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Aircraft Deicing/Anti-icing Methods With Fluids

FOREWORD

The purpose of this document is to provide guidelines for the methods and procedures used in performing the maintenance operations and services necessary for proper deicing and anti-icing of aircraft on the ground.

Exposure to weather conditions, on the ground, that are conducive to ice formation, can cause accumulation of frost, snow, slush, or ice on aircraft surfaces and components that can adversely affect aircraft performance, stability, and control and operation of mechanical devices such as control surfaces, sensors, flaps, and landing gear. If frozen deposits are present, other than those considered in the certification process, the airworthiness of the aircraft may be invalid and no attempt should be made to fly the aircraft until it has been restored to the clean configuration.

Regulations governing aircraft operations in icing conditions shall be followed. Specific rules for aircraft are set forth in United States Federal Aviation Regulations (FAR), Joint Aviation Regulations (JAR), Canadian Air Regulations, and others. Paraphrased, these rules relate that **NO ONE SHOULD DISPATCH OR TAKE OFF AN AIRCRAFT WITH FROZEN DEPOSITS ON COMPONENTS OF THE AIRCRAFT THAT ARE CRITICAL TO SAFE FLIGHT.** A critical component is one which could adversely affect the mechanical or aerodynamic function of an aircraft. The intent of these rules is to ensure that no one attempts to dispatch or operate an aircraft with frozen deposits adhering to any aircraft component critical to safe flight.

The ultimate responsibility for the determination that the aircraft is clean and meets airworthiness requirements rests with the pilot in command of the aircraft.

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SAE ARP4737 Revision C

TABLE OF CONTENTS

FOREWORD.....1

1. SCOPE4

1.1 Field of Application.....4

2. APPLICABLE DOCUMENTS.....4

2.1 SAE Publications4

2.2 U.S. Government Publications.....5

3. DEFINITIONS5

3.1 Abbreviations5

3.2 Buffer/Freezing Points.....5

3.3 Fluids5

3.4 Methods/Procedures.....6

3.5 Conditions Conducive to Aircraft Icing on Ground.....7

3.6 Check.....7

4. TRAINING AND QUALIFICATION8

5. FLUID STORAGE AND HANDLING9

5.1 Storage.....9

5.2 Fluid Transfer Systems9

5.3 Application Equipment10

5.4 Special Considerations for SAE Type II, III, and IV Deicing/Anti-icing Fluids10

6. METHODS/PROCEDURES.....10

6.1 Deicing.....11

6.2 Anti-icing12

6.3 Limits/Precautions.....14

6.4 Local Frost Prevention in Cold Soaked Wing Areas17

7. GENERAL AIRPLANE REQUIREMENTS AFTER DEICING/ANTI-ICING18

7.1 Wings, Tail, and Control Surfaces.....19

7.2 Pitot Heads, Static Ports, Airstream Direction Detector Probes, and Angle of Attack Sensors19

7.3 Engine Inlets19

7.4 Airconditioning Inlets/Exits19

7.5 Landing Gear and Landing Gear Doors.....19

7.6 Fuel Tank Vents19

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SAE ARP4737 Revision C

TABLE OF CONTENTS (Continued)

7.7 Fuselage	19
7.8 Flight Control Check	19
8. CHECKS	20
8.1 Types of Checks Required.....	20
9. PRETAKEOFF CHECK.....	20
10. COMMUNICATIONS/PROCEDURES	21
10.1 General	21
10.2 Deicing/Anti-icing Codes.....	21
11. HOLDOVER TIME	22
TABLE A1 Guidelines for the Application of SAE Type I Fluid Mixtures Minimum Concentrations as a Function of Outside Air Temperature (OAT)	24
TABLE A2 Guideline for Holdover Times Anticipated for SAE Type I Fluid Mixture as a Function of Weather Conditions and OAT	25
TABLE A3 Guidelines for the Application of SAE Type II and Type IV Fluid Mixtures Minimum Concentrations as a Function of Outside Air Temperature (OAT) Concentrations in % Volume/Volume	26
TABLE A4 Guideline for Holdover Times Anticipated for SAE Type II Fluid Mixtures as a Function of Weather Conditions and OAT	27
TABLE A5 Guideline for Holdover Times Anticipated for SAE Type III Fluid Mixture as a Function of Weather Condition and OAT.....	28
TABLE A6 Guideline for Holdover Times Anticipated for SAE Type IV Fluid Mixtures as a Function of Weather Conditions and OAT	29

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SAE ARP4737 Revision C

1. SCOPE:

1.1 Field of Application:

1.1.1 This document establishes the minimum requirements for ground based aircraft deicing/anti-icing with fluids to ensure the safe operation of aircraft during icing conditions. This document does not specify requirements for particular airplane models.

NOTE: Particular airline or aircraft manufacturers' published manuals, procedures, or methods supplement the information contained in this document.

1.1.2 Agreements and Contracts: This information is recommended as a basis for maintenance operations and service support agreements.

1.1.3 Safety - Hazardous Materials: While the materials, methods, applications, and processes described or referenced in this specification may involve the use of hazardous materials, this specification does not address the hazards which may be involved in such use. It is the sole responsibility of the user to ensure familiarity with the safe and proper use of any hazardous materials and processes and to take necessary precautionary measures to ensure the health and safety of all personnel involved.

1.1.4 All guidelines referred to herein are applicable only in conjunction with the referenced SAE specifications. Specific requirements for airplane model type are not included. Due to aerodynamic and other concerns application of deicing/anti-icing fluids shall be carried out in compliance with engine and aircraft manufacturers' requirements.

