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**Federal Aviation
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InFO

Information for Operators

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Flight Standards Service
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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.

Subject: FAA 2010-2011 Ground Deicing Holdover Time Tables and Guidance Update

Purpose: This InFO alerts all users to a revision to the 2010-2011 Ground Deicing Holdover Time tables and guidance on the FAA AFS-200 web site at: http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/deicing/

Background: The Federal Aviation Administration (FAA) 2010-2011 Holdover Times on the aforementioned web site contains a listing of Lowest Operational Use Temperatures (LOUT) for anti-icing fluids. These LOUTs were supplied to the FAA and Transport Canada by the fluid manufacturers. Due to the complexity of LOUT and the need to compile the information in a short time, some of the published LOUTs were not accurate. In some cases, the LOUTs provided would imply that the fluids may be used at temperatures lower than acceptable as per the applicable SAE specification. If used at the lower than acceptable temperatures, these fluids could have negative effects on lift and airplane controllability. On February 1, 2011 the FAA updated the 2010-2011 Holdover Times posted on the FAA AFS-200 web site to include the corrected LOUT's and associated notes. In addition a few minor editorial corrections were also included.

NOTE: The changes to the 2010-2011 Holdover Times were uploaded February 1st, however the effective date for the changes are January 5th, 2011.

Recommended Action: All air carrier and ground deicing service provider personnel charged with oversight responsibility for insuring that de/anti-icing fluids are properly applied should consult the updated 2010-2011 Holdover Times published on the FAA AFS-200 web site for the revised LOUTs. These personnel should ensure that the revised LOUTs are being respected as per the guidance and notes contained in the revised document. Dissemination of this revised LOUT information may require the issuance of an Operational, Maintenance, or Ground Service Bulletin as applicable to alert all affected personnel of the modified LOUTs. The method of dissemination of this information should be consistent with air carrier's and/or ground service provider's current system for informational updates.

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