

**Transport Canada
Holdover Time (HOT) Guidelines
Winter 2006-2007**

Original Issue, July 2006

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CHANGE CONTROL RECORDS

This page indicates the changes made to individual pages within the document and those changed pages have the appropriate date in the footer. Sidebars are shown to assist in identifying the changes from the previous version.

It is the responsibility of the end user to periodically check the following website for any Holdover Time Guideline updates: <http://www.tc.gc.ca/CivilAviation/commerce/HoldoverTime/menu.htm>.

<i>REVISION</i>	<i>DATE</i>	<i>DESCRIPTION OF CHANGES</i>	<i>AFFECTED PAGES</i>	<i>AUTHOR</i>

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SUMMARY OF CHANGES FROM PREVIOUS YEAR

The principal changes from the previous year are briefly indicated herein.

General

Ground Icing Operations and Holdover Time (HOT) Guideline information is provided in two documents. The two documents complement each other and should be used together for a more thorough understanding of the subject matter. The first document (TP 14052E) includes reference material related to Ground Icing Operations. The most recent version of TP 14052E is Edition 2, published April 2005. The second document consists of the HOT Guidelines, provided in this dedicated Transport Canada website.

Type I Fluid

The Type I holdover guideline values are unchanged.

Type II Fluid

Fluid-specific tables have been created for two new Type II fluids, Clariant Safewing MP II Flight and Kilfrost ABC-TF2. However, the Kilfrost ABC-TF2 fluid is currently in the qualification process.

The Type II generic holdover guideline values are unchanged.

Type III Fluid

The Type III holdover guideline values are unchanged.

Type IV Fluid

Fluid-specific tables have been created for three new Type IV fluids, Clariant Safewing MP IV Launch, Dow Chemical UCAR™ Endurance EG106 and Kilfrost ABC-S PLUS. However, the Kilfrost ABC-S PLUS is currently in the qualification process.

The Type IV generic holdover guideline values are unchanged.

Note on Operations During Ice Pellet Conditions

Transport Canada is conducting research to provide additional guidance for aircraft operations during ice pellet conditions. Because further research is necessary, no changes to the operational and HOT guidelines with respect to ice pellet conditions have been made at this time.

CHANGES TO TP 14052 SECOND EDITION, APRIL 2005

The following changes will be incorporated into TP 14052 at its next revision. For the time being they are recorded here in advance due to the longer life cycle time associated with the updating and publication of TP 14052 and are for immediate use.

Replace Sub-Paragraph 10.13.3, “Hot Water”, with the following:

Hot water may be used to remove large amounts of contamination (such as ice) from an aircraft provided that the Outside Air Temperature is -3°C and above as per the application procedures for SAE Type I and SAE Type II, III and IV fluids described in tables 6 & 7 of the Transport Canada HOT Guidelines document.

Delete Sub-Paragraph 10.13.3.1 Item g) only.**Replace Sub-Paragraph 11.1.5, “Elapsed time is less than the lowest time in the HOT cell”, with the following:**

Transport Canada has previously considered that, under an approved ground icing program, if the lowest time in a cell has NOT been exceeded for conditions covered by the Guidelines, there is no requirement to inspect the aircraft’s critical surfaces prior to commencing a takeoff.

This position was based on evidence gained during fluids testing. The HOT values are conservative for the lowest number in the cell, if:

- a) The conditions present are NOT in excess of those conditions represented by the table (e.g. for snow it would be a moderate snow condition); and
- b) The impact of other factors (e.g. jet blast) have been considered and deemed not to affect the HOT.

If there is doubt surrounding the conditions associated with using the lowest time as decision making criteria, an inspection prior to takeoff would be prudent. This inspection should be conducted in accordance with the procedures described in the Air Operator’s Approved Ground Icing Program.