2. APPLICABLE DOCUMENTS:

The following publications form a part of this document to the extent specified herein. The latest issue of SAE publications shall apply. The applicable issue of other publications shall be the issue in effect on the date of the purchase order. In the event of conflict between the text of this document and references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

2.1 SAE Publications:

Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

AMS 1424	Deicing/Anti-icing, Aircraft, Fluid, SAE Type I
AMS 1428	Deicing/Anti-icing, Fluid, Aircraft, Non-Newtonian, Pseudoplastic, SAE Type II, III, IV
ARP1971	Aircraft Deicing Vehicle - Self-Propelled, Large Capacity
ARP4047	Aircraft Deicing Vehicle - Self-Propelled, Small Capacity

SAE ARP4737 Revision C**2.2 U.S. Government Publications:**

Available from DODSSP, Subscription Services Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094.

AC 20-117 Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft Icing

3. DEFINITIONS:**3.1 Abbreviations:**

C = Celsius
F = Fahrenheit
OAT = Outside Air Temperature
FP = Freezing point
h = Hours
min = Minutes

3.2 Buffer/Freezing Points:

The difference between OAT and the freezing point of the fluids used.

3.3 Fluids:

CAUTION: SAE Type I fluids supplied as concentrates for dilution with water prior to use shall not be used undiluted, unless they meet aerodynamic performance and freezing point buffer requirement (reference AMS 1424).

3.3.1 Deicing fluids are:

- a. Heated water
- b. SAE Type I fluid (see caution)
- c. Heated concentrates or mixtures of water and SAE Type I fluid
- d. Heated concentrates or mixtures of water and SAE Type II fluid
- e. Heated concentrates or mixtures of water and SAE Type III fluid
- f. Heated concentrates or mixtures of water and SAE Type IV fluid

Deicing fluid is normally applied heated to assure maximum deicing efficiency.

SAE ARP4737 Revision C

3.3.2 Anti-icing fluids are:

- a. SAE Type I fluid (see previous caution)
- b. Mixtures of water and SAE Type I fluid
- c. Concentrates or mixtures of SAE Type II fluid and water
- d. Concentrates or mixtures of SAE Type III fluid and water
- e. Concentrates or mixtures of SAE Type IV fluid and water

SAE Type II, III, and IV fluids for anti-icing are normally applied unheated on clean aircraft surfaces but may be applied heated. SAE Type I fluid may be used unheated or heated after the aircraft has been deiced (reference Table A1 and AMS 1424).

3.3.3 Fluid terms are:

- a. Newtonian fluids are defined as fluids whose viscosities are shear independent and time independent. The shear rate of a Newtonian fluid is directly proportional to the shear stress. The fluid will begin to move immediately upon application of a stress; it has no yield stress to overcome before flow begins.

NOTE: SAE Type I fluids are considered Newtonian.

- b. Non-Newtonian fluids are defined as fluids whose viscosities are shear and time dependent and whose shear rate is not directly proportional to its shear stress. The fluid will not begin to move immediately upon application of a stress, it has a yield stress to overcome before flow begins.

NOTE: SAE Type II, III, or IV fluids containing thickeners demonstrate a pseudoplastic behavior which is defined as a decrease in viscosity with an increase in shear rate.

3.4 Methods/Procedures:

- 3.4.1 Deicing is a procedure by which frost, ice, slush, or snow is removed from the aircraft in order to provide clean surfaces.

- 3.4.2 Anti-icing is a procedure, which provides protection against the formation of frost or ice and accumulation of snow or slush on clean surfaces of the aircraft for a limited period of time (holdover time).

- 3.4.3 Deicing/anti-icing is a combination of the two procedures described previously. It can be performed in one or two steps.

- 3.4.3.1 One step deicing/anti-icing is carried out with an anti-icing fluid. The fluid used to deice the aircraft remains on aircraft surfaces to provide limited anti-icing capability.

SAE ARP4737 Revision C

- 3.4.3.2 Two step deicing/anti-icing consists of two distinct steps. The first step, deicing, is followed by the second step, anti-icing, as a separate fluid application. Anti-icing fluid is applied to protect the relevant surfaces thus providing maximum possible anti-icing capability.
- 3.4.4 Holdover time is the estimated time anti-icing fluid will prevent the formation of frozen contamination on the protected surfaces of an aircraft.
- 3.5 Conditions Conducive to Aircraft Icing on Ground:
- 3.5.1 Frost: Ice crystals that form from ice saturated air at temperatures below 0 °F (32 °F) by direct sublimation on the ground or other exposed objects.
- 3.5.2 Freezing Fog: A suspension of numerous minute water droplets which freezes upon impact with ground or other exposed objects, generally reducing the horizontal visibility at the earth's surface to less than 1 km (5/8 mile).
- 3.5.3 Snow: Precipitation of ice crystals, most of which are branched, star-shaped, or mixed with unbranched crystals. At temperatures higher than -5 °C (23 °F), the crystals are generally agglomerated into snowflakes.
- 3.5.4 Freezing Drizzle: Fairly uniform precipitation composed exclusively of fine drops [diameter less than 0.5 mm (0.02 in)] very close together which freezes upon impact with the ground or other exposed objects.
- 3.5.5 Light Freezing Rain: Precipitation of liquid water particles which freeze upon impact with exposed objects, either in the form of drops of more than 0.5 mm (0.02 in) or smaller drops which, in contrast to drizzle, are widely separated. Measured intensity of liquid water particles are up to 0.10 in/h (2.5 mm or 25 g/dm²/h) with a maximum of 0.01 in in 6 min.
- 3.5.6 Rain or High Humidity (On Cold Soaked Wing): Water forming ice or frost on the wing surface, when the temperature of the aircraft wing surface is at or below 0 °C (32 °F).
- 3.5.7 Sleet: Precipitation in the form of a mixture of rain and snow.
- 3.5.8 Slush: Snow or ice that has been reduced to a soft watery mixture by rain, warm temperature, and/or chemical treatment.
- 3.6 Check:
- An examination of an item against a relevant standard by a trained and qualified person.

