level – deicing fluid only, 122 deicing unit – nozzle – gun type, 122 deicing unit - nozzle - pressure gauge, 122 deicing unit – nozzle – spray patterns, 122 deicing unit - nozzle - turret, 122 deicing unit - nozzle - Type II/III/IV, 122 deicing unit - on-board fluid mixing system, 122 deicing unit - open basket v closed cabin, 234 deicing unit - operating instructions, 122 deicing unit - operation, 192 deicing unit - operation in closed areas, 100 deicing unit – operation in poorly ventilated areas, 100 deicing unit - parts, 122 deicing unit - personnel basket. See deicing unit - basket deicing unit - power distribution, 122 deicing unit - product support, 122 deicing unit - proportioning mix system, 122 deicing unit - proportioning system, 122 deicing unit - propulsion system, 122 deicing unit - pumps. See deicing unit - fluid pumps deicing unit – spare part list, 122 deicing unit - speed, 122 deicing unit – speed control device, 122 deicing unit – spray delivery rate, 122 deicing unit - spray nozzle. See deicing unit - nozzle deicing unit – spray pressure, 122 deicing unit – spray system, 122 deicing unit - tank capacity, 122 deicing unit – tank covers, 122 deicing unit - tank rain entry prevention, 122 deicing unit - technical requirements, 122 deicing unit - training by deicing unit manufacturer, 122 deicing unit - Type II, III and IV system, 122 deicing unit - walk around check, 138 deicing unit - wind load, 122 deicing unit - wind speed, permissible. See deicing unit wind velocity deicing unit - wind velocity, permissible, 122 deicing vehicle. See deicing unit deicing vehicle operator, primary - definition, 116 deicing with fluid – definition, 192 deicing, general strategy for, 102 deicing, primary - definition, 114 deicing, re-. See fluid application - redeicing deicing, secondary - definition, 114 deicing/anti-icing. See also fluid application deicing/anti-icing - absence of flightcrew at the time of, 100.154 deicing/anti-icing - definition, 100, 217, 223, 226, 234 deicing/anti-icing - flightcrew awareness, 154 deicing/anti-icing – interruption – procedure, 224, 227 deicing/anti-icing - unsuccessful - procedure, 224, 227 deicing/anti-icing application information transmitted to flightcrew (ICAO) - part of aircraft airworthiness, 234 deicing/anti-icing contracts, 100, 125 deicing/anti-icing decision - aircraft deiced or anti-iced some time before flightcrew arrival, 100 deicing/anti-icing decision - aircraft subject to ice accretion in-flight, 100

deicing/anti-icing decision - aircraft subject to snow or ice conditions, 100 deicing/anti-icing decision - aircraft subject to snow or ice conditions during taxi to gate, 100 deicing/anti-icing decision - aircraft subject to snow or ice conditions while parked, 100 deicing/anti-icing decision - cold-soaked aircraft with ice or frost, 100 deicing/anti-icing decision - contamination check by flightcrew, 100 deicing/anti-icing decision - contamination check by groundcrew, 100 deicing/anti-icing methods, 100 deicing/anti-icing records, 224 deicing/anti-icing service agreements, 125 deicing/anti-icing truck. See deicing unit deicing/anti-icing, aircraft requirements after. See clean condition deicing/anti-icing, ground (ICAO) - part of aircraft operations, 234 deicing/anti-icing, interruption of, 100 deicing/anti-icing, one-step. See fluid application - onesten deicing/anti-icing, one-step - definition, 224, 234 deicing/anti-icing, two-step. See fluid application - twostep deicing/anti-icing, two-step - definition, 224, 234 Dekker, Sidney, 241 designated deicing facility. See DDF designated deicing facility – approval, 116 designated deicing facility – communications, 116 designated deicing facility - control boundaries, 116 designated deicing facility - definition, 116 designated deicing facility - design of, 116 designated deicing facility - documentation, 116 designated deicing facility - emergency action plans, 116 designated deicing facility - engines-on deicing, 116 designated deicing facility - environmental considerations, 116 designated deicing facility - fluid acceptance, 116 designated deicing facility - fluid management, 116 designated deicing facility - fluid testing, 116 designated deicing facility - HOTDS, 116 designated deicing facility - operational procedure, 116 designated deicing facility - phraseology, 116 designated deicing facility - pilot brief sheet, 116 designated deicing facility – prestorm planning, 116 designated deicing facility – quality control, 116 designated deicing facility - safety, 117 designated deicing facility – service provider, single, 117 designated deicing facility - service providers, several, 117 designated deicing facility - snow removal from apron surfaces, 117 designated deicing facility – spent deicing fluid, 117 designated deicing facility - superset of centralized deicing facility, 117 designated deicing facility - superset of remote deicing facility, 117 designated deicing facility - training, 117 DEVA checklist, 243 dew - formation - water vapor condensation on a surface, 242

dewpoint, 154, 192 dewpoint - definition, 100, 125, 154, 192, 242 diethylene glycol. See also glycol, conventional diethylene glycol diethylene glycol based Type I – endurance time tests not required, 83 dilatant fluid. See fluid, dilatant disinfectant - definition, 261 Doc 9640-AN/940, history of, 236 drag - definition, 125 drift into failure, 242 drizzle - definition, 234 drizzle, freezing. See freezing drizzle drop impact resistance, 47 Dryden accident, 38 DSHOT, 149, 181 DSHOT - adjusted, 154, 185 DSHOT - compliance (TC), 185 DSHOT - conditions of use (TC), 185 DSHOT - data management and security (TC), 185 DSHOT - data verification, 155, 185 DSHOT - data verification record, 154 DSHOT - definition, 185 DSHOT - guidance (FAA), 155 DSHOT – guidance (TC), 185, 192 DSHOT - notes and cautions, 155 DSHOT - operator validation (TC), 185 DSHOT - snow, 149, 155, 181 DSHOT - snow grains, 149, 181 DSHOT - snow pellets, 149, 181 DSHOT - snow, light, 155 DSHOT - snow, moderate, 155 DSHOT - snow, very light, 155 DSHOT - temperature input, 155 DSHOT - training requirements (TC), 185 DSHOT - Type II/III/IV undiluted, 149, 155, 181 DSHOT - use with list of fluids (TC), 185 DSHOT data presentation - annual review, 155 DSHOT data presentation - customized or full presentation, 155, 186 DSHOT data presentation - definition, 185 DSHOT data presentation - electronic application, 155, 185 DSHOT data presentation - electronic flight bag, 186 DSHOT data presentation - electronic HOT table, 186 DSHOT data presentation - guidance (FAA), 155 DSHOT data presentation - notes and cautions, 155, 186 DSHOT data presentation - paper HOT table, 155, 186 DSHOT data presentation - verified digital display, 155, 186 DSHOT database, 166, 186 DSHOT database - check list, 186 DSHOT database - conservatism factor -1°C, 186 DSHOT database - methodology ARP5485, 186 DSHOT database - natural snow, 186 DSHOT database - regression analysis, 155, 186 DSHOT database - regulatory framework (TC), 186 DSHOT database - regulatory framework (TC) flightcrew equivalent workload, 186 DSHOT database - regulatory framework (TC) - ground deicing program, 186 DSHOT database - Type II//IV fluid generic, 155

DSHOT database - Type II/III/IV fluid specific, 155, 186 DSHOT database - Type II/III/IV undiluted, 155, 186 DSHOT database - Type II/IV generic, 186 due diligence - definition, 192 due diligence - principle of, 192 dust. See also obscuration EASA. 3.40 EASA Easy Access Rules for Air Operations, 222 EASA GM1 CAT.OP.MPA.250, 222 EASA GM2 CAT.OP.MPA.250, 223 EASA GM3 CAT.OP.MPA.250, 225 EASA icing research, 41 EASA recommendation to use - FAA Holdover time Guidelines, 230 EASA recommendation to use - FAA Notice N 8900.xxx FAA-Approved Deicing Program Updates, Winter 20xx-20yy, 230 EASA recommendation to use - global aircraft deicing standards, 230 EASA SIB 2008-19R2, 269 EASA SIB 2008-29,, 225 EASA SIB 2010-28, 228 EASA SIB 2011-22, 228 EASA SIB 2012-20, 229 EASA SIB 2014-08R1, 229 EASA SIB 2015-27, 230 EASA SIB 2017-11, 230 EASA SIB 2018-01, 268 EASA SIB 2018-12, 231 EASA SIB 2022-11, 231 Eastman, Ken, 33 Echeverri, Fernando, 35, 94 edge effect. See water spray endurance test - failure zone; high humidity endurance test - failure zone EFB - definition, 209 effluent collection, 192 effluent containment, 192 effluent disposal, 192 eHOT, 155 eHOT app, 210 eHOT app - acceptance process (TC), 209 eHOT app - authorization (TC), 209 eHOT app - definition, 210 eHOT app - demonstration of equivalence or superiority to HOT paper version, 210 eHOT app – guidance (TC), 210 eHOT app – MOPS (TC), 210 eHOT app - testing and evaluation requirements (TC), 210 eHOT app - training, 210 eHOT app - type - dynamic interactive - HOTDS input, 210 eHOT app - type - dynamic interactive - manual input, 210 eHOT app - type - fixed presentation, 210 emergency, 193 emergency - bomb threat, 192 emergency - communication plan, 192 emergency - communications, 232 emergency - co-ordination, 192 emergency - evacuation, aircraft, 192 emergency - exercises, 192 emergency - fire, aircraft, 192

emergency - fire, deicing facility, 193 emergency - fire, ground equipment, 193 emergency - first response, 193 emergency - first response, equipment for, 193 emergency - hijacking, 193 emergency - injury, 193 emergency-medical, 193 emergency - other, 193 emergency - plan, 193 emergency - service provider role, 193 emergency - spill, fluid, 193 emergency - spill, jet fuel, 193 emergency exits, aircraft, 193 Enders, Chuck, 33 endurance time - definition, 47, 75, 79, 83, 86, 170, 193, 217 endurance time - limits in natural snow, 79 endurance time - LUPR and HUPR analysis, 79 endurance time - regression analysis - definition, 170 endurance time - regression equations, 170 endurance time tests, 77 endurance time tests - Type I, 85 endurance time tests - Type I - crystallization, delayed, 83 endurance time tests - Type I - data examination by SAE G-12 HOT, 83 endurance time tests - Type I - data validation by SAE G-12 HOT. 83 endurance time tests - Type I - diethylene glycol based test not required, 83 endurance time tests - Type I - ethylene glycol based - test not required, 83 endurance time tests - Type I - failure mode - visual, 83 endurance time tests - Type I - failure mode, snow dilution, 83 endurance time tests - Type I - failure mode, snow dilution - more prevalent, 83 endurance time tests - Type I - failure mode, snow - snowbridging, 83 endurance time tests - Type I - failure, frozen contamination - 30% area, 83 endurance time tests - Type I - failure, frozen contamination - appearance, 83 endurance time tests - Type I - failure, snow - 30% area or non-absorption over 5 crosshairs, 83 endurance time tests - Type I - fluid manufacturer documentation - aerodynamic acceptance data, 83 endurance time tests - Type I - fluid manufacturer documentation - freezing point v dilution data, 83 endurance time tests - Type I - fluid manufacturer documentation - freezing point v refraction data, 84 endurance time tests - Type I - fluid manufacturer documentation - LAAT, 84 endurance time tests - Type I - fluid manufacturer documentation - safety data sheet, 84 endurance time tests - Type I - freezing drizzle, 84 endurance time tests - Type I - freezing fog, 84 endurance time tests - Type I - frost, laboratory, 84 endurance time tests - Type I - frost, natural, 84 endurance time tests - Type I - glycol based - none, 86 endurance time tests - Type I - glycol based, other, 84 endurance time tests - Type I - ice crystal seeding, 84

endurance time tests - Type I - icing intensity measurements, 84 endurance time tests - Type I - icing intensity measurements by regression analysis, 84 endurance time tests - Type I - icing intensity measurements with reference ice-catch plates, 84 endurance time tests - Type I - laboratory snow, 84 endurance time tests - Type I - light freezing rain, 84 endurance time tests - Type I - manufacturer's mandatory documentation, 84 endurance time tests - Type I - non-glycol based - test required, 84, 86 endurance time tests - Type I - propylene glycol based test not required, 84 endurance time tests - Type I - purpose, 84 endurance time tests - Type I - rain on cold-soaked wing, 84 endurance time tests – Type I – regression analysis, 84 endurance time tests – Type I – relation to HOT, 84 endurance time tests – Type I – report, 84 endurance time tests – Type I – role of testing agent, 84 endurance time tests – Type I – sample selection, 84, 86 endurance time tests – Type I – sample schemed, 84 endurance time tests – Type I – snow form excludes graupel (soft hail), 84 endurance time tests - Type I - snow form excludes hail, 84 endurance time tests - Type I - snow form excludes ice pellets, 84 endurance time tests - Type I - snow form excludes soft hail (graupel), 84 endurance time tests - Type I - snow form includes capped columns, 84 endurance time tests - Type I - snow form includes columns, 84 endurance time tests - Type I - snow form includes irregular particles, 84 endurance time tests - Type I - snow form includes needles, 84 endurance time tests - Type I - snow form includes plates, 84 endurance time tests - Type I - snow form includes snow grains, 84 endurance time tests - Type I - snow form includes spatial dendrites, 84 endurance time tests – Type I – snow form includes stellar crystals, 84 endurance time tests - Type I - snow grains, 84 endurance time tests - Type I - snow, laboratory - shorter time than natural snow, 84 endurance time tests - Type I - snow, laboratory - snow distribution systems, 84 endurance time tests - Type I - snow, laboratory - snow sources, 84 endurance time tests - Type I - snow, natural, 84 endurance time tests - Type I - temperature, lowest test, 84 endurance time tests - Type I - test facility, 84 endurance time tests - Type I - test facility - independence from fluid manufacturer, 84 endurance time tests - Type I - test facility, role of, 84 endurance time tests - Type I - test plate cleanliness, 84

endurance time tests - Type I - testing agent independence from fluid manufacturer, 84 endurance time tests - Type I - testing agent, role of, 84 endurance time tests - Type I - variability across test plates, 84 endurance time tests – Type I – water droplet size – dye stain method. 84 endurance time tests - Type I - water droplet size - laser diffraction method, 84 endurance time tests - Type I - water droplet size - slide impact method with oil, 84 endurance time tests - Type I - water hardness, 85 endurance time tests - Type I - water spray endurance test check on sheared sample, 85 endurance time tests - Type II/III/IV, 77 endurance time tests - Type II/III/IV - crystallization, delayed, 75 endurance time tests - Type II/III/IV - data examination by SAE G-12 HOT, 75 endurance time tests - Type II/III/IV - data validation by SAE G-12 HOT, 75 endurance time tests - Type II/III/IV - facility, 75 endurance time tests - Type II/III/IV - facility independence from fluid manufacturer, 75 endurance time tests - Type II/III/IV - failure mode visual, 76 endurance time tests - Type II/III/IV - failure mode, snow – dilution. 76 endurance time tests - Type II/III/IV - failure mode, snow - snow-bridging, 76 endurance time tests - Type II/III/IV - failure, frozen contamination - 30% area, 76 endurance time tests - Type II/III/IV - failure, frozen contamination - appearance, 76 endurance time tests - Type II/III/IV - failure, snow - 30% area or non-absorption over 5 crosshairs, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - color, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - dilutions to be tested, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - freezing point data, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - freezing point depressant, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - refraction index data, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - safety data sheet, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - test name, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - viscosity, 76 endurance time tests - Type II/III/IV - fluid manufacturer documentation - viscosity method, 76 endurance time tests - Type II/III/IV - freezing drizzle, 76 endurance time tests - Type II/III/IV - freezing fog, 76 endurance time tests - Type II/III/IV - frost, laboratory, 76 endurance time tests - Type II/III/IV - frost, natural, 76 endurance time tests - Type II/III/IV - ice crystal seeding, 76 endurance time tests - Type II/III/IV - icing intensity measurements, 76

endurance time tests - Type II/III/IV - icing intensity measurements by regression analysis, 76 endurance time tests - Type II/III/IV - icing intensity measurements with reference ice-catch plates, 76 endurance time tests - Type II/III/IV - light freezing rain, 76 endurance time tests - Type II/III/IV - manufacturer's mandatory documentation, 76 endurance time tests - Type II/III/IV - purpose, 76 endurance time tests - Type II/III/IV - rain on cold-soaked wing, 76 endurance time tests - Type II/III/IV - regression analysis, 76 endurance time tests - Type II/III/IV - relation to HOT, 76 endurance time tests - Type II/III/IV - sample - viscosity reduced after manufacturing, 76 endurance time tests - Type II/III/IV - sample - without shearing, 76 endurance time tests - Type II/III/IV - sample selection, 76,79 endurance time tests - Type II/III/IV - sample selection viscosity reduction by manufacturer, 76 endurance time tests - Type II/III/IV - sample viscosity, 76 endurance time tests - Type II/III/IV - snow form excludes graupel (soft hail), 76 endurance time tests - Type II/III/IV - snow form excludes hail. 76 endurance time tests - Type II/III/IV - snow form excludes ice pellets, 76 endurance time tests - Type II/III/IV - snow form excludes soft hail (graupel), 76 endurance time tests - Type II/III/IV - snow form includes capped columns, 76 endurance time tests - Type II/III/IV - snow form includes irregular particles, 76 endurance time tests - Type II/III/IV - snow form includes needles, 76 endurance time tests - Type II/III/IV - snow form includes plates, 76 endurance time tests - Type II/III/IV - snow form includes snow grains, 76 endurance time tests - Type II/III/IV - snow form includes spatial dendrites, 76 endurance time tests - Type II/III/IV - snow form includes stellar crystals, 76 endurance time tests - Type II/III/IV - snow form includes: columns, 76 endurance time tests - Type II/III/IV - snow grains, 76 endurance time tests - Type II/III/IV - snow, artificial made by shaving ice cores, 76 endurance time tests - Type II/III/IV - snow, artificial made by spraying water in a cold chamber, 76 endurance time tests - Type II/III/IV - snow, artificial test, indoor - with storage and distribution, 76 endurance time tests - Type II/III/IV - snow, artificial test, indoor - without storage, 76 endurance time tests - Type II/III/IV - snow, laboratory, 76 endurance time tests - Type II/III/IV - snow, natural, 76 endurance time tests - Type II/III/IV - snow, natural - test, outdoor, 76

endurance time tests – Type II/III/IV – test plate cleanliness, 76

endurance time tests - Type II/III/IV - testing agent independence from fluid manufacturer. 77 endurance time tests - Type II/III/IV - testing agent role/duties, 77 endurance time tests - Type II/III/IV - variability across test plates, 77 endurance time tests - Type II/III/IV - viscosity check on unsheared sample, 77 endurance time tests - Type II/III/IV - viscosity reduction by manufacturer, 77 endurance time tests - Type II/III/IV - water droplet size dye stain method, 77 endurance time tests - Type II/III/IV - water droplet size laser diffraction method, 77 endurance time tests - Type II/III/IV - water droplet size slide impact method with colloidal silver, 77 endurance time tests - Type II/III/IV - water droplet size slide impact method with oil, 77 endurance time tests - Type II/III/IV - water hardness, nozzles, 77 endurance time tests - Type II/III/IV - water spray endurance test check on unsheared sample, 77 endurance time tests - Type III - fluid manufacturer documentation - intended method of use, 77 engine deicing, 101 engine deicing – deicing fluid, 100 engine deicing – hot air, 100 engine deicing - mechanical means, 100 engine hotel mode. See hotel mode engine ice - ground-accumulated ice v operational ice, 246 engine icing - compressor blade icing, 227 engine icing - conditions conducive to - freezing fog, 101 engine icing - conditions conducive to - freezing precipitation, 101 engine icing - conditions susceptible to - heavy snow near 0°C, 227 engine icing - conditions susceptible to - low power engine operations, 227 engine icing – conditions susceptible to – rain near 0°C, 227 engine icing – conditions susceptible to – taxiing, 227 engine icing - engine malfunctioning, 227 engine icing - engine stall, 227 engine icing - engine surge, 227 engine icing - fan blade icing, 227 engine icing - flameout, 227 engine icing – intake icing, 227 engine icing - reduced thrust, 227 engine manufacturer recommendations - compliance with, 101.227 engine run-ups - ice removal, 246 engines, aft-mounted - effect of clear ice, 193 engines-on deicing, 117, 193 environmental regulations, compliance with, 234 equipment manufacturer recommendations, compliance with, 234 ethylene glycol, 83, See also glycol, conventional ethylene glycol; EG v PG ethylene glycol - freezing point, 284 ethylene glycol - recycled, 307 ethylene glycol based Type I – endurance time tests not required, 85

EU Regulation 965/2012 and EASA Decision 2014/015/R, 222 European Aviation Safety Agency. See EASA expiry date. See qualification expiry date, See qualification expiry date eye protection. See personal protective equipment FAA, 3, 38 FAA AC 120-112, 169 FAA AC 120-60B, 167 FAA AC 150/5200-28G, 265 FAA AC 150/5200-30D, 265 FAA AC 150/5300-13, 114 FAA AC 150/5300-14, 114 FAA AC 150/5300-14D, 171 FAA Holdover Time Guidelines - recognition, 230 FAA Holdover Time Guidelines - recognition - EASA, 225 FAA Holdover Time Guidelines, Winter 2024-2025, 145 FAA Holdover Time Regression Guidelines Information, Winter 2024-2025, 166 FAA icing research, 41 FAA Notice N 8900.708 FAA-Approved Deicing Program Updates, Winter 2024-2025, 165 FAA Notice N 8900.xxx - recognition - EASA, 225, 230 FAA Part 139 CertAlert no. 22-08, 266 FAA Policy Statement: Type Certification Policy for Approval of Use of Type II, III, and IV Deicing/Anti-Icing Fluids on Airplanes Certificated Under 14 CFR Parts 23 and 25, 174 FAA SAFO 01001, 177, 228 FAA, Degree-Specific Holdover Time Data, Winter 2024-2025, revision 1.0, 166 FAA, Notice N 8900.50, "Industry Produced Standardized International Aircraft Ground Deicing Program, Winter 2008-2009", 165 FAA/TC list of fluids. See fluid list (FAA/TC) face protection. See personal protective equipment failed fluid. See fluid failure failure front - definition, 217 failure mode, allowance time – aerodynamic and visual, 79, 86 failure mode, endurance time - visual, 79, 85, 86 failure mode, HOT - visual, 86 failure, adherence - definition. See failure, adhesion definition failure, adhesion - definition, 217 failure, complete plate - definition, 217 failure, deicing/anti-icing fluid. See fluid failure failure, entire plate - definition, 217 failure, fifth cross hair - definition, 217 failure, first - definition, 217 failure, fluid. See fluid failure failure, full plate - definition, 218 failure, latent, 90 failure, latent - definition, 90 failure, plate. See also contamination [frozen], appearance failure, plate - 30% coverage with frozen contamination, 85 failure, plate – definition, 218 failure, standard plate - definition, 218 failure, top edge – definition, 218 failure, total plate - definition, 218

failure, undetected. See failure, latent failure, visual - definition, 218 fall and slip protection, 304 fall protection systems. See personal protective equipment FBO, 114, See also service provider Federal Aviation Administration. See FAA Fernandez Lopez, Alberto, 33 field spray test. See spray test, field finding – definition, 138 fire extinguishing agent - definition, 261 first aid, 193 first icing event. See failure first response, 193 Fisheries Act (Canada), 193 fixed base operator. See FBO flaps and slats contamination - blowing snow, 101 flaps and slats contamination - in-flight ice accretion, 101 flaps and slats contamination - not visible when retracted, 101 flaps and slats contamination - splash up during taxi, 101 flaps and slats deployed - guidance (FAA), 155 flaps and slats deployed - guidance (TC), 193 flaps and slats extended. See flaps and slats deployed flight control, 101 flight control check, 101, 246 flight time – definition, 193 flightcrew - HOT re-evaluation. See also pilot assessment of precipitation intensity flightcrew - HOT re-evaluation in improving weather condition – guidance (TC), 193 flightcrew - HOT re-evaluation in worsening weather conditions - guidance (TC), 193 flightcrew - pretakeoff briefing - Type II/III/IV handling procedures, 224 flightcrew absence during deicing/anti-icing, 155 flightcrew awareness - deicing/anti-icing, 155 flightcrew knowledge of - critical areas, 234 flightcrew knowledge of - deicing/anti-icing methods, 235 flightcrew knowledge of - deicing/anti-icing methods, limitations of, 234 flightcrew knowledge of - deicing/anti-icing, factors affecting, 234 flightcrew knowledge of - hazards of ice, snow and frost, 235 flightcrew trainer, 125 flightcrew trainer - definition, 125 fluid acceptance - assurance of hose cleanliness, 101 fluid acceptance - assurance of tank truck cleanliness or top loading, 101 fluid acceptance – before filling deicing unit, 101 fluid acceptance - before filling storage tank, 101 fluid acceptance - certificate of analysis, 101 fluid acceptance - certificate of analysis - appearance, 101 fluid acceptance - certificate of analysis - fluid manufacturer specification limits, 101 fluid acceptance - certificate of analysis - pH, 101 fluid acceptance - certificate of analysis - refraction, 101 fluid acceptance - certificate of analysis - viscosity, 101 fluid acceptance – designated deicing facility, 117 fluid acceptance - discrepancies, 101 fluid acceptance - discrepancy procedure, 101 fluid acceptance - documentation - batch number, 101

fluid acceptance - documentation - brand name, 101 fluid acceptance - documentation - certificate of analysis, 101 fluid acceptance - documentation - fluid concentration, 101 fluid acceptance - documentation - fluid name, 101 fluid acceptance - documentation - lot number, 101 fluid acceptance - irregularities, 101 fluid acceptance - irregularities procedure, 101 fluid acceptance - lot number, 101 fluid acceptance - nonconformities, 101 fluid acceptance - nonconformities procedure, 101 fluid acceptance - nonconformity procedure, 101 fluid acceptance - previous load documentation, 101 fluid acceptance - product brand name, 101 fluid acceptance - product name, 101 fluid acceptance - records, 101 fluid acceptance - sample from bulk delivery, 101 fluid acceptance - sample from drums, 101 fluid acceptance - sample from packaged goods, 101 fluid acceptance - sample from pails, 101 fluid acceptance - sample from totes, 101 fluid acceptance - sample tests - appearance - color, 101 fluid acceptance - sample tests - appearance - foreign body contamination, 101 fluid acceptance - sample tests - pH (optional), 101 fluid acceptance - sample tests - refraction, 101 fluid acceptance - sample tests - viscosity (optional), 101 fluid acceptance - seal check, 101 fluid acceptance - seal number check, 101 fluid adhesion - definition, 218 fluid application. See also spray, no; spray directly, no fluid application – air conditioning off, 101 fluid application - aircraft configuration, 101 fluid application - aircraft manufacturer recommendations, 102 fluid application - anti-icing - amount required, 102 fluid application - anti-icing - before first step fluid freezes, 102 fluid application – anti-icing – clean aircraft, on, 102, 193 fluid application - anti-icing - insufficient amount, 155 fluid application - anti-icing - maximum protection, 102 fluid application - anti-icing - not on top of contamination, 102, 193 fluid application - anti-icing - one-step application of Type II/III/IV – residue formation, 102 fluid application – anti-icing – overnight aircraft, 102 fluid application – anti-icing – uniformity, 102 fluid application - APU bleed air off, 102, 235 fluid application – cautions, 149, 181 fluid application - composite surfaces, 102 fluid application – deicing – temperature (desirable) at  $nozzle \ge 60^{\circ}C, 149, 181$ fluid application – elevator, 102 fluid application - engine manufacturer recommendations, 102 fluid application - engines, 102, 235 fluid application – folding wing bushings, 102 fluid application – folding wing hinges, 102 fluid application - fuselage, 102, 235 fluid application - fuselage from nose to aft, 246 fluid application - fuselage top centerline to outboard, 246

fluid application - general strategy, 102 fluid application - guidance (EASA), 224, 227 fluid application - guidance (FAA), 155 fluid application - guidance (TC), 193 fluid application - guidelines, 102, 149, 181 fluid application - guidelines (FAA) mandatory use with FAA HOT, 155 fluid application - heat loss, 102, 193, 235 fluid application - horizontal stabilizer, 235, See fluid application - stabilizer, horizontal fluid application - hot water, 193 fluid application – hot water – OAT  $\ge 0^{\circ}$ C, 193 fluid application - hot water - OAT verified hourly, 193 fluid application - hot water - personnel trained for hot water deicing, 193 fluid application - hot water - temperature 60-82°C, 193 fluid application - in a hangar, 155, 193 fluid application - in a hangar of T-tail aircraft, 155, 193 fluid application - instrument sensors, 235 fluid application - interruption, 102 fluid application - interruption - communications with flightcrew, 102 fluid application - issues - diluted fluid remaining on aircraft surface, 155 fluid application - issues - heat loss, 155 fluid application - issues - incomplete removal of contamination, 155 fluid application - issues - insufficient amount of Type II/III/IV, 155 fluid application - issues - insufficient freezing point buffer. 155 fluid application - issues - relying on fluid flow-back over contaminated areas, 155 fluid application - issues - reverse order - e.g., wing tip to wing root, 155 fluid application - issues - uneven application of Type II/III/IV, 155 fluid application - landing gear, 235 fluid application - landing gear and wheel bays, 102 fluid application - leading edge to trailing edge, 246 fluid application - local areas, 102 fluid application – minimize dilution with the first step fluid, 102 fluid application - nose, aircraft, 102 fluid application - one-step, 102, 149, 181, 193, 235, 246 fluid application - one-step - anti-icing - on clean aircraft only (TC), 149, 181 fluid application - radome, 102 fluid application - redeicing, 102, 224, 227, 235 fluid application - removal of all frozen contamination, 102 fluid application – removal of diluted fluid, 102 fluid application – rudder, 102 fluid application - side-effect, possible - residues. See Type II/III/IV - residue fluid application – spraying  $\leq 45^{\circ}$  angle, 235 fluid application - stabilizer, horizontal, 102 fluid application - stabilizer, vertical, 102 fluid application - steering system, 102 fluid application - symmetrical, 102, 193, 235, 246 fluid application - symmetrical - elevator, 246 fluid application - symmetrical - stabilizer, horizontal, 246 fluid application - symmetrical - stabilizer, vertical, 246