HOLDOVER TIME (HOT) GUIDELINES FOR WINTER 2006-2007

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Table 2-K-ABC-2000	Kilfrost Type II Fluid Holdover Guidelines ABC-2000
Table 2-K-ABC-II+	Kilfrost Type II Fluid Holdover Guidelines ABC-II PLUS
Table 2-K-ABC-TF2	Kilfrost Type II Fluid Holdover Guidelines ABC-TF2
Table 2-O-EM-II	Octagon Type II Fluid Holdover Guidelines E Max II
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Table 3	SAE Type III Fluid Holdover Guidelines
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Table 4-C-2001	Clariant Type IV Fluid Holdover Guidelines Safewing MP IV 2001
Table 4-C-2012	Clariant Type IV Fluid Holdover Guidelines Safewing MP IV 2012 Protect
Table 4-C-2030	Clariant Type IV Fluid Holdover Guidelines Safewing MP IV 2030 ECO
Table 4-C-Launch	Clariant Type IV Fluid Holdover Guidelines Safewing MP IV Launch
Table 4-D-ULTRA+	Dow Chemical Type IV Fluid Holdover Guidelines UCAR™ ADF/AAF ULTRA+
Table 4-D-E106	Dow Chemical Type IV Fluid Holdover Guidelines UCAR™ Endurance EG106
Table 4-K-ABC-S	Kilfrost Type IV Fluid Holdover Guidelines ABC-S
Table 4-K-ABC-S PLUS	Kilfrost Type IV Fluid Holdover Guidelines ABC-S PLUS
Table 4-O-MF	Octagon Type IV Fluid Holdover Guidelines Max-Flight
Table 4-O-MF-04	Octagon Type IV Fluid Holdover Guidelines Max-Flight 04
Table 4-O-MFLO	Octagon Type IV Fluid Holdover Guidelines MaxFlo
Table 4-S-AD-480	SPCA Type IV Fluid Holdover Guidelines AD-480
Table 5	Currently Qualified Fluids
Table 6	SAE Type I Deicing Fluid Application Procedures
Table 7	SAE Type II, Type III and Type IV Anti-Icing Fluid Application Procedures
Table 8	Visibility in Snow vs. Snowfall Intensity Chart
Table 9	Lowest On-Wing Viscosity Values for Anti-Icing Neat Fluids

TABLE 1

SAE TYPE I³ FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007

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

Outside Air Temperature ⁵		Approximate Holdover Times Under Various Weather Conditions (minutes)								
Degrees Celsius	Degrees Fahrenheit	Active Frost	Freezing Fog	Snow or Snow Grains ¹			Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
				Very Light	Light	Moderate				
-3 and above	27 and above	45	11 – 17	18	11 – 18	6 – 11	9 – 13	4 – 6	2 – 5	
below -3 to -6	below 27 to 21	45	8 – 13	14	8 – 14	5 – 8	5 – 9	4 – 6	CAUTION: No holdover time guidelines exist	
below -6 to -10	below 21 to 14	45	6 – 10	11	6 – 11	4 – 6	4 – 7	2 – 5		
below -10	below 14	45	5 – 9	7	4 – 7	2 – 4				

NOTES

- 1 To use these times, the fluid must be heated to a minimum temperature providing 60°C (140°F) at the nozzle and an average rate of at least 1 litre/m² (2 gal./100 sq. ft.) must be applied to deiced surfaces, OTHERWISE TIMES WILL BE SHORTER.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 Type I Fluid / Water Mixture is selected so that the freezing point of the mixture is at least 10°C (18°F) below outside air temperature.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.
- 5 Ensure that the lowest operational use temperature (LOUT) is respected.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-Generic

SAE TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	0:35 – 1:30	0:20 – 0:45	0:30 – 0:55	0:15 – 0:30	0:05 – 0:40	CAUTION: No holdover time guidelines exist
		75/25	5:00	0:25 – 1:00	0:15 – 0:30	0:20 – 0:45	0:10 – 0:25	0:05 – 0:25	
		50/50	3:00	0:15 – 0:30	0:05 – 0:15	0:05 – 0:15	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	8:00	0:20 – 1:05	0:15 – 0:35	0:15 – 0:45 ³	0:10 – 0:25 ³		
		75/25	5:00	0:20 – 0:55	0:15 – 0:25	0:15 – 0:30 ³	0:10 – 0:20 ³		
below -14 to -25	below 7 to -13	100/0	8:00 ⁵	0:15 – 0:20 ⁵	0:15 – 0:30 ⁵				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 Based on the lowest holdover times of the Type II fluids listed in Table 5-2.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.
- 5 Ensure that the lowest operational use temperature (LOUT) is respected.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-C-2025