SAE ARP4737 Revision C**4. TRAINING AND QUALIFICATION:**

4.1 Deicing/anti-icing procedure must be carried out exclusively by trained and qualified personnel.

4.1.1 Both initial and annual recurrent training for flight crews and ground crews shall be conducted to ensure that all such crews obtain and retain a thorough knowledge of aircraft ground deicing/anti-icing policies and procedures, including new procedures and lessons learned.

4.1.2 Flight Crew and Dispatcher training program must include a detailed description of initial and annual recurrent ground training and testing for flight crew members concerning the specific requirements of the program and the duties, responsibilities and functions detailed in the program.

4.1.3 Flight Crew members, Ground Personnel and Dispatchers must be trained and tested or qualified on at least the subjects identified below as Flight, Ground or Dispatcher. Training subjects shall include but are not limited to (when applicable):

- a. The use of holdover times (Flight, Dispatcher, Ground).
- b. Aircraft deicing/anti-icing methods/procedures including checks to detect contaminated surfaces and responsibilities (Flight, Dispatcher, Ground).
- c. Aircraft surface contamination and critical area identification (Flight, Dispatcher, Ground).
- d. Types, purpose, characteristics, and effectiveness of deicing and anti-icing fluids (Flight, Dispatcher, Ground).
- e. Deicing/anti-icing fluids handling performance implications (Flight, Dispatcher, Ground).
- f. Effects of frost, ice, snow, and slush on aircraft surfaces (Flight, Dispatcher, Ground).
- g. Equipment (Ground).
- h. Contractor deicing (Flight, Dispatcher, Ground).

4.2 Records of personnel training and qualification shall be maintained for proof of qualification.

4.3 Companies providing deicing/anti-icing services should have both a Qualification Program and a Quality Assurance Program to monitor and maintain a high level of competence.

SAE ARP4737 Revision C**5. FLUID STORAGE AND HANDLING:**

Deicing/anti-icing fluid is a chemical product with environmental impact.

During fluid handling avoid any unnecessary spillage, comply with local environmental and health laws and the manufacturer's material safety data sheet (MSDS).

Different products should not be mixed without additional qualification testing.

Slippery conditions may exist on the ground or equipment following the deicing/anti-icing procedure. Caution should be exercised, particularly under low humidity or nonprecipitating weather conditions.

5.1 Storage:

5.1.1 Tanks should be dedicated to storage of the deicing and/or anti-icing fluid to avoid contamination with other fluids.

5.1.2 Storage tanks shall be constructed of materials compatible with the deicing/anti-icing fluid, as specified by the fluid manufacturer.

5.1.3 Tanks shall be conspicuously labeled to avoid contamination, e.g., SAE TYPE I Aircraft Deicing Fluid.

5.1.4 Tanks shall be examined annually for corrosion and/or contamination. If corrosion or contamination is evident, tanks shall be repaired or replaced. To minimize corrosion at the liquid/vapor interface and in the vapor space, a high liquid level in the tanks is recommended.

NOTE: Although deicing/anti-icing fluids are generally noncorrosive, their vapor can be corrosive.

5.1.5 Storage temperature limits for the fluid shall comply with manufacturer's requirements.

5.1.6 Stored fluid shall be checked routinely to assure that no degradation/contamination has taken place, e.g., at delivery and annually prior to the winter season.

5.2 Fluid Transfer Systems:

5.2.1 The performance characteristics of SAE Type II, III, and IV deicing/anti-icing fluids may be degraded by excessive mechanical shearing or chemical contamination. Therefore, only compatible pumps, control valves, piping and application devices shall be used. The design of fluid transfer systems shall be in accordance with the fluid manufacturers' recommendations.

5.2.2 Fluid transfer systems shall be dedicated to the specific fluid being handled to prevent inadvertently mixing fluids of different types or manufacturers.

5.2.3 All fill ports and discharge points shall be conspicuously labeled to prevent contamination due to inadvertent product mixing.

SAE ARP4737 Revision C

5.3 Application Equipment:

- 5.3.1 Application equipment shall be clean before being initially filled with deicing/anti-icing fluid in order to prevent fluid contamination.
- 5.3.2 Correct functioning of proportioning equipment should be verified by checking dispensed fluid coming out of the spray nozzle for refractive index to ensure intended dilution. This check should be made prior to daily use, following system maintenance or after a fluid concentration change.
- 5.3.3 Premixed fluid contained in equipment should be checked in the tank prior to initial service.
- 5.3.4 Combustion heaters and trucks should not be operated in confined or poorly ventilated areas to prevent asphyxiation.
- 5.3.5 Requirements for suitable equipment are described in ARP1971 and ARP4047.