fluid application - symmetrical - wing, 246 fluid application - tail, 246 fluid application - temperature limits, 149, 181 fluid application – temperature limits, Type I, 102 fluid application - three-minute rule. See three-minute rule fluid application – training, 193 fluid application – T-tail aircraft, 193 fluid application - two-step, 102, 149, 181, 193, 235, 246 fluid application - two-step - compatibility of Type I with Type II/III/IV, 49, 102, 155 fluid application - Type I - anti-icing, 207 fluid application – Type I – anti-icing – quantity  $\geq 1 \text{ L/m}^2$ , 102. 149. 181 fluid application – Type I – anti-icing – temperature  $\geq$ 60°C, 102, 149, 155, 181 fluid application – Type I – deicing, 208 fluid application – Type I – deicing v anti-icing, 208 fluid application – Type I guidelines, 149, 181 fluid application – Type II/III/IV, 193 fluid application – Type II/III/IV – anti-icing – insufficient amount, 149, 181 fluid application - Type II/III/IV - guidance (EASA), 231 fluid application – Type II/III/IV – guidance (TC), 209 fluid application – Type II/III/IV – recommendation not to use minimum fluid quantity table of AS6286B, 209, 231 fluid application – Type II/III/IV – recommendation not to use minimum fluid quantity table of AS6286B, 193 fluid application - Type II/III/IV 50/50 - do not use for anti-icing - cold soaking, 149, 181 fluid application - Type II/IV - excessive amount on tail of unpowered elevator control aircraft, 177 fluid application – Type II/IV guidelines, 149, 181 fluid application - Type IIII unheated guidelines, 149, 181 fluid application - unheated - ineffective to deice, 102, 125 fluid application - vertical surface, 235 fluid application - wheel bays, 102, 235 fluid application – wing, 102, 235, 246 fluid application tables. See fluid application - guidelines, See fluid application - guidelines fluid certificate of conformance - fluid manufacturer to provide, 194 fluid commingling, 298, See Type I – commingling; Type II/III/IV - commingling; fluid manufacturer documentation - fluid commingling fluid commingling - consult with manufacturers, 102 fluid commingling from different manufacturers prevention of inadvertent mixing, 102 fluid commingling of different types - prevention of inadvertent mixing, 103 fluid compatibility - Type I with Type II/III/IV, 49, 103, 155, 193 fluid delivery. See fluid acceptance fluid dry-out. See Type II/III/IV - residue fluid effectiveness, loss of. See fluid failure fluid elimination - Type II/III/IV high speed ramp, 71 fluid elimination - Type II/III/IV low speed ramp, 71 fluid environmental impact, 193 fluid failure. 225 fluid failure - definition, 90, 193, 218 fluid failure - description, 90 fluid failure - description - adherence of frozen contamination, 90

fluid failure - description - color change to white, 103 fluid failure - description - dulling of surface reflectivity, 90 fluid failure - description - frozen fluid, 235 fluid failure - description - ice pellets in fluid adhering to aircraft surface, 155 fluid failure - description - ice pellets in fluid forming a slushy consistency, 155 fluid failure - description - ice pellets in fluid forming a slushy consistency v visible individual ice pellets in fluid, 155 fluid failure - description - lack of wetting, 125 fluid failure - description - loss of gloss, 103, 193, 218 fluid failure - description - loss of shine, 193 fluid failure - description - no absorption of precipitation, 90, 155, 193 fluid failure - description - obscuration of surface by ice, 218 fluid failure - description - obscuration of surface by slush, 218 fluid failure - description - presence of frozen contamination in the fluid, 90 fluid failure - description - presence of frozen contamination on the fluid, 90, 193, 235 fluid failure - description - presence of ice crystals in the fluid, 103 fluid failure - description - snow accumulation, 90 fluid failure – description – snow accumulation, random, 90 fluid failure - description - snow bridging, 218 fluid failure - description - surface freezing, 90 fluid failure - form - adhesion, 218 fluid failure - form - visual, 218 fluid failure - recognition training for persons conducting pretakeoff contamination checks (FAA), 155 fluid failure - recognition training for pilots (FAA), 156 fluid failure front - definition, 218 fluid failure, deicing/anti-icing anew upon, 103 fluid failure, top edge - definition, 218 fluid flowoff - incomplete, 68 fluid flowoff - speed and time dependence, 68 fluid freezing in flight - residual fluid on trailing edge, 156, 194 fluid list, 149, 181 fluid list (FAA) - guidance, 156 fluid list (FAA/TC) - addition of new fluid, 79 fluid list (FAA/TC) - addition of new Type I fluid, 86 fluid list (FAA/TC) - definition, 79, 86 fluid list (FAA/TC) - fluid expiry dates, 86 fluid list (FAA/TC) - fluid manufacturer deadline to provide data – June 01, 79, 86 fluid list (FAA/TC) – publication process, 79, 86 fluid list (FAA/TC) – publication timeline, 79, 86 fluid list (FAA/TC) - removal of obsolete data, 79, 86 fluid manufacturer - contact information, 103, 149, 181 fluid manufacturer - obligation to provide to FAA/TC additional requested data, 79, 86 fluid manufacturer - obligation to provide to FAA/TC data - general obligation, 79, 86

fluid manufacturer – obligation to provide to FAA/TC – deadlines, 79, 86

fluid manufacturer – obligation to provide to FAA/TC – Type I – list of fluids to be commercialized by June 01, 86

fluid manufacturer – obligation to provide to FAA/TC – Type I – periodic requalification test report – aerodynamic acceptance, 86

fluid manufacturer – obligation to provide to FAA/TC – Type I – periodic requalification test report – anti-icing performance, 86

fluid manufacturer – obligation to provide to FAA/TC – Type I – restrictions on use of, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (licensee location) – initial qualification test report – aerodynamic acceptance, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (licensee location) – initial qualification test report – water spray endurance test, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (licensee location) – original qualification test data, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – endurance time data, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – final name by May 01, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – freezing point data, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – initial qualification test report – anti-icing performance, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) – unique name, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) DEG based – endurance time data not required, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) EG based – endurance time data not required, 87

fluid manufacturer – obligation to provide to FAA/TC – Type I (new) PG based – endurance time data not required, 87

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV – list of fluids to be commercialized by June 01, 79

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (licensee location) – initial qualification test report – aerodynamic acceptance, 79

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (licensee location) – initial qualification test report – water spray endurance test, 79

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (licensee location) – original qualification test data, 79

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (new) – endurance time data, 79

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (new) – final name by May 01, 79, 80

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (new) – freezing point data, 79

fluid manufacturer – obligation to provide to FAA/TC – Type II/III/IV (new) – unique name, 79 fluid manufacturer - obligation to provide to FAA/TC -Type II/III/IV (new) initial qualification test report aerodynamic acceptance, high speed, 79 fluid manufacturer - obligation to provide to FAA/TC -Type II/III/IV (new) initial qualification test report - antiicing performance, 79 fluid manufacturer - obligation to provide to FAA/TC -Type II/III/IV periodic regualification test report aerodynamic acceptance, 79 fluid manufacturer - obligation to provide to FAA/TC -Type II/III/IV periodic requalification test report - antiicing performance, 79 fluid manufacturer - obligation to provide to FAA/TC -Type II/III/IV periodic requalification test report multiple locations, 79 fluid manufacturer - obligation to provide to FAA/TC -Type II/III/IV, restrictions on use of, 79 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) – endurance time data, 79 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) - final name by May 01, 80 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) - initial qualification test report aerodynamic acceptance, high speed (optional), 79 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) - initial qualification test report aerodynamic acceptance, low speed, 79 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) - initial qualification test report - antiicing performance, 79 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) - initial qualification test report - freezing point data, 80 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) - to be used heated, not heated or both, 80 fluid manufacturer - obligation to provide to FAA/TC -Type III (new) – unique name, 80 fluid manufacturer - option not to publish fluid-specific HOT. 80 fluid manufacturer - sample selection considerations, Type II/III/IV. 80 fluid manufacturer documentation. endurance time tests -Type II/III/IV - fluid manufacturer documentation, See also endurance time tests - Type I - fluid manufacturer documentation fluid manufacturer documentation - acceptance field tests, 194 fluid manufacturer documentation - aerodynamic acceptance data, 49, 58, 103, 149, 181, 194 fluid manufacturer documentation - appearance, 49 fluid manufacturer documentation - aquatic toxicity, 49, 58 fluid manufacturer documentation - biodegradability, 49, 58 fluid manufacturer documentation - BOD, 49, 58 fluid manufacturer documentation - certificate of analysis, 103.125 fluid manufacturer documentation - certificate of conformance, 194 fluid manufacturer documentation - clean container documentation, 125 fluid manufacturer documentation - COD, 49

fluid manufacturer documentation - cold storage stability, 58 fluid manufacturer documentation - color, 49, 194 fluid manufacturer documentation - compliance with, 235 fluid manufacturer documentation - concentration limits, 103.194 fluid manufacturer documentation - discrepancies procedure or contact information, 103 fluid manufacturer documentation - dry-out exposure to cold dry air, 58 fluid manufacturer documentation - elastomer compatibility data, 194 fluid manufacturer documentation - exposure to dry air, 58 fluid manufacturer documentation - field viscosity limits [optional], 103 fluid manufacturer documentation - field viscosity method [optional], 103 fluid manufacturer documentation - filter requirements, 194 fluid manufacturer documentation - flash point, 49, 58, 194 fluid manufacturer documentation - fluid application, 103, 194, 224, 227 fluid manufacturer documentation - fluid manufacturer specification, 103 fluid manufacturer documentation - fluid name, 103 fluid manufacturer documentation - fluid stability, 49, 58 fluid manufacturer documentation - fluid storage requirements, 174, 194, 224 fluid manufacturer documentation - fluid temperature limits, 194 fluid manufacturer documentation - fluid testing, 194, 224 fluid manufacturer documentation - fluid transfer handling, 125 fluid manufacturer documentation - fluid transfer system requirements, 103, 174, 194, 224 fluid manufacturer documentation - fluid, heating of, 103, 125.194 fluid manufacturer documentation - forbidden mixtures. 194 fluid manufacturer documentation - freezing point, 49 fluid manufacturer documentation – freezing point data, 103, 194 fluid manufacturer documentation - freezing point v dilution data, 49, 149, 181, 194 fluid manufacturer documentation - hard water stability, 49,58 fluid manufacturer documentation - hardness, maximum water. 194 fluid manufacturer documentation - high humidity endurance test, 49, 58, 194 fluid manufacturer documentation - in-service limits, 103 fluid manufacturer documentation - irregularities procedure or contact information, 103 fluid manufacturer documentation - LAAT, 103 fluid manufacturer documentation - label, 194 fluid manufacturer documentation - label test, 194 fluid manufacturer documentation - LOUT, 49, 58, 149, 182 fluid manufacturer documentation - LOUT for intended dilutions, 49, 58 fluid manufacturer documentation - materials compatibility data, 50, 58, 149, 182, 194

fluid manufacturer documentation - mixing of different products, 103 fluid manufacturer documentation - OAT restrictions, 224, 227 fluid manufacturer documentation - pavement compatibility, 58 fluid manufacturer documentation - pH limits, 50, 58, 194 fluid manufacturer documentation - physical properties, 58 fluid manufacturer documentation - product information bulletin, 125, 194 fluid manufacturer documentation - pump requirements, 194 fluid manufacturer documentation - recycled glycol, presence of, 50 fluid manufacturer documentation - refraction limits, 50, 58, 194 fluid manufacturer documentation - refraction, maximum [for LOUT calculation], 103 fluid manufacturer documentation - refractometer, use of, 194 fluid manufacturer documentation - safety data sheet, 50, 58, 103, 125, 194 fluid manufacturer documentation - sampling guidelines, 194 fluid manufacturer documentation - shelf life, 103, 194 fluid manufacturer documentation - specific gravity, 50, 58.194 fluid manufacturer documentation - specification, fluid, 194 fluid manufacturer documentation - storage and handling, 244 fluid manufacturer documentation - storage stability, 50, 58 fluid manufacturer documentation - storage tank requirements, 103, 125, 194 fluid manufacturer documentation - successive dry out and rehvdration, 58 fluid manufacturer documentation - surface tension, 50, 58, 194 fluid manufacturer documentation - suspended matter limit, 194 fluid manufacturer documentation - temperature limits, 103 fluid manufacturer documentation - tendency to foam, 50, 58 fluid manufacturer documentation - thermal stability, 50 fluid manufacturer documentation - thin film thermal stability, 58 fluid manufacturer documentation - TOD or COD, 58 fluid manufacturer documentation - toxicity data, 58, 149, 182.194 fluid manufacturer documentation - trace contaminants, 50, 58 fluid manufacturer documentation - Type I compatibility with Type II/III/IV, 156 fluid manufacturer documentation - Type I/II/III/IV, 58 fluid manufacturer documentation - Type I/II/III/IV certificate of conformance, 194 fluid manufacturer documentation - Type I/II/III/IV technical requirement data, 194 fluid manufacturer documentation - Type II/III/IV residues, 224, 227

fluid manufacturer documentation - UV light, effect of, 194 fluid manufacturer documentation - viscosity limits, 50, 58, 194 fluid manufacturer documentation - viscosity limits (optional), field, 103 fluid manufacturer documentation - viscosity method (AS9968), 103 fluid manufacturer documentation - viscosity method (optional), field, 103 fluid manufacturer documentation - viscosity method, field, 194 fluid manufacturer documentation - water hardness requirements, 194 fluid manufacturer documentation - water spray endurance test, 194 fluid manufacturer documentation - water spray endurance time, 50, 58 fluid manufacturer licensee - fluid-specific HOT guideline, 80 fluid manufacturer recommendations. See fluid manufacturer documentation fluid manufacturers - list of, 31 fluid mixing system, verification of, 235 fluid name - final commercial name, 80, 87 fluid name - formulation change, upon, 80, 87 fluid name - new unique name, 80, 87 fluid name - reformulation, 80, 87 fluid operational limit, 218 fluid operational limit – definition, 218 fluid qualification - AMS1424, 103 fluid qualification - AMS1428, 103 fluid residue. See Type II/III/IV - residue fluid residue table. See Type II/III/IV – fluid residue table, AMIL fluid retesting, 80 fluid runway and taxiway deicing/anti-icing compound. See RDP. liquid fluid sampling. See sampling fluid shelf life, 194 fluid slipperiness, 194 fluid specifications, non-SAE - TC not recognized, 194 fluid specifications, SAE - TC recognized, 194 fluid spills - emergency contact in Canada: CANUTEC, 194 fluid storage. See storage fluid test. See fluid test, See also fluid acceptance fluid test – frequency – after truck maintenance, 103 fluid test - frequency - bulk storage, 194 fluid test – frequency – daily, 103 fluid test - frequency - deicing unit after maintenance, 194 fluid test - frequency - deicing unit after repair, 194 fluid test – frequency – deicing unit daily and when refilled, 194 fluid test - frequency - drums, 194 fluid test - frequency - preseason, 103 fluid test - frequency - totes, 194 fluid test - frequency - upon acceptance, 103 fluid test – frequency – upon dilution, 195 fluid test - frequency - upon suspected contamination, 103 fluid test - frequency - upon suspected degradation, 103 fluid test - frequency - upon transfer, 195

fluid test - frequency - within-season, 103 fluid test - limits. See fluid manufacturer documentation fluid manufacturer specification; fluid manufacturer documentation - in-service limits fluid test - program, 103 fluid test - records, 103 fluid transfer system - chemical contamination, 103 fluid transfer system - dedicated, 103 fluid transfer system - design, 103 fluid transfer system - fluid manufacturer's recommendation, 103 fluid transfer system - hoses, 103 fluid transfer system - labeling, 104, 115 fluid transfer system - labeling of discharge points, 104 fluid transfer system - labeling of fill ports, 104 fluid transfer system - no inadvertent mixing, 104 fluid transfer system - no mixing with fluid of different manufacturer, 104 fluid transfer system - no mixing with fluid of different Types of fluids, 104 fluid transfer system - nozzle, 104 fluid transfer system - piping, 104 fluid transfer system - pumps, 104 fluid transfer system - shearing, 104 fluid transfer system - valves, 104 fluid, acceptability - guidance (TC), 195 fluid, acceptable - definition, 218 fluid, common, 115 fluid, composition of, 195 fluid, dilatant - definition, 292 fluid, failed – definition, 218 fluid, new - data required for use with generic HOT, 87 fluid, new - development of fluid-specific HOT, 80 fluid, new - new unique name, mandatory, 80, 87 fluid, new - obligation to provide information to FAA/TC, 80.87 fluid, Newtonian - definition, 173, 291 fluid, non-Newtonian - definition, 58, 173, 292 fluid, pristine - definition, 218 fluid, pseudoplastic, 58 fluid, pseudoplastic – definition, 58, 292 fluid, residual - aerodynamically quiet surfaces, 218 fluid, residual - on trailing edge, 156, 195 fluid, shear thinning - definition, 292 fluid, supercooled. See crystallization, delayed fluid, thickened. See Type II/III/IV fluid, thickened - definition, 68, 104, 292 fluids - guidance (TC), 195 foam - forced air application of Type II/III/IV, 119 FOD, 125, See also clear ice- effect of fog. See also snowfall intensity - overestimation due to obscuration, See also obscuration fog – definition, 235, 242 fog - formation - water vapor condensation in air, 242 fog, ground - definition, 235 fog, supercooled, 235 Fokker 50 – middle speed ramp, development of, 71 Fokker F-28, 38 folding wing - bushings, deicing of, 104 folding wing - deicing, 104 folding wing - hinges, deicing of, 104 folding wing - lubricant removal by deicing, 104

footwear. See personal protective equipment forced air. 104, 119, 195 forced air – air pressure at nozzle, 119 forced air - air pressure, maximum, 119 forced air – air velocity, 119 forced air - air velocity v distance, 119 forced air - air volumes, 119 forced air - aircraft safety - debris, 119 forced air - approval by aircraft manufacturer, 195 forced air - concern - damage to landing gear, 119 forced air - concern - damage to wheel well components, 119 forced air - concern - debris as projectiles, 119 forced air - concern - frozen contamination in control areas, 119 forced air – concerns – inadequate application of Type II/III/IV, 156 forced air - concerns - other, 156 forced air - concerns - over aerated Type II/III/IV - frothy appearance, 156 forced air - concerns - unduly aerated Type II/III/IV milky white appearances, 156 forced air - definition, 195 forced air - foam formation, 119 forced air - guidance (FAA), 156 forced air – guidance (TC), 195 forced air - ice removal, 119 forced air - incomplete removal of contaminants, 119 forced air - injected fluid quantity, 119 forced air - mandatory field test (FAA), 156 forced air - modes - alone, 195 forced air - modes - Type I fluid applied over airstream, 195 forced air - modes - Type II/III/IV applied over airstream, 195 forced air - noise levels, 119 forced air - personnel safety - noise, 119, 195 forced air - personnel safety - projectiles, 119, 195 forced air - postdeicing/anti-icing check, 119 forced air - precautions, 156 forced air - pressure distribution, 119 forced air - pressure loads, average, 119 forced air - pressure loads, peak, 119 forced air - pressure, average, 119 forced air - pressure, peak, 119 forced air - projectile formation, 119, 195 forced air - removal of frozen contamination, 119 forced air - safety trials, 119 forced air - sound level, 119 forced air - v fluid - snow removal, 119 forced air - with fluid, 119, 195 forced air - with fluid - no HOT, 119 forced air - with heated fluid, 119, 195 forced air - with Type I, 156 forced air - with Type II/III/IV, 156 forced air - with unheated fluid, 120 forced air - without fluid, 120, 156, 195 formulation change - name change, 80, 87 foundation specification, 55, 64 freezing - weather descriptor, 156 freezing drizzle - definition, 104, 125, 235 freezing drizzle - guidance (TC), 195

freezing drizzle - subset of supercooled large droplets, 170 freezing fog. See also HOT - precipitation rate, See also obscuration freezing fog - definition, 104, 125, 235 freezing fog - guidance (TC), 195 freezing fog v frozen fog, 218 freezing mist - guidance (TC), 195 freezing point - definition, 104, 195, 282 freezing point - determination, 285 freezing point buffer, 195 freezing point buffer - definition, 104, 156, 195, 285 freezing point buffer - hot water - 0°C, 195 freezing point buffer - negative - predeicing process, 104 freezing point buffer - reasons for - absorption of precipitation, 195 freezing point buffer - reasons for - difference between OAT and aircraft surface temperature, 156, 195, 286 freezing point buffer - reasons for - differences in aircraft surface materials, 156, 286 freezing point buffer - reasons for - evaporation from repeated heating, 156, 286 freezing point buffer – reasons for – fluid application variation. 195 freezing point buffer - reasons for - inaccuracies in fluid/water mixture volumes, 156, 286 freezing point buffer - reasons for - OAT changes after fluid application, 156, 195, 286 freezing point buffer - reasons for - refractometer measurement variability, 156, 195, 286 freezing point buffer - reasons for - solar radiation, 156, 286 freezing point buffer - reasons for - variability in temperature of applied fluid, 156, 286 freezing point buffer - reasons for - weather changes after fluid application, 195 freezing point buffer - reasons for - wind effects, 156, 287 freezing point buffer - sufficient - wing skin temperature lower than OAT, 104 freezing point buffer - Type I - 10°C, 87, 104, 156 freezing point buffer - Type II/III/IV - 7°C, 80, 104, 156 freezing point buffer, negative - definition, 104, 286 freezing point depressant, 283 freezing point depressant - glycol, 55, 64, 65 freezing point depressant - glycol, conventional, 50, 55, 58, 64,65 freezing point depressant - glycol, conventional and nonconventional, 50, 58 freezing point depressant – glycol, nonconventional, 50, 55, 58, 64, 65 freezing point depressant - non-glycol, 50, 55, 58, 64, 65 freezing point depression, 283 freezing point depression - colligative property, 284 freezing point depression - definition, 283 freezing point depression - description of, 195 freezing point determination - ASTM D 1177, 195 freezing point determination - first ice crystal formation, 195 freezing point determination - refraction, 195 freezing point determination - refraction in Brix, 287 freezing point determination - refraction in BRIX, 195 freezing point measurement. See freezing point determination

freezing rain. See also HOT - precipitation rate; HOT precipitation type freezing rain - definition, 195, 235 freezing rain - heavy - definition, 104, 125 freezing rain – light – definition, 104, 125 freezing rain - moderate - definition, 104, 125 freezing rain – operations in – guidance (TC), 195 freezing rain - safety considerations - guidance (TC), 195 freezing rain - subset of supercooled large droplets, 170 Friedemann, Jens, 40 frost. See also HOT - frost; HOT - precipitation rate; HOT - precipitation type frost - active - definition, 104, 125, 156, 195, 235 frost - active - deicing, 195 frost - active - formation conditions, 104 frost - active - guidance (TC), 195 frost - active - monitoring, 242 frost - appearance, 156, 195 frost - deceptively dangerous, 235 frost - deceptively dangerous - clean appearance of residual contaminated fluid, 218 frost - deceptively dangerous - drag increase, 156, 195 frost - deceptively dangerous - lift degradation, 156, 195 frost - definition, 104, 126, 235 frost - detection - ROGIDS less reliable than visual check, 91 frost - detection - ROGIDS v visual check, 91 frost - endurance test, 47 frost - formation, 47, 196 frost - formation - condensation and freezing, 104 frost - formation - deposition, 104 frost - formation - effect of surface composition, 195 frost - formation - effect of surface finish, 195 frost - formation - OAT above 0°C, 104 frost - formation conditions, 104, 126, 196, 218 frost - formation conditions - cloudless nights, low wind (radiation cooling), 126, 156, 195 frost - formation conditions - cold-soaked fuel - risk of fluid below LOUT, 195 frost - formation conditions - cold-soaked fuel (conductive cooling), 156, 195 frost - formation conditions - low light, shade, obscured sun. 196 frost - formation conditions - surface below OAT and at or below frost point, 156, 196 frost - formation mechanism - conductive cooling, 156, 196 frost - formation mechanism - radiation cooling, 156, 196 frost - growth, 47 frost – local, 126 frost - local - definition, 104 frost - local - flightcrew communications, 104 frost – local – fluid application ( $\geq 50^{\circ}$ C) when frost starts to form, 104 frost - local - fluid application and coverage, 104 frost - local - fluid application to clean surface, 104 frost - local - prevention, 104 frost - local - prevention - aircraft operator approval, 104 frost - local - prevention - by trained personnel, 104 frost - local - prevention - no HOT, 104, 126 frost - local - removal, 104, 126 frost - local - symmetrical treatment, 104, 126

frost - local - tactile check, 104 frost - nucleation, 47 frost - on fuselage, 126, 196 frost - on lower horizontal stabilizer surface, 126 frost - on lower wing surface, 126, 156, 196, 224, 246 frost - on lower wing surface - acceptable amount (FAA), 168 frost - on underwing. See frost - on lower wing surface frost - on upper wing surface, 156, 196 frost - polishing - unacceptable method, 196 frost - removal - air heaters, 196 frost - removal - hazard of using little fluid, 218 frost - removal - with fluid, 104 frost-roughness, 126, 156, 196 frost [runway contaminant] - definition, 265 frost formation conditions - water vapor saturation in air, 242 frost formation vs clear ice formation, 242 frost point - definition, 105, 156, 196, 242 frost point - higher than dewpoint at given humidity level, 156, 196 frost point - v dewpoint, 105, 156, 192, 196 frost point - v dewpoint table, 156, 196 frost point - vs dewpoint, 242 frost point -higher than dewpoint at given humidity level, 105 frost, cold soaked fuel - Boeing B737-600/-700/-800/-900, 156.229 frost, cold-soaked fuel, 156, 235 frost, cold-soaked fuel - definition, 105 frost, cold-soaked fuel - exception, 105 frost, cold-soaked fuel - exemption process (FAA), 157 frost, non-environmental - definition, 105 frozen contaminants - definition, 168 fuel savings, 47 gantry, 174 gate hold procedure, 115 gel-definition, 105 gel residue table, AMIL, 80 generic HOT guidelines. See HOT - generic GIDS. See also ROGIDS GIDS - definition, 196, 223 global aircraft deicing standards, 42, 105, 230 global aircraft deicing standards - IATA initiative, 42 global aircraft deicing standards - list, 43, 126, 230 global aircraft deicing standards - recognition - EASA, 230 glossary, 215 glycerine. See glycol, nonconventional - glycerine glycol - definition, 50, 58 glycol discharge guidelines (Canada), 196 glycol management plan, 196 glycol mitigation, 117, 196 glycol pan measurement - definition, 170 glycol recovery vehicle, 115 glycol, conventional, 55, 64, 65 glycol, conventional - definition, 50, 58 glycol, conventional – diethylene glycol, 50, 58 glycol, conventional – ethylene glycol, 50, 58 glycol, conventional - propylene glycol, 50, 58 glycol, conventional and nonconventional - definition, 50, 58

glycol, non-. See non-glycol glycol, nonconventional, 55, 64, 65 glycol, nonconventional – 1,3-propanediol, 50, 58 glycol, nonconventional - definition, 50, 58 glycol, nonconventional - glycerine, 50, 58 glycol, nonconventional - organic non-ionic diols and triols, 50, 59 glycol, nonconventional - organic non-ionic diols and triols, mixtures of, 50, 59 glycol, nonconventional - organic non-ionic diols and triols, mixtures with conventional glycol, 50, 59 glycol, recycled. See Type I – recycled glycol Gowanlock, Derek, 33 GR. See METAR code GR ground coordinator - definition, 117 ground deicing program – aircraft operator responsibility, 105 ground deicing program – approval by regulator, 105 ground deicing program – infrared deicing facility, 105 ground deicing program (FAA) - approval, 168 ground deicing program (FAA) - approved operations in lieu of, 168 ground deicing program (FAA) - program elements, 168 ground deicing program (ICAO) – aircraft specific procedures, 235 ground deicing program (ICAO) - clean aircraft concept, 235 ground deicing program (ICAO) - communication plan, 235 ground deicing program (ICAO) - deicing processes, 235 ground deicing program (ICAO) - emergency response plan, 235 ground deicing program (ICAO) - HOT, 235 ground deicing program (ICAO) - management plan, 235 ground deicing program (ICAO) - postdeicing/anti-icing check, 235 ground deicing program (ICAO) - pretakeoff check, 235 ground deicing program (ICAO) - pretakeoff contamination check, 235 ground deicing program (ICAO) - quality assurance, 235 ground deicing program (ICAO) - reporting system, 235 ground deicing program (ICAO) - training for deicing crews, 235 ground deicing program (ICAO) - training for flightcrew, 235 ground deicing program (ICAO) - training for operations personnel, 235 ground deicing program (TC), 211, See ground deicing program (TC) ground deicing program (TC) - adequate facilities, 211 ground deicing program (TC) - approval, 196 ground deicing program (TC) – audits, 196 ground deicing program (TC) - Canadian operator, 211 ground deicing program (TC) – communication plan, 196 ground deicing program (TC) - competent personnel, 211 ground deicing program (TC) - definition, 196, 211 ground deicing program (TC) - deicing fluids, 196 ground deicing program (TC) – deicing processes, 196 ground deicing program (TC) - deicing/anti-icing fluid, 196 ground deicing program (TC) - deicing/anti-icing procedures, 211

ground deicing program (TC) - development of, 196 ground deicing program (TC) – dissemination of, 211 ground deicing program (TC) – elements of, 211 ground deicing program (TC) - emergency, 196 ground deicing program (TC) – environmental responsibilities, 196 ground deicing program (TC) - foreign air operator, 196 ground deicing program (TC) - foreign operator, 211 ground deicing program (TC) - GOFRS 622.11, 196 ground deicing program (TC) - HOT, 196 ground deicing program (TC) - HOT as decision making criterion, 211 ground deicing program (TC) - HOT as guideline, 211 ground deicing program (TC) – HOT, procedure for start of. 211 ground deicing program (TC) – HOT, procedure for use of, 211 ground deicing program (TC) - HOT, procedure when exceeded, 211 ground deicing program (TC) - in operator's manuals, 211 ground deicing program (TC) - maintenance of facilities and equipment, 211 ground deicing program (TC) - management plan, 196, 211 ground deicing program (TC) - management supervision, 211 ground deicing program (TC) - operational issues, 196 ground deicing program (TC) - operational responsibilities - flight watch system, 211 ground deicing program (TC) – operational responsibilities - flightcrew, 211 ground deicing program (TC) - operational responsibilities - groundcrew, 211 ground deicing program (TC) - operational responsibilities - maintenance personnel, 211 ground deicing program (TC) - quality assurance program, 196 ground deicing program (TC) - quality loop, 196 ground deicing program (TC) - record keeping, 196 ground deicing program (TC) - responsibilities, 196 ground deicing program (TC) - risk factor - complexity, 196 ground deicing program (TC) - risk factor - deadlines, 196 ground deicing program (TC) - roles and responsibilities, 196, 211 ground deicing program (TC) - safety, personnel, 196 ground deicing program (TC) - service providers, 196 ground deicing program (TC) - SMS, 196 ground deicing program (TC) - training for deicing crews, 196 ground deicing program (TC) - training for flightcrew, 196 ground deicing program (TC) - training for maintenance personnel, 196 ground deicing program (TC) - training for operations personnel, 196 ground deicing program (TC) - training for service provider, 196 ground deicing program (TC) - training records, 196 ground deicing program (TC) - training, WHMIS, 196 ground deicing/anti-icing program (FAA). See ground deicing program (FAA) ground deicing/anti-icing program (ICAO). See ground deicing program (ICAO)

