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InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Aircraft Ground Deicing Information Updates.

Purpose: This InFO serves to inform Title 14 of the Code of Federal Regulations (14 CFR) part 121, part 125, part 135, and part 91 air operators and de/anti-icing service providers to refrain from using 'Table B.2.4 Amount of Fluid for Anti-Icing with Thickened Fluids' published in SAE AS6286 (Revision B) as the basis for determining if the aircraft anti-icing fluid has been applied effectively.

Discussion: Expected holdover times (HOT) may not be achieved if the quantities provided in table B.2.4 are used as the basis for determining adequate coverage. Table B.2.4 does not reflect new fluid formulations that increase viscosity and fluid thicknesses, requiring greater volumes of anti-icing fluid (but improve HOTs). Dispensed volume required for effective coverage is influenced by:

- Outdoor Ambient Temperature (OAT)
- Fluid Type and Brand
- Fluid Viscosity

Furthermore, external factors requiring consideration when applying Anti-icing Fluids include:

- Aircraft wing configuration
- Prevailing precipitation type and intensity
- Wind intensity and direction
- Spraying distance and fluid application technique

The specific properties of each Fluid also have an influence on the required quantity to be sprayed. Revision C of AS6286 was published in March 2023 and does not contain Table B.2.4.

Recommended Action: Air operators and de/anti-icing service providers should familiarize themselves with the information contained in this InFO and be aware of the adequate application of anti-icing fluids to ensure the expected holdover time is achieved. In particular, anti-icing fluids are to be applied so that it can completely cover the surfaces and form a uniform coating. Enough anti-icing has been applied when it can be visually confirmed that the anti-icing fluid is just beginning to run off the leading and trailing edges of the surfaces.

Contact: Questions or comments regarding this InFO should be directed to the Air Transportation Division at (202) 267-8166.