5.4 Special Considerations for SAE Type II, III, and IV Deicing/Anti-icing Fluids:

- 5.4.1 The performance characteristics of SAE Type II, III, and IV deicing/anti-icing fluids may be degraded by excessive mechanical shearing or chemical contamination. Therefore, only compatible pumps, control valves, piping, and application devices shall be used. The design of fluid transfer systems shall be in accordance with the fluid manufacturers' recommendations.
- 5.4.2 SAE Type II, III, and IV deicing/anti-icing fluids, if heated, shall be heated in a manner to preclude fluid degradation in storage or application. The integrity of the fluid following heating shall be checked periodically. Factors like heating rate and heating time cycles should be considered in determining frequency of fluid inspections. Refer to fluid manufacturers' recommendations.

6. METHODS/PROCEDURES:

These procedures establish the recommended methods for deicing and anti-icing of aircraft on the ground to provide safe takeoff.

When aircraft surfaces are contaminated by frozen moisture, they shall be deiced prior to dispatch. When freezing precipitation exists and the precipitation is adhering to the surfaces at the time of dispatch, aircraft surfaces shall be deiced/anti-iced. If both deicing and anti-icing are required, the procedure may be performed in one or two steps (see 3.4). The selection of a one or two step process depends upon weather conditions, available equipment, available fluids, and the holdover time to be achieved. If a one step procedure is used, then both 6.1 and 6.2 apply.

See 6.3.1 for guidance regarding fluid limitations.

NOTE: When maximum holdover times are desired, use of unheated, undiluted SAE Type II, III, and IV fluid should be considered.

SAE ARP4737 Revision C**6.1 Deicing:**

Ice, slush, snow, or frost may be removed from aircraft surfaces by fluids or mechanical methods. This section establishes the procedures for removal of the frozen precipitation by fluids.

6.1.1 Requirements: Ice, slush, snow, and frost shall be removed from aircraft surfaces prior to dispatch or prior to anti-icing.

6.1.2 General: For maximum deicing effect, heated fluids should be applied close to the surface of the aircraft skin to minimize heat loss.

Fluid temperatures should not exceed aircraft manufacturer's recommendations.

NOTE: The heat in the fluid effectively melts any frost, as well as light deposits of slush, snow, and ice. Heavier accumulations require the heat to break the bond between the frozen deposits and the structure; the hydraulic force of the fluid spray is then used to flush off the residue. The deicing fluid will prevent refreezing for a period of time depending on aircraft skin temperature, OAT, fluid used, mixture strength, and the weather.

6.1.3 Removal of Frost and Light Ice: A nozzle setting giving a fan spray is recommended.

NOTE: Providing the hot fluid is applied close to the aircraft's skin, a minimal amount of fluid will be required to melt the deposit.

6.1.4 Removal of Snow: A nozzle setting sufficient to flush off deposits is recommended.

NOTE: The method adopted will depend on the equipment available and the depth and type of snow; i.e., light and dry or wet and heavy. In general, the heavier the deposits the heavier the fluid flow that will be required to effectively and efficiently remove it from the aircraft surfaces. For light deposits of both wet and dry snow, adopt a similar procedure as for frost removal. Wet snow is more difficult to remove than dry snow and unless deposits are relatively light, selection of a high fluid flow will be found to be more effective. Under certain conditions it will be possible to use the heat, combined with the hydraulic force of the fluid spray to melt and subsequently flush off frozen deposits. However, where snow has bonded to the aircraft skin, the procedures detailed in 6.1.5 should be utilized. Heavy accumulation of snow will always be difficult to remove from aircraft surfaces and vast quantities of fluid will invariably be consumed in the attempt. Under these conditions serious consideration should be given to manually removing the worst of the snow before attempting a normal deicing procedure.

SAE ARP4737 Revision C

6.1.5 Removal of Ice: Heated fluid shall be used to break the ice bond.

NOTE: The high thermal conductivity of the metal skin is utilized with a jet of hot fluid is directed at close range onto one spot, until the bare metal is just exposed. This bare metal will then transmit the heat laterally in all directions raising the temperature above the FP and thereby breaking the adhesion of the frozen mass with the aircraft surface. By repeating this procedure a number of times the adhesion of a large area of frozen snow or glazed ice can be broken. The deposits can then be flushed off with either a low or high flow, depending on the amount of the deposit.

CAUTION: Consult aircraft manufacturers' limitations for maximum fluid application pressure.

6.1.6 General Deicing Fluid Application Strategy: For effective removal of snow and ice the following techniques should be adopted. Aircraft may require unique procedures to accommodate design differences.

6.1.6.1 Wings/Tail Plane: Spray from tip inboard to root from highest point of surface camber to lowest. However, it is possible that aircraft configuration and local conditions may dictate a different procedure.

6.1.6.2 Vertical Surfaces: Start at top and work down.

6.1.6.3 Fuselage: Spray along top centerline and then outboard.

6.1.6.4 Landing Gear and Wheel Bays: Keep application of deicing fluid in this area to a minimum. Do not spray deicing fluid directly on wheels and brakes.

NOTE: It may be possible to mechanically remove accumulations such as blown snow, however, where deposits have bonded to surfaces they can be removed by the application of hot air or by spraying with hot deicing fluids.

6.1.6.5 Engines: Deposits of snow should be mechanically removed from engine intakes prior to departure. Any frozen deposits that may have bonded to either the lower surface of the intake or the fan blades may be removed by hot air or other means recommended by the engine manufacturer. If use of deicing fluid is permitted, do not spray directly into engine core.

6.1.7 Deicing/anti-icing near the beginning of the departure runway provides the minimum interval between deicing/anti-icing and takeoff.