ground ice detection system. See also ROGIDS, See GIDS ground ice detection system – definition, 197, 227 ground ice detection system - TC approval, 197 ground icing conditions - definition, 138, 197, 211 groundcrew - definition, 105 GS. See METAR code GS hail - definition, 105, 197, 235 hail - no allowance time, 157 hail - no HOT, 157 hail intensity, small v ice pellet intensity, 157 hail, small. See also allowance time hail, small - definition, 126, 235 hail, small - intensity, 157, 197 hand signals, 117, 197 hangar, fluid application in, 157, 197, 236 hangar, fluid application in - start of HOT, 157, 197, 235 hangar, fluid application in - T-tail aircraft, 157, 197 hangar, use of, 157, 197, 236 Hanlon, Mike, 33 hard wing - definition, 157, 168 hard wing - tactile check and visual check with pretakeoff contamination check when HOT exceeded, 157 hard wing - tactile check when temperature at or below 10°C and high humidity, 157 hard wing - tactile check with cold-soaked wings, 157 hard wing - visual and tactile check after postdeicing/antiicing check, 157 hard wing aircraft - tactile check unless specific procedure approved, 211 harness. See personal protective equipment hazard - definition, 126 hazard for personnel. See also personal protective equipment hazard for personnel – asphyxiation, 126 hazard for personnel - cold weather, 126 hazard for personnel - collision, 126, 197 hazard for personnel - confined space entry procedure, 305 hazard for personnel - darkness, 126 hazard for personnel - deicing unit, 126 hazard for personnel - engine ingestion injuries, 197 hazard for personnel – exposure to chemicals, 126, 197 hazard for personnel - fall, 126 hazard for personnel - fall from height, 126, 304 hazard for personnel - fatigue, 126 hazard for personnel - hot fluid, 304 hazard for personnel - hot fluids, 126 hazard for personnel - jet blast, 126, 197 hazard for personnel - noise, loud, 126 hazard for personnel - poor visibility, 126, 197 hazard for personnel - pressure of fluid spray, 126 hazard for personnel - slipperiness, 126, 197 hazard identification - conducting safety surveys, 242 hazard identification - reviewing hazard reports, 242 hazard identification - using knowledge from subject matter experts, 242 hazard of ice, snow and frost, 227 hazard, identified, 126 hazards of ice, snow and frost, 126, 197, 225, 236, 242, See also contamination [frozen] - effect on hazards of ice, snow and frost - misunderstood, 242 hazards of ice, snow and frost - underestimated, 242

haze. See also obscuration, See snowfall intensity overestimation due to obscuration head of deicing training, 126 head of deicing training - definition, 126 headwear, protective, 197, See personal protective equipment heat loss, 105, 157, 197, 236 helicopter. See rotorcraft Hempelmann, Hans W., 40 high humidity - definition, 236 high humidity endurance test – air temperature (0.0°C), 72 high humidity endurance test - calibration, 72 high humidity endurance test - definition, 197 high humidity endurance test - description, 72 high humidity endurance test - failure criteria, 72 high humidity endurance test - failure zone, 72 high humidity endurance test - fluid preparation, 72 high humidity endurance test - fluid sheared, 72 high humidity endurance test - fluid temperature, 72 high humidity endurance test – humidity generator, 72 high humidity endurance test - icing intensity (0.30  $g/dm^2/h), 72$ high humidity endurance test – nucleation, no, 72 high humidity endurance test - relative humidity, 72 high humidity endurance test - report, 72 high humidity endurance test - reproducibility - Type I (20%), 72high humidity endurance test - reproducibility - Type II/III/IV (10%), 72 high humidity endurance test - spray equipment, 72 high humidity endurance test - subset of anti-icing performance, 149, 182 high humidity endurance test – test chamber, 72 high humidity endurance test - test description, 72 high humidity endurance test - test method, 72 high humidity endurance test - test plate, 72 high humidity endurance test - test plate cleanliness, 72 high humidity endurance test - test plate temperature, 72 high humidity endurance test – Type I – 20 minutes minimum, 50 high humidity endurance test – Type II 50/50 - 0.5 hours minimum, 59 high humidity endurance test - Type II 75/25 - 2 hours minimum, 59 high humidity endurance test – Type II undiluted – 4 hours minimum, 59 high humidity endurance test - Type III 50/50 - determine and report, 59 high humidity endurance test – Type III 75/25 – determine and report, 59 high humidity endurance test – Type III undiluted – 2 hours minimum. 59 high humidity endurance test – Type IV 50/50 - 0.5 hours minimum, 59 high humidity endurance test – Type IV 75/25 - 2 hours minimum, 59 high humidity endurance test - Type IV undiluted - 8 hours minimum, 59 high humidity endurance test - water droplet size, 72 high speed ramp. See aerodynamic acceptance test - high speed ramp

high viscosity preproduction sample - maximum on-wing viscosity, 80 highest on-wing viscosity, 149, 182, 197 highest on-wing viscosity - definition, 105 highest on-wing viscosity - fluid manufacturer method, 149.182 highest usable precipitation rate. See HUPR Hille, Joel, 34, 244, 245 hoarfrost, 157, See also frost hoarfrost - definition, 105, 126, 157, 197, 236 hoarfrost on fuselage, 197 holdover start time. See HOT - start of holdover time. See HOT holdover time determination system. See HOTDS HOT – 76% adjusted – flaps and slats deployed, 149, 157, 182 HOT - 76% adjusted - regression calculations, 105, 166, 206 HOT - adjusted v standard, 275 HOT - as decision making criterion (TC), 211 HOT - as guidelines (TC), 211 HOT - capping of. See HOT, preparation of Type II/III/IV - HOT values, capping of HOT – cautions – Type I freezing point buffer < 10°C procedure approval (FAA), 149, 181 HOT - cautions - use of (FAA), 157 HOT-clock, 157 HOT - decision making criterion (TC), 197 HOT - definition, 68, 80, 87, 105, 126, 168, 170, 174, 186, 197, 211, 218, 223, 227, 236, 246 HOT – effect of aircraft surface coating, 105 HOT - effect of Type II/III/IV concentration, 224 HOT - effect of wind on, 157 HOT - electronic hand-held devices. See eHOT HOT - end of, 105, 168, 170, 174, 211 HOT - end of (EASA) - at fluid failure, 225, 227 HOT - end of (EASA) - at the beginning of the takeoff roll, 225, 227 HOT - estimated time of protection, 105 HOT – FAA v TC, 273 HOT - failure mode - visual, 80, 87 HOT - format by operator, 236 HOT - frost - guidance (FAA), 157 HOT - frost - guidance (TC), 197 HOT - frost, active, 149, 182 HOT - guidance (EASA), 224, 225, 227 HOT - guidance (FAA), 157 HOT – guidance (ICAO), 236 HOT – guidance (TC), 197, 208 HOT – guideline – definition, 80, 87, 105, 197, 218 HOT – guideline – fluid-specific – definition, 80, 87 HOT – guideline – generic – definition, 80, 87 HOT – guideline – publication date, 80, 87 HOT – guideline – publication timeline, 87 HOT - guideline - validity - lowest on-wing viscosity, 80 HOT - icing conditions, mixed - guidance (FAA), 157 HOT - intermittent precipitation, 197 HOT – less than protection time, 218 HOT - maximum - undiluted unheated Type II/III/IV, 105 HOT - notes - use of (FAA), 157

HOT – operational purpose, 126

- HOT precipitation intermittent no start and stop HOT clock, 157
- HOT precipitation mixed. See HOT icing conditions, mixed
- HOT precipitation rate active frost low but not quantified, 157
- HOT precipitation rate freezing fog ca 0.2–0.5 mm/h, 2–5 g/dm<sup>2</sup>/h, 157
- HOT precipitation rate freezing rain, light less or equal to 2.5 mm/h, 157
- HOT precipitation rate snow, heavy > 25 g/dm<sup>2</sup>/h, 207
- HOT precipitation rate snow, light 0.4–1.0 mm/h, 4–10 g/dm<sup>2</sup>/h, 157
- HOT precipitation rate snow, light 4-10 g/dm<sup>2</sup>/h, 207
- HOT precipitation rate snow, moderate 1.0–2.5 mm/h, 10–25 g/dm<sup>2</sup>/h, 157
- $HOT precipitation rate snow, moderate 10-25 g/dm^2/h, 207$
- HOT precipitation rate snow, very light 0.3–0.4 mm/h, 3–4 g/dm<sup>2</sup>/h, 157
- HOT precipitation rate snow, very light 3-4 g/dm<sup>2</sup>/h, 207
- HOT precipitation type below 0°C reported nonfreezing, 157
- HOT precipitation type freezing drizzle, 149, 157, 182
- HOT precipitation type freezing drizzle, heavy, 149, 182
- HOT precipitation type freezing fog, 149, 157, 182
- HOT precipitation type freezing mist, 149, 157, 182
- HOT precipitation type freezing rain, light, 149, 182
- HOT precipitation type frost, 157
- HOT precipitation type frost, active, 149, 182
- HOT precipitation type ice crystals, 149, 157, 182
- HOT precipitation type ice crystals mixed with freezing fog, 149, 157, 182
- HOT precipitation type ice crystals mixed with freezing mist, 149, 182
- HOT precipitation type ice crystals mixed with mist, 157
- HOT precipitation type light freezing rain, 157
- HOT precipitation type other freezing rain, heavy, 149, 182
- HOT precipitation type other freezing rain, moderate, 149, 182
- HOT precipitation type other hail, 149, 182
- HOT precipitation type other hail, small, 149, 182
- HOT precipitation type other ice pellets, 149, 182
- HOT precipitation type other snow, heavy, 150, 182
- HOT precipitation type rain on cold-soaked wing, 150, 157, 182
- HOT precipitation type reported non-freezing below  $0^{\circ}$ C, 157
- HOT precipitation type snow, 158
- HOT precipitation type snow grains, light, 150, 182
- HOT precipitation type snow grains, moderate, 150, 182
- HOT precipitation type snow grains, very light, 150, 182
- HOT precipitation type snow pellets, light, 150, 182
- HOT precipitation type snow pellets, moderate, 150,
  - 182

- HOT precipitation type snow pellets, very light, 150, 182
- HOT precipitation type snow, light, 150, 182
- HOT precipitation type snow, light mixed with drizzle, 150, 157, 182
- HOT precipitation type snow, light mixed with freezing fog, 150, 157, 182
- HOT precipitation type snow, light mixed with ice crystals, 150, 157, 182
- HOT precipitation type snow, light mixed with light rain, 150, 182
- HOT precipitation type snow, moderate, 150, 182
- $HOT-precipitation \ type-snow, \ moderate-mixed \ with \ drizzle, 157$
- HOT precipitation type snow, moderate mixed with freezing fog, 150, 157, 182
- HOT precipitation type snow, moderate mixed with ice crystals, 150, 158, 182
- HOT precipitation type snow, very light, 150, 182
- HOT precipitation type snow, very light mixed with drizzle, 158
- HOT precipitation type snow, very light mixed with freezing fog, 150, 158, 182
- HOT precipitation type snow, very light mixed with ice crystals, 150, 158, 182
- HOT precipitation type snow, very light mixed with light rain, 150, 182
- HOT publication by FAA and TC, 41, 105, 197
- HOT purpose, 158
- HOT range definition, 168
- HOT reduction flaps and slats deployed. See HOT 76% adjusted flaps and slats deployed
- HOT reduction heavy precipitation rates, 80, 87, 105, 236
- HOT reduction heavy weather conditions, 80, 87
- HOT reduction high moisture content precipitation, 80, 87, 105, 236
- HOT reduction high wind velocity, 80, 87, 105, 236
- HOT reduction jet blast, 80, 87, 105, 236
- HOT reduction wing skin temperature lower than OAT, 80, 87, 105, 236
- HOT regression information changes in 2024-2025, 166, 206
- HOT regression limitations, 166, 206
- HOT regression limitations caution outside precipitation rate limits, 166, 206
- HOT regression limitations no allowance times, 166, 206
- HOT regression limitations no interpolation for Type II/III/IV non-standard dilutions, 166, 206
- HOT regression limitations no regression coefficients for frost, 166, 206
- HOT regression limitations use at  $> 0^{\circ}$ C, 166, 206
- HOT regression limitations use of LUPR, 166, 206
- HOT regression limitations use of snow precipitation rate  $\leq 50$  g/dm²/h, 166, 206
- HOT regression limitations use with CTDS/HOTDS conforming to Advisory Circular (FAA), 166, 206
- HOT responsibility of HOT guideline data remains with user, 105
- HOT rounding of. *See* HOT, preparation of Type II/III/IV HOT values, rounding

- HOT standard v adjusted, 275
- HOT start of, 105, 168, 170, 174, 197, 208, 211, 225, 236
- HOT start of for fluid application in a hangar, 158
- HOT start of one-step deicing anti-icing, 227
- HOT start of one-step deicing/anti-icing, 105
- HOT start of two-step deicing anti-icing, 227
- HOT start of two-step deicing/anti-icing, 105
- HOT tables definition, 170, 197 HOT – temperature limits, 158
- HOT Type I, 274
- HOT Type I aluminum surface, 150, 182, 197
- HOT Type I aluminum v composite surface how to select, 158, 197
- HOT Type I composite surface, 150, 182, 197
- $HOT-Type\ I-composite\ surface-shorter\ than$
- aluminum, 158
- HOT Type I fluid-specific none, 275
- HOT Type I guidance (FAA), 158
- HOT Type I guidance (TC), 208
- HOT-Type I-metal surface, 158
- HOT Type I regression calculations, 166, 206
- HOT Type I regression coefficients, 166, 206
- HOT Type I titanium surface, 158
- HOT Type I fluid-specific none, 87
- HOT Type I/II/III/IV frost, 150, 182
- HOT Type II fluid-specific, 150, 182
- HOT Type II fluid-specific regression calculations, 166, 206
- HOT Type II fluid-specific regression coefficients, 167, 206
- HOT Type II generic, 150, 182, 274
- HOT Type II generic fluids must be on the FAA/TC list of fluids, 150, 182
- HOT Type II generic fluid-specific LOUT, mandatory use of, 158
- HOT Type II generic HOT shortest (worst case) values of all Type II fluids, 158, 167, 197, 206
- HOT Type II generic regression calculations, 167, 206
- HOT Type II generic regression coefficients, 167, 206
- HOT Type II generic use fluid-specific lowest on-wing viscosity, 197
- HOT Type II/III/IV guidance, general, 158
- HOT Type II/III/IV heated v unheated fluid, 158
- HOT Type II/III/IV non-standard dilutions, 158
- HOT Type II/III/IV non-standard dilutions none, 197
- HOT Type III fluid-specific heated no HOT, 150, 182
- HOT Type III fluid-specific regression calculations, 167, 206
- HOT Type III fluid-specific regression coefficients, 167, 206
- HOT Type III fluid-specific unheated, 150, 182
- HOT Type III generic none published, 150, 158, 182, 197
- HOT Type III generic– none published, 274
- HOT Type IV fluid-specific, 150, 183
- HOT Type IV fluid-specific regression calculations, 167, 206
- HOT Type IV fluid-specific regression coefficients, 167, 206
- HOT Type IV generic, 150, 183, 274
- HOT Type IV generic fluids must be on the FAA/TC list of fluids, 150, 183

- HOT Type IV generic fluid-specific LOUT, mandatory use of, 158
- HOT Type IV generic HOT shortest (worst case) values of all Type IV, 158, 167, 197, 206
- HOT Type IV generic lowest on-wing viscosity, fluidspecific, 197
- HOT Type IV generic regression calculations, 167, 206
- HOT Type IV generic regression coefficients, 167, 206
- HOT Type IV generic use fluid-specific lowest on-wing
- viscosity, 197
- HOT v allowance time, 158, 197
- HOT v taxiing time, 174
- $HOT-\nu$  time from start of last step to takeoff clearance, 174
- HOT validity of lowest on-wing viscosity, 80
- HOT values modified by pilot-in command (TC), 211
- HOT variables active meteorological conditions, 158, 168
- HOT variables fluid concentration, 158, 236
- HOT variables fluid temperature, 236
- HOT variables fluid Type, 236
- HOT variables jet blast, 236
- HOT variables OAT, 158, 168, 236
- HOT variables precipitation intensity, 158
- HOT variables precipitation moisture content, 168
- HOT variables precipitation rate, 236
- HOT variables precipitation type, 158, 236
- HOT variables relative humidity, 236
- HOT variables temperature, 168
- HOT variables wind, 168
- HOT variables wind direction, 236
- HOT variables wind speed, 236
- HOT weather conditions improving, 158, 197
- HOT weather conditions worsening, 158, 197
- HOT (FAA) recognition EASA, 230
- HOT (FAA) recognition ICAO, 236
- HOT (FAA), development of use of SAE ARP5485 and SAE ARP5945, 158
- HOT (TC) mandatory use of TC application tables, 197
- HOT (TC) recognition ICAO, 236
- HOT maximization engines-on deicing, 115
- HOT regression curve definition, 186
- HOT table synonym for HOT guideline, 80, 87
- HOT table, generic definition, 274
- HOT tables definition, 211
- hot water deicing. See deicing unit hot water deicing; contamination [frozen] – removal with hot water; fluid application – hot water
- HOT, degree-specific. See DSHOT
- HOT, freezing rain, heavy, 229
- HOT, freezing rain, moderate, 229
- HOT, generic definition, 186, 274
- HOT, no active frost at OAT <-25°C for Type II/III/IV, 150, 183
- HOT, no freezing rain, heavy, 150, 158, 183, 198
- HOT, no freezing rain, moderate, 150, 158, 183, 198
- HOT, no hail, 150, 158, 183, 198
- HOT, no hail, small, 150, 183, 198

HOT, no - local area deicing, 105

HOT, no - local frost prevention, 105

HOT, no – heavy snow, 207 HOT, no – ice pellets, 198

360
HOT, no - mixed phase conditions, 198 HOT, no – rain on cold-soaked wing at OAT  $\leq 0^{\circ}$ C, 150, 183 HOT, no - snow, heavy, 198 HOT, no - snow, heavy - takeoff under special dispatch procedures (FAA), 158 HOT, no – Type I – no HOT start time, 208 HOT, no – Type I < 1 L/m<sup>2</sup>, 150, 183 HOT, no – Type I < 60°C, 150, 158, 183 HOT, no - Type I applied with forced air, 120 HOT, no - Type I unheated, 158, 208 HOT, no - Type II/II/IV unpublished dilutions, 198 HOT, no - Type II/III/IV non-standard dilutions, 198 HOT, no (EASA) - fast dropping OAT, 225 HOT, no (EASA) - freezing rain, 225 HOT, no (EASA) - hail, 225 HOT, no (EASA) - high wind velocity, 225 HOT, no (EASA) - ice pellets, 225 HOT, no (ICAO) - unspecified weather conditions, 236 HOT, no v no takeoff, 158 HOT, preparation of Type I - aluminum materials, 87 HOT, preparation of Type I - cautions - heavy precipitation rates, 87 HOT, preparation of Type I - cautions - heavy weather, 87 HOT, preparation of Type I – cautions – high moisture content precipitation, 87 HOT, preparation of Type I - cautions - high winds, 87 HOT, preparation of Type I - cautions - HOT reduced aircraft skin temperature lower than OAT, 87 HOT, preparation of Type I - cautions - jet blast, 88 HOT, preparation of Type I - cautions - no inflightprotection, 88 HOT, preparation of Type I - cells, 88 HOT, preparation of Type I - composite materials, 88 HOT, preparation of Type I - date of issue, 88 HOT, preparation of Type I – date of obsolescence, 88 HOT, preparation of Type I - date of revision, 88 HOT, preparation of Type I - fluid product names, 88 HOT, preparation of Type I - fluid-specific - none published, 88 HOT, preparation of Type I - format, 88 HOT, preparation of Type I - frost, active, 88 HOT, preparation of Type I - generic, 88 HOT, preparation of Type I - generic - unchanging, 88 HOT, preparation of Type I - HOT values from R&D, 88 HOT, preparation of Type I - HOT values not from endurance time data, 88 HOT, preparation of Type I - HOT values range, 88 HOT, preparation of Type I - licensee, 88 HOT, preparation of Type I - new fluids, 88 HOT, preparation of Type I - notes, 88 HOT, preparation of Type I - obsolete data, removal of, 88 HOT, preparation of Type I - precipitation categories, 88 HOT, preparation of Type I - precipitation categories freezing drizzle, 88 HOT, preparation of Type I - precipitation categories freezing fog or ice crystals, 88 HOT, preparation of Type I - precipitation categories frost, active, 88 HOT, preparation of Type I – precipitation categories – light freezing rain, 88

HOT, preparation of Type I - precipitation categories - rain on cold-soaked wing, 88 HOT, preparation of Type I – precipitation categories – snow, snow grains or snow pellets, 88 HOT, preparation of Type I – ready-to-use dilutions, 88 HOT, preparation of Type I - removal of obsolete fluid data. 88 HOT, preparation of Type I – sample selection, 88 HOT, preparation of Type I - sample selection - fluid manufacturer considerations, 88 HOT, preparation of Type I - temperature ranges, 88 HOT, preparation of Type I - timeline, 88 HOT, preparation of Type II - generic - to exclude Type IV data, 80 HOT, preparation of Type II/III/IV - cautions - aircraft skin temperature lower than OAT, 80 HOT, preparation of Type II/III/IV - cautions - heavy precipitation rates, 80 HOT, preparation of Type II/III/IV - cautions - heavy weather, 80 HOT, preparation of Type II/III/IV - cautions - high moisture content precipitation, 80 HOT, preparation of Type II/III/IV - cautions - high winds, 80 HOT, preparation of Type II/III/IV - cautions - jet blast, 80 HOT, preparation of Type II/III/IV - cautions - no inflightprotection, 80 HOT, preparation of Type II/III/IV - cells, 80 HOT, preparation of Type II/III/IV - date of issue, 80 HOT, preparation of Type II/III/IV - date of obsolescence, 80 HOT, preparation of Type II/III/IV - date of revision, 80 HOT, preparation of Type II/III/IV – fluid product names, 80 HOT, preparation of Type II/III/IV - fluid retesting, 80 HOT, preparation of Type II/III/IV - fluid-specific licensee, 80 HOT, preparation of Type II/III/IV - fluid-specific manufacturer option not to publish, 81 HOT, preparation of Type II/III/IV - format, 81 HOT, preparation of Type II/III/IV - generic, 81 HOT, preparation of Type II/III/IV - HOT values from endurance time data, 81 HOT, preparation of Type II/III/IV - HOT values range, 81 HOT, preparation of Type II/III/IV - HOT values, capping of, 81 HOT, preparation of Type II/III/IV - HOT values, rounding of, 81 HOT, preparation of Type II/III/IV - new fluids, 81 HOT, preparation of Type II/III/IV - notes, 81 HOT, preparation of Type II/III/IV - obsolete data, removal of, 81 HOT, preparation of Type II/III/IV - precipitation categories, 81 HOT, preparation of Type II/III/IV - precipitation categories - freezing drizzle, 81 HOT, preparation of Type II/III/IV - precipitation categories - freezing fog or ice crystals, 81 HOT, preparation of Type II/III/IV - precipitation categories - frost, active, 81 HOT, preparation of Type II/III/IV - precipitation categories - light freezing rain, 81

HOT, preparation of Type II/III/IV - precipitation categories - rain on cold-soaked wing, 81 HOT, preparation of Type II/III/IV - precipitation categories - snow, snow grains or snow pellets, 81 HOT, preparation of Type II/III/IV - removal of obsolete data, 81, 88 HOT, preparation of Type II/III/IV - sample selection, 81 HOT, preparation of Type II/III/IV - sample selection fluid manufacturer considerations, 81 HOT, preparation of Type II/III/IV - temperature ranges, 81 HOT, preparation of Type II/III/IV - timeline, 81 HOT, preparation of Type III - generic - none published, 81 HOT, preparation of Type IV - generic - to exclude Type II data, 81 HOTDR, 207 HOTDR - content - fluid brand, 213 HOTDR - content - fluid type, 213 HOTDR - content - HOT, 213 HOTDR - content - other, 213 HOTDR - content - precipitation intensity, 213 HOTDR - content - precipitation trend, 213 HOTDR - content - precipitation type, 213 HOTDR - crew requested, 211 HOTDR - definition, 211 HOTDR - pushed with updated information, 211 HOTDR - retention - 24 months, 213 HOTDR (TC) - use of, 198 HOTDR continuously integrated measurement system definition, 211 HOTDR discrete measurement system - definition, 211 HOTDS, 158, 167, 206 HOTDS  $-0^{\circ}$ C input for temperature  $> 0^{\circ}$ C, 213 HOTDS - accuracy requirements, 213 HOTDS - approval of company operations manual by TC, 211 HOTDS - built-in fault detection, 214 HOTDS - built-in fault detection - data corruption, 213 HOTDS - built-in fault detection - hardware failure, 214 HOTDS - built-in fault detection - loss of input, 214 HOTDS - built-in fault detection - software failure, 214 HOTDS - capping - freezing drizzle 2 h, 214 HOTDS - capping - freezing fog 4 h, 214 HOTDS - capping - light freezing rain 2 h, 214 HOTDS - capping - rain on cold-soaked wing 2 h, 214 HOTDS - capping - snow 2 h, 214 HOTDS - definition, 186, 198, 211 HOTDS - freezing drizzle LUPR, 214 HOTDS - freezing rain LUPR, 214 HOTDS – functional description, 186 HOTDS - guidance (FAA), 170 HOTDS - guidance (TC), 198, 207, 211 HOTDS - hardware assurance standards, 214 HOTDS - HOT - real time, 198, 207 HOTDS - HOT - via ACARS, 198, 207 HOTDS - HOT - via electronic flight bag, 198 HOTDS – HOT – via internet applications, 198 HOTDS – HOT determination – precipitation  $\geq 2.0$  $g/dm^2/h$ , 214 HOTDS - HOT exceeded, 198, 211 HOTDS - HOT exceeded - aircraft redeicing, 198, 211

HOTDS - HOT exceeded - tactile inspection, 198, 211 HOTDS - HOT guideline cautions, 214 HOTDS - HOT guideline conditions, 214 HOTDS - HOT guideline notes, 214 HOTDS - HOT tables, more precise than, 198 HOTDS – HOT, no – freezing drizzle > 25 g/dm<sup>2</sup>/h, 214 HOTDS – HOT, no – freezing fog > 25 g/dm<sup>2</sup>/h, 214 HOTDS – HOT, no – freezing rain > 25 g/dm<sup>2</sup>/h, 214 HOTDS – HOT, no – rain on cold-soaked wing > 75  $g/dm^2/h$ , 214 HOTDS – HOT, no – snow > 50 g/dm<sup>2</sup>/h, 214 HOTDS - HOTDR, use of, 198 HOTDS - outage contingency plans, 211 HOTDS - pilot-in-command - awareness of weather, 211 HOTDS - precipitation accuracy - detect fog or freezing fog, 214 HOTDS - precipitation accuracy - detect rate of 2.0 g/dm<sup>2</sup>/h at least 90% of the time, 214 HOTDS - precipitation accuracy - differentiate rain, freezing rain/freezing drizzle, snow, 214 HOTDS - precipitation accuracy - distinguish liquid and frozen precipitation, 214 HOTDS - precipitation accuracy - indicate unknown precipitation when undetermined, 214 HOTDS - precipitation accuracy - report holdover unavailable for unknown precipitation, 214 HOTDS – precipitation rate – > 10 to 25 g/dm<sup>2</sup>/h tolerance  $\pm$  6.0 g/dm<sup>2</sup>/h, 214 HOTDS – precipitation rate – > 25 g/dm<sup>2</sup>/h tolerance  $\pm$ 14.0 g/dm<sup>2</sup>/h, 214 HOTDS – precipitation rate – > accuracy 95% confidence level. 214 HOTDS – precipitation rate – 0 to 10 g/dm<sup>2</sup>/h tolerance  $\pm$ 3.0 g/dm<sup>2</sup>/h, 214 HOTDS - precipitation rate - compared to glycol measurement pan, 214 HOTDS - quality assurance - computational software, 214 HOTDS - quality assurance - data integrity, 214 HOTDS - quality assurance - data integrity - cyclic redundancy checks, 214 HOTDS - quality assurance - hardware, 214 HOTDS - quality assurance, initial, 214 HOTDS - quality assurance, ongoing, 214 HOTDS - quality management system, 215 HOTDS - quality management system - commissioning, 214 HOTDS - quality management system - commissioning protocols, 214 HOTDS - quality management system - data dissemination, 214 HOTDS - quality management system - inspection methods, 214 HOTDS - quality management system - inspection requirements, 214 HOTDS - quality management system - installation, 214 HOTDS - quality management system - maintenance, 214 HOTDS - quality management system - non-conformance correction. 214 HOTDS - quality management system - non-conformance identification, 214 HOTDS - quality management system - operational manuals, 214

HOTDS - quality management system - operations, 214 HOTDS - quality management system - personnel qualification, 214 HOTDS - quality management system - quality control, 214 HOTDS – quality management system – quality monitoring, 214 HOTDS - quality management system - siting, 214 HOTDS - quality management system - siting - coherent sampling of meteorological inputs, 214 HOTDS - quality management system - siting - instrument proximity to each other, 214 HOTDS - quality management system - software integrity, 215 HOTDS - quality management system - training commissioning, 215 HOTDS - quality management system - training inspecting, 215 HOTDS - quality management system - training installing, 215 HOTDS - quality management system - training maintaining, 215 HOTDS - quality management system - training - records, 215 HOTDS - regressions curves - from TC, 215 HOTDS - regressions curves - most recent, 215 HOTDS - regressions curves - traceability, 215 HOTDS - regressions curves - validity, 215 HOTDS - snow, heavy, 198 HOTDS – snow, heavy – 25–50 g/dm<sup>2</sup>/h, 207 HOTDS - software assurance standards, 215 HOTDS - subset of LWES, 170 HOTDS – temperature – accuracy  $\pm$  1°C at 95% confidence, 215 HOTDS - time devices, 215 HOTDS - update request, 211 HOTDS - verification - fluid dilutions, 215 HOTDS - verification - fluid, each, 215 HOTDS - verification - precipitation rate, 215 HOTDS - verification - precipitation type, 215 HOTDS - verification - regression coefficients, 215 HOTDS - verification - regression curves, 215 HOTDS – wind instruments – direction accuracy  $\pm 10^{\circ}$ , 215 HOTDS - wind instruments - functional up to 100 knots, 215 HOTDS - wind instruments - ice resistant, 215 HOTDS – wind instruments – mean speed accuracy  $\pm 10\%$ above 20 knots, 215 HOTDS – wind instruments – mean speed accuracy  $\pm 2$ knots up to 20 knots, 215 HOTDS - wind instruments - mean speed accuracy 95% confidence in wind tunnel tests, 215 HOTDS - wind instruments - precipitation rates wind compensated, 215 HOTDS test data - comparison to human observations, 215 HOTDS test data - comparison to other instruments, 215 HOTDS test data - data analysis, 215 HOTDS test data - data reduction, 215 HOTDS test data - definition, 215 HOTDS test data - independent verification, 215 HOTDS test data - over expected range of environmental conditions, 215

