

Discussion Points

FPAW

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By: Mr. Jerry Ostronic FAA Flight Standards

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Federal Aviation
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Holdover Time Change

Type I Anti-Icing Fluid Holdover Times For Composite Structures

- **Approximately 30% Less HOT than Aluminum Structures**
- **Heat Transfer and Retention Contribution to HOT**
- **Applicability to Aircraft**

Inclusion of Snow Pellet in Snow Holdover Times

Ice Pellet Allowance Time Changes

Reduction/Restriction in three Ice Pellet Allowance Time Table cells

- **Applicable to Propylene Based Type IV Anti-icing fluids**
- **Mostly affect aircraft with rotation speeds of 115 kts or less**
- **Based on wind tunnel testing**

New Policy for HOT - Flaps and Slats

Premature anti-icing fluid failure on highly sloped surfaces of the flaps and slats when selected to the takeoff configuration

- **Policy requires the operator to develop a risk mitigation strategy to address the risk associated with the premature failure of the anti-icing fluid on these surfaces.**
 - Delay extension until just prior to takeoff
 - Reduce holdover times by 50%
 - Conduct pre-takeoff contamination check when 50% or more of the holdover time has elapsed
- **Mitigation required to be in approved program by October 1, 2011**



Terminal Area Super Cooled Large (SLD) Water Droplet Detection and Information Dissemination Research

In support of new SLD certification requirements for 14 CFR 25 aircraft and possible CFR 23

- **Some future aircraft will be restricted from operations, some will likely be certificated for limited operations, others will be unrestricted.**
- **Attempting to develop operational information availability for when rule is implemented**