6.2 Anti-icing:

Ice, snow, or frost will, for a period of time, be prevented from adhering to or accumulating on aircraft surfaces by the application of anti-icing fluids. This section provides recommended procedures for the use of anti-icing fluids.

SAE ARP4737 Revision C

- 6.2.1 **Required Usage:** Anti-icing fluid shall be applied to the aircraft surfaces when freezing rain, snow, or other freezing precipitation may adhere to the aircraft (at the time of dispatch).
- 6.2.2 **Optional Usage:** Anti-icing fluid may be applied to aircraft surfaces at the time of arrival (preferably before unloading begins) on short turnarounds during freezing precipitation, and on overnight aircraft. This will minimize ice accumulation prior to departure and often makes subsequent deicing easier.
- 6.2.2.1 On receipt of a frost, snow, freezing rain, or freezing fog warning from local meteorological service, anti-icing fluid may be applied to clean aircraft surfaces prior to the start of freezing precipitation. This will minimize the possibility of snow and ice bonding or reduce the accumulation of frozen precipitation on aircraft surfaces and facilitate subsequent deicing.

- 6.2.3 **General:** For effective anti-icing an even film of fluid is required over the prescribed aircraft surfaces which are free of frozen deposits. For maximum anti-icing protection, undiluted, unheated SAE Type II, III, or IV fluid should be used. The high fluid flow pressure normally associated with Newtonian deicing fluids are not required. When Non-Newtonian fluids are used, pump speeds and nozzle spray patterns should be adjusted to produce a medium spray pattern.

CAUTION: SAE Type I deicing fluids provide limited holdover effectiveness when used for anti-icing purposes.

- 6.2.4 **Anti-icing Fluid Application Strategy:** The process should be continuous and as short as possible. Anti-icing should be carried out as near to the departure time as possible in order to utilize available holdover time. The anti-icing fluid should be distributed uniformly. In order to control the uniformity, all horizontal aircraft surfaces shall be visually checked during application of the fluid. The amount required will be visually indicated by the fluid just beginning to drip off the leading and trailing edges.

Surfaces to be protected include:

- a. Wing upper surface and leading edges
- b. Horizontal stabilizer upper surfaces and leading edges and elevator upper surfaces
- c. Vertical stabilizer and rudder
- d. Fuselage upper surfaces on center engine aircraft, depending on amount and type of precipitation

CAUTION: Non-Newtonian fluids may not flow evenly over wing leading edges, horizontal and vertical stabilizers. These surfaces should be checked to ensure that they are properly coated with fluid.

- 6.2.5 **Deicing/anti-icing near the beginning of the departure runway provides the minimum interval between deicing/anti-icing and takeoff.**

SAE ARP4737 Revision C**6.3 Limits/Precautions:****6.3.1 Fluid Related Limits:**

CAUTION: SAE Type I fluids supplied as concentrates for dilution with water prior to use shall not be used undiluted, unless they meet aerodynamic performance and freezing point buffer requirement (reference AMS 1424). This is due to adverse aerodynamic effects of propylene glycol and diethylene glycol based fluids and the freeze point characteristics of ethylene glycol and diethylene glycol based fluid.

6.3.1.1 Temperature Limits (see appropriate tables): When performing two step deicing/anti-icing, the FP of the fluid used for the first step shall not be more than 3 °C (5 °F) above ambient temperature (refer to 6.3.3.2).

6.3.1.1.1 SAE Type I Fluids: The FP of the SAE Type I fluid mixture used for either one step deicing/anti-icing or as a second step in the two step operation shall be at least 10 °C (18 °F) below the ambient temperature.

6.3.1.1.2 SAE Type II and IV fluids used as deicing/anti-icing agents may have a lower temperature application limit of -25 °C (-13 °F). The application limit may be lower, provided a 7 °C (13 °F) buffer is maintained between the FP of the concentrated fluid and OAT. In no case shall this temperature be lower than the lowest operational use temperature as defined by the aerodynamic acceptance test.

6.3.1.2 Application Limits (see applicable tables): Under no circumstances shall an aircraft that has been anti-iced receive a further coating of anti-icing fluid directly on top of the contaminated film. Should it be necessary for an aircraft to be reprotected prior to the next flight, remove all residues before a further application of anti-icing fluid.

6.3.2 Aircraft Related Limits: The application of deicing/anti-icing fluid shall be in accordance with the requirements of the airframe/engine manufacturers and local procedures.

6.3.3 Procedure Precautions:

6.3.3.1 One Step Deicing/Anti-icing: It is performed using heated deicing/anti-icing fluids (see 3.3.2). The correct fluid concentration is chosen with regard to desired holdover time, dictated by OAT and weather conditions.

CAUTION: Wing skin temperature may differ and in some cases may be lower than OAT. A mix with higher glycol concentration can be used under the latter condition

SAE ARP4737 Revision C

6.3.3.2 Two Step Deicing/Anti-icing: The first step is performed with deicing fluid (see 3.3.1). The correct deicing fluid mixture is chosen with regard to OAT. The second step is performed with anti-icing fluid (see 3.3.2). This fluid and its concentration are chosen with regard to desired holdover time, which is dictated by OAT and weather conditions. The second step shall be performed before first step fluid freezes (typically within 3 min); if necessary area by area. Use a second step spraying technique which will effectively flush away the first step fluid and provide a sufficient amount of second step fluid to completely cover the surfaces with an adequate film thickness. If freezing has occurred on the critical areas of the aircraft, step 1 and step 2 shall be repeated.