HOTDS test data - raw data, 215 HOTDS test data - written verification, 215 hotel mode, 242 hotel mode – definition, 242 HOUC - definition, 279 HOUR - definition, 280 HOWV - definition, 105 HUPR - definition, 81 HUPR, snow, 167, 206 hydraulic fluid - effect on carbon brake, 261 hydrophilic surface - definition, 47 hydrophobic surface - definition, 47 hydrophobic surface - icephobic properties, does not imply, 47 hygroscopic - definition, 261 IAC, 41 IATA, 41 Iberia IB3195 collision at Munich airport, 40 ICAO, 3, 41 ICAO - deicing/anti-icing bibliography, 236 ICAO - recognition of AMS1424 (latest version), 236 ICAO - recognition of AMS1428 (latest version), 236 ICAO - recognition of ARP4902 (latest version), 236 ICAO - recognition of ARP6257 (latest version), 236 ICAO - recognition of AS6285 (latest version), 236 ICAO - recognition of AS6286 (latest version), 236 ICAO - recognition of AS6332 (latest version), 236 ICAO - recognition of HOT (FAA), 236 ICAO - recognition of HOT (TC), 236 ICAO deicing/anti-icing requirement, 126 ICAO Doc 4444, 231 ICAO Doc 9157, 115 ICAO Doc 9640, 232 ice - definition, 198, 218 ice - vapor pressure v temperature diagram, 242 ice [runway contaminant] - definition, 265 ice accretion - water droplet impact resistance, 47 ice accretion, in-flight, 47, 105, 126, 168 ice accumulation test, static, 47 ice adhesion test - centrifuge ice adhesion test, 47 ice adhesion test - zero-degree cone test, 47 ice contamination, critical - definition, 91 ice contamination, critical - probability estimate, 91 ice crystals, 105, 126, 159, 198 ice crystals - accumulation on wing - removal required, 126, 198 ice crystals - adhesion, 126, 159 ice crystals - adhesion - effect of aircraft parking location, 105, 126, 159 ice crystals - adhesion - effect of deicing fluid, 105, 126 ice crystals - adhesion - effect of fuel tanks (heat releasing), 105, 126, 159, 198 ice crystals - adhesion - effect of heat releasing equipment - bridges, 105, 126 ice crystals - adhesion - effect of heat releasing equipment - ground power unit, 105, 126 ice crystals - adhesion - effect of hydraulic fluid heat exchangers, 105, 159 ice crystals - adhesion - effect of OAT, 105, 126, 159 ice crystals - adhesion - effect of proximity of other aircraft, 105, 126

ice crystals - adhesion - effect of refueling, 105, 126, 159, 198 ice crystals - adhesion - effect of weather, 159, 198 ice crystals - adhesion - effect of wing in the sun, 126, 159 ice crystals - adhesion - effect of wing temperature, 126, 159.198 ice crystals - adhesion - regulations (U.S.), 159 ice crystals - guidance (TC), 198 ice crystals - mixed with freezing fog - guidance, 159, 198 ice crystals - mixed with freezing mist - guidance, 159, 198 ice crystals - non-adhesion - non-use of fluids, 198 ice crystals - temperature generally below -10°C, 105, 126 ice crystals - temperature generally below -10°C to -15°C,, 159 ice crystals, - evidence of non-adhesion - swirling, 126 ice detection camera. See ROGIDS ice detection pole. See clear ice - detection - tactile wand ice detection system - aircraft mounted, 236 ice detection system, remote on-ground. See ROGIDS ice melting test. See RDP ice melting test ice melting test for RDP. See RDP ice melting test ice pellet intensity v small hail intensity, 159 ice pellets. See also allowance time ice pellets - definition, 105, 126, 198, 236 ice pellets – equivalent to small hail, 198 ice pellets - operational guidance (FAA), 159 Ice pellets – operational guidance (TC), 198 ice pellets - visual fluid failure of HOT not applicable, 159 ice pellets on cold dry aircraft. See also snow, dry ice penetration test. See RDP ice penetration test ice ridges on nose - pitot tubes affected by, 105 ice shedding, 47 ice shedding, engine. See engine run-ups; ice, operational ice undercutting test. See RDP ice undercutting test ice undercutting test, RDP. See RDP ice undercutting test ice, clear. See clear ice ice, ground-accumulated - definition, 246 ice, ground-accumulated - removal before engine start-up, 246 ice, impact. See ice accretion, in-flight ice, light - removal of, 105 ice, operational - definition, 246 ice, operational - removal by engine run-ups, 246 ice, removal of, 105 ice, wet [runway contaminant] - definition, 265 icehouse - definition, 117, 118, 198 iceman - definition, 117 icing conditions, AFM - definition, 246 icing conditions, AFM - ice, snow or slush on ramps, taxiways or runways, 246 icing conditions, AFM - visible moisture with visibility of one statute mile or less, 246 icing conditions, AFM ground –  $OAT \le 10^{\circ}C$ , 246 icing conditions, AFM in flight – total air temperature  $\leq$ 10°C. 246 icing conditions, aircraft - definition, 242 icing conditions, atmospheric - definition, 242 icing research, 41 icing, ground, 236 icing, in-flight, 236

icing, in-flight - ground deicing/anti-icing fluids do not provide in-flight icing protection, 150, 183, 229 icing, in-flight – process – freezing of liquid water, 242 icing, in-flight – process – freezing of supercooled water droplets, 242 icing, in-flight - process - ice from water vapor directly, 242 illuminance - definition, 91 impact ice. See ice accretion, in-flight improvement, continual, 126, 138 in-flight icing. See icing, in-flight, See icing, in-flight infrared deicing, 106 infrared deicing - functional description, 105 infrared deicing facilities, 171 infrared deicing facilities, list of. See footnote 96 infrared deicing facility, 115 infrared deicing facility - design of, 174 infrared deicing facility - general requirements, 105 infrared deicing facility - procedure for aircraft inspection, 106 infrared deicing facility - procedure for anti-icing aircraft, 106 infrared deicing facility - procedure for deicing aircraft, 106 infrared deicing facility - ROGIDS recommended, 174 infrared facility. See infrared deicing facility infrared heat deicing method - definition, 198 infrared heat systems, 198 in-service limits, 106 in-service limits - definition, 299 inspection, tactile (TC) – definition, 198 in-use limits, 299, See in-service limits is/are required (FAA&TC) - definition, 150, 183 ISO 9001, 138 ISO 9001 - continual improvement, 127 ISO 9001 - customer requirements, 127 ISO 9001 - regulatory requirements, 127 isolation of energy procedure. See lockout tagout procedure Joseph, Rhonda, 33, 43 Kretschmer, Norman, 40 Kuopio Finland tests, 68 LAAT, 279, See also aerodynamic acceptance test - LAAT LAAT - definition, 71 labeling – discharge points, 115 laboratories, testing, 198 Lacroix, Antoine, 33 LaGuardia Airport, 38 landing gear lubrication, 246 Landolt, Scott, 35, 93 Larsen, Anders, 33, 34, 120 latent heat - definition, 242 layered contaminant [runway contaminant], 265 leading edge – aerodynamically critical, 127, 159 leading edge deicing boot. See boot, deicing leading edge devices, 198 leading edge thermal anti-icing system – dehydration of Type II/III/IV, 68 leading edge, heated, 68, See also Type II/III/IV degradation, thermal - heated leading edge dry-out Lépine, Gabriel, 33, 35, 117 Leroux, Jacques, 33, 34, 35, 55, 64 Lewis, Jerry, 33, 34, 35, 45, 136, 141

licensee, 50, 250, 253 lift - definition. 127 lift loss - proportional to relative roughness, 68 lift loss, asymmetric, 218 liquefaction - definition, 310 liquid runway and taxiway deicing/anti-icing compound. See RDP, liquid liquid water equivalent. See LWE liquified solid. See also RDP, brine liquified solid - definition, 266 list of fluids. See fluid list local frost. See frost - local lockout tagout procedure, 138, 140, 304 lot – definition, 299 lot - Type I - definition, 50 lot - Type II/III/IV - definition, 59 lot acceptance - Type II/III/IV, 61 LOUT - calculation examples, 159, 198 LOUT - definition, 68, 106, 150, 159, 183, 223, 227 LOUT - effect of cold soaking, 198 LOUT - freezing point buffer, 159 LOUT - guidance (FAA), 159 LOUT - high speed aircraft, 159 LOUT - list, 150, 183 LOUT - list - data from fluid manufacturers, 159 LOUT - low speed aircraft, 159 LOUT – maximum concentration for Type I, 159 LOUT - middle speed aircraft, 159 LOUT - multiple - for Type II/III/IV, 159 LOUT - Type I - definition, 88 LOUT - Type II, 106 LOUT - Type II/III/IV - definition, 59, 81 LOUT - Type II/III/IV - non-standard dilutions, 159, 198 LOUT – Type III, 106 LOUT - Type IV, 106 LOUT - wing temperature lower than OAT, 106 low drifting - weather descriptor, 159 low speed ramp. See aerodynamic acceptance test - low speed ramp lower sales specification viscosity limit. See viscosity limit, lower sales specification lowest acceptable aerodynamic temperature. See LAAT; aerodynamic acceptance test - LAAT lowest on-wing viscosity, 198 lowest on-wing viscosity - definition, 81, 106, 198 lowest on-wing viscosity - fluid manufacturer method, 150, 183 lowest on-wing viscosity - for Type II generic HOT, 198 lowest on-wing viscosity - for Type IV generic HOT, 198 lowest on-wing viscosity - HOT validity, 81, 106 lowest on-wing viscosity - list, 150, 183 lowest on-wing viscosity - lower than lower sales specification viscosity limit, 81 lowest on-wing viscosity - manufacturer considerations in selecting sample for endurance testing, 81 lubricant, aircraft - definition, 261 Luc Capobianco, 33 LUPR - definition, 81 LUPR, snow, 167, 206 LWE - rate - definition, 170 LWE - sampling time - definition, 170 LWE system, 159

LWES. 93 LWES - activation - guidance (FAA), 170 LWES – authorization for freezing drizzle (FAA), 170 LWES - authorization for freezing rain (FAA), 170 LWES - authorization for snow (FAA), 170 LWES – authorization for supercooled large droplets (FAA), 170 LWES - authorization process (FAA), 170 LWES – check time, 170 LWES - construction - guidance (FAA), 170 LWES - definition, 170, 223, 236 LWES - design - guidance (FAA), 170 LWES - endurance time regression equation, use of, 170 LWES - guidance (FAA), 170 LWES - HOT, 170 LWES - installation - guidance (FAA), 170 LWES - maintenance - guidance (FAA), 170 LWES - maintenance log - guidance (FAA), 170 LWES - maintenance manual - guidance (FAA), 170 LWES - performance specification (FAA), 170 LWES - performance testing - guidance (FAA), 170 LWES - procurement - guidance (FAA), 170 LWES - quality assurance - guidance (FAA), 170 LWES - siting of - guidance (FAA), 170 LWES - superset of check time determination system, 170 LWES - superset of HOTDS, 170 LWES - system description - guidance (FAA), 170 LWES - testing specification (FAA), 170 LWES - training manual - guidance (FAA), 170 LWES - ultrasonic wind sensor performance standards (FAA), 170 LWES – user manual – guidance (FAA), 170 LWES - verification of CT - guidance (FAA), 170 LWES - verification of HOT - guidance (FAA), 170 LWES - wind speed sensor performance standard (FAA), 170 Macomber, John, 33 management team, senior, 127 management team, senior - definition, 127 management, senior - definition, 138 maneuvering area - definition, 198 maneuvering area for deicing units, 174 masks. See personal protective equipment master lock procedure. See lockout tagout procedure materials compatibility, 294 maximum on-wing viscosity - definition, 81 maximum on-wing viscosity – manufacturer consideration in selecting sample for high viscosity preproduction sample, 81 maximum on-wing viscosity - relation to high viscosity preproduction sample, 81 may (SAE) - definition, 106, 138, 144 McClain, Timothy, 145 melting point - definition, 282 message board, 118 message board - acceptance, final, 118 message board - control of, 118 message board - design requirements, 118 message board - dimensions, 118

- message board display aircraft guidance, 118
- message board display aircraft identification, 118

message board - display - aircraft movement instructions, 118 message board – display – aircraft positioning, 118 message board - display - airline identification, 118 message board – display – final fluid application time, 118 message board – display – flight number, 118 message board - display - fluid brand, 118 message board - display - fluid Type, 118 message board - display - format, 118 message board - display - OAT, 118 message board - display - pad identification, 118 message board - display - radio frequencies, 118 message board - display - vehicle movement instructions, 118 message board - display - visibility, 118 message board - inspection and testing, 118 message board - location of, 118 message board - precedence of verbal communications, 118 message board - purpose, 118 message board - redundancy, built-in, 118 message board - regulatory compliance, 118 message board - safety requirements, 118 message board - superset of electronic message board, 118 message board - system malfunction procedure, 118 message board - technical requirements, 118 message board - temperature range, 118 message board - weather conditions, 118 message boards, 198 message boards – use at central deicing facility, 174 message boards - use at designated deicing facility, 117 **METAR. 127** METAR - definition, 236 METAR - hourly snow intensity based on visibility, 93 METAR - no provision of liquid equivalent snowfall rate, 93 METAR - snowfall intensity underestimation - heavily rimed snow, 93 METAR - snowfall intensity underestimation - highvisibility high-snowfall rate conditions, 93 METAR - snowfall intensity underestimation - snow containing single crystals of compact shape, 93 METAR - snowfall underestimation - wet snow, 93 METAR code DZGS, 150, 183 METAR code -DZGS, 150 METAR code -DZGS, 183 METAR code DZPL, 150, 183 METAR code -DZPL, 150 METAR code -DZPL, 183 METAR code FZDZGS, 150, 183 METAR code -FZDZGS, 151 METAR code -FZDZGS, 183 METAR code FZDZPL, 151, 183 METAR code -FZDZPL, 151 METAR code -FZDZPL, 183 METAR code -FZRAGS, 151, 183 METAR code -FZRAGSSN, 151, 183 METAR code -FZRAPL, 151, 183 METAR code -FZRAPLSN, 151, 183 METAR code -FZRASNGS, 151, 183 METAR code -FZRASNPL, 151, 183 METAR code GR - in Canada - hail, 159, 199

METAR code GR - in Canada - no HOT, no allowance time, 159, 199 METAR code GR - in rest of world - hail, 159, 199 METAR code GR - in rest of world - no HOT, no allowance time, 199 METAR code GR - in rest of world - not HOT, no allowance time, 159 METAR code GR with remark less than 1/4, 147, 151, 180, 183 METAR code GR with remarks 1/4 or greater - in U.S. hail. 159 METAR code GR with remarks 1/4 or greater - in U.S. - no HOT, no allowance time, 159, 199 METAR code GR with remarks less than 1/4 - in U.S. small hail, 159, 199 METAR code GR with remarks less than 1/4 - in U.S. - use allowance times, 159 METAR code GS, 151, 183 METAR code -GS, 151 METAR code -GS, 183 METAR code GS - in Canada - means snow pellets, 199 METAR code GS - in Canada - not reported in isolation, 159 METAR code GS - in U.S. - snow pellets, 159, 199 METAR code GS - in U.S. - use snow HOT, 159, 199 METAR code GS or SHGS - in rest of world - snow pellets or small hail, 159, 199 METAR code GS or SHGS - in rest of world - use allowance times, 159, 199 METAR code GSDZ, 151, 183 METAR code -GSDZ, 151 METAR code -GSDZ, 183 METAR code GSFZDZ, 151, 183 METAR code -GSFZDZ, 151 METAR code -GSFZDZ, 183 METAR code -GSFZRA, 151, 183 METAR code -GSFZRASN, 151, 183 METAR code GSRA, 151, 183 METAR code -GSRA, 151 METAR code -GSRA, 183 METAR code -GSRASN, 151, 183 METAR code GSSN, 151, 183 METAR code -GSSN, 151 METAR code -GSSN, 183 METAR code -GSSNFZRA, 151, 183 METAR code -GSSNRA, 151, 183 METAR code PL, 151, 183 METAR code -PL, 151 METAR code -PL, 183 METAR code PL - in Canada - ice pellets, 159, 199 METAR code PL - in Canada - use allowance times, 159, 199 METAR code PL - in rest of world - ice pellets, 159, 199 METAR code PL - in rest of world - use allowance times, 159, 199 METAR code PL - in U.S. - ice pellets, 159, 199 METAR code PL - in U.S. - use allowance times, 159, 199 METAR code -PLDZ, 151, 183 METAR code -PLFZDZ, 151, 183 METAR code -PLFZRA, 151, 183 METAR code -PLFZRASN, 151, 183, 184 METAR code PLRA, 151, 184

METAR code -PLRA. 151 METAR code -PLRA. 184 METAR code -PLRASN, 151, 184 METAR code PLSN, 151, 184 METAR code -PLSN, 151 METAR code -PLSN, 184 METAR code -PLSNFZRA, 151, 184 METAR code -PLSNRA, 151, 184 METAR code RAGS, 151, 184 METAR code -RAGS, 151 METAR code -RAGS, 184 METAR code -RAGSSN, 151, 184 METAR code RAPL, 151, 184 METAR code -RAPL, 151 METAR code -RAPL, 184 METAR code -RAPLSN, 151, 184 METAR code -RASNGS, 151, 184 METAR code -RASNPL, 151, 184 METAR code SG - in Canada - snow grains, 160, 199 METAR code SG - in Canada - use snow HOT, 160, 199 METAR code SG - in rest of world - snow grains, 160, 199 METAR code SG - in rest of world - use snow HOT, 160, 199 METAR code SG - in U.S. - snow grains, 160, 199 METAR code SG - in U.S. - use snow HOT, 160, 199 METAR code SHGS - in U.S. - snow pellets showers, 199 METAR code SHGS - in U.S. - snow pellets with showers, 160 METAR code SHGS - in U.S. - use snow HOT, 160, 199 METAR code SHGS with remarks stating diameter of hail – in Canada – small hail, 160, 199 METAR code SHGS with remarks stating diameter of hail - in Canada - use ice pellet (and small hail) allowance times, 160, 199 METAR code SHGS without remarks - in Canada - snow pellets showers, 160, 199 METAR code SHGS without remarks - in Canada - use snow HOT, 160, 199 METAR code -SNFZRAGS, 151, 184 METAR code -SNFZRAPL, 151, 184 METAR code SNGS, 151, 184 METAR code -SNGS, 151 METAR code -SNGS, 151 METAR code -SNGS, 184 METAR code -SNGS, 184 METAR code -SNGSFZRA, 151, 184 METAR code -SNGSRA, 151, 184 METAR code SNPL, 151, 184 METAR code -SNPL, 151 METAR code -SNPL, 184 METAR code -SNPLFZRA, 151, 184 METAR code -SNPLRA, 152, 184 METAR code -SNRAGS, 152, 184 METAR code -SNRAPL, 152, 184 METAR code TSGS with remarks stating diameter of hail - in Canada – small hail with a thunderstorm, 160 METAR code TSGS with remarks stating diameter of hail - in Canada - use allowance times, 160, 199 METAR code TSGS without remarks - in Canada - snow

pellets with a thunderstorm, 160, 199

METAR code TSGS without remarks - in Canada - use snow HOT, 160, 199 meteorological terminal aviation routine weather report. See METAR Meyers, Alex, 34, 56 middle speed ramp. See aerodynamic acceptance test middle speed ramp MIL-A-8283D specification - not updated, 246 miscible - definition, 297 mist. See also obscuration mist - definition, 242 mist - formation - water vapor condensation in air, 242 mist v fog v drizzle, 242 Mitsubishi YS-11, 68 modifications authorized by purchaser, 50, 250, 253 moisture, visible - definition, 236 Montreal (Mirabel) collision, 39 Moshansky, Virgil P., 38 MOWV. See maximum on-wing viscosity; highest on-wing viscosity MSDS. See SDS Munich airport, 40 must ((FAA & TC) - definition, 152, 184 must (SAE)- definition, 106 must (TC) - definition, 199 Myers, Barry B., 215 name. See fluid name National Transportation Safety Board, 37, 38 NCAR, 75 neat. See Type II/III/IV - undiluted fluid neat, Scotch, 297 negative buffer. See freezing point buffer - negative negative freezing point buffer. See freezing point buffer negative new fluid. See fluid, new Newtonian fluid. See fluid, Newtonian no HOT. See HOT. no nonconformity - definition, 138 nonconventional glycol. See glycol, nonconventional, See glycol, nonconventional non-glycol - definition, 50, 59 non-glycol - organic salts mixtures with glycol, 50, 59 non-glycol - organic salts, mixtures of, 50, 59 non-glycol - potassium acetate, 50, 59 non-glycol - potassium formate, 50, 59 non-glycol - sodium acetate, 50, 59 non-glycol - sodium formate, 50, 59 non-glycol based Type I - endurance time tests required, 85 non-glycol based Type I – guidance (EASA), 230 non-glycol based Type I – guidance (FAA), 160 non-glycol based Type I - guidance (TC), 199 non-Newtonian fluid. See fluid, non-Newtonian nowcasting, 93 nozzle. See deicing unit - nozzle nozzle samples. See sampling nucleation – definition, 242 nucleation site, 218 nucleation site - definition, 218 nucleation, heterogeneous, 242 nucleation, homogeneous, 242 OAT, wing skin temperature lower than, 106 OAT, wing temperature lower than, 199

pH – method, 106

obscuration - dust, 160, 199 obscuration - fog, 160, 199 obscuration - fog, freezing - a precipitation type, 160 obscuration - haze, 160 obscuration - mist, 160 obscuration - mist above 0°C, 199 obscuration - mist, freezing - a precipitation type, 160 obscuration - sand, 160 obscuration - smoke, 160, 199 obscuration - volcanic ash, 160 obscuration, snowfall intensity overestimation due to. See snowfall intensity - overestimation due to obscuration observation - definition, 138 occupational health and safety (Canada), 199 Oda, Haruiko, 245 off spec - definition, 301 on spec - definition, 300 one-step deicing/anti-icing - definition, 236 one-step fluid application. See fluid application - one-step operations bulletins - definition, 199 operator (TC) - definition, 186 operator program, compliance with, 236 out-of-service procedure, 138 oxidation [of carbon] - definition, 261 oxidation, thermal, 261 pad control - definition, 117 pad control point - definition, 117 pad leadership - definition, 117 paint protectants, 47 paint sealants, 47 PANS-ATM – deicing/anti-icing phraseology, 232 Parrott, Shawna, 33 partial - weather descriptor, 160 passenger briefing, predeicing - TC regulation, 199 passenger facility charges (U.S.), 174 patches - weather descriptor, 160 pavement. See also runway performance adjustments, aircraft. See aerodynamic effect of fluids - performance adjustments personal protective equipment, 199 personal protective equipment - eye/face protective equipment, 127, 199 personal protective equipment - face shields, 127 personal protective equipment - fall protection equipment, 127 personal protective equipment - gloves, 127, 199 personal protective equipment - harnesses, 127, 199 personal protective equipment - hearing protection, 127, 199 personal protective equipment - lanyards, 127, 199 personal protective equipment - protective clothing, 127 personal protective equipment - protective footwear, 127, 199 personal protective equipment - protective headwear, 199 personal protective equipment – reflective wear, 127, 199 personal protective equipment – respiratory protection when needed, 127, 199 personal protective equipment - waterproof clothing, 199 personal protective equipment - weatherproof clothing, 127 Petrov, E., 41 pH - indicator paper, 106 pH-meter, 106

phraseology, deicing/anti-icing, 232 phraseology, use of standard, 168 Pierce, Andrew, 33 pilot assessment of precipitation intensity - company (airline) coordination (FAA), 160 pilot assessment of precipitation intensity - company (airline) reporting after the fact (FAA), 160 pilot assessment of precipitation intensity - flightcrew absence during deicing/anti-icing, 160 pilot assessment of precipitation intensity - guidance (FAA), 160 pilot assessment of precipitation intensity - mandatory pretakeoff contamination check (FAA), 160 pilot assessment of precipitation intensity - pilot intensity assessment greater than reported (FAA), 160 pilot assessment of precipitation intensity - pilot intensity assessment grossly different than reported (FAA), 160 pilot assessment of precipitation intensity - pilot intensity assessment less than reported (FAA), 160 pilot assessment of precipitation intensity - pilot request of new weather observation (FAA), 160 pilot assessment of precipitation intensity - snowfall visibility table, 160 pilot assessment of precipitation intensity - training requirement (FAA), 160 pilot assessment of precipitation intensity - weather conditions improving, 160 pilot assessment of precipitation intensity - weather conditions worsening, 160 pilot-in command - awareness of aircraft condition, 236 pilot-in-command. See also communications with flightcrew pilot-in-command - awareness of deicing/anti-icing fluid characteristics, 236 pilot-in-command - awareness of other relevant factors, 236 pilot-in-command - awareness of taxi times and conditions, 236 pilot-in-command - awareness of weather, 236 pilot-in-command - awareness of weather forecast, 236 pilot-in-command - definition, 199 pilot-in-command - responsibility for accepting aircraft after deicing, 237 pilot-in-command - responsibility for clean aircraft, 106, 199 pilot-in-command - responsibility for clean aircraft at takeoff, 237 pilot-in-command - responsibility for clean aircraft shared with groundcrew, 237 pilot-in-command - responsibility for monitoring aircraft after deicing, 237 pilot-in-command - responsibility to communicate deicing/anti-icing treatment required, 208 pilot-in-command - responsibility to estimate HOT, 237 pilot-in-command - situational awareness, 224, 227 pink snow - definition, 117 PL. See METAR code PL plate, frosticator - definition, 218 plate, standard test – definition, 218 POI – aircraft, turboprop high wing – inspection (FAA), 160

POI - approval of deicing program (FAA), 165 POI - comprehensive assessment plan (FAA), 165 POI - data collection tool (FAA), 165 POI - design assessment (FAA), 165 POI – performance assessment (FAA), 165 POI - recommend HOT and guidance (FAA), 165 POI – SAS (FAA), 165 POI - surveillance, additional, 165 positive hold - definition, 117 post deicing/anti-icing check - definition, 227 post deicing/anti-icing contamination check (EASA), 227 post treatment check. See postdeicing/anti-icing check postdeicing/anti-icing check postdeicing check. See postdeicing/anti-icing check postdeicing check - definition, 106 postdeicing report, 106 postdeicing/anti-icing check, 106, 160, 237 postdeicing/anti-icing check - adequate visibility, 231 postdeicing/anti-icing check - before aircraft dispatch, 106 postdeicing/anti-icing check - by qualified personnel, 231, 237 postdeicing/anti-icing check - by qualified staff, 106 postdeicing/anti-icing check - by trained personnel, 231 postdeicing/anti-icing check - definition, 106, 223 postdeicing/anti-icing check - effective lighting, 231 postdeicing/anti-icing check - elements of, 106, 200 postdeicing/anti-icing check - enough time to perform, 231 postdeicing/anti-icing check - excludes clear ice check, 106 postdeicing/anti-icing check - guidance (EASA), 231 postdeicing/anti-icing check - incorporated in deicing/antiicing operation or as separate check, 106 postdeicing/anti-icing check - incorporated in deicing/antiicing operations or as separate check, 231 postdeicing/anti-icing check - repetition, 106 postdeicing/anti-icing check - responsibility to conduct, 106 postdeicing/anti-icing check - visibility of all treated surface. 231 postdeicing/anti-icing check - visibility of all treated surfaces, 106 postdeicing/anti-icing check (EASA) - trained and qualified person, 224 postdeicing/anti-icing check (FAA), 169 postdeicing/anti-icing check (FAA) - integral part of deicing/anti-icing process, 168 postdeicing/anti-icing check (FAA) - recordkeeping mandatory, 169 postdeicing/anti-icing contamination check (EASA), 224 postdeicing/anti-icing inspection. See postdeicing/anti-icing check potassium acetate. See alkali organic salts potassium formate. See alkali organic salts POTW (U.S.), 174 pour point, 282 power law - definition, 186 precipitation gauge - GEONOR, 93 precipitation gauge - hot plate, 93 precipitation gauge - OTT Pluvio, 93 precipitation intensity - definition, 237 precipitation intensity assessment by flightcrew. See pilot assessment of precipitation intensity

precipitation intensity assessment by pilot. See pilot assessment of precipitation intensity precipitation rate - definition, 200 precipitation rate for HOT tables - definition, 218 precipitation rate, 10-minute average - definition, 218 precipitation rate, 20-minute average - definition, 218 precipitation rate, 40-minute average - definition, 218 precipitation rate, 5-minute average - definition, 218 precipitation rate, lowest usable. See LUPR precipitation rate, peak - definition, 218 precipitation, mixed. See HOT - icing conditions, mixed predeicing process, 106 predeicing process - brooms, 106 predeicing process – definition, 106 predeicing process - forced air, 106 predeicing process - forced air with fluid, 106 predeicing process - heat, 106 predeicing process - heavy frozen contaminant accumulation, 106 predeicing process - hot air, 106 predeicing process - hot water, 106 predeicing process - infrared, 106 predeicing process - negative freezing point buffer hot fluid, 106 preflight check - by flightcrew, 237 preflight check - by groundcrew, 237 preflight check - contamination check, 237 preflight check – walk-around, 237 preflight contamination check, 127 preflight contamination check - by flightcrew, 106 preflight contamination check - by groundcrew, 106 preflight contamination check - definition, 106 pretakeoff check, 107, 237 pretakeoff check - assessment by flightcrew if HOT is still appropriate, 106 pretakeoff check - definition, 106, 227 pretakeoff check - factor in selection of categories of snow precipitation, 160 pretakeoff check - single engine high wing turboprop, 161 pretakeoff check - wing tip devices, 161 pretakeoff check (EASA), 223, 224, 227 pretakeoff check (FAA) - by flightcrew, 169 pretakeoff check (FAA) – definition, 169 pretakeoff check (FAA) – flightcrew situational awareness, 169 pretakeoff check (FAA) - guidance, 169 pretakeoff check (FAA) - regulation 14 CFR § 121.629(c)(3), 169 pretakeoff check (FAA) - within HOT, 169 pretakeoff contamination check, 107, 237 pretakeoff contamination check – alternative is redeicing, 107 pretakeoff contamination check - definition, 107, 227 pretakeoff contamination check - pilot checklist flow disruption, 161 pretakeoff contamination check - representative surface, 161 pretakeoff contamination check - when critical surface conditions cannot be determined by flightcrew, 107 pretakeoff contamination check - when HOT exceeded, 107 pretakeoff contamination check (EASA), 224, 227

pretakeoff contamination check (EASA) - definition, 223 pretakeoff contamination check (FAA) - 5 minutes rule, 161 pretakeoff contamination check (FAA) - definition, 169 pretakeoff contamination check (FAA) - disruption of checklist flow, 161 pretakeoff contamination check (FAA) - fluid failure recognition training for persons conducting, 161 pretakeoff contamination check (FAA) - fluid failure recognition training for pilots, 161 pretakeoff contamination check (FAA) - for allowance time, not, 161 pretakeoff contamination check (FAA) - for HOT, 161 pretakeoff contamination check (FAA) - guidance, 169 pretakeoff contamination check (FAA) - hard wing aircraft with aft mounted engines, 161 pretakeoff contamination check (FAA) - regulation 14 CFR § 121.629(c)(3)(i), 169 pretakeoff contamination check (FAA) - when HOT exceeded, 161, 169 pretakeoff contamination check (FAA) - wingtip devices, of. 161 pretakeoff contamination check (FAA) - within 5 minutes of takeoff, 169 pretakeoff contamination check (TC). See pretakeoff contamination inspection (TC) pretakeoff contamination inspection - definition, 212 pretakeoff contamination inspection (TC), 200 pretakeoff contamination inspection (TC) - by qualified person, 212 pretakeoff contamination inspection (TC) – definition, 200, 212 pretakeoff contamination inspection (TC) - from inside, 200 pretakeoff contamination inspection (TC) - from outside, 200 pretakeoff contamination inspection (TC) - ice pellet and small hail, not required in, 200 pretakeoff contamination inspection (TC) - not with Type I. 200 pretakeoff contamination inspection (TC) – not with Type II/III/IV with HOT < 20 minutes, 200 pretakeoff contamination inspection (TC) - wingtip devices, 200 pretakeoff contamination inspection (TC) - with approved ground deicing program, 200 pretakeoff contamination inspection (TC) - within 5 minutes of takeoff ground roll, 200 pretakeoff contamination inspection report (TC), 212 pretakeoff contamination inspection report (TC) definition. 200 prevailing visibility table. See snowfall visibility table preventive action, 138 primary deicing vehicle operator – definition, 117 prior load - definition, 306 product name, 81, See also fluid name program manager. See winter program manager program, ground deicing and anti-icing, 107 program, ground deicing/anti-icing (FAA). See ground deicing program (FAA) propeller balance. See contamination [frozen] - effect on propeller balance