CLARIANT TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
SAFEWING MP II 2025 ECO

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	1:30 – 2:05	0:40 – 1:10	0:40 – 1:00	0:25 – 0:35	0:10 – 1:15	CAUTION: No holdover time guidelines exist
		75/25	5:00	0:55 – 1:45	0:25 – 0:45	0:25 – 0:45	0:20 – 0:25	0:05 – 0:50	
		50/50	3:00	0:20 – 0:35	0:05 – 0:15	0:10 – 0:15	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	8:00	0:45 – 1:50	0:35 – 1:00	0:35 – 1:05 ³	0:20 – 0:35 ³		
		75/25	5:00	0:40 – 1:20	0:25 – 0:45	0:30 – 0:40 ³	0:15 – 0:25 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:25 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-C-Flight

CLARIANT TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
SAFEWING MP II FLIGHT

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	3:30 – 4:00	1:00 – 1:35	1:20 – 2:00	0:45 – 1:25	0:10 – 1:30	CAUTION: No holdover time guidelines exist
		75/25	5:00	2:30 – 4:00	0:40 – 1:20	1:15 – 2:00	0:30 – 0:55	0:05 – 1:20	
		50/50	3:00	0:55 – 1:45	0:10 – 0:25	0:20 – 0:30	0:10 – 0:15		
below -3 to -14	below 27 to 7	100/0	8:00	0:55 – 1:45	0:40 – 1:05	0:35 – 1:30 ³	0:25 – 0:45 ³		
		75/25	5:00	0:40 – 1:10	0:20 – 0:40	0:25 – 1:10 ³	0:30 – 0:40 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:30 – 0:50	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-K-ABC-2000

**KILFROST TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
ABC-2000**

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	1:30 – 3:05	0:30 – 1:00	0:55 – 1:35	0:40 – 0:50	0:15 – 1:10	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:40 – 3:30	0:30 – 1:05	0:45 – 1:15	0:40 – 0:50	0:15 – 1:40	
		50/50	3:00	1:00 – 2:10	0:15 – 0:30	0:15 – 0:25	0:05 – 0:15		
below -3 to -14	below 27 to 7	100/0	8:00	0:35 – 1:25	0:25 – 0:45	0:25 – 0:50 ³	0:10 – 0:30 ³		
		75/25	5:00	0:35 – 1:15	0:25 – 0:50	0:25 – 0:55 ³	0:15 – 0:30 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:20 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-K-ABC-II+

**KILFROST TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
ABC-II PLUS**

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	1:10 – 2:25	0:25 – 0:55	0:35 – 1:10	0:30 – 0:40	0:05 – 1:00	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:10 – 2:25	0:25 – 0:50	0:30 – 1:00	0:20 – 0:40	0:05 – 0:50	
		50/50	3:00	0:15 – 0:45	0:15 – 0:35	0:05 – 0:25	0:05 – 0:15		
below -3 to -14	below 27 to 7	100/0	8:00	0:30 – 1:05	0:15 – 0:35	0:15 – 0:45 ³	0:10 – 0:30 ³		
		75/25	5:00	0:20 – 0:55	0:15 – 0:35	0:15 – 0:30 ³	0:10 – 0:20 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:15 – 0:20	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-K-ABC-TF2

KILFROST TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
ABC-TF2

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	1:10 – 2:25	0:20 – 0:45	0:40 – 1:20	0:30 – 0:45	0:10 – 1:10	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:20 – 2:25	0:15 – 0:30	0:45 – 1:25	0:30 – 0:45	0:10 – 1:25	
		50/50	3:00	0:45 – 1:25	0:05 – 0:15	0:20 – 0:40	0:15 – 0:20		
below -3 to -14	below 27 to 7	100/0	8:00	0:50 – 1:40	0:15 – 0:35	0:35 – 1:15 ³	0:30 – 0:40 ³		
		75/25	5:00	0:35 – 1:25	0:15 – 0:25	0:30 – 1:30 ³	0:30 – 0:40 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:30 – 1:00	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-O-EM-II