When a fluid conforming to AMS 1428 is used to perform step two in a two step deicing/anti-icing operation, and the fluid used in step one is a Type I fluid conforming to AMS 1424, a test shall be made to confirm that the combination of these fluids does not significantly reduce the WSET performance of the AMS 1428 fluid.

CAUTION: Wing skin temperature may differ and in some cases may be lower than OAT. A mix with higher glycol concentration can be used under these conditions.

CAUTION: In order to maximize holdover time the second step fluid must be applied to insure minimum dilution and reaction with the first step fluid.

6.3.3.3 With regard to holdover time provided by the applied fluid, the objective is that it be equal to or greater than the estimated time from start of anti-icing to start of takeoff based on existing weather conditions.

6.3.3.4 Aircraft shall be treated symmetrically, that is, left hand and right hand side shall receive the same and complete treatment.

CAUTION: Aerodynamic problems could result if this requirement is not met.

6.3.3.5 Engines are normally shut down but may remain running at idle during deicing/anti-icing operations. Airconditioning and/or APU air must be selected OFF, or as recommended by the airframe and engine manufacturer. Avoid spraying deicing/anti-icing fluid directly into the engine inlet core.

6.3.3.6 Do not spray deicing/anti-icing fluids directly onto brakes, wheels, exhausts, or thrust reversers.

6.3.3.7 Deicing/anti-icing fluid shall not be directed into the orifices of pitot heads, static vents, or directly onto airstream direction detectors probes/angle of attack airflow sensors.

6.3.3.8 All reasonable precautions shall be taken to minimize fluid entry into engines, other intakes/outlets, and control surface cavities. Refer to manufacturer documentation.

6.3.3.9 Do not direct fluid onto flight deck or cabin windows as this can cause crazing of acrylic or penetration of the window seals.

6.3.3.10 All doors and windows should be closed to prevent:

SAE ARP4737 Revision C

- a. Floor areas from being contaminated with slippery fluids
- b. Upholstery from becoming soiled

6.3.3.11 Any forward area from which fluid may blow back onto windscreens during taxi or subsequent takeoff shall be free of fluid residues prior to departure.

6.3.3.12 If SAE Type II, III, or IV fluids are used, all traces of the fluid on flight deck windows shall be removed prior to departure, particular attention being paid to windows fitted with wipers.

NOTE: Deicing/anti-icing fluid can be removed by rinsing with approved cleaner and a soft cloth.

6.3.3.13 Landing gear and wheel bays shall be kept free from buildup of slush, ice, or accumulations of blown snow.

6.3.3.14 When removing ice, snow, or slush from aircraft surfaces care shall be taken to prevent it entering and accumulating in auxiliary intakes or control surface hinge areas.

6.3.3.15 Ice can build up on aircraft surfaces during flight through dense clouds or precipitation. When ground OAT at the destination is low, it is possible for flaps and other moveable surfaces to be retracted and for accumulations of ice to remain undetected between stationary and moveable surfaces. It is, therefore, important that these areas are checked prior to departure and any frozen deposits removed.

6.3.3.16 Under freezing fog, or other freezing precipitation conditions, it is necessary for the front and rear side on the fan blades to be checked for ice buildup prior to start-up. Any deposits discovered are to be removed by directing air from a low flow hot air source or other means recommended by the aircraft and engine manufacturer.

6.3.3.17 A flight control check should be considered according to aircraft type (see relevant manuals). This check should be performed after deicing/anti-icing.

6.3.4 Clear Ice Precautions:

6.3.4.1 Clear ice can form on aircraft surfaces below a layer of snow or slush. It is, therefore, important that surfaces are closely examined following each deicing operation, in order to ensure that all deposits have been removed.

SAE ARP4737 Revision C

6.3.4.2 Significant deposits of clear ice can form in the vicinity of the fuel tanks, on wing upper surfaces as well as underwing. Aircraft are most vulnerable in regard to this type of buildup when one or more of the following conditions exist:

- a. Wing temperatures remain well below 0 °C (32 °F) during the turnaround transit.
- b. Ambient temperatures between -2 °C (28 °F) and +15 °C (59 °F) are experienced, although clear ice may form at other temperatures if conditions (a), (c), and (d) exist.
- c. Precipitation occurs while the aircraft is on the ground.
- d. When frost or ice is present on lower surface of either wing.

6.3.4.3 Clear ice formation is extremely difficult to detect. Therefore, when the above conditions prevail, or when there is otherwise any doubt that clear ice may have formed, a close examination shall be made prior to departure, in order to ensure that all frozen deposits have in fact been removed.

NOTE: Low wing temperatures associated with this type of buildup normally occur when large quantities of cold fuel remain in wing tanks during the turnaround/transit and any subsequent refueling is insufficient to cause a significant increase in fuel temperature.

6.4 Local Frost Prevention in Cold Soaked Wing Areas:

Wing surface temperatures can be considerably below ambient due to contact with cold fuel and/or close proximity to large masses of cold soaked metal in the wing structure. In these areas frost can build up on wing surfaces and may result in the entire wing being deiced and anti-iced prior to the subsequent departure.

This section provides recommendations for the prevention of local frost formation in cold soaked wing tank areas during transit stops in order to make deicing and anti-icing of the entire wing unnecessary under such circumstances. This procedure does, however, not supersede standard deicing and anti-icing procedures in accordance with 6.1 and 6.2, and it shall be applied in coordination with these subsections. This procedure also does not relieve the user from any requirements for treatment and checks in accordance with aircraft manufacturer manuals.