propeller efficiency. See contamination [frozen] - effect on propeller efficiency propylene glycol, 83, See also glycol, conventional propylene glycol; EG v PG propylene glycol - dl-form, 284 propylene glycol – freezing point, 284 propylene glycol - racemic mixture, 284 propylene glycol - recycled, 307 propylene glycol based Type I - endurance time tests not required, 85 protection time - definition, 218 proximity sensor - definition, 107 proximity sensor activation - communications with flightcrew, 107, 232 proximity sensor activation - reporting procedure, 107 pseudoplastic fluid. See fluid, pseudoplastic pump. See deicing unit – fluid pump purchase order, 50, 250, 253 purchaser, 50, 250, 253 purchaser, modifications authorized by, 50, 250, 253 qualification. See also requalification, periodic, See also requalification, periodic, See also requalification, periodic qualification expiry date - definition, 152, 184, 301 qualification test report, 50, 250, 253 qualification, initial, 50, 250, 253, See also Type Iqualification, initial, See also RDP, solid - qualification, initial, See also RDP, solid - qualification, initial qualification, multiple location, 50 qualification, production unit, 50 qualification, site, 50 qualified personnel - definition, 138 qualified staff - definition, 107 quality - management responsibilities, 138 quality - management responsibilities - communications, 138 quality - management responsibilities - continual improvement, 138 quality - management responsibilities - documentation requirements, 138 quality - management responsibilities - management commitments, 138 quality - management responsibilities - management representative, 138 quality - management responsibilities - management review, 138 quality - management responsibilities - planning objectives, 138 quality - management responsibilities - responsibility and authority, 138 quality - management responsibilities - review input, 138 quality - management responsibilities - review output, 138 quality - management responsibilities - training, head of, 138 quality - service provider responsibilities - aircraft requirement after deicing, 138 quality - service provider responsibilities - approved locations for deicing, 138 quality - service provider responsibilities - calibration, 138 quality - service provider responsibilities - clean aircraft concept, 138

quality - service provider responsibilities - communication systems, 138 quality - service provider responsibilities communications with flightcrews, 138 quality - service provider responsibilities - competence of personnel, 138 quality - service provider responsibilities - contamination check, 138 quality - service provider responsibilities - continual improvement, 138 quality - service provider responsibilities - deicing facilities documentation, 138 quality - service provider responsibilities - deicing infrastructure, 138 quality - service provider responsibilities - deicing procedures, 138 quality - service provider responsibilities - deicing unit, 139 quality - service provider responsibilities - deicing unit boom inspections, 138 quality - service provider responsibilities - education records, 139 quality - service provider responsibilities - engines-on training, 139 quality - service provider responsibilities - equipment walk around check, 139 quality - service provider responsibilities - experience records, 139 quality - service provider responsibilities - fall protection systems, 139 quality - service provider responsibilities - fire extinguishers, 139 quality - service provider responsibilities - fire suppression systems, 139 quality - service provider responsibilities - fluid acceptance checks, 139 quality - service provider responsibilities - fluid certificates of conformance with delivery, 139 quality - service provider responsibilities - fluid field testing, 139 quality - service provider responsibilities - fluid handling systems, 139 quality - service provider responsibilities - fluid labeling, 139 quality - service provider responsibilities - fluid manufacturer documentation, abide by, 139 quality - service provider responsibilities - fluid quality control checks, 139 quality - service provider responsibilities - fluid sampling procedures, 139 quality - service provider responsibilities - fluid storage, 139 quality - service provider responsibilities - fluid testing equipment, 139 quality - service provider responsibilities - fluid testing, laboratory, 139 quality - service provider responsibilities - fluids, 139 quality - service provider responsibilities - hazard labeling, 139 quality - service provider responsibilities - information systems, 139

quality - service provider responsibilities - inspection records, 139 quality - service provider responsibilities - lockout tagout procedures, 139 quality - service provider responsibilities - maintenance records, 139 quality - service provider responsibilities - out-of-service procedures, 139 quality - service provider responsibilities - personal protective equipment, 139 quality - service provider responsibilities - planning deicing operations, 139 quality - service provider responsibilities - postdeicing anti-icing check, 139 quality - service provider responsibilities - qualification records, 139 quality - service provider responsibilities - qualified personnel, 139 quality - service provider responsibilities - trainer certification, 139 quality - service provider responsibilities - training effectiveness, 139 quality - service provider responsibilities - training examinations, 139 quality - service provider responsibilities - training programs, 139 quality - service provider responsibilities - training qualification requirements, 139 quality - service provider responsibilities - training records, 139 quality - service provider responsibilities - training, initial, 139 quality - service provider responsibilities - training, recurrent, 139 quality - service provider responsibilities - transport systems, 139 quality - service provider responsibilities - work instructions, 139 quality assurance, 107 quality assurance - audit, 107 quality assurance - definition, 107, 139 quality assurance - processes - audits, 139 quality assurance - processes - change control, 139 quality assurance - processes - documentation, 139 quality assurance - processes - investigation procedures, 139 quality assurance - processes - manuals, 139 quality assurance - processes - personnel training, 139 quality assurance - processes - standard operating procedures, 139 quality assurance - processes - supplier management, 139 quality assurance - subset of quality program, 107 quality assurance program - auditing, 237 quality assurance program - deicing/anti-icing fluids quality control, 237 quality assurance program - documentation, 237 quality assurance program - equipment maintenance, 237 quality assurance program - methods, 237 quality assurance program - training, 237 quality assurance program - training records, 237 quality assurance program (TC), 200

quality assurance program (TC) - approved ground deicing program, 200 quality assurance program (TC) - audits, 200 quality assurance program (TC) - corrective actions, 200 quality assurance program (TC) - management plan, 200 quality assurance program (TC) - management plan -AS6332, 200 quality assurance program (TC) - objectives, 200 quality assurance program (TC) - operations briefings, 200 quality assurance program (TC) - record keeping, 200 quality assurance program (TC) - scope, 200 quality assurance v quality control, 139 quality control, 107 quality control - definition, 107, 139 quality control - procedures - batch inspection, 139 quality control - procedures - implementation, 139 quality control - procedures - laboratory testing, 139 quality control – procedures – observation of the performance of services, 140 quality control - procedures - observation of the performance of tasks, 140 quality control - procedures - product sampling, 140 quality control - procedures - validation testing, 140 quality control – subset of quality program, 107 quality control limits, 299 quality improvement - definition, 140 quality management, 140 quality management - definition, 140 quality management - system approach, 140 quality management system, 127, 140 quality management system - aircraft size limits, 140 quality management system - communications, 140 quality management system - conformance to AS6285, 140 quality management system - conformance to AS6286, 140 quality management system - conformance to regulations, 140 quality management system - definition, 127, 140 quality management system - deicing location procedures, 140 quality management system - document control, 140 quality management system - documentation requirements, 140 quality management system - emergency procedures, 140 quality management system - engines-on procedures, 140 quality management system - ground deicing program, 140 quality management system – procedures, 140 quality management system – process control documents, 140 quality management system - quality manual, 140 quality management system – quality objectives, 140 quality management system - quality policy, 140 quality management system - records, 140 quality management system - safety zones, 140 quality management system - SMS, 140 quality management system - winter operation documents, 140 quality management system - winter planning documents, 140 quality manual - definition, 140 quality objectives, 140 quality policy, 140

quality program - superset of quality assurance and quality control. 107 quality system accountable executive, 140 quality system accountable person, 140 quality system program manager, 140 quality system responsible person - definition, 140 quotation, 51, 250, 253 rain - definition, 237 rain on cold-soaked wing - clear ice, difficulty to detect, 200 ramp, high speed. See aerodynamic acceptance test - high speed ramp ramp, low speed. See aerodynamic acceptance test - low speed ramp RDF. See RDP, liquid RDP – airside application, 266 RDP - aluminum corrosion, 263, 270 RDP - cadmium corrosion, 270 RDP - cadmium corrosion - mitigation, 263 RDP - cadmium plate corrosion test, 249 RDP – carbon brake oxidation test, 262 RDP - catalytic oxidation of carbon brakes, 261, 262, 267, 268, 270 RDP - comparative melting capability, 256 RDP - conductivity testing, 263 RDP - effect on aircraft electrical systems, 263 RDP - effect on carbon brakes, 261, 262 RDP - effect on dissolved oxygen, 266 RDP - effect on electrical systems - mitigation, 263 RDP - effect on Portland cement, 266 RDP - effect on Type II/III/IV, 200 RDP - electrical connector arcing, 263 RDP - electrical connector corrosion, 263 RDP - electrical connector shorting, 263 RDP - electrical switch arcing, 263 RDP - electrical wire bundle arcing, 263 RDP - electrical wire bundle degradation, 270 RDP - electrical wire bundle degradation, Kapton® insulated, 270 RDP - liquid v solid, 266 RDP – market introduction history, 261, 263 RDP - oxidation of carbon brakes, 262, 267, 268, 270, 272 RDP - reporting recommendation, 268 RDP - SNOWTAM display, 268 RDP - spent deicing fluid as, 174 RDP - undesirable corrosion criterion, 249 RDP - use on taxiways, 256 RDP - wet arc track testing, 263 RDP ice melting capability, comparative, 256 RDP ice melting relative capacity, 256 RDP ice melting test, 256 RDP ice melting test ice preparation, 256 RDP ice melting test procedure, 256 RDP ice melting test reference control solution, 256 RDP ice melting test reference control solution - potassium acetate ACS grade, 256 RDP ice melting test report, 256 RDP ice melting test sample preparation, 256 RDP ice melting test significance, 256 RDP ice melting test temperatures, 256 RDP ice melting v temperature, 256 RDP ice melting v time, 256

RDP ice penetration test, 257 RDP ice penetration test description, 257 RDP ice penetration test dye, 257 RDP ice penetration test ice preparation, 257 RDP ice penetration test procedure, 257 RDP ice penetration test reference control solution, 257 RDP ice penetration test reference control solution potassium acetate 25%, 257 RDP ice penetration test reference control solution potassium acetate 50%, 257 RDP ice penetration test reference control solution potassium acetate ACS grade, 257 RDP ice penetration test significance, 257 RDP ice penetration test significance - reporting, 257 RDP ice penetration test temperature, 257 RDP ice penetration test time, 257 RDP ice undercutting test, 256, 257 RDP ice undercutting test description, 257 RDP ice undercutting test dye, 257 RDP ice undercutting test dye - fluorescein, 257 RDP ice undercutting test dye - rhodamine, 257 RDP ice undercutting test equipment, 257 RDP ice undercutting test ice cavity preparation, 257 RDP ice undercutting test ice preparation, 257 RDP ice undercutting test procedure, 257 RDP ice undercutting test reference control solution, 257 RDP ice undercutting test reference control solution potassium acetate ACS grade, 257 RDP ice undercutting test reference control solution potassium acetate solution, 257 RDP ice undercutting test report, 257 RDP ice undercutting test sample preparation, 257 RDP ice undercutting test significance, 257 RDP ice undercutting test temperature, 257 RDP, brine, 266 RDP, brine - AMS1435, 266 RDP, fluid. See RDP, liquid RDP, liquid - acceptance tests - flash point, 254 RDP, liquid – acceptance tests – pH, 254 RDP, liquid - acceptance tests - specific gravity, 254 RDP, liquid - AIR6130 reporting, 254 RDP, liquid - airfield use label, 254 RDP, liquid - appearance, 254 RDP, liquid – approval by vendor, 254 RDP, liquid - aquatic toxicity, 254 RDP, liquid - asphalt concrete degradation resistance, 254 RDP, liquid – biodegradation, 254 RDP, liquid - BOD, 254 RDP, liquid - bulk shipments, 254 RDP, liquid - cadmium as contaminant, 254 RDP, liquid - cadmium corrosion, 254 RDP, liquid - carbon brake oxidation, 254 RDP, liquid - changes in ingredients, 254 RDP, liquid - changes in manufacturing, 254 RDP, liquid - chromium as contaminant, 254 RDP, liquid - commingling, 254 RDP, liquid - compatibility with other RDP, 254 RDP, liquid - composition, 254 RDP, liquid - containers, 254 RDP, liquid - delivery, 254 RDP, liquid - dilution, 254 RDP, liquid - drum shipments, 254

RDP, liquid - effect of local regulations, 254 RDP. liquid – effect on aircraft materials, 254 RDP, liquid – effect on carbon brake systems, 254 RDP, liquid - effect on painted surfaces, 254 RDP, liquid - effect on runway pavement, 254 RDP, liquid - effect on transparent plastics, 254 RDP, liquid - effect on unpainted surface, 254 RDP, liquid - Federal (U.S.) Supply Classification 6850, 254 RDP, liquid - flash point, 254 RDP, liquid - formamide, 254 RDP, liquid - freezing point, 254 RDP, liquid - friction evaluation, 254 RDP, liquid - halogens as contaminant, 254 RDP, liquid - handling, 254 RDP, liquid - heavy metals as contaminant, 254 RDP, liquid - hydrogen embrittlement, 254 RDP, liquid - ice melting, 254 RDP, liquid - ice melting test. See RDP ice melting test RDP, liquid - ice penetration, 254 RDP, liquid - ice penetration test. See RDP ice penetration test RDP, liquid - ice undercutting, 254 RDP, liquid - ice undercutting test. See RDP ice undercutting test RDP, liquid - independent laboratory testing, 254 RDP, liquid - inspection, 254 RDP, liquid - labels, 254 RDP, liquid - lead as contaminant, 254 RDP, liquid - licensee, 254 RDP, liquid - lot - acceptance, 254 RDP, liquid – lot – definition, 254 RDP, liquid - lot number, 254 RDP, liquid - low embrittling cadmium plate, 255 RDP, liquid - mercury as contaminant, 255 RDP, liquid - nitrate as contaminant, 255 RDP, liquid - packaging, 255 RDP, liquid - performance, 255 RDP, liquid - periodic tests, 255 RDP, liquid - pH, 255 RDP, liquid - phosphate as contaminant, 255 RDP, liquid - physical properties, 255 RDP, liquid - preproduction tests, 255 RDP, liquid - purchase orders, 255 RDP, liquid - qualification. See also RDP, liquid requalification, periodic RDP, liquid - qualification, initial, 255 RDP, liquid - qualification, initial - produced by licensee, 255 RDP, liquid - qualification, initial - produced by subcontractor, 255 RDP, liquid - quotations, 255 RDP, liquid - rejection, 255 RDP, liquid - reports, 255 RDP, liquid - regualification, periodic, 255 RDP, liquid - resampling, 255 RDP, liquid - retesting, 255 RDP, liquid - right-to-know, 255 RDP, liquid - rinsibility, 255 RDP, liquid - runway concrete surface scaling resistance, 255 RDP, liquid - safety data sheet, 255

RDP, liquid - sampling, 255 RDP. liquid - sandwich corrosion, 255 RDP, liquid - specific gravity, 255 RDP, liquid - storage stability, 255 RDP, liquid - subcontractor manufacturing, 255 RDP, liquid – sulfur as contaminant, 255 RDP, liquid - test for Europe, 255 RDP, liquid - TOD, 255 RDP, liquid - total immersion corrosion, 255 RDP, liquid - trace contaminants, 255 RDP, liquid - transportation, 255 RDP, liquid – urea, 255 RDP, liquid - USAF requirements, 255 RDP, solid - acceptance tests - chloride content, 250 RDP, solid - acceptance tests - flash point, 250 RDP, solid – acceptance tests – total water content, 250 RDP, solid - AIR6130 reporting, 251 RDP, solid - airfield use label, 251 RDP, solid - appearance, 251 RDP, solid - approval by purchaser, 251 RDP, solid - aquatic toxicity, 251 RDP, solid - asphalt concrete degradation resistance, 251 RDP, solid - biodegradation, 251 RDP, solid - BOD, 251 RDP, solid - brining, 251, 310 RDP, solid - cadmium as contaminant, 251 RDP, solid - cadmium corrosion, 251 RDP, solid - carbon brake oxidation, 251 RDP, solid - changes in ingredients, 251 RDP, solid - changes in manufacturing, 251 RDP, solid - chloride content, 251 RDP, solid - chromium as contaminant, 251 RDP, solid - commingling, 251 RDP, solid - compatibility with other RDP, 251 RDP, solid - composition, 251 RDP, solid - containers, 251 RDP, solid - delivery, 251 RDP, solid - dissolution, 251, 310 RDP, solid - ecological behavior, 251 RDP, solid - effect of local regulations, 251 RDP, solid - effect on aircraft metals, 251 RDP, solid - effect on asphalt concrete, 251 RDP, solid - effect on carbon brake systems, 251 RDP, solid - effect on painted surfaces, 251 RDP, solid - effect on runway concrete, 251 RDP, solid - effect on transparent plastics, 251 RDP, solid - effect on unpainted surfaces, 251 RDP, solid – flash point, 251 RDP, solid - freezing point curve, 251 RDP, solid - friction evaluation, 251 RDP, solid - halogens as contaminant, 251 RDP, solid - handling, 251 RDP, solid - heavy metals as contaminant, 251 RDP, solid - hydrogen embrittlement, 251 RDP, solid - ice melting, 251 RDP, solid - ice melting test. See RDP ice melting test RDP, solid – ice penetration, 251 RDP, solid - ice penetration test. See RDP ice penetration test RDP, solid - ice undercutting, 251 RDP, solid - ice undercutting test. See RDP ice undercutting test

RDP, solid - independent laboratory testing, 251 RDP, solid - inspection, 251 RDP, solid - labels, 251 RDP, solid - lead as contaminant, 251 RDP, solid - licensee, 251 RDP, solid - lot - acceptance tests, 251 RDP, solid – lot – definition, 251 RDP, solid - lot number, 251 RDP, solid - low embrittling cadmium plate, 251 RDP, solid - mercury as contaminant, 251 RDP, solid - nitrate as contaminant, 251 RDP, solid - packaging, 251 RDP, solid - performance, 251 RDP, solid – periodic tests, 252 RDP, solid - pH, 252 RDP, solid – phosphate as contaminant, 252 RDP, solid - physical properties, 252 RDP, solid - preproduction tests, 252 RDP, solid - production same as approved sample, 252 RDP, solid - purchase orders, 252 RDP, solid - qualification. See also RDP, solid requalification, periodic RDP, solid - qualification under revised AMS, 252 RDP, solid - qualification, initial, 252 RDP, solid - qualification, initial - produced by licensee, 252 RDP, solid - qualification, initial - produced by subcontractor, 252 RDP, solid - quotation, 252 RDP, solid - rejection, 252 RDP, solid - reports, 252 RDP, solid - requalification, periodic, 252 RDP, solid - resampling, 252 RDP, solid - retesting, 252 RDP, solid - right-to-know regulations, 252 RDP, solid - runway concrete surface scaling resistance, 252 RDP, solid - safety data sheet, 252 RDP, solid - sampling, 252 RDP, solid - sampling plan, 252 RDP, solid - sandwich corrosion, 252 RDP, solid - statistical sampling, 252 RDP, solid - storage stability, 252 RDP, solid - subcontractor manufacturing, 252 RDP, solid - sulfur as contaminant, 252 RDP, solid – TOD, 252 RDP, solid - total immersion corrosion, 252 RDP, solid - total water content, 252 RDP, solid - trace contaminants, 252 RDP, solid - transportation, 252 RDP, solid - USAF requirements, 252 receding contact angle. See contact angle, receding record keeping (EASA) - deicing/anti-icing incidents, 224, 227 record keeping (TC), 200 record keeping (TC) – audit dates, results and actions, 200 record keeping (TC) - deicing vehicle refill records, 200 record keeping (TC) – equipment log sheets, 200 record keeping (TC) - fluid acceptance records, 200 record keeping (TC) - fluid application records, 200 record keeping (TC) – fluid field test records, 200 record keeping (TC) - fluid storage records, 200

record keeping (TC) - fluid tests by manufacturers, 200 record keeping (TC) – glycol mitigation plan, 200 record keeping (TC) - minimum records, 200 record keeping (TC) - refractometer calibration, 200 record keeping (TC) – retention time, 200 record keeping (TC) - test frequency, 200 record keeping (TC) - training records, 200 recycled glycol. See Type I – recycled glycol red master tag procedure. See lockout tagout procedure refraction - definition, 287 refraction - effect of temperature, 288 refraction - method, 107 refraction - scale of, 287 refractive index - definition, 107 refractive index v index of refraction. 287 refractometer, 200 refractometer - Brix scale, 59, 200 refractometer - calibration, 200 refractometer - calibration - EG aqueous solutions, 288 refractometer - calibration - PG aqueous solutions, 288 refractometer - definition, 107, 287 refractometer - temperature compensation, 156, 195, 286, 289 refueling, effect of - adhesion of dry snow, 161, 200 regression analysis - definition, 186 regression analysis method - icing intensity, 77, 85 regression analysis method for icing intensity measurement, Type I, 85 regression analysis method for icing intensity measurements, Type II/III/IV, 77 regression analysis, endurance time - definition, 170 regression coefficient tables, interpretation of, 167, 206 regression coefficients - best fit power law, 167, 206 regression equation, use of endurance time - for LWES, 170 regulations, 40 regulations, Canada - guidance (TC), 201 regulations, history of early, 237 regulations, justification for, 237 regulations, U.S., 161 regulations, U.S. - guidance (FAA), 161 regulator - responsibility - aircraft operator deicing program, approval of, 107 regulator - responsibility - aircraft operator deicing program, review of, 107 regulator - responsibility - clean aircraft concept policies and standards, 107 regulator - responsibility - clean aircraft concept, advocacy of, 107 regulator - responsibility for airport sequence reports, 237 regulator - responsibility for ATC winter operations plan, 237 regulator - responsibility for clean aircraft concept compliance by air operator, 237 regulator - responsibility for runway condition reports, 237 regulator - responsibility for taxiway condition reports, 237 regulator - responsibility for weather reports, 237 rejection, 51, 252, 255 remote aircraft deicing facility. See central deicing facility; designated deicing facility remote airport, 242 remote deicing facility. See deicing facility - remote

remote on-ground ice detection systems. See ROGIDS representative surface, 169 representative surface – aircraft manufacturer recommendations, 161, 201 representative surface - contrasting colors, 161 representative surface - definition, 161, 201 representative surface - effect of cabin window contaminants, 161 representative surface - effect of flightdeck window contaminants, 161 representative surface - fluid pooling, no, 161 representative surface - for wingtip devices, 161 representative surface - ineffectiveness with clear ice, 161 representative surface - lighting restrictions, 161 representative surface - located mid-chord - unsuitable, 161 representative surface - located on both side of aircraft, 161 representative surface - located on critical surface, 161 representative surface - located on leading edge, 161 representative surface - located on trailing edge, 161 representative surface - operational experience, 161 representative surface - pretakeoff contamination check, 161 representative surface - purpose, 201 representative surface - selection of, 161 representative surface – specified for each aircraft type, 161 representative surface - unheated, 161 representative surface – use of (TC), 201 representative surface - use of (TC) for wingtip devices, 201 representative surface - visible from inside the aircraft, 161 representative surface - visual check by pilot, 161 representative surface - weather restrictions, 161 representative surface - wing spoilers, 161 representative surface (TC), 212 representative surface (TC) - air operator identified, 212 representative surface (TC) - aircraft manufacturer identified. 212 regualification, periodic, 51, 252, 255, See also Type I requalification, periodic, See also RDP, solid regualification, periodic, See also RDP, solid requalification, periodic required (TC) - definition, 186 requirements (TC) - definition, 186 residual fluid - on trailing edge in flight, 161, 201 residue. See Type II/III/IV - residue residue/gel - definition, 107 residues - definition, 227 residues, presence of - field spray test, 81 respiratory protection. See personal protective equipment responsible person, 127 responsible person - definition, 127 revision letter. 255 revision number, 51, 252 rheological properties - Type II/III/IV, 62 rime, 127 rime - definition, 237 rime - formed from freezing fog, 237 rime ice - definition, 107 risk - definition, 127 risk assessment, 127 Rodriguez, Alberto, 266

ROGIDS, 92, 224, 227, 237 ROGIDS - alternative to tactile postdeicing/anti-icing check, 91 ROGIDS - alternative to visual postdeicing/anti-icing check, 91 ROGIDS - approval by regulator, 91 ROGIDS - approval for postdeicing/anti-icing check, 91 ROGIDS - approval for predeicing checks, 91 ROGIDS - clear ice detection v tactile check, 91 ROGIDS - definition, 91, 223 ROGIDS - design requirement, 91 ROGIDS - detection angle, maximum - definition, 91 ROGIDS - detection angle, minimum - definition, 91 ROGIDS - detection distance, maximum - definition, 91 ROGIDS - detection distance, minimum - definition, 91 ROGIDS - detection of clear ice predeicing, 91 ROGIDS - detection of frost - below reliable detection threshold, 91 ROGIDS - detection of frost - undefined, 91 ROGIDS - detection of residual clear ice postdeicing, 91 ROGIDS - detection of residual clear ice postdeicing during precipitation, 91 ROGIDS - detection of slush - undefined, 91 ROGIDS - detection of snow - undefined, 91 ROGIDS - detection threshold, 91 ROGIDS - effect of fluid foam on, 91 ROGIDS - false negative - definition, 91 ROGIDS - false positive - definition, 91 ROGIDS - frost detection v visual check, 91 ROGIDS - functional description - clear ice detection, 91 ROGIDS - guidance (TC), 201 ROGIDS - hand held, 91 ROGIDS - human factors tests, 91 ROGIDS - infrared deicing facility, for, 174 ROGIDS - latent failure rate, 91 ROGIDS - minimum operational performance specification, 91 ROGIDS - monitored surface - definition, 91 ROGIDS - MOPS, 91 ROGIDS - pedestal mounted, 91 ROGIDS - performance specification in environmental test conditions, minimum, 91 ROGIDS - performance specification, minimum, 91 ROGIDS - performance, minimum operational, 91 ROGIDS - regulatory requirements, 91 ROGIDS - test plates - aluminum bare, 91 ROGIDS - test plates - aluminum painted, 91 ROGIDS - test plates - composite painted, 91 ROGIDS - test plates - deicing boot, 91 ROGIDS - trained personnel, 224, 227 ROGIDS - v human inspection, 91 ROGIDS - vehicle mounted, 91 roll-off angle, 47 roll-off angle - definition, 47 root cause, 140 root cause - definition, 140 ropes. See contamination [frozen] - removal with ropes rotorcraft - clean aircraft concept. 201 rotorcraft - effect of contamination, 201 rotorcraft - effect of contamination - decrease in main rotor thrust, 201

rotorcraft - effect of contamination - decrease in tail rotor thrust, 201 rotorcraft - effect of contamination - handling and control issues, 201 rotorcraft - effect of deicing fluid, 201 rotorcraft-issues, 201 rotorcraft - methods to remove contamination, 201 rotorcraft - SAE G-12 Rotorcraft Working Group, 201 roughness - wave induced, 68 roughness, effect of, 127, 201, 218 Royal Air Maroc - collision at Montreal (Mirabel), 39 Ruggi, Marco, 34, 45, 85 runway - friction control - brooms, 266 runway - friction control - plowing, 266 runway - friction control - RDP, 266 runway - friction control - sand, 266 runway - friction control - urea, 266 runway - ice control - prevent bond between ice and pavement, 266 runway - ice removal - mechanical removal, 266 runway - ice removal - melting of bonded ice, 266 runway anti-icing/deicing solids and fluids - definition, 262 runway deicer. See RDP runway deicing chemical. See RDP runway deicing compound. See RDP runway deicing fluid. See RDP, liquid runway deicing product. See RDP runway deicing solid. See RDP, solid runway deicing/anti-icing compound. See RDP runway visual range - do not use with snowfall visibility table, 201 SAAB. See also aerodynamic effect of fluids - evaluation by SAAB SAAB 340/2000 - middle speed ramp, development of, 71 Sachs, Ed, 33 SAE A-5A, Wheels, Brakes and Skid Control Committee, 3 SAE AMS1424 Type I. See Type I SAE AMS1428 Type II. See Type II SAE AMS1428 Type III. See Type III SAE AMS1428 Type IV. See Type IV SAE documents - issue date v effective date, 277 SAE documents - no grace period, 277 SAE documents, categories of, 41 SAE G-12 ADF mid-year meeting timeline, 81, 88 SAE G-12 ADF, role of, 81, 88 SAE G-12 Aircraft Ground Deicing Committee, 3 SAE G-12 annual meeting timeline, 81, 88 SAE G-12 Committees, list of, 41 SAE G-12 HOT co-chairs, 81, 88 SAE G-12 HOT mid-year meeting timeline, 82, 88 SAE G-12 HOT, role of, 82, 85, 88, 201, 237 SAE G-12 meetings, 41 SAE ICAO IATA Council for the Global Aircraft Deicing Standards, role of, 237 safety - accident investigation, 201 safety - aircraft movement, 201 safety - aircraft positioning, 201 safety - deicing unit movement, 201 safety - employee, responsibility of (Canada), 201 safety - employer, responsibility of (Canada), 201 safety - engine inlets, 201 safety - first aid, 201

safety - hazardous substances, 201 safety - jet blast, 201 safety - job analysis, 201 safety - personal protective equipment, 201 safety - personnel, 201 safety - procedures, 201 safety - safety zones, 201 safety - slipperiness, 201 safety - visibility, 201 safety - weather, 201 safety - wind, 201 safety - workplace inspections, 201 safety data sheet requirements (Canada), 201 safety management system. See SMS safety risk management - definition, 242 sales specification. See specification, sales sample - definition, 302 sample - retention time, 303 sample bottle label - concentration, 107 sample bottle label - date sample taken, 107 sample bottle label - hazard category, 107 sample bottle label – name of service provider sending the sample, 107 sample bottle label - name of vessel, 107 sample bottle label - origin, 107 sample bottle label - product name, 107 sample bottle label - where sample taken from, 107 sample, nozzle – definition, 303 sample, representative - definition, 302 sample, retained - definition, 303 sampling - drum, 305 sampling - frequency. See fluid test - frequency sampling - hazards, 304 sampling - nozzle, 237, 303 sampling - nozzle - collection with stand, 107 sampling - nozzle - collection with trash cans, 107 sampling - procedure, 107, 237, 304 sampling - tank, 304 sampling - tank truck, 305 sampling - tote, 305 sampling guideline – definition, 304 sampling procedure - definition, 304 sand. See also obscuration sand - aircraft engine, detrimental to, 264 sand - boxed dry, 264 sand - chlorides as contaminant, 264 sand - containers, 264 sand - effect on aircraft engines, 264 sand - free from clay, 264 sand - free from corrosive agent, 264 sand - free from debris, 264 sand - free from organic matter, 264 sand – free from salts, 264 sand - free from stones, 264 sand - gradation, 264 sand - impurities, 264 sand - periodic tests, 264 sand - preproduction tests, 264 sand - quality assurance, 264 sand - rejection, 264 sand - report, 264 sand - sampling, 264