OCTAGON TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
E MAX II

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	2:05 – 3:45	0:40 – 1:20	0:45 – 1:35	0:30 – 0:40	0:15 – 1:30	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:25 – 2:50	0:25 – 0:55	0:40 – 1:10	0:20 – 0:30	0:10 – 1:05	
		50/50	3:00	0:30 – 0:55	0:10 – 0:25	0:15 – 0:30	0:10 – 0:15		
below -3 to -14	below 27 to 7	100/0	8:00	0:50 – 1:45	0:35 – 1:10	0:35 – 1:00 ³	0:20 – 0:30 ³		
		75/25	5:00	0:30 – 1:20	0:25 – 0:50	0:35 – 1:05 ³	0:15 – 0:30 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:20 – 0:35	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 2-S-E26

SPCA TYPE II FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
Ecowing 26

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

Outside Air Temperature		Type II Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	8:00	1:25 – 2:35	0:40 – 1:00	0:50 – 1:35	0:40 – 0:50	0:20 – 1:25	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:05 – 1:55	0:25 – 0:45	0:45 – 1:05	0:25 – 0:35	0:10 – 1:00	
		50/50	3:00	0:30 – 0:45	0:10 – 0:20	0:15 – 0:25	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	8:00	0:45 – 2:15	0:35 – 0:55	0:30 – 1:10 ³	0:15 – 0:35 ³		
		75/25	5:00	0:35 – 1:15	0:25 – 0:40	0:20 – 0:50 ³	0:15 – 0:25 ³		
below -14 to -25	below 7 to -13	100/0	8:00	0:25 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type II fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type II fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 3

SAE TYPE III FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007

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

Outside Air Temperature ³		Approximate Holdover Times Under Various Weather Conditions (minutes)									
Degrees Celsius	Degrees Fahrenheit	Type III Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Active Frost	Freezing Fog	Snow or Snow Grains			Freezing Drizzle ¹	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
					Very Light	Light	Moderate				
-3 and above	27 and above	100/0	120	20 – 40	35	20 – 35	10 – 20	10 – 20	8 – 10	6 – 20	CAUTION: No holdover time guidelines exist
		75/25	60	15 – 30	25	15 – 25	8 – 15	8 – 15	6 – 10	2 – 10	
		50/50	30	10 – 20	15	8 – 15	4 – 8	5 – 9	4 – 6		
below -3 to -10	below 27 to 14	100/00	120	20 – 40	30	15 – 30	9 – 15	10 – 20	8 – 10		
		75/25	60	15 – 30	25	10 – 25	7 – 10	9 – 12	6 – 9		
below -10	below 14	100/0	120	20 – 40	30	15 – 30	8 – 15				

NOTES

- 1 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 Ensure that the lowest operational use temperature (LOUT) is respected. Consider use of Type I when Type III fluid cannot be used.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-Generic

SAE TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	1:15 – 2:30	0:35 – 1:15	0:40 – 1:10	0:25 – 0:40	0:10 – 0:50	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:05 – 1:45	0:20 – 0:55	0:35 – 0:50	0:15 – 0:30	0:05 – 0:35	
		50/50	3:00	0:15 – 0:35	0:05 – 0:15	0:10 – 0:20	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	12:00	0:20 – 1:20	0:20 – 0:40	0:20 – 0:45 ³	0:10 – 0:25 ³		
		75/25	5:00	0:25 – 0:50	0:15 – 0:35	0:15 – 0:30 ³	0:10 – 0:20 ³		
below -14 to -25	below 7 to -13	100/0	12:00 ⁵	0:15 – 0:40 ⁵	0:15 – 0:30 ⁵				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 Based on the lowest holdover times of the Type IV fluids listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.
- 5 Ensure that the lowest operational use temperature (LOUT) is respected.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-C-2001

CLARIANT TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
SAFEWING MP IV 2001

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	1:20 – 3:20	1:00 – 1:55	0:55 – 1:55	0:40 – 1:00	0:15 – 2:00	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:20 – 2:00	0:35 – 1:00	0:35 – 1:10	0:25 – 0:35	0:10 – 1:25	
		50/50	3:00	0:15 – 0:40	0:10 – 0:20	0:10 – 0:20	0:05 – 0:15		
below -3 to -14	below 27 to 7	100/0	12:00	0:45 – 1:35	0:30 – 0:50	0:55 – 1:35 ³	0:30 – 0:45 ³		
		75/25	5:00	0:30 – 1:00	0:20 – 0:35	0:40 – 1:10 ³	0:20 – 0:30 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:20 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-C-2012