6.4.1 Definition of Local Frost Buildup: Local frost buildup is the limited formation of frost in localized wing areas cooled by cold fuel or large masses of cold metal in the wing structure; this type of frost does not cover the entire wing.

6.4.2 Procedure: Using suitable spray equipment, apply a proper coating of undiluted SAE Type II, III or IV fluid to the wings in the limited cold soaked areas where the formation of frost may be expected due to contact of the wing with cold fuel or masses of cold metal.

NOTE: A proper coating completely covers the treated area with visible fluid.

SAE ARP4737 Revision C

6.4.3 Limits/Precautions for Local Frost Prevention:

- 6.4.3.1 **Procedure Limitation:** This Local Frost Prevention Procedure is not a substitute for standard deicing and anti-icing procedures in accordance with 6.1 and 6.2, clear ice checks or any other aircraft manufacturer requirement, nor the requirement that aircraft surfaces shall be clear of frost, slush, snow, and ice accumulations.
- 6.4.3.2 **Operator Approval:** This procedure shall only be carried out if approved by the operator of the aircraft to be treated.
- 6.4.3.3 **Training:** This procedure shall only be carried out by properly trained and qualified personnel.
- 6.4.3.4 **Application Limits:** This Local Frost Prevention Procedure shall be applied to clean wings immediately following arrival of the aircraft. Application is acceptable at the latest when frost just starts to form, but in this case the fluid shall be applied at a minimum temperature of 50 °C (122 °F). If precipitation occurred between application of the fluid and dispatch of the aircraft and/or if precipitation is expected before takeoff, a two-step deicing/anti-icing procedure shall be performed (refer to 6.1 and 6.2).
- 6.4.3.5 **Symmetrical Treatment Requirement:** Both wings shall receive the same and symmetrical treatment; the same area in the same location on each wing shall be sprayed including when conditions would not indicate the need for treatment of both wings.

CAUTION: Aerodynamic problems could result if this requirement is not met.

- 6.4.3.6 **Holdover Time:** A holdover time shall not be assigned to Local Frost Prevention since this treatment does not cover the entire aircraft or wing surface respectively.
- 6.4.4 **Final Check-Local Frost Prevention:** A tactile (by touch) check of treated areas and a visual check of untreated areas of both wings shall be performed immediately before the aircraft leaves the parking position. These checks are conducted to insure that both wings are clean and free of frost. The applied anti-icing fluid shall remain in a liquid state and shall show no indication of failure (e.g., color change to white, a loss of gloss, or the presence of ice crystals in the fluid film).
- 6.4.5 **Flight Crew Information-Local Frost Prevention:** The following information shall be provided to the flight crew:

“Local frost prevention was accomplished.”

7. GENERAL AIRPLANE REQUIREMENTS AFTER DEICING/ANTI-ICING:

After application of the deicing/anti-icing procedures the critical aircraft surfaces shall be “clean.” In order to accomplish this “clean” condition, the following paragraphs apply:

SAE ARP4737 Revision C**7.1 Wings, Tail, and Control Surfaces:**

Shall be free of ice, slush, snow, or frost. Some coating of frost may be permissible on wing tank lower surfaces cold-soaked by fuel. Consult aircraft manufacturers' manuals for specific requirements.

7.2 Pitot Heads, Static Ports, Airstream Direction Detector Probes, and Angle of Attack Sensors:

Clear of ice, frost, snow, slush, fluid residues, and protective covers.

7.3 Engine Inlets:

Clear of internal ice and snow and fan shall be free to rotate.

7.4 Airconditioning Inlets/Exits:

Clear of ice, frost, and snow. Outflow valves clear and unobstructed.

7.5 Landing Gear and Landing Gear Doors:

Unobstructed and clear of ice, slush, frost, and snow.

7.6 Fuel Tank Vents:

Clear of ice, frost, slush, and snow.

7.7 Fuselage:

Clear of ice and snow. In accordance with the aircraft manufacturers' manuals adhering frost may be allowed. Do not close any door until all ice or snow has been removed from the surrounding area.

7.8 Flight Control Check:

A functional flight control check using an external observer may be required after deicing/anti-icing depending upon aircraft type (see relevant manuals). This is particularly important in the case of an aircraft that has been subjected to an extreme ice or snow covering.

7.9 An authorized person shall indicate the check result by documentation (if applicable) to establish a trail of accountability.

SAE ARP4737 Revision C**8. CHECKS:****8.1 Type of Checks Required:**

- 8.1.1 **Flight Crew/Ground Crew Preflight Check:** Perform prior to departure. Note any adhering aircraft surface contamination and direct any required deicing/anti-icing operations. This check is normally conducted by the flight crew during a walk around preflight check.
- 8.1.2 **Post Deicing/Anti-icing Check:** Aircraft deicing/anti-icing procedures include a check to ensure all critical surfaces are free of adhering contamination performed by qualified ground personnel after the deicing/anti-icing fluid application has been completed. This check is an integral part of the aircraft deicing/anti-icing procedure. No aircraft shall be dispatched for departure after a deicing/anti-icing operation unless the aircraft has received a final check by a responsible authorized person.
- 8.1.3 A pretakeoff check is performed by the flight crew prior to takeoff and within the holdover time. This is a check normally conducted from inside the cockpit. Identification of representative surfaces and continual assessment of environmental and other situational conditions should be included in the operator's program.
- 8.1.4 **Pretakeoff Contamination Check:** A check of the critical surfaces for adhering contamination. This check is accomplished after the holdover time has been exceeded and must be completed within 5 min prior to beginning takeoff. The check must be accomplished from outside the aircraft, unless the certificate holder's program specifies otherwise (e.g., flight crew check from cabin). Certificate holder approved alternate procedures consisting of procedures, techniques, or equipment (such as wing icing sensors) may also be used to establish that the critical surfaces are free of adhering contamination.