sand - specification, 264 sand – use on ramp, 264 sand – use on runway, 264 sand – use on taxiway, 264 sand - washed, 264 Santos, Paulo, 35, 65 saturation - definition, 242 saturation curve - water vapor to ice, 242 saturation curve - water vapor to liquid water, 242 saturation curve - water vapor to supercooled water, 242 Scientific Material International (SMI), 152, 184 scimitar. See wingtip devices scimitar, split. See wingtip devices Scotch, 297 scrapers. See contamination [frozen] - removal with scrapers seals, shipment. See fluid acceptance - seals service provider, 115 service provider - audit by TC, 201 service provider - contracts, 107 service provider - definition, 107, 140, 201 service provider - guidance (EASA), 227 service provider - management responsibilities - training program, 201 service provider - responsibility - audit program, 201 service provider - responsibility - authorizations, 107 service provider - responsibility - communication protocol with flightcrew. 107 service provider - responsibility - compliance with AS6285, 107 service provider - responsibility - compliance with AS6286, 107 service provider - responsibility - compliance with AS6332, 107 service provider - responsibility - convey changes in local procedures to deicing personnel, 201 service provider - responsibility - deicing according to standards, 108 service provider - responsibility - deicing facility operability, 108, 237 service provider – responsibility – deicing facility safety, 108, 237 service provider - responsibility - deicing process documentation, 108 service provider - responsibility - deicing/anti-icing processes, 237 service provider - responsibility - environmental compliance, 108 service provider - responsibility - follow airline procedures, 201, 237 service provider - responsibility - infrastructure, 108 service provider - responsibility - postdeicing/anti-icing check. 108 service provider - responsibility - postdeicing/anti-icing report communications to flightcrew, 108 service provider - responsibility - qualification of personnel, 108 service provider - responsibility - quality control program, 108 service provider - responsibility - quality program, 108 service provider - responsibility - regulation compliance, 108

service provider - responsibility - remote facility instructions, 108 service provider - responsibility - reporting postdeicing/anti-icing report to flightcrew, 108 service provider - responsibility - safety of personnel, 108 service provider - responsibility - sufficient number of personnel, 108 service provider - responsibility - supervision, 108 service provider - responsibility - supervision of deicing processes, 108 service provider - responsibility - tools and clothing for personnel, 108 service provider - responsibility - training program, 108 SG. See METAR code SG shall (FAA & TC) - definition, 152, 184 shall (SAE) - definition, 108, 140, 144 shall (TC) - definition, 186, 201 shallow - weather descriptor, 161 sharklets. See wingtip devices shear degradation - definition, 293 shear force - definition, 237 shear rate - definition, 291 shear stress - definition, 290 shear thinning. See Type II/III/IV - shear thinning shear thinning - definition, 292 shear thinning fluid. See fluid, shear thinning Sheehan, Terry, 245 shelf life. 108 shelf life - definition, 108, 300 shelf life, fluid, 201 SHGS. See METAR code SHGS should (FAA & TC) - definition, 152, 184 should (SAE) - definition, 108, 144 should (TC) - definition, 186, 201 showers - weather descriptor, 161 SHRP H-332, 256, 257 SIAGDP - means of compliance for ground deicing services at foreign locations, 165 signage, lead in, 118 situational awareness, 242 situational awareness - definition, 242 slats. See flaps and slats sliding angle - definition, 47 slipperiness, 108 slot management - definition, 117 slush - definition, 108, 202, 218, 237 slush – splash up, 108 slush [runway contaminant] - definition, 265 slush over ice [runway contaminant] - definition, 265 slush, formation of, 218 slush, mat of, 218 Smith, Tim, 33 smoke. See obscuration ;snowfall intensity overestimation due to obscuration SMS - definition, 140 SMS - functional description, 127 SMS (TC), 202 SMS (TC) - quality assurance program, 202 snow. See also HOT - precipitation type; HOT precipitation rate snow - definition, 108, 127, 218, 237 snow - guidance (TC), 202

snow desk, 174 snow desk - definition, 117 snow gauge. See precipitation gauge snow grains - definition, 108, 127, 202 snow grains - subset of snow [for HOT], 108 snow occurrence, 161 snow pellets - definition, 108, 127, 202 snow pellets - subset of snow [for HOT], 108 snow pellets on cold dry aircraft. See also snow, dry snow removal, 108, 115 snow removal - designated deicing facility, 117 snow removal method, half pad - definition, 117 snow removal method, high-speed - definition, 117 snow removal method, load and go - definition, 117 snow removal method, push and pile - definition, 117 snow tests, 75 snow, blowing - effect on aerodynamically quiet areas, 202 snow, cold dry, 108, See snow, dry snow, compacted [runway contaminant] - definition, 265 snow, dry, 108, 127, 162 snow, dry - accumulation on wing - removal required, 127, 202 snow, dry - adhesion, 127 snow, dry - adhesion - effect of aircraft parking location, 108, 127, 162 snow, dry - adhesion - effect of deicing fluid, 108, 127 snow, dry - adhesion - effect of fuel tanks (heat releasing), 108, 127, 162, 202 snow, dry - adhesion - effect of heat releasing equipment bridges, 108, 127 snow, dry - adhesion - effect of heat releasing equipment ground power unit, 108, 127 snow, dry - adhesion - effect of hydraulic fluid heat exchangers, 108, 162 snow, dry - adhesion - effect of OAT, 108, 127, 162 snow, dry - adhesion - effect of proximity of other aircraft, 108, 127 snow, dry - adhesion - effect of refueling, 108, 127, 162, 202 snow, dry - adhesion - effect of weather, 162, 202 snow, dry - adhesion - effect of wing in the sun, 127, 162 snow, dry - adhesion - effect of wing temperature, 127, 162, 202 snow, dry - adhesion - regulations (U.S.), 162 snow, dry-definition, 237 snow, dry - non-adhesion - non-use of fluids, 202 snow, dry - temperature generally below -10°C, 108, 127 snow, dry [runway contaminant] - definition, 265 snow, dry, - evidence of non-adhesion - swirling, 127 snow, heavy - aircraft flight instrument sensing device limitations. 162 snow, heavy - engine anti-icing system limitations, 162 snow, heavy – engine power run-ups, 162 snow, heavy - operational guidance (FAA), 162 snow, heavy – precipitation rate greater than 2.5 mm/h, 162 snow, heavy - takeoff - guidance (FAA), 162 snow, light. See HOT - precipitation rate; snowfall intensity snow, moderate. See HOT - precipitation rate; snowfall intensity snow, pink - definition, 117

snow, very light. See HOT - precipitation rate; snowfall intensity snow, wet - definition, 237 snow, wet [runway contaminant] - definition, 265 snowfall intensity. See also HOT - precipitation rate snowfall intensity - determination - use of snowfall visibility table, 152, 184 snowfall intensity - HOT intensity qualifier - heavy, 152, 184 snowfall intensity - HOT intensity qualifier - light, 152, 184 snowfall intensity - HOT intensity qualifier - moderate, 152.184 snowfall intensity - HOT intensity qualifier - very light, 152.184 snowfall intensity - overestimation due to obscuration dust, 202 snowfall intensity - overestimation due to obscuration fog, 202 snowfall intensity - overestimation due to obscuration haze, 202 snowfall intensity - overestimation due to obscuration mist above 0°C, 202 snowfall intensity - overestimation due to obscuration smoke, 202 snowfall intensity - underestimation in heavily rimed snow, METAR, 93 snowfall intensity - underestimation in snow containing single crystals of compact shape, METAR, 93 snowfall intensity - v snowfall rate, 152, 184 snowfall intensity visibility table. See snowfall visibility table. See snowfall visibility table snowfall rate - liquid water equivalent, 93 snowfall visibility - flightcrew observed, 152, 184 snowfall visibility - METAR, 162 snowfall visibility - METAR/SPECI reported, 152, 184 snowfall visibility - prevailing, 152, 162, 184 snowfall visibility - prevailing - snowfall intensity as a function of. See snowfall visibility table snowfall visibility - runway visual range not permitted, 152.184 snowfall visibility - RVR. 162 snowfall visibility - RVR not permitted, 152, 184 snowfall visibility - surface, 152, 162, 184 snowfall visibility - surface v tower, 152, 162, 184 snowfall visibility - tower, 152, 162, 184 snowfall visibility table, 152, 185, 202 snowfall visibility table - conditions - snow, 152, 185, 202 snowfall visibility table - conditions - snow accompanied by blowing snow, 152, 184 snowfall visibility table - conditions - snow accompanied by blowing snow in the METAR/SPECI, 202 snowfall visibility table - conditions - snow accompanied by drifting snow, 152, 184 snowfall visibility table - conditions - snow accompanied by drifting snow in the METAR/SPECI, 202 snowfall visibility table - conditions - snow grains, 152, 185.202 snowfall visibility table - conditions - snow grains accompanied by blowing snow, 152, 185 snowfall visibility table - conditions - snow grains accompanied by drifting snow, 152, 185

snowfall visibility table - conditions - snow mixed with freezing fog, 152, 185, 202 snowfall visibility table - conditions - snow mixed with iced crystals, 152, 185, 202 snowfall visibility table - conditions - snow pellets, 152, 185.202 snowfall visibility table - conditions - snow pellets accompanied by blowing snow, 152, 185 snowfall visibility table - conditions - snow pellets accompanied by drifting snow, 152, 185 snowfall visibility table - guidance (FAA), 162 snowfall visibility table - guidance (TC), 202 snowfall visibility table - use of prevailing visibility, 162 snowflake, formation of, 108 snowmaker, 75 SNOWTAM - EG, 268 SNOWTAM - GAC, 268 SNOWTAM - KAC, 268 SNOWTAM - KFOR, 269 SNOWTAM - NAAC, 269 SNOWTAM - NAFO, 269 SNOWTAM - PG, 269 SNOWTAM - SAND, 269 SNOWTAM - UREA, 269 SNOWTAM reporting - RDP, 269 Society of Automotive Engineers. See SAE sodium acetate. See alkali organic salts sodium formate. See alkali organic salts solid runway and taxiway deicing/anti-icing compound. See RDP, solid, 252 solute, 283 solution - definition, 283 solvent, 283 specification, category, 51, 55, 64, 65 specification, foundation, 51, 55, 64, 65 specification, nonconformance, 51, 252, 255 specification, sales - definition, 298 specimen sheet (training) - definition, 202 spent deicing fluid - fluid segregation, 115 spent deicing fluid - use as RDP, 174 spent deicing fluid, compliant - definition, 115 spent deicing fluid, high concentration – definition, 115 spent deicing fluid, low concentration fluid - definition, 115 spray directly, no - airstream direction detectors, 108, 237 spray directly, no - angle of attack sensors, 108, 237 spray directly, no - APU, 246 spray directly, no - brakes, 108, 237, 246 spray directly, no - control surface openings, 108 spray directly, no – electrical components, 108 spray directly, no - engine, 108 spray directly, no – engine core, 108 spray directly, no - engine inlets, 246 spray directly, no – engine probes, 108 spray directly, no - exhausts, 237, 246 spray directly, no – folding wing bushings, 108 spray directly, no - folding wing hinges, 109 spray directly, no - instrument sensors, 237 spray directly, no - landing gear bay, 237 spray directly, no - pitot probes, 246 spray directly, no - pitot tubes, 109, 237 spray directly, no - static ports, 109, 247

spray directly, no - static vents, 238 spray directly, no - TAT probes, 247 spray directly, no - thrust reversers, 109, 238 spray directly, no - vertical tail, into, 109 spray directly, no – wheel bays, 238 spray directly, no - wheels, 109, 247 spray directly, no - windows, 247 spray directly, no - windows, cabin, 202, 238 spray directly, no - wire harness, 109 spray pattern, 202 spray pressure, 202 spray test, field, 82, 88 spray test, field - beading, evaluation of, 88 spray test, field - color bleed-through, evaluation of, 82 spray test, field - color intensity, evaluation of, 82, 88 spray test, field - fisheyes, presence of, 88 spray test, field - flow, evaluation of, 82, 88 spray test, field - foam, tendency to, 82, 88 spray test, field - protocol, 82, 88 spray test, field - reason for, 82, 88 spray test, field – report, 82, 88 spray test, field - residues, presence of, 82, 88 spray test, field - tendency to foam, evaluation of, 82, 88 spray test, field - viscosity of nozzle samples, 82 spray test, field - viscosity of prenozzle samples, 82 spray test, field - wetting, evaluation of, 88 spray trial, field. See spray test, field spray, no – angle of attack sensors, 202 spray, no - APU, 109 spray, no - APU inlet, 202 spray, no – areas specified by aircraft manufacturer, 202 spray, no – baggage compartment doors, open, 202 spray, no - control surface cavities, 109 spray, no - engine, 202 spray, no - engine inlets, 202 spray, no - engine openings, 202 spray, no – engine probes, 202 spray, no - intakes and outlets, 109 spray, no - landing gear, 202 spray, no - passenger door handles, 202 spray, no - pitot tubes, 202 spray, no - sensors, air data, 202 spray, no – static air ports, 202 spray, no - vents, avionics, 202 spray, no-vents, open, 202 spray, no - wheels bays, 202 spray, no-windows, cabin, 202 spray, no - windows, flightdeck, 202 staff, qualified - definition, 109 staging areas - definition, 117 staging bay – definition, 202 Standard 622.11, 210 Standardized International Aircraft Ground Deicing Program. See SIAGDP state, Cassie, 47 state, Cassie - definition, 47 state, Cassie to Wenzel, 47 state, non-wetting, 47 state, Wenzel, 48 state, Wenzel - definition, 48 state, wetting, 48 Stony Brook apparatus for viscosity field check, 45

storage - contamination check, 109 storage - corrosion check, 109, 203 storage - corrosion in vapor space, 109, 203 storage - dedicated, 109 storage - degradation check, 109 storage - degradation check - frequency, 109 storage - dissimilar metals, 109 storage - effect of prolonged heating, 109 storage - galvanic couple, 109 storage - inspection - annual, 109, 203 storage - label, 109 storage - labeling, 109, 115 storage - prolonged heating, 109 storage - sampling frequency, 109 storage - temperature, 109 storage - viscosity test, 109 storage - water loss, 109 storage tank - definition, 109 strakes. See wingtip devices Strategic Highway Research Program. See SHRP stress - definition, 290 subcontractor, 51, 252, 255 subcontractor, deicing. See service provider sublimation (vapor phase to solid phase), 48 supercooled - definition, 282 supercooled fluid. See crystallization, delayed supercooled large droplets superset of freezing drizzle, 170 supercooled large droplets superset of freezing rain, 170 supercooled water - cloud, 242 supercooled water - definition, 242 supercooled water-vapor pressure v temperature diagram, 243 super-hydrophobic surface - definition, 48 surface, clean - definition, 68 surface, clean - functional definition, 68 surface, hydrophilic. See hydrophilic surface surface, hydrophobic. See hydrophobic surface surface, icephobic. See icephobic surface surface, super-hydrophobic. See super-hydrophobic surface surface, treated - definition, 48 surface, untreated - definition, 48 Suter, E.T. (Tom), 245 system - definition, 90, 92, 118 tactile check, 109, 224, 227, 231, 247 tactile check - aircraft manufacturer requirements, 109 tactile check - clear ice detection, 109, 203 tactile check - definition, 109, 117 tactile check - hard wing aircraft with aft-mounted jet engine, 162 tactile check - in heavy snow - guidance (FAA), 162 tactile check - mandatory (TC) - hard wing aircraft, 203 tactile check - mandatory (TC) - HOTDS HOT exceeded, 203.212 tactile check - mandatory (TC) - removal of frozen contamination with brooms, 203 tactile check - mandatory for some aircraft, 109 tactile check - postdeicing/anti-icing check completion, 109 tactile check - symmetrical, 203 tactile check - tactile wand, with, 203 tactile check - to distinguish individual ice pellets in fluid from adhering ice pellets, 162

tactile check - to distinguish individual ice pellets in fluid from slush. 162 tactile inspection. See also tactile check tactile inspection (TC) - definition, 203 tactile pole, 203 tactile wand, 203 TAF. 127 TAF - definition, 238 takeoff clearance v HOT, 174 takeoff, no - freezing rain, heavy - guidance (FAA), 162 takeoff, no - freezing rain, moderate - guidance (FAA), 162 takeoff, no - hail - guidance (FAA), 162 takeoff, no-ice pellets, heavy-guidance (FAA), 162 tandem deicing – definition, 117 taxi routes, 115 taxiing time v HOT, 174 taxiing time, acceptable, 174 taxiing time, slower in winter-contaminated conditions, 174 taxiway - definition, 203 taxiway deicing compound. See RDP taxiway deicing product. See RDP TC regulations. See Canadian Aviation Regulations telescopic boom, fixed, 174 temperature buffer. See freezing point buffer terminal aerodrome forecast. See TAF terminal deicing facility - definition, 203 terminal deicing facility - subset of deicing facility, 115 testing laboratories, 203 thermal conductivity, 48 thickened fluids. See Type II/III/IV thickener - definition, 293 thickeners. 56 Thornton, David, 33, 34, 35, 93, 119 threat and error management, 243 three-minute rule, 152, 185, 203, 224 thunderstorm - weather descriptor, 162 Tisch, David, 33 top loading - definition, 306 total oxygen demand. See TOD TP 13832E, 215 TP 14052E, 187 TP 14052E - scope, 203 TP 14052E - use in conjunction with Holdover Time Guidelines (TC), 203 trailing edge, residual frozen fluid on, 162 trainer - qualification, 127 trainer, flightcrew - definition, 127 training, 109 training - accident prevention, 238 training - accident/incident analysis, 127 training - accident/incident reporting, 128 training – aerodynamic acceptance test, 128 training – aerodynamics, 128 training – aerodynamics – acceptance test, 128 training - aerodynamics - aerodynamic forces, 128 training - aerodynamics - angle of attack, 128 training – aerodynamics – angle of attack, critical, 128 training - aerodynamics - contamination, effect of, 128 training - aerodynamics - critical surfaces, 128 training - aerodynamics - flaps and slats, 128 training - aerodynamics - frost, effect of, 128

training - aerodynamics - fuselage, 128 training - aerodynamics - laminar and turbulent airflow, 128 training - aerodynamics - lift coefficient, 128 training – aerodynamics – operating envelope, 128 training – aerodynamics – stall speed, 128 training – aerodynamics – stall, aerodynamic, 128 training - aerodynamics - upwash, 128 training - aircraft manufacturer recommendations, 128 training – all clear signal, 128 training - annual recurrent. See training - recurrent training - anti-icing, 128 training - anti-icing code, 128, 238 training - certificate, 128 training - certificate of analysis, 128 training - certificate of qualification, 128 training - check airmen - fluid effect on elevator control pressures, 177 training - check, special, 128 training - check, visual - engine blades, 128 training - checks, 238 training - chief pilot - fluid effect on elevator control pressures, 177 training - classroom vs practical, 128 training - clean aircraft concept, 128, 140 training - clear ice, 128 training – clear ice – conditions conducive to, 128 training - clear ice - detection, 128 training - clear ice - difficulty to detect, 128 training - cold soaking - conditions conducive to, 128 training - cold soaking - fuel caused, 128 training – cold soaking – functional description, 128 training - communication procedures, 238 training - communications with flightcrew, 128, 203 training - communications with flightcrew - English language, 128 training - communications with flightcrew - off-gate process, 128 training - computer based, 128 training - computer based - deicing simulators, 128 training - conformance to AS6285, 140 training - conformance to AS6286, 140 training - contamination check, 128, 135 training - contamination recognition, 238 training - contractor, 128 training - contractor - air carrier management plan, 128 training - contractor - approved program, 128 training – contractor – approved training program, 128 training - critical surface - air conditioning inlets/outlets, 128 training - critical surface - airstream direction detector probes, 128 training - critical surface - angle of attack sensors, 128 training – critical surface – contamination recognition, 238 training – critical surface – engine fan blades, 128 training – critical surface – engine inlets, 128 training - critical surface - flaps, 128 training - critical surface - fuel tank vents, 129 training - critical surface - fuselage, 129 training - critical surface - landing gear, 129 training - critical surface - landing gear doors, 129 training - critical surface - outflow valves, 129

training - critical surface - pitot tubes, 129 training - critical surface - propellers, 129 training - critical surface - static ports, 129 training - critical surface - stationary surfaces underneath moveable surfaces, 129 training - critical surface - wing, tail and control surfaces, 129 training - deicing instructor, 129 training - deicing operation, 129 training - deicing unit, 238 training - deicing unit - asphyxiation hazard - combustion heaters, 129 training - deicing unit - awareness of surroundings, 129 training - deicing unit - basket layout, open, 129 training - deicing unit - boom description, 129 training - deicing unit - braking test, 129 training - deicing unit - cabin layout, enclosed, 129 training - deicing unit - communication system, 129 training - deicing unit - communication system monitoring, 129 training - deicing unit - communications between driver and sprayer, 129 training - deicing unit - components, basic, 129 training - deicing unit - deicing data collection, 129 training - deicing unit - description, 129 training - deicing unit - emergency boom lowering, 129 training - deicing unit - emergency shut off, 129 training - deicing unit - emergency stop, 129 training - deicing unit - filling of, 129 training - deicing unit - filling station, 129 training - deicing unit - fire extinguisher, 129 training - deicing unit - fluid concentration monitoring, 129 training - deicing unit - fluid flow rate, 129 training - deicing unit - fluid overfilling prevention system, 129 training - deicing unit - fluid pressure monitoring, 129 training - deicing unit - fluid temperature monitoring, 129 training - deicing unit - hazard, 129 training - deicing unit - hazard - collision with aircraft, 129 training - deicing unit - hazard - collision with moving vehicles, 129 training - deicing unit - hazard - poor visibility due to weather, 129 training - deicing unit - hazard - poor visibility while spraying, 129 training - deicing unit - labeling, 129 training - deicing unit - lifting device, 129 training - deicing unit - maximum speed when deicing, 129 training - deicing unit - maximum wind with boom elevated, 129 training - deicing unit - nozzle, use of, 129 training - deicing unit - readiness, 129 training – deicing unit – safety precautions, 129 training - deicing unit - underwing spraying, 129 training - deicing unit - walk-around preoperation check basket/cabin, 129 training - deicing unit - walk-around preoperation check boom, 129

training - deicing unit - walk-around preoperation check emergency and safety equipment, 129 training - deicing unit - walk-around preoperation check engine, 129 training - deicing unit - walk-around preoperation check fuel. 129 training - deicing unit - walk-around preoperation check nozzle, 129 training - deicing unit - walk-around preoperation check windshield washer fluid, 130 training - deicing v anti-icing, 130 training - deicing/anti-icing - purpose of, 130 training - deicing/anti-icing - restore operating envelope, 130 training - deicing/anti-icing decision, 130 training - deicing/anti-icing fluid handling. See training fluid handling training - deicing/anti-icing fluid storage. See training fluid storage training - deicing/anti-icing fluid, no flammability hazard, 130 training - deicing/anti-icing fluids, 238 training - deicing/anti-icing procedures, 238 training - deicing/anti-icing procedures with specific aircraft, 238 training - deicing/anti-icing procedures with specific fluids, 238 training - demonstration of skills. See training - evaluation training - director of operations - fluid effect on elevator control pressures, 177 training - director of safety - fluid effect on elevator control pressures, 177 training – director of training – fluid effect on elevator control pressures, 177 training - dispatch, 130 training - duration, 130 training - eHOT app, 210 training - emergency procedures, 238 training - engine manufacturer recommendations, 130 training - engines-on deicing, 140, 203 training - environmental consideration. 238 training – ethylene glycol – handling of, 130 training - evaluation, 130, 140, 212 training - evaluation - computer-based training, 130 training - evaluation - failed, 130 training - evaluation - flightcrew, 212 training - evaluation - groundcrew, 212 training – evaluation – plagiarism, 130 training - evaluation - practical, 130 training - evaluation - records, 130 training - evaluation - retaken, 130 training - evaluation - review with trainee, 130 training – evaluation – theoretical, 130 training – evaluation – theoretical – open book v closed book, 130 training – evaluation – theoretical – passing score, 130 training - evaluation - theoretical - review with trainee, 130 training - examination. See training - evaluation training - flightcrew, 130, 212 training - flightcrew - communication procedure for fluid used, 212

training - flightcrew - communication procedure for HOT start. 212 training - flightcrew - communications to coordinate aircraft inspections, 212 training - flightcrew - communications with ATC, 212 training - flightcrew - communications with groundcrew, 212 training - flightcrew - contamination detection, 212 training - flightcrew - contamination recognition, 212 training - flightcrew - critical surface identification, 212 training - flightcrew - critical surface identification by aircraft type, 212 training - flightcrew - effect of contamination on critical surfaces, 212 training - flightcrew - effect of contamination under wings, 212 training - flightcrew - fluid application methods, 212 training - flightcrew - fluid application, safety precautions during, 212 training - flightcrew - fluid composition, 212 training - flightcrew - fluid concentration, 212 training - flightcrew - fluid effect on aircraft handling, 212 training - flightcrew - fluid effect on aircraft performance, 212 training - flightcrew - fluid effect on climb pitch attitude, 212 training - flightcrew - fluid effect on control pressures, 212 training - flightcrew - fluid effect on elevator control pressures, 177 training - flightcrew - fluid effect on reduced thrust takeoffs, 212 training - flightcrew - fluid effect on rotation speed, 212 training - flightcrew - fluid effect on stall margins, 212 training - flightcrew - fluid effect on stall speed, 212 training - flightcrew - fluid effect on takeoff distance, 212 training - flightcrew - fluid identification, 212 training - flightcrew - fluid types, 212 training - flightcrew - fluid, uses of, 212 training - flightcrew - HOT, 212 training - flightcrew - HOT, end of, 212 training - flightcrew - HOT, procedure for use of, 212 training - flightcrew - HOT, procedure when exceeded, 212 training - flightcrew - HOT, start of, 212 training - flightcrew - HOTDS, 212 training - flightcrew - location-specific deicing procedures, 212 training - flightcrew - remote deicing procedures, 212 training - flightcrew - reporting of contamination on arrival, 212 training - flightcrew - representative surface inspection, 212 training - flightcrew - representative surface limitation, 162 training - flightcrew - representative surface procedures, 162 training – flightcrew – representative surface purpose, 162 training - flightcrew - representative surfaces, 212 training - flightcrew - supervisory responsibilities for deicing services, 212 training - fluid - thickened v unthickened, 130 training - fluid application - air conditioning off, 130

training - fluid application - aircraft manufacturer requirements, 130 training – fluid application – aircraft upper surfaces, 130 training - fluid application - APU bleed air off, 130 training - fluid application - fuselage, 130 training - fluid application - one-step, 130 training - fluid application - redeicing, 130 training - fluid application - rudder, 130 training - fluid application - stabilizer, horizontal, 130 training - fluid application - stabilizer, vertical, 130 training - fluid application - static ports, 130 training - fluid application - symmetrical, 130 training - fluid application - tail, 130 training - fluid application - tails, 130 training - fluid application - temperature, 130 training - fluid application - T-tail, 130 training - fluid application - two-step, 130 training - fluid application - wings, 130 training - fluid certificate of analysis, 130 training - fluid failure - description, 130 training - fluid failure recognition - for persons conducting pretakeoff contamination checks (FAA), 162 training – fluid failure recognition – for pilots (FAA), 162 training - fluid handling, 130, 238 training - fluid manufacturer documentation - fluid handling system, 130 training - fluid manufacturer documentation - fluid heating, 130 training – fluid manufacturer documentation – fluid pressure and flow rates, 130 training - fluid manufacturer documentation - product information bulletin, 130 training - fluid manufacturer documentation - safety data sheet, 130 training - fluid recovery, 130 training - fluid shear degradation, 131 training - fluid specification - AMS1424, 131 training - fluid specification - AMS1428, 131 training - fluid storage, 131, 238 training - fluid storage - drums, 131 training - fluid storage - labeling, 131 training - fluid storage - tank inspection, 131 training - fluid storage - totes, 131 training - fluid testing - brand name, 131 training - fluid testing - concentration, 131 training - fluid testing - delivery documentation, 131 training - fluid transfer system, 131 training - fluid transfer system - dedicated, 131 training - fluid transfer system - labels, 131 training - fluid, Newtonian v non-Newtonian, 131 training - fundamentals - case studies, 131 training - fundamentals - demonstration, 131 training - fundamentals - demonstration-performance method, 131 training - fundamentals - evaluations, 131 training - fundamentals - forgetfulness, 131 training - fundamentals - human factors, 131 training - fundamentals - language issues, 131 training - fundamentals - learning process, 131 training - fundamentals - lecture method, 131 training - fundamentals - misconceptions, 131 training - fundamentals - motivation, 131

training - fundamentals - professionalism, 131 training - fundamentals - teaching for adults, 131 training - fundamentals - teaching for audience with variable background, 131 training - fundamentals - teaching process, 131 training - fundamentals - training aids, 131 training - fundamentals - training material, 131 training - fundamentals - training methods, 131 training - fundamentals - training process, 131 training - fundamentals - unsafe habits, 131 training - fundamentals - visual aids, 131 training - fundamentals - what if scenarios, 131 training - fundamentals - what, why and how, 131 training - global deicing standards, 131 training - gloves, use of, 131 training - groundcrew, 131, 213 training - groundcrew - communications, 212 training - groundcrew - contamination detection, 212 training - groundcrew - contamination recognition, 212 training - groundcrew - critical surface identification, 212 training - groundcrew - critical surface identification by aircraft type, 212 training - groundcrew - critical surface inspection techniques, 213 training - groundcrew - deicing equipment operation, 213 training - groundcrew - effect of contamination on critical surfaces. 213 training - groundcrew - effect of contamination on instrument pickup points, 213 training - groundcrew - effect of contamination on ram-air intakes. 213 training - groundcrew - effect of contamination under wings, 213 training - groundcrew - fluid application methods, 213 training - groundcrew - fluid application, safety precautions during, 213 training - groundcrew - fluid composition, 213 training - groundcrew - fluid identification, 213 training - groundcrew - fluid types, 213 training - groundcrew - fluid, uses of, 213 training - groundcrew - foreign object damage to engines, 213 training - groundcrew - HOT, start of, 213 training - groundcrew - location-specific deicing procedures, 213 training - groundcrew - qualification for operation of equipment, 213 training - groundcrew - remote deicing procedures, 213 training - groundcrew - reporting of contamination on arrival, 213 training - groundcrew - representative surface inspection, 213 training - groundcrew - representative surfaces, 213 training - hazard for personnel. See hazard for personnel training - hazard v risk, 131 training - hazardous materials, 131 training - hazardous processes, 131 training - hazards of ice, snow and frost, 131, 238 training - head of deicing, 140 training - head of deicing - definition, 140 training - head of deicing training, 131

