Discussion Points
FPAW 2010

Presented to: FPAW 2010
By: Mr. Jerry Ostronic  FAA  Flight Standards
Date:  October 21, 2010
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