9. PRETAKEOFF CHECK:

- 9.1 When freezing precipitation exists, aerodynamic surfaces shall be checked just prior to the aircraft taking the active runway or initiating the takeoff roll, in order to confirm that they are free of ice, slush, snow, and objectionable frost. This is particularly important when severe conditions are experienced. When adhering deposits are in evidence, it will be necessary for the deicing operation to be repeated (see AC 20-117).
- 9.2 If aircraft surfaces cannot adequately be checked from inside the aircraft, it is desirable to provide a means of assisting the flight crew in determining the condition of the aircraft. The check should be conducted as near as practical to the beginning of the departure runway.

SAE ARP4737 Revision C

10. COMMUNICATIONS/PROCEDURES:

10.1 General:

The flight crew shall be provided with information about the deicing/anti-icing process prior to dispatch. Agreements/contracts for deicing/anti-icing should be established to include this information. The information includes:

NOTE: No flight crew communication is required and no holdover time applies if the aircraft is deiced for overnight frost in the absence of further precipitation or self-generating frost.

10.1.1 The results of the final check by qualified personnel, indicating that the aircraft critical areas are free of ice, frost, slush, and snow.

10.1.2 The type of final fluid coating applied, the mixture of fluid (percent by volume), and the time of application. This information is intended to be used by flight crews and other personnel in conjunction with Section 11 for operational planning purposes.

10.2 Deicing/Anti-icing Codes:

The codes to be used for flight crew information shall be as follows:

a. ELEMENTS A, B, C, D

This information shall be recorded and be communicated to the flight crew by referring to the last step of the procedure.

10.2.1 The code elements shall be used in the sequence provided below:

a. Element A: Specify "Type" I for SAE Type I fluid, "Type" II for SAE Type II fluid, "Type" III for SAE Type III fluid, and "Type" IV for SAE Type IV fluid.

b. Element B: Specify the percentage of fluid within the fluid/water mixture (e.g., 100 = 100% fluid, 0% water and 75 = 75% fluid, 25% water).

NOTE: Report the concentration of Type II, III and IV fluid/water mixtures by volume. Reporting the concentration of Type I fluids is not required.

c. Element C: Specify in local time (hour and minutes) the beginning of the final deicing/anti-icing step (e.g., 1330).

d. Element D: Specify date (day, written month, year) (e.g., 20 April 1990).

NOTE: Element D is required for record keeping, optional for crew notification.

NOTE: Transmission of elements A-C to the flight crew confirms that a post deicing/anti-icing check was completed and the aircraft is clean.

SAE ARP4737 Revision C

10.2.1.1 Deicing/Anti-icing Information Format: Examples of the format to be used for flight crew information is as follows:

Element A B C D

Type II - 100% - 1400 - 20 Apr 90

Type II - 75% - 1100 - 20 Apr 90

Type I - 0942 - 17 Feb 91

11. HOLDOVER TIME:

- 11.1 Holdover time is obtained by anti-icing fluids remaining on aircraft surfaces. With a one step deicing/anti-icing operation the holdover begins at the start of the operation and with a two step operation at the start of the final (anti-icing) step. Holdover time will have effectively run out when frozen deposits start to form/accumulate on treated aircraft surfaces.
- 11.2 Holdover time guidelines are presented in Tables A2, A4, and A6. These are for operational planning purposes only and are not a substitute for the pretakeoff check.
- 11.3 Due to their properties, SAE Type I fluids form a thin liquid wetting film, which provides limited holdover time, especially in conditions of freezing precipitation. With this type of fluid no additional holdover time would be provided by increasing the concentration of the fluid in the fluid/water mix.
- 11.4 SAE Type II, III, and IV fluids contain thickening agents which enable the fluid to form a thicker liquid wetting film on external aircraft surfaces. This film provides a longer holdover time especially in conditions of freezing precipitation. With this type of fluid additional holdover time will be provided by increasing the concentration of the fluid in the fluid/water mix, with maximum holdover time available from undiluted fluid.
- 11.5 Tables A2, A4, and A6 give an indication as to the time frame of protection that could reasonably be expected under conditions of precipitation. However, due to the many variables that can influence holdover, these times should not be considered as minimums or maximums as the actual time of protection may be extended or reduced, depending upon the particular conditions existing at the time. The lower limit of the published time span is used to indicate the estimated time of protection during moderate precipitation and the upper limit indicates the estimated time of protection during light freezing precipitation.

SAE ARP4737 Revision C

11.5 (Continued):

CAUTION:The time of protection will be shortened in heavy weather conditions. High wind velocity and jet blast may cause a degradation of the film. If these conditions occur, the time of protection may be shortened considerably. This is also the case when the fuel temperature is significantly lower than OAT. THEREFORE, THE INDICATED TIMES SHOULD BE USED ONLY IN CONJUNCTION WITH A PRETAKEOFF CHECK.

THE RESPONSIBILITY FOR THE APPLICATION OF THESE DATA REMAINS WITH THE USER.

NOTE: Ongoing testing during winter season operations will allow holdover time to be further defined.

11.6 NOTE:

Fluids qualified to any version of AMS 1428 may not have been tested during the winter to develop a holdover guideline specified in this document.

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