training - head of deicing training - cumulation of positions, 131 training – health and safety, 131 training - health effects, 238 training – heat loss, 131 training - high humidity endurance test, 131 training – HOT – end of, 131 training - HOT - guidelines, 131 training - HOT - limitations of, 238 training - HOT - start of, 131 training - HOT - use of, 132, 238 training - human error, 132 training - human factors, 132 training - ICAO - alphabet, 132 training – ICAO – language proficiency rating scale, 132 training - ICAO - requirements, 238 training - in-flight icing, 132 training - initial, 132, 140, 213 training - instructor. See training - trainer training - landing gear, 132 training - language proficiency rating scale, ICAO, 132 training – language, English, 132 training - language, other, 132 training - lessons learned, 132, 238 training - local variations, 132 training - management plan, 132 training - management, senior, 132 training – manager, program, 132 training - manager, program - alternative title accountable executive, 132 training - manager, program - alternative title accountable person, 132 training - manager, program - alternative title responsible person, 132 training - manager, program - alternative title - winter program manager, 132 training - materials compatibility, 132 training - method - case studies, 132 training - method - computer-based, 132 training - method - demonstration-performance, 132 training – method – lecture, 132 training – method – lessons learned, 132 training - new equipment, 132 training - new procedures, 238 training - no-spray zones, 132 training - one-step deicing/anti-icing, 132 training - organizational structure descriptions, 132 training - personal protective equipment. See personal protective equipment training – personnel qualification, 238 training - personnel trained and qualified, 132 training - pilot assessment of precipitation intensity (FAA), 162 training - pilot instructor - fluid effect on elevator control pressures, 177 training - postdeicing report, 135 training - postdeicing/anti-icing check, 132 training - practical - accident/incident reporting, 132 training – practical – centralized deicing, 132 training - practical - communications - between driver and sprayer, 132

training - practical - communications - multiple unit operations, 132 training - practical - communications - unit to unit, 132 training - practical - communications - with central deicing facility, 132 training - practical - communications with flightcrew aircraft configuration, 132 training - practical - communications with flightcrew anti-icing code, 132 training - practical - communications with flightcrew final release, 132 training - practical - competence demonstration, 132 training – practical – contamination check, 132 training - practical - critical surfaces, 132 training - practical - deicing unit - auxiliary engine operation, 132 training - practical - deicing unit - basket operation, 132 training – practical – deicing unit – boom controls, 132 training - practical - deicing unit - boom operation, 132 training - practical - deicing unit - cabin operation, 132 training – practical – deicing unit – cabin unit, 132 training – practical – deicing unit – control panel, 132 training – practical – deicing unit – driving, 132 training - practical - deicing unit - emergency boom lowering, 132 training - practical - deicing unit - emergency situations, 133 training - practical - deicing unit - emergency stop, 133 training - practical - deicing unit - fluid filling, 133 training - practical - deicing unit - harness use, 133 training - practical - deicing unit - headset, 133 training – practical – deicing unit – height, 133 training - practical - deicing unit - layout, 133 training - practical - deicing unit - lights, 133 training - practical - deicing unit - operation, 133 training - practical - deicing unit - park brake, 133 training - practical - deicing unit - positioning, 133 training - practical - deicing unit - safety around the aircraft, 133 training - practical - deicing unit - safety features, 133 training - practical - deicing unit - seat and mirror adjustment, 133 training - practical - deicing unit - speed, 133 training - practical - deicing unit - wipers, 133 training - practical - emergency situations, 133 training - practical - engine deicing, 133 training – practical – engine ice removal, 133 training – practical – evaluation, 133 training - practical - fire extinguisher operations, 133 training – practical – fluid – acceptance, 133 training - practical - fluid - delivery, 133 training - practical - fluid - filling station, 133 training - practical - fluid - heater operation, 133 training - practical - fluid - mixing, manual v proportional, 133 training - practical - fluid - quality checks, 133 training - practical - fluid - sampling, 133 training – practical – fluid – spraying, 133 training - practical - fluid - spraying distance, s 6.4, 133 training - practical - fluid - temperature, 133 training - practical - fluid - tests, 133 training - practical - gate deicing, 133

training - practical - ground hose operation, 133 training – practical – hot air use, 133 training – practical – landing gear deicing, 133 training - practical - multiple unit deicing, 133 training – practical – no-spray areas, 133 training – practical – nozzle setting, 133 training – practical – postdeicing/anti-icing check, 133 training - practical - prespray check - aircraft configuration, 133 training - practical - prespray check - doors closed, 133 training - practical - prespray check - hatches closed, 133 training - practical - prespray check - personnel clear, 133 training - practical - propeller deicing, 133 training - practical - safety - anti-collision lights, 133 training - practical - safety - approaching aircraft, 133 training – practical – safety – awareness of other ramp user, 133 training - practical - safety - human factors, 133 training - practical - tactile check, 133 training - practical v theoretical, 133 training - professionalism, 133 training - program - documentation, latest edition, 133 training - program - effectiveness monitoring, 134 training - program - manuals, latest edition, 134 training - program - quality review, periodic, 134 training - program manager, 134 training - propylene glycol - handling of, 134 training – proximity sensor activation, 134 training - qualification - certificate of, 134 training – qualification – proof of, 134 training - qualification - records, 134 training - qualification for each role, 140 training - qualification level - cabin crew, 134 training - qualification level - deicing coordinator, 134 training - qualification level - deicing inspector, 134 training - qualification level - deicing instructor, 134 training - qualification level - deicing operator, 134 training - qualification level - deicing supervisor, 134 training - qualification level - deicing unit driver, 134 training – qualification level – deicing vehicle driver, 134 training – qualification level – dispatch personnel, 134 training - qualification level - flightcrew, 134 training – qualification level – fluid quality inspector, 134 training - qualification level - head of deicing training, 134 training - qualification level - laboratory staff. See training - qualification level - fluid quality inspector training – qualification level – pre/postdeicing inspector, 134 training - qualification level - training elements, 134 training – qualification to develop training program – education techniques, 134 training – qualification to develop training program – facilitation techniques, 134 training – quality control procedures, 238 training - radio communications, 134 training - records, 140, 213, 238 training – records – date, 134 training - records - evaluation results, 134 training - records - failures, 134 training - records - flightcrew, 238 training - records - groundcrew, 238 training - records - initial training, 238

training - records - proof of qualification, as, 134 training – records – qualification level, 134 training - records - qualification restrictions, 134 training - records - recurrent training, 238 training - records - retrievability, 134 training - records - subject matter, 134 training - records - trainee name, 134 training - records - trainer name, 134 training - recurrent, 134, 141, 213 training - recurrent - changes in procedures, 213 training - recurrent - information circular, 213 training - recurrent - latest R&D on ground deicing operations, 213 training - recycling, 134 training - regulators, role of, 134 training - requirements - EASA, 224 training - requirements - TC, 213 training - risk v hazard, 134 training - SAE G-12, role of, 134 training - SAE standards, 134 training - safety - human factors, 134 training - safety precautions, 238 training - scope, 134 training - service provider, 213 training - spill control, 238 training - spill reporting, 238 training - spot anti-icing, 134 training - standards, use of latest edition, 134 training - storage tank - inspection record, 134 training - storage tank - non-destructive testing, 134 training – storage tank corrosion, 134 training - storage tank inspection, 134 training - tactile check, 134 training - TC, 203 training - teaching plan, 135 training - theoretical - aircraft performance, fundamentals of. 135 training – theoretical – angle of attack, 135 training - theoretical - anti-icing code, 135 training - theoretical - anti-icing fluids, 135 training - theoretical - audits, 135 training - theoretical - central deicing facility, 135 training - theoretical - clean aircraft concept, 135 training - theoretical - clear ice, 135 training - theoretical - communications with flightcrew, 135 training - theoretical - contamination [frozen] - effect on aircraft performance, 135 training - theoretical - contamination [frozen] - removal, 135 training - theoretical - contamination [frozen] - removal with fluids, 135 training - theoretical - contamination [frozen] formation effect of weather, 135 training - theoretical - course content, 135 training - theoretical - critical surfaces, 135 training – theoretical – deicing facility operations, 135 training - theoretical - deicing fluids, 135 training - theoretical - environmental impact, 135 training - theoretical - environmental mitigation, 135 training - theoretical - evaluation. See training - evaluation

training - theoretical - examination. See training evaluation training - theoretical - fluid handling, 135 training - theoretical - fluid storage, 135 training - theoretical - frost - local, 135 training - theoretical - hazard identification, 135 training - theoretical - HOT - fluid concentration, 135 training - theoretical - HOT - generic v fluid specific, 135 training - theoretical - HOT - limitations of, 135 training - theoretical - HOT - OAT, 135 training - theoretical - HOT - precipitation conditions, 135 training - theoretical - HOT - use of, 135 training - theoretical - human factors, 135 training - theoretical - ice crystals, 135 training - theoretical - introduction, 135 training - theoretical - lessons learned, 135 training - theoretical - no-spray areas, 135 training - theoretical - one-step deicing, 135 training - theoretical - personal protective equipment, 135 training - theoretical - postdeicing/anti-icing check, 135 training - theoretical - preflight contamination check, 135 training - theoretical - procedures, updated, 135 training – theoretical – quality control of fluids, 135 training - theoretical - regulations, 135 training - theoretical - risk management, 135 training - theoretical - rules and permits, local, 135 training - theoretical - SAE standards, compliance with, 135 training - theoretical - SAE, role of, 135 training - theoretical - safety, 135 training - theoretical - safety, aircraft, 135 training - theoretical - safety, personnel, 135 training - theoretical - snow, dry, 135 training - theoretical - trainer name, 136 training - theoretical - trainer qualification, 136 training - theoretical - two-step deicing/anti-icing, 136 training - theoretical - Type I/II/III/IV, 136 training - theoretical - weather, 136 training – theoretical – weather reporting, 136 training - theoretical - weather, effect on airport operations, 136 training - theoretical - weather, effect on contamination formation, 136 training - theoretical vs practical, 136 training - third party, by. See training - contractor training - timing, recommended, 136 training - trainer certification, 141 training - train-the-trainer, 136 training - two-step deicing/anti-icing, 136 training – Type I, 136 training – Type I – color – orange, 136 training - Type I - degradation, thermal - water loss, 136 training – Type I – quantity, minimum, 136 training - Type I - temperature, minimum, 136 training - Type II - color - yellow, 136 training – Type II/III/IV, 136 training - Type II/III/IV - contamination - undedicated equipment, 136 training - Type II/III/IV - contamination - unlabeled equipment, 136 training - Type II/III/IV - degradation - excessive sharing - nozzle, 136

training - Type II/III/IV - degradation - excessive sharing - pump, 136 training - Type II/III/IV - degradation, thermal - HOT reduction, 136 training - Type II/III/IV - degradation, thermal - viscosity increase, 136 training - Type II/III/IV - degradation, thermal - viscosity reduction, 136 training - Type II/III/IV - degradation, thermal - water loss, 136 training - Type II/III/IV - quantity, minimum, 136 training - Type II/III/IV - residue, 136 training - Type II/III/IV - residue - flight control restrictions, 136 training - Type II/III/IV - residue cleaning, 136 training - Type II/III/IV - residue detection, 136 training - Type II/III/IV - residue formation - conditions conducive to, 136 training - Type II/III/IV - residue formation - Type I to alleviate, 136 training - Type II/III/IV - residue formation - use of Type II/III/IV without Type I, 136 training - Type II/III/IV - residue inspection, 136 training – Type II/III/IV – temperature, 136 training - Type III - color - bright yellow, 136 training – Type IV – color – green, 136 training - weather, 136, 238 training – WSET, 136 training -guidance (EASA), 227 training, head of deicing - definition, 136 transfer point - definition, 117 Transport Canada, 3, 38 Transport Canada AC 700-030, 209 Transport Canada AC 700-061, 185 Transport Canada AV-2009-03, 267 Transport Canada CASA 2017-09, 207 Transport Canada CASA 2019-09, 207 Transport Canada CASA 2022-06, 208 Transport Canada CASA 2023-01, 209 Transport Canada Guidelines for Aircraft Ground Icing Operations TP 14052E, 187 Transport Canada Holdover Time Guidelines, Winter 2024-2025, 177 Transport Canada icing research, 41 Transport Canada Standard 622.11 Appendix A, 213 Transport Canada, Commercial and Business Aviation Inspection and Audit (Checklists) Manual, TP 13750E, 220 Transport Canada, Degree-Specific Holdover Times Winter 2024-2025, 186 Transport Canada, Holdover Time (HOT) Guidelines Regression Information Winter 2024-2025, 206 Transport Canada/FAA list of fluids. See fluid list (FAA/TC) Transportation Safety Board of Canada, 39, 240 Trudeau, Joanne, 33 TSGS. See METAR code TSGS two-step deicing/anti-icing, 109, 238 two-step deicing/anti-icing - definition, 238 Type I – acetate based, 109 Type I - acrylic plastics, effect on, 51

Type I – aerodynamic acceptance – 50/50, 51

Type I - aerodynamic acceptance - concentrate form, 51 Type I – aerodynamic acceptance – concentrations to test, 51 Type I – aerodynamic acceptance – fluid thickness, final, 51 Type I – aerodynamic acceptance – fluid thickness, initial, 51 Type I – aerodynamic acceptance – high speed ramp, 51 Type I – aerodynamic acceptance – highest concentration, 51 Type I - aerodynamic acceptance - low speed ramp, 51 Type I - aerodynamic acceptance - ready-to-use, 51 Type I - aging, accelerated, 51 Type I – aircraft manufacturer maintenance manual, 51 Type I – aircraft manufacturer service letters, 51 Type I – aircraft type and model restrictions, 51 Type I – alkali organic salt based – effect on Type II/III/IV, 203 Type I – anti-icing performance – high humidity endurance test, 51 Type I – anti-icing performance – sample sheared, 51 Type I - anti-icing performance - water spray endurance test. 51 Type I – appearance, 51 Type I – application guidelines. See fluid application Type I – approval by purchaser, 51 Type I – aquatic toxicity, 51 Type I – biodegradability, 51 Type I - BOD, 51 Type I – Brix, 51 Type I – cadmium as contaminant, 51 Type I – carbon brake compatibility, 51 Type I – certificate of analysis, 51 Type I – chemical contamination. See Type I – contamination Type I - chromium as contaminant, 51 Type I - COD, 51 Type I - color - mandatory, 51 Type I - color - orange, 51 Type I – color – uniformity, 51 Type I – commercialization condition – AMS1424 technical requirements, meet the, 89 Type I - commercialization condition - field spray test, 89 Type I - commercialization condition - fluid list (FAA/TC), be on the, 89 Type I - commercialization decision, 89 Type I – commingling, 51 Type I - compatibility with Type II/III/IV, 51, 109, 162 Type I – composition, 51, 238 Type I - composition - thickeners, free of, 51 Type I – consistency, 51 Type I – containers, 51 Type I - contamination, 238, See also Type I - degradation Type I – contamination – corrosion in storage vessel, 203, 238 Type I – contamination – galvanic corrosion in storage vessel. 203 Type I – contamination – improper storage, 238 Type I – contamination – insoluble particles, 306 Type I – contamination – leaky tank covers, 203 Type I – contamination – leaky truck covers, 203

Type I - contamination - mislabeled equipment, 203

Type I - contamination - other fluids, 51 Type I - contamination - pink color, 310 Type I - contamination - trace contaminants, 51 Type I - contamination - uncleaned equipment, 203 Type I - contamination - uncleaned new equipment, 203 Type I – contamination – undedicated equipment, 203 Type I – contamination – unintended transfer, 203 Type I – contamination – unlabeled equipment, 203 Type I – corrosion – recycled glycol, 52 Type I – corrosion, low embrittling cadmium plate, 52 Type I – corrosion, sandwich, 52 Type I - corrosion, stress-, 52 Type I – coverage, 203 Type I - crawling, 52 Type I - definition, 162 Type I - degradation. See also Type I - contamination Type I – degradation – chemical contamination, 162 Type I - degradation - exposure to Cu immersion heater, 310 Type I – degradation – heating, 238 Type I - degradation - shelf life, 203 Type I - degradation - UV light, 203, 310 Type I – degradation, thermal – application temperature, excessive, 203 Type I - degradation, thermal - discoloration, 203 Type I – degradation, thermal – evaporation, 203 Type I - degradation, thermal - glycol concentration increase, evaporative, 163 Type I – degradation, thermal – oxidation, 163, 203 Type I – degradation, thermal – pH, low, 203 Type I – degradation, thermal – standby heating, excessive, 203 Type I – degradation, thermal – undesirable aerodynamic effects, 109 Type I - degradation, thermal - upon low fluid usage (turnover), 109 Type I - degradation, thermal - water loss, 109, 163, 203 Type I - drums, 52 Type I - effect on aircraft materials, 52 Type I – environmental information, 52 Type I – exposure, human, 52 Type I - failure at leading edge, 163 Type I - failure at structurally thin areas, 163 Type I – failure at trailing edge, 163 Type I – failure at wing tips, 163 Type I – failure criteria, 85 Type I - field spray test, 89 Type I - field test with deicing unit, 52 Type I - film breaks, 52 Type I - filtration, 306 Type I - fisheyes, 52 Type I - flash point, 52 Type I - flash point, minimum, 52 Type I - fluid application. See fluid application Type I – fluid manufacturer to report – all technical requirement results, 52 Type I – fluid manufacturer to report – recycled glycol, presence of, 52 Type I - fluid manufacturer to report - recycled glycol, source of, 52 Type I – foam, tendency to, 52 Type I - forced air - no HOT, 120

Type I – foreign matter, free from, 52 Type I - formate based, 109 Type I - freezing point buffer, 52 Type I - freezing point curve, 52 Type I – freezing point depressant, non-glycol, 52 Type I – freezing point of 50/50 dilution, 52 Type I – freezing point of concentrate form, 52 Type I – freezing point of ready-to-use form, 52 Type I – functional description, 68, 109, 238 Type I - glycol (conventional and nonconventional) based fluid, 54, 55 Type I – glycol (conventional and nonconventional) based fluid - technical requirements, 52 Type I – glycol (conventional) based fluid, 52, 55 Type I – glycol (conventional) based fluid – technical requirements, 52 Type I – glycol (nonconventional) based fluid, 55 Type I – glycol (nonconventional) based fluid – technical requirements, 52 Type I - glycol based fluid, 52 Type I - halogens as contaminant, 52 Type I – hard water stability, 52 Type I – heat contribution to HOT, 163 Type I – heating issues. See Type I – degradation, thermal Type I - heating requirements, 163 Type I – high humidity endurance test, 52 Type I - high humidity endurance test - sample sheared, 52 Type I – highest operational use concentration, 279 Type I – highest operational use refraction, 279 Type I – HOUC, 279 Type I – HOUR, 279 Type I – hydrogen embrittlement, 52 Type I – LAAT, 279 Type I - label, 52 Type I - label - AMS1424/1 or AMS142/2, 52 Type I – label – lot number, 52 Type I - label - manufacturer's identification, 52 Type I - label - purchase order number, 52 Type I – label – quantity, 52 Type I - lead as contaminant, 52 Type I - lot acceptance tests, 52 Type I – lot number, 52 Type I - lot rejection, 52 Type I - LOUT, 109 Type I - LOUT - definition, 52 Type I – LOUT of dilutions, 52 Type I - LOUT reporting requirement, 52 Type I - LOUT, fluid manufacturer obligation to report, 52 Type I – lowest aerodynamic acceptance temperature, 279 Type I – lumps, free from, 52 Type I - manufacturer. See fluid manufacturer Type I - matter, free from foreign, 52 Type I - maximum concentration, 109 Type I – mercury as contaminant, 52 Type I – mixing of fluids from different manufacturers, 52 Type I – mold growth, 52 Type I – name change upon reformulation, 89 Type I – name, experimental, 89 Type I – name, final commercial – date due May 01, 89 Type I – name, new, 89 Type I – nitrate as contaminant, 52 Type I - nitrogen as contaminant, total, 52

Type I - non-glycol based, 53, 55 Type I - non-glycol based - effect on Type II/III/IV, 163, 203, 230 Type I – non-glycol based – galvanic corrosion of metal parts, 230 Type I – non-glycol based – need for inspections, 230 Type I – non-glycol based – need for maintenance, 230 Type I – non-glycol based – technical requirement, additional, 53 Type I - non-glycol based - technical requirements, 53 Type I - painted surface, effect on, 53 Type I - particulate contamination, 53 Type I – performance properties, 53 Type I – pH, 53 Type I - phosphorus as contaminant, 53 Type I - physical properties, 53 Type I - polycarbonate, effect on, 53 Type I - precautions, 53 Type I - pumps, 293 Type I - purchase order, 53 Type I - qualification, 89 Type I – qualification, initial, 53 Type I – qualification, initial – comparison to subsequent results, 53 Type I – qualification, initial – expiration dates, 53 Type I – qualification, initial – what: all technical requirement, 53 Type I – qualification, initial – when: change in ingredients, 53 Type I – qualification, initial – when: change in processing, 53 Type I – qualification, initial – when: confirmatory testing, 53 Type I – qualification, initial – when: prior to first shipment, 53 Type I – qualification, multiple location, 53 Type I - qualification, multiple location - different from original location, 53 Type I – qualification, multiple location – same as original location, 53 Type I – qualification, multiple location – when: once, 53 Type I – qualification, production unit, 53 Type I - qualification, site, 53 Type I – quality assurance, 53 Type I – quality control, 238 Type I – quality control – appearance: contamination, separation, 163 Type I – quality control – pH, 163 Type I – quality control – refraction, 163 Type I - ready-to-use, 53 Type I - recycled, 307 Type I - recycled glycol - contaminants, 53 Type I - recycled glycol - obligation to report presence of, 53 Type I – recycled glycol – obligation to report source of, 53 Type I – recycled glycol – quality assurance s, 53 Type I - recycled glycol - source of, 53 Type I – refraction, 53 Type I – rejection, 53 Type I - reports by independent facilities, 53 Type I - requalification. See Type I - qualification, periodic re-

Type I – requalification, periodic – comparison to initial qualification, 53 Type I – requalification, periodic – expiration dates, 53 Type I – requalification, periodic – failures, maximum 2,, Type I – requalification, periodic – failures, reporting of, 53 Type I – regualification, periodic – what: aerodynamic acceptance, 53 Type I – requalification, periodic – what: water spray endurance test and high humidity endurance test, 54 Type I - requalification, periodic - when: 2 years and 4 years thereafter, 54 Type I – Right to Know Regulation (US), 54 Type I - runway concrete resistance, 54 Type I – safety data sheet, 54 Type I - same ingredients, 54 Type I – same manufacturing procedures, 54 Type I – same methods of inspection, 54 Type I – sample selection considerations, 89 Type I - sampling, bulk shipments, 54 Type I - sampling, drum shipments, 54 Type I - sampling, statistical, 54 Type I - sampling, tote shipments, 54 Type I – shear, resistance to, 54 Type I – skins, free from, 54 Type I - slipperiness, 54 Type I - specific gravity, 54 Type I - specification - AMS1424, 54 Type I - specification - AMS1424/1A, 55 Type I - specification - AMS1424/2, 55 Type I – stability, hard water, 54 Type I – stability, storage, 54 Type I – stability, thermal, 54 Type I - storage stability, 54 Type I - sulfur as contaminant, 54 Type I - surface tension, 54 Type I - suspended matter, 54 Type I - testing backlog, 54 Type I - testing, autonomous facilities, 54 Type I – testing, confirmatory, 54 Type I – testing, independent facilities, 54 Type I – thermal degradation. See Type I – degradation, thermal Type I – thermal stability, 54 Type I – thickeners, free from, 54 Type I – totes, 54 Type I - transparent plastics, effect on, 54 Type I - transportation, 54 Type I – unheated, 203 Type I – unheated – HOT, no, 163 Type I – unpainted surface, effect on, 54 Type I - use criteria (TC) - conformance to AMS1424, 204 Type I – use criteria (TC) – conformance to AMS1424, independent laboratory confirmation of, 204 Type I – use of concentrate form, 54 Type I – use of concentrate form, no, 109 Type I – use of dilution, 54, 204 Type I – use on aircraft. See Type I – commercialization condition Type I - water loss - undesirable aerodynamic effects, 109

Type I – water spray endurance test – 3 minutes minimum, 54

- Type I water spray endurance test sample sheared, 54 Type I – water, composition of hard, 54 Type I – water, soft, 54 Type I - wetting, 54 Type I – wetting failure, 309 Type I – wetting test s, 48 Type I – wetting v time test, 48 Type I compatibility with Type II/III/IV, 297, 298 Type I/II/III/IV - degradation, thermal - fluid manufacturer recommendations, 109 Type I/II/III/IV - degradation, thermal - heating, direct, 110 Type I/II/III/IV - degradation, thermal - heating, indirect, 110 Type I/II/III/IV - in-flight icing protection, no, 152, 185, 229 Type II. See also Type II/III/IV Type II – aerodynamic acceptance – high speed ramp – mandatory, 59 Type II - aerodynamic acceptance - low speed ramp optional, 59 Type II – aerodynamic acceptance – middle speed ramp – optional, 59 Type II - color - yellow, 59 Type II 50/50 – high humidity endurance test 0.5 hours minimum, 59 Type II 50/50 - water spray endurance test 5 minutes minimum, 59 Type II 75/25 - high humidity endurance test 2 hours minimum, 59 Type II 75/25 – water spray endurance test 20 minutes minimum, 59 Type II undiluted – high humidity endurance test 4 hours minimum, 59 Type II undiluted - water spray endurance test 30 minutes minimum, 59 Type II/III/IV - 50/50 - tolerance on fluid/water mixtures, 110 Type II/III/IV - 75/25 - tolerance on fluid/water mixtures, 110 Type II/III/IV - aerodynamic acceptance - additional ramp,
  - 59
  - Type II/III/IV aerodynamic acceptance of sheared sample, 59
  - Type II/III/IV aerodynamic acceptance of unsheared sample, 59
  - Type II/III/IV aerodynamic performance of highest viscosity dilution sample, 59
  - Type II/III/IV aircraft operational considerations. *See also* aerodynamic effect of fluids performance adjustments
  - Type II/III/IV aircraft operational considerations aircraft attitude, 224
  - Type II/III/IV aircraft operational considerations effect on unpowered elevator, 224
  - Type II/III/IV aircraft operational considerations flightcrew briefing, 224
  - Type II/III/IV aircraft operational considerations increased takeoff speed, 224
  - Type II/III/IV aircraft operational considerations mass decrease, 224
- Type II/III/IV aircraft operational considerations rotation speed and rate, 224 Type II/III/IV – aircraft operational considerations – stick force, 224 Type II/III/IV – aluminum alloy, 60 Type II/III/IV – anti-icing performance, 59 Type II/III/IV – apparent viscosity, 59 Type II/III/IV - appearance, 59 Type II/III/IV - application, 59 Type II/III/IV - application - biodegradability, 59 Type II/III/IV – application guideline. See fluid application Type II/III/IV - application with forced air - foam, 120 Type II/III/IV – application with forced air – thickness, 120 Type II/III/IV – application with forced air – viscosity check required, 120 Type II/III/IV – approval by purchaser, 59 Type II/III/IV - approval, re-, 59 Type II/III/IV - aquatic toxicity, 59 Type II/III/IV - baking. See Type II/III/IV - degradation, thermal - heated leading edge dry-out Type II/III/IV – BOD, 59 Type II/III/IV – Brix, 59 Type II/III/IV - carbon brake compatibility, 60 Type II/III/IV - certificate of analysis, 60 Type II/III/IV - change in formulation, 60 Type II/III/IV - change in ingredients, 60 Type II/III/IV - change in production method, 60 Type II/III/IV - chemical contamination. See Type II/III/IV contamination Type II/III/IV – chromium reporting requirement, 60 Type II/III/IV - circuit breakers, defective, 60 Type II/III/IV – classification, 60 Type II/III/IV - COD, 60 Type II/III/IV - cold storage stability, 60 Type II/III/IV – color, 60 Type II/III/IV - color - mandatory, 60 Type II/III/IV - commercialization condition - field spray test. 82 Type II/III/IV - commercialization condition - fluid list (FAA/TC), be on the, 82 Type II/III/IV - commercialization condition - HOT guideline, have a, 82 Type II/III/IV - commercialization decision, 82 Type II/III/IV - commingling, 60 Type II/III/IV - compatibility with brake material, 60 Type II/III/IV – compatibility with Type I, 54, 163 Type II/III/IV – composition, 60, 238 Type II/III/IV - concentration, 163 Type II/III/IV – contaminants, 60 Type II/III/IV - contamination. See also Type II/III/IV degradation Type II/III/IV - contamination - corrosion in storage vessel, 204, 247 Type II/III/IV - contamination - galvanic corrosion in storage vessel, 204 Type II/III/IV – contamination – leaky tank covers, 204 Type II/III/IV - contamination - leaky truck covers, 204 Type II/III/IV - contamination - mislabeled equipment, 204 Type II/III/IV - contamination - RDP, 204 Type II/III/IV - contamination - runway deicing products, 204

Type II/III/IV - contamination - uncleaned equipment, 204 Type II/III/IV - contamination - uncleaned new equipment, 204 Type II/III/IV - contamination - undedicated equipment, 204Type II/III/IV – contamination – unintended transfer, 204 Type II/III/IV - contamination - unlabeled equipment, 204 Type II/III/IV – contamination by RDP on aircraft, 163 Type II/III/IV - contamination by RDP on aircraft activation of thrust reversers, 247 Type II/III/IV - contamination by RDP on aircraft - during taxi, 163 Type II/III/IV - contamination by RDP on aircraft - jet blast from other aircraft, 163, 247 Type II/III/IV – contamination by RDP on aircraft – spray from nose gear, 247 Type II/III/IV - contamination by RDP on aircraft - while landing, 163 Type II/III/IV - corrosion resistance, stress-, 60 Type II/III/IV - corrosion, low embrittling cadmium plate, 60 Type II/III/IV - corrosion, sandwich, 60 Type II/III/IV - corrosion, stress-, 60 Type II/III/IV - corrosion, total immersion, 60 Type II/III/IV - coverage, 204 Type II/III/IV - definition, 163 Type II/III/IV - degradation. See also Type II/III/IV contamination Type II/III/IV – degradation – contamination, 163, 238 Type II/III/IV – degradation – excessive shearing, 238, 247.293 Type II/III/IV - degradation - excessive shearing - control valves, 163 Type II/III/IV – degradation – excessive shearing – filters, 204Type II/III/IV - degradation - excessive shearing - forced air, 204, 293 Type II/III/IV - degradation - excessive shearing impingement, 293 Type II/III/IV - degradation - excessive shearing nozzles, 204, 293 Type II/III/IV - degradation - excessive shearing partially open valve, 204, 293 Type II/III/IV - degradation - excessive shearing - pumps, 163, 204, 293 Type II/III/IV - degradation - excessive shearing - shar bends in piping, 293 Type II/III/IV - degradation - excessive shearing - sharp bends in piping, 163 Type II/III/IV - degradation - exposure to alkali organic salts, 163, 247 Type II/III/IV - degradation - exposure to RDP, 163, 247 Type II/III/IV - degradation - forced air, 120 Type II/III/IV - degradation - heating, 238, 247 Type II/III/IV - degradation - improper storage, 238 Type II/III/IV – degradation – shelf life, 204 Type II/III/IV - degradation - UV light, 204, 310 Type II/III/IV - degradation, thermal - application temperature, excessive, 204 Type II/III/IV - degradation, thermal - discoloration, 204 Type II/III/IV - degradation, thermal - evaporation, 204

Type II/III/IV – degradation, thermal – heated leading edge drv-out, 60, 68, 220 Type II/III/IV - degradation, thermal - HOT reduction, 110 Type II/III/IV - degradation, thermal - oxidation, 163, 204 Type II/III/IV – degradation, thermal – pH, low, 204 Type II/III/IV – degradation, thermal – standby heating, excessive, 110, 204 Type II/III/IV – degradation, thermal – viscosity reduction, 110 Type II/III/IV - degradation, thermal - water loss, 110, 163, 204 Type II/III/IV - dehydration. See Type II/III/IV degradation, thermal - water loss Type II/III/IV - direct current hazard, 60 Type II/III/IV – dry-out exposure to cold dry air, 60 Type II/III/IV - dry-out exposure to dry air, 60 Type II/III/IV - dry-out, heated leading edge, 60, 68, 247 Type II/III/IV - dry-out, successive. See Type II/III/IV residue Type II/III/IV - dry-out, successive test. See Type II/III/IV - successive dry-out and rehydration test Type II/III/IV – effect on acrylic plastics, 60 Type II/III/IV – effect on aircraft materials, 60 Type II/III/IV – effect on aircraft performance. See aerodynamic effect of fluids Type II/III/IV - effect on painted surfaces, 60 Type II/III/IV - effect on polycarbonate, 60 Type II/III/IV – effect on transparent plastics, 60 Type II/III/IV – effect on unpainted surfaces, 60 Type II/III/IV - electrochemical dehydrolysis, 60 Type II/III/IV – environmental information, 60 Type II/III/IV – exposure to cold dry air, 60 Type II/III/IV – exposure to dry air, 60 Type II/III/IV - exposure, human, 60 Type II/III/IV - failure criteria, 77 Type II/III/IV - field spray test, 82 Type II/III/IV - filtration, no, 294 Type II/III/IV - fire hazard, 60 Type II/III/IV - fire hazard inhibitor, 60 Type II/III/IV – flash point, 60 Type II/III/IV – flight control restrictions, 224, 228 Type II/III/IV – fluid application. See fluid application Type II/III/IV - fluid concentration, 163 Type II/III/IV - fluid elimination, 60 Type II/III/IV - fluid list (FAA/TC), 60 Type II/III/IV - fluid residue table, AMIL, 82 Type II/III/IV – fluid residue v residual fluid, 278 Type II/III/IV - fluid transfer system, 110 Type II/III/IV - fluid transfer system - dedicated, 110 Type II/III/IV - fluid transfer system - labeling, 110 Type II/III/IV - foam, tendency to, 60 Type II/III/IV - forced air application, 163 Type II/III/IV - freezing point, 60 Type II/III/IV - freezing point buffer, 60 Type II/III/IV – friction, 60 Type II/III/IV – functional description, 68, 110, 238 Type II/III/IV – gel residue table, AMIL, 82 Type II/III/IV – glycol (conventional and nonconventional) based, 64, 65

- Type II/III/IV glycol (conventional) based, 64, 65
- Type II/III/IV glycol (nonconventional) based, 64, 65
- Type II/III/IV glycol dehydrolysis, 60

Type II/III/IV - halogen reporting requirement, 60 Type II/III/IV - hard water composition, 61 Type II/III/IV - hard water stability, 61 Type II/III/IV - heated - no reduction in HOT, 163 Type II/III/IV - heated leading edge dry-out, 61 Type II/III/IV - heating issues. See Type II/III/IV degradation, thermal Type II/III/IV – high humidity endurance test requirements, 61 Type II/III/IV - high viscosity sample, 61 Type II/III/IV - highest viscosity dilution, 61 Type II/III/IV – hydrogen embrittlement, 61 Type II/III/IV – label, 61 Type II/III/IV - label - AMS1428/1 or AMS1428/2, 61 Type II/III/IV - label - fluid manufacturer's identification, 61 Type II/III/IV – label – lot number, 61 Type II/III/IV - label - purchase order number, 61 Type II/III/IV - label - quantity, 61 Type II/III/IV - lead reporting requirement, 61 Type II/III/IV - licensee manufacturing, 61 Type II/III/IV - list of qualified fluids, 61 Type II/III/IV – lot, 61 Type II/III/IV - lot - definition, 61 Type II/III/IV – LOUT, 61 Type II/III/IV - LOUT - fluid manufacturer obligation to report, 61 Type II/III/IV - low embrittling cadmium plate, 61 Type II/III/IV - low viscosity sample, 61 Type II/III/IV - lowest on-wing viscosity, 61, 163 Type II/III/IV - lowest on-wing viscosity - variation of, 295 Type II/III/IV – magnesium alloy, corrosion of, 61 Type II/III/IV - manufacturer. See fluid manufacturer Type II/III/IV - materials compatibility, 61 Type II/III/IV - maximum on-wing viscosity, 61 Type II/III/IV - mercury reporting requirement, 61 Type II/III/IV – mixing with fluid from different manufacturers, 61 Type II/III/IV – mixture with other fluids, 61 Type II/III/IV - multiple location manufacturing, 61 Type II/III/IV – name change upon reformulation, 82 Type II/III/IV - name, experimental, 82 Type II/III/IV – name, final commercial – date due May 01, 82 Type II/III/IV - name, new, 82 Type II/III/IV - nitrate reporting requirement, 61 Type II/III/IV – noble metal coated wiring, 61 Type II/III/IV - non-glycol based, 61 Type II/III/IV - non-Newtonian, 61 Type II/III/IV – nozzle sample procedure, 163 Type II/III/IV - overnight exposure to dry air. See Type II/III/IV - exposure to dry air Type II/III/IV – packaging, 61 Type II/III/IV - pavement compatibility, 61 Type II/III/IV - pH, 61 Type II/III/IV - phosphate reporting requirement, 61 Type II/III/IV - polycarbonate, effect on. See Type II/III/IV - effect on transparent plastics Type II/III/IV - preproduction tests, 61 Type II/III/IV - pseudoplastic, 61 Type II/III/IV – pumps, 293

Type II/III/IV - purchase documents, 64, 65 Type II/III/IV – purchase order, 61 Type II/III/IV – qualification. See ARP5718B Type II/III/IV - qualification test reports - AMS1428 latest revision, 61 Type II/III/IV – qualification test reports – date of manufacture, 61 Type II/III/IV – qualification test reports – fluid manufacturer identification, 62 Type II/III/IV – qualification test reports – fluid quantity, 62 Type II/III/IV - qualification test reports - lot number, 62 Type II/III/IV – qualification test reports – manufacturing location, 62 Type II/III/IV – qualification, initial, 62 Type II/III/IV – qualification, initial – report, 62 Type II/III/IV – quality assurance, 62 Type II/III/IV – quality control, 238 Type II/III/IV – quality control – appearance: contamination, separation, 163 Type II/III/IV - quality control - pH, 163 Type II/III/IV – quality control – refraction, 164 Type II/III/IV – quality control – viscosity AS9968 FAA approved alternate method, 164 Type II/III/IV – quality control – viscosity AS9968 manufacturer method, 164 Type II/III/IV - reaction, exothermic, 62 Type II/III/IV – re-approval, 62 Type II/III/IV - refraction, 62 Type II/III/IV – rejection, 62 Type II/III/IV – removal from flightdeck windows, 110, 247 Type II/III/IV – regualification, periodic, 62 Type II/III/IV – requalification, periodic – 50/50, 62 Type II/III/IV - requalification, periodic - 75/25, 62 Type II/III/IV - requalification, periodic - comparison to initial qualification, 62 Type II/III/IV - requalification, periodic - expiration dates, 62 Type II/III/IV – requalification, periodic – sample,  $\leq 6$ months, 62 Type II/III/IV – regualification, periodic – test facility, approved, 62 Type II/III/IV - requalification, periodic - test facility, independent, 62 Type II/III/IV – requalification, periodic – test variability, 62 Type II/III/IV - requalification, periodic - undiluted, 62 Type II/III/IV - requalification, periodic - what: viscosity, 62 Type II/III/IV - requalification, periodic - what: water spray endurance test and high humidity endurance test,, 62 Type II/III/IV - requalification, periodic - when: every 2 years, 62 Type II/III/IV – resampling, 62 Type II/III/IV - residual fluid, 204 Type II/III/IV – residual fluid – on trailing edge in flight, 164, 204 Type II/III/IV - residual fluid v fluid residue, 278 Type II/III/IV - residue, 110, 224, 228, 245, 247

Type II/III/IV – residue – aileron jamming, 224, 227

Type II/III/IV - residue - along control surface hinge lines, 176 Type II/III/IV - residue - audits, 227 Type II/III/IV - residue - control force changes, 176 Type II/III/IV - residue - control surface buffeting, 176 Type II/III/IV - residue - control surface vibrations, 176 Type II/III/IV – residue – drain hole clogging, 224, 227 Type II/III/IV - residue - dried, 164, 176, 204, 220, 224, 244, 247 Type II/III/IV - residue - dried,, 227 Type II/III/IV - residue - effect on flight control systems, 220, 244 Type II/III/IV - residue - effect on flight safety, 62 Type II/III/IV - residue - effect on non-powered control surfaces, 164, 204 Type II/III/IV - residue - effect on powered control surfaces, 204 Type II/III/IV - residue - effect on powered flight control systems, 176, 244 Type II/III/IV - residue - effect on unpowered flight control systems, 176, 244 Type II/III/IV - residue - elevator jamming, 224, 227 Type II/III/IV - residue - elevator limitations, 176 Type II/III/IV - residue - elevator vibration, 176 Type II/III/IV - residue - flap jamming, 224, 228 Type II/III/IV - residue - flight control restrictions, 110, 176, 220, 239, 244, 247 Type II/III/IV - residue - frozen, 164, 176, 204, 220, 244 Type II/III/IV - residue - guidance (Boeing), 244, 247 Type II/III/IV - residue - guidance (EASA), 224, 228 Type II/III/IV - residue - guidance (FAA), 164 Type II/III/IV - residue - guidance (TC), 204 Type II/III/IV - residue - in aerodynamically quiet areas, 62, 164, 176, 204, 220, 228, 239, 244 Type II/III/IV - residue - in and around gaps between stabilizers, elevators, tabs, hinges, 164, 204 Type II/III/IV - residue - in balance bays, 176, 244 Type II/III/IV - residue - in cavities, 62 Type II/III/IV - residue - in control surface balance bays, 176 Type II/III/IV - residue - in crevices, 164, 204 Type II/III/IV - residue - in drain holes, 204 Type II/III/IV - residue - in gaps, 62, 176, 228 Type II/III/IV - residue - in gaps between stabilizers, elevators, tabs and hinge areas, 176 Type II/III/IV – residue – in rear spar area, 244 Type II/III/IV - residue - inspection, 228 Type II/III/IV - residue - lift reduction, 224, 228 Type II/III/IV – residue – lubrication of areas affected by, 164, 204 Type II/III/IV - residue - on cables, 176, 228 Type II/III/IV - residue - on elevator balance panel, 244 Type II/III/IV - residue - on elevator power control unit input arm, 244 Type II/III/IV - residue - on external wing surfaces, 244 Type II/III/IV - residue - on flight control actuators, 176 Type II/III/IV – residue – on flight control hinges, 228 Type II/III/IV – residue – on grommets, 228 Type II/III/IV - residue - on pulleys, 176, 228 Type II/III/IV - residue - periodic inspection, 244 Type II/III/IV - residue - rehydrated, 164, 176, 204, 220, 224, 228, 244, 247

Type II/III/IV - residue - restricted control surface movement, 164, 204 Type II/III/IV - residue - rotation issues, 239 Type II/III/IV - residue - stall speed increase, 224, 228 Type II/III/IV - residue - tolerances, 228 Type II/III/IV – residue – unbalanced control surfaces, 176 Type II/III/IV – residue check, 239 Type II/III/IV - residue cleaning, 110, 164, 204, 228, 244, 247 Type II/III/IV – residue cleaning – application of corrosion inhibitors to areas cleaned, 244, 247 Type II/III/IV - residue cleaning - lubrication according to AMM. 244 Type II/III/IV – residue cleaning – lubrication of areas cleaned, 244, 247 Type II/III/IV - residue cleaning - procedure, 244 Type II/III/IV - residue cleaning - program, 110, 244 Type II/III/IV - residue cleaning - Type I as cleaner, 244 Type II/III/IV - residue cleaning - with aircraft manufacturer recommended cleaning agent, 164 Type II/III/IV - residue cleaning - with high pressure washing, 204 Type II/III/IV - residue cleaning - with hot Type I and or water mix, 164 Type II/III/IV - residue detection, 110, 164, 244 Type II/III/IV - residue formation, 62, 224, 228, 245, 247 Type II/III/IV – residue formation – conditions conducive to, 110, 204, 244 Type II/III/IV – residue formation – diluted Type II/III/IV v undiluted Type II/III/IV, 164, 204 Type II/III/IV – residue formation – European practices conducive to, 164, 204 Type II/III/IV – residue formation – European v North American practices, 244 Type II/III/IV – residue formation – first step application of Type II/III/IV in two-step application, 62 Type II/III/IV - residue formation - hot Type I or hot water to alleviate, 204 Type II/III/IV - residue formation - inadequate drainage, 177 Type II/III/IV – residue formation – no takeoff and no precipitation after fluid application, 110 Type II/III/IV – residue formation – North American practices preventing, 164, 205 Type II/III/IV - residue formation - one-step application of Type II/III/IV, 62, 177, 220, 244 Type II/III/IV - residue formation - role of RDP alkali organic salts, 244, 247 Type II/III/IV – residue formation – spraying from rear of wing, 244 Type II/III/IV – residue formation – Type I to alleviate, 110, 244, 247 Type II/III/IV - residue formation - Type II v Type IV, 164 Type II/III/IV - residue formation - Type II/III/IV without hot water or Type I, 164, 177, 205, 239 Type II/III/IV – residue formation – use of Type II/III/IV without Type I, 110, 245, 247 Type II/III/IV - residue formation test. See Type II/III/IV successive dry out and rehydration test Type II/III/IV - residue inspection, 110, 164, 205, 245, 247 Type II/III/IV - residue inspection - according to AMM, 245, 247

Type II/III/IV - residue inspection - actuators, 164 Type II/III/IV - residue inspection - ailerons actuator, 244 Type II/III/IV - residue inspection - auxiliary power unit bay, 245, 247 Type II/III/IV – residue inspection – balance bays, 244 Type II/III/IV - residue inspection - between flaps and wing. 205 Type II/III/IV - residue inspection - control linkages, 247 Type II/III/IV - residue inspection - control surface hinges, 244 Type II/III/IV - residue inspection - control tabs, 247 Type II/III/IV - residue inspection - drain holes, 205 Type II/III/IV - residue inspection - elevator actuators, 244 Type II/III/IV - residue inspection - elevator tab actuators, 244 Type II/III/IV – residue inspection – flap actuators, 244 Type II/III/IV - residue inspection - flaperon actuators, 244 Type II/III/IV - residue inspection - flight control bays, 164, 205 Type II/III/IV - residue inspection - frequency, 164, 205 Type II/III/IV - residue inspection - periodic, 176, 220, 245 Type II/III/IV - residue inspection - reinspection, 245 Type II/III/IV - residue inspection - rudder actuators, 244 Type II/III/IV - residue inspection - spoiler actuators, 244 Type II/III/IV - residue inspection - stabilizer rear spar, horizontal, 247 Type II/III/IV - residue inspection - stabilizer, vertical, 245, 247 Type II/III/IV - residue inspection - tailcone bilge area, 244, 247 Type II/III/IV – residue inspection – wing leading edge devices, 244, 247 Type II/III/IV - residue inspection - wing rear spar, 245, 247 Type II/III/IV - residue reduction - aircraft design modifications, 220 Type II/III/IV - residue reduction - cleaning procedures, 220 Type II/III/IV - residue reduction - scheduled maintenance tasks, 220 Type II/III/IV - residue reduction - specific deicing/antiicing procedures, 220 Type II/III/IV - residue table, 245 Type II/III/IV - residue table, AMIL, 82 Type II/III/IV - retesting, 62 Type II/III/IV - runway concrete scaling, 62 Type II/III/IV - same ingredients, 62 Type II/III/IV - sample selection, 62, See also HOT, process to obtain – sample selection Type II/III/IV - sample selection considerations, 82 Type II/III/IV - sampling procedure, 164 Type II/III/IV - shear stability, 62 Type II/III/IV - shear stress, effect on apparent viscosity, 62 Type II/III/IV – shear thinning, 62, 239 Type II/III/IV - silver coated wiring, 62 Type II/III/IV - slipperiness, 62 Type II/III/IV – specific gravity, 62 Type II/III/IV - specification - AMS1428, 62 Type II/III/IV - specification - AMS1428/1A, 64

Type II/III/IV - specification - AMS1428/2, 65 Type II/III/IV - specification - sales, 295 Type II/III/IV - storage stability, 62 Type II/III/IV - storage stability waived, 62, 278 Type II/III/IV – storage stability, cold, 62 Type II/III/IV – storage, long term, 62 Type II/III/IV – stress-corrosion resistance, 62 Type II/III/IV – subcontractor manufacturing, 62 Type II/III/IV - successive dry out and rehydration test, 62 Type II/III/IV - sulfur reporting requirement, 62 Type II/III/IV - surface tension, 63 Type II/III/IV - switches, defective, 63 Type II/III/IV - technical requirements, 63 Type II/III/IV - temperature cycling, 63 Type II/III/IV - thermal degradation. See Type II/III/IV degradation, thermal Type II/III/IV - thermal stability, accelerated aging, 63 Type II/III/IV - thermal stability, thin film, 63 Type II/III/IV - thickened fluid, 63 Type II/III/IV - thickness application, sufficient, 110 Type II/III/IV - thickness v time test, 48 Type II/III/IV - titanium corrosion resistance, 63 Type II/III/IV – TOD, 63 Type II/III/IV - toxicity, 63 Type II/III/IV - trace contaminants, 63 Type II/III/IV - transportation, 63 Type II/III/IV - typical quantity, 110 Type II/III/IV – U.S Military procurement, 63 Type II/III/IV – undiluted, 63, 164 Type II/III/IV - use as deicing fluid - residue inspection and cleaning program required, 110 Type II/III/IV – use criteria (TC) – conformance to AMS1428, 205 Type II/III/IV – use criteria (TC) – conformance to AMS1428, independent laboratory confirmation of, 205 Type II/III/IV - use in first step of two-step process residue inspection and cleaning program required, 110 Type II/III/IV - use in one-step deicing - residue inspection and cleaning program required, 110 Type II/III/IV - use on aircraft. See Type II/III/IV commercialization condition Type II/III/IV - viscosity - effect on aerodynamic performance, 205 Type II/III/IV - viscosity - effect on HOT, 205 Type II/III/IV - viscosity - effect on LOUT, 205 Type II/III/IV - viscosity - highest on-wing viscosity, 205 Type II/III/IV - viscosity - lowest on-wing viscosity, 205 Type II/III/IV - viscosity - method, 205 Type II/III/IV - viscosity - test frequency, 205 Type II/III/IV - viscosity guidance (TC), 205 Type II/III/IV - viscosity limits, 63 Type II/III/IV - viscosity measurement, 63, 73, 295 Type II/III/IV - viscosity measurement - fluid manufacturer's method, 63 Type II/III/IV - viscosity measurement - in case of dispute, 63 Type II/III/IV – viscosity, fluid manufacturer methods, 152, 185 Type II/III/IV - water loss, 110 Type II/III/IV - water loss - degradation and lower HOT, 110 Type II/III/IV - water spray endurance test limits, 63

Type II/III/IV - wetting failure, 309 Type II/III/IV - wing anti-ice system OFF on ground, 247 Type II/III/IV – wiring, defective, 63 Type II/III/IV concentration, 297 Type II/III/IV non-standard dilution - definition, 297 Type II/IIIIV – neat v undiluted, 296 Type II/IIIIV – undiluted v neat, 296 Type III. See also Type II/III/IV Type III - aerodynamic acceptance - high speed ramp optional, 63 Type III - aerodynamic acceptance - middle speed ramp or low speed ramp – mandatory, 63 Type III - color - bright yellow, 63 Type III - degradation, thermal, 205 Type III 50/50 – high humidity endurance test determine and report, 63 Type III 50/50 – water spray endurance test determine and report, 63 Type III 75/25 – high humidity endurance test determine and report, 63 Type III 75/25 - water spray endurance test determine and report, 63 Type III residue – monitoring recommended, 205 Type III undiluted – high humidity endurance test 2 hours minimum, 63 Type III undiluted - water spray endurance test 20 minutes minimum, 63 Type IV. See also Type II/III/IV Type IV - aerodynamic acceptance - high speed ramp mandatory, 63 Type IV – aerodynamic acceptance – low speed ramp – optional, 63 Type IV – aerodynamic acceptance – middle speed ramp – optional, 63 Type IV – color – green, 63 Type IV - thickness, 205 Type IV 50/50 - high humidity endurance test 0.5 hours minimum, 63 Type IV 50/50 - water spray endurance test 5 minutes minimum, 63 Type IV 75/25 – high humidity endurance test 2 hours minimum, 63 Type IV 75/25 – water spray endurance test 20 minutes minimum, 63 Type IV undiluted - high humidity endurance test 8 hours minimum, 63 Type IV undiluted - water spray endurance test 80 minutes minimum, 63 UCAR ENDURANCE EG106 ADF/AAF - AS5900 standard for aerodynamic acceptability, 209 UCAR ENDURANCE EG106 ADF/AAF - Dow NTO, 209 UCAR ENDURANCE EG106 ADF/AAF - not within manufacturer specification, 209 UCAR ENDURANCE EG106 ADF/AAF - recommended actions, 209 UCAR ENDURANCE EG106 ADF/AAF - safety risks, 209 UCAR ENDURANCE EG106 ADF/AAF - viscosity higher than maximum on-wing viscosity, 209 Underwood, Warren, 33, 145

United States Department of Transportation, Federal Aviation Administration. See FAA upper sales specification viscosity limit. See viscosity limit, upper sales specification upper sales specification viscosity limit - definition, 82 urea. 266 urea - recognition - FAA, 266 USAir Flight 405, 38 Van Dyke, Donald L., 38 vehicle safety zone, 174 vehicle, deicing. See deicing unit Venckeleer, Sarah, 33 vendor, 54, 252, 255 vendor, original, 54 verify - definition, 144 Villeneuve, Éric, 35, 68 viscometer. See also Type II/III/IV - viscosity measurement viscometer, Anton Paar, 73 viscometer, Brookfield LV, 73 viscosities - comparison of, 73 viscosity, 296 viscosity - definition, qualitative), 290 viscosity - definition, quantitative, 291 viscosity field check, 45 viscosity field check - air bubble removal by centrifugation, 45 viscosity field check - air bubbles, 45 viscosity field check - falling ball, 110 viscosity field check - Stony Brook apparatus, 45, 110 viscosity field check - Type II/III/IV, 45 viscosity field test. See viscosity field check viscosity limit, lower sales specification - definition, 82 viscosity limit, lower sales specification - higher than lowest on-wing viscosity, 82 viscosity limit, upper sales specification - definition, 82 viscosity limit, upper sales specification - lower than maximum on-wing viscosity, 82 viscosity limits - sales specification - Type II/III/IV, 62, 295 viscosity measurement - accuracy, 73 viscosity measurement - calibration and checks, 73 viscosity measurement - effect of sample chamber geometry, 73 viscosity measurement - measurement duration, 73 viscosity measurement - precision, 73 viscosity measurement - rotational speed, 73 viscosity measurement - sample at 0°C precautions, 73 viscosity measurement - sample homogeneous, 73 viscosity measurement – sample loading, 73 viscosity measurement - sample no lumps, 73 viscosity measurement - sample no pipetting, 73 viscosity measurement - sample no stratification, 73 viscosity measurement - sample no syringing, 73 viscosity measurement - sample shearing, 73 viscosity measurement - sample substantially free of air bubbles, 73 viscosity measurement - sample volume, ss 4.6, 73 viscosity measurement - spindle insertion, 73 viscosity measurement - spindle selection, 73 viscosity measurement - spindles, 74 viscosity measurement - temperature check, 74

viscosity measurement - temperature control, 74 viscosity measurement - viscosity standard, 74 viscosity measurement method - air bubble removal by centrifugation, 73 viscosity measurement method - AS9968, 110 viscosity measurement method - fluid manufacturer, 110, 152.185 viscosity measurement report - AS9968, use of, 74 viscosity measurement report - AS9968A, use of, 295 viscosity measurement report - measurement duration, 74 viscosity measurement report - presentation of results, 74 viscosity measurement report - rotational speed, 74 viscosity measurement report - sample temperature, 74 viscosity measurement report - sample volume, 74 viscosity measurement report - spindle number, 74 viscosity measurement report - viscometer used, 74 viscosity measurements - issues, 295 viscosity test, laboratory. See viscosity measurement method viscosity, high preproduction sample, 82 visibility. See also snowfall visibility, See also snowfall visibility, See also snowfall visibility visibility - flightcrew observed, 205 visibility - MANOBS, 205 visibility - METAR, 205 visibility - METAR/SPECI, 205 visibility - prevailing, 205 visibility - reported, 205 visibility - runway visual range, 205 visibility - RVR, 205 visibility table. See snowfall visibility table volcanic ash. See also obscuration von Karman Institute for Fluid Dynamics, 68 waiver, 278, See also modifications authorized by purchaser, See also modifications authorized by purchaser, See also modifications authorized by purchaser Walsh, Jeffrey, 33 water - vapor pressure v temperature diagram, 243 water [runway contaminant] - definition, 265 water droplet size - dye stain method, 77, 85 water droplet size - laser diffraction method, 72, 77, 85 water droplet size - slide impact method with colloidal silver, 77, 84, 85 water droplet size - slide impact method with oil, 72, 77, 85 water quality guidelines. See also deicing facility - water quality guidelines water quality guidelines, purpose of, 115 water quality standard. See deicing facility - water quality guidelines water spray endurance test – air temperature, 72 water spray endurance test - calibration, 72 water spray endurance test - definition, 82, 89, 205 water spray endurance test - description, 72 water spray endurance test - failure criterion, 72 water spray endurance test - failure zone, 72 water spray endurance test - fluid preparation, 72 water spray endurance test - fluid sheared, 72 water spray endurance test - fluid temperature, 72 water spray endurance test – icing intensity (5 g/dm<sup>2</sup>/h), 72 water spray endurance test - nucleation, no, 72

water spray endurance test - report, 72 water spray endurance test - reproducibility - Type I (20%), 72 water spray endurance test - reproducibility - Type II/III/IV (10%), 72 water spray endurance test - spray equipment, 72 water spray endurance test - test chamber, 72 water spray endurance test - test description, 72 water spray endurance test - test plate, 72 water spray endurance test - test plate cleanliness, 72 water spray endurance test – Type I – 3 minutes minimum, 54 water spray endurance test – Type II 50/50 - 5 minutes minimum, 63 water spray endurance test - Type II 75/25 - 20 minutes minimum, 63 water spray endurance test - Type II undiluted - 30 minutes minimum, 63 water spray endurance test - Type III 50/50 - determine and report, 63 water spray endurance test - Type III 75/25 - determine and report, 63 water spray endurance test - Type III undiluted - 20 minutes minimum, 63 water spray endurance test – Type IV 50/50 - 5 minutes minimum, 63 water spray endurance test - Type IV 75/25 - 20 minutes minimum, 63 water spray endurance test - Type IV undiluted - 80 minutes minimum, 63 water spray endurance test - water droplet size, 72 water vapor pressure - definition, 243 water, hot - deicing. See contamination [frozen] - removal with hot water; fluid application - hot water wave height - proportional to fluid thickness, 68 wave roughness, 68 weather descriptor - blowing, 164 weather descriptor - freezing, 164 weather descriptor - low drifting, 164 weather descriptor - partial, 164 weather descriptor - patches, 164 weather descriptor - shallow, 164 weather descriptor - showers, 164 weather descriptor - thunderstorm, 164 weather support to deicing decision making, 94 weather support to deicing decision making - calibration, 94 weather support to deicing decision making - computer system requirements, 94 weather support to deicing decision making - precipitation gauge siting, 94 weather support to deicing decision making - precipitation gauge specification, 94 weather support to deicing decision making - relative humidity measurement requirements, 94 weather support to deicing decision making - temperature measurement requirements, 94 weight – definition, 136 Wenzel state. See state, Wenzel West Wind Flight 282, 39 wet runway [runway contaminant] - definition, 265 wettability. See also contact angle
wettability, quantification of, 48 wetting - water droplet impact resistance, 48 wetting test, Type I, 48 **WHMIS**, 205 Williams, Alun, 34, 35, 123 Williamson, Kelvin, 33 wind tunnel - sample selection, 82 wind tunnel testing - frequency, 82 wind tunnel testing - purpose - establish allowance time, 82 wind tunnel testing - purpose - simulate ice pellet conditions, 82 wind tunnel testing - Type III/IV undiluted only, 82 windows, cabin, 205 windows, flightdeck - removal of Type II/III/IV, 110 windows, heated - precaution, 110 windrow - definition, 117 wing anti-ice system - not a substitute for ground deicing, 247 wing covers, use of, 205 wing skin temperature lower than OAT, 110 wing stall characteristics, 68 wing, folding. See folding wing winglets. See wingtip devices wingtip devices - Boeing B737, 164, 205 wingtip devices - Boeing B747, 164, 205 wingtip devices - Boeing B757, 164, 205 wingtip devices - Boeing B767, 164, 205

wingtip devices - Boeing MD11, 164, 205 wingtip devices - pretakeoff contamination inspection (TC), 205 wingtip devices - raked wingtips, 164, 205 wingtip devices - representative surface, use of, 164 wingtip devices - scimitar, 164, 205 wingtip devices - scimitar, split, 164, 205 wingtip devices - scimitar, split - representative surface, use of, 205 wingtip devices - sharklets, 164, 205 wingtip devices - strakes, 164, 205 wingtip devices - winglets, 164, 205 winter operations, 141 winter operations - guidance (Boeing), 247 winter operations - guidance (Boeing) - for flightcrews, 247 winter operations - guidance (Boeing) - for maintenance crews, 247 winter operations - guidance (FAA), 164 winter operations - guidance (ICAO), 239 winter operations - guidance (TC), 205 winter program manager, 136 winter program manager - definition, 136 Working Note No. 38, "Guidelines for Aeroplane Testing Following Deicing/Anti-Icing Fluid Application", 218 Xian MA60/600 - middle speed ramp, development of, 71 zone sampler, 304

zone sampler – definition, 304

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