CLARIANT TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
SAFEWING MP IV 2012 PROTECT

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	1:15 – 2:30	0:40 – 1:15	0:40 – 1:10	0:25 – 0:45	0:10 – 1:05	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:10 – 2:05	0:25 – 0:55	0:35 – 0:50	0:15 – 0:30	0:05 – 0:40	
		50/50	3:00	0:25 – 0:45	0:15 – 0:25	0:15 – 0:20	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	12:00	0:45 – 1:35	0:20 – 0:40	0:25 – 0:45 ³	0:15 – 0:25 ³		
		75/25	5:00	0:25 – 1:05	0:20 – 0:40	0:15 – 0:30 ³	0:10 – 0:20 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:20 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-C-2030

CLARIANT TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
SAFEWING MP IV 2030 ECO

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	1:55 – 3:20	0:50 – 1:30	0:55 – 2:00	0:40 – 0:50	0:15 – 1:40	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:15 – 2:05	0:35 – 1:05	0:40 – 1:05	0:25 – 0:35	0:10 – 1:00	
		50/50	3:00	0:30 – 0:45	0:15 – 0:25	0:15 – 0:25	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	12:00	0:50 – 2:00	0:45 – 1:25	0:30 – 1:10 ³	0:20 – 0:35 ³		
		75/25	5:00	0:40 – 1:30	0:35 – 1:05	0:35 – 1:20 ³	0:15 – 0:30 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:25 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-C-Launch

CLARIANT TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
SAFEWING MP IV LAUNCH

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	4:00 – 4:00	1:00 – 1:35	1:30 – 2:00	1:00 – 1:40	0:15 – 1:40	CAUTION: No holdover time guidelines exist
		75/25	5:00	3:40 – 4:00	0:40 – 1:20	1:40 – 2:00	0:45 – 1:15	0:10 – 1:45	
		50/50	3:00	1:25 – 2:45	0:10 – 0:25	0:30 – 0:50	0:20 – 0:25		
below -3 to -14	below 27 to 7	100/0	12:00	1:00 – 1:55	0:40 – 1:05	0:35 – 1:40 ³	0:25 – 0:45 ³		
		75/25	5:00	0:40 – 1:20	0:20 – 0:40	0:25 – 1:10 ³	0:25 – 0:45 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:30 – 0:50	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-D-ULTRA+

DOW CHEMICAL TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
UCAR™ ADF/AAF ULTRA+

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	1:35 – 3:35	0:35 – 1:15	0:45 – 1:35	0:25 – 0:40	0:10 – 1:20	CAUTION: No holdover time guidelines exist
		75/25							
		50/50							
below -3 to -14	below 27 to 7	100/0	12:00	1:25 – 3:00	0:25 – 0:55	0:45 – 1:25 ³	0:30 – 0:45 ³		
		75/25							
below -14 to -25	below 7 to -13	100/0	12:00 ⁵	0:40 – 2:10 ⁵	0:20 – 0:45 ⁵				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. ⁵ Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.
- 5 These holdover times only apply to outside air temperatures to -24°C (-11°F).

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-D-E106

DOW CHEMICAL TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
UCAR™ ENDURANCE EG106

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	2:05 – 3:10	0:40 – 1:20	1:10 – 2:00	0:50 – 1:15	CAUTION: No holdover time guidelines exist	
		75/25							
		50/50							
below -3 to -14	below 27 to 7	100/0	12:00	1:50 – 3:20	0:30 – 1:05	0:55 – 1:50 ³	0:45 – 1:10 ³		
		75/25							
below -14 to -25	below 7 to -13	100/0	12:00	0:30 – 1:05	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-K-ABC-S

KILFROST TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
ABC-S

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	2:35 – 4:00	1:00 – 1:40	1:20 – 1:50	1:00 – 1:25	0:20 – 1:15	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:05 – 1:45	0:30 – 0:55	0:45 – 1:10	0:35 – 0:50	0:10 – 0:50	
		50/50	3:00	0:20 – 0:35	0:05 – 0:15	0:15 – 0:20	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	12:00	0:45 – 2:05	0:45 – 1:20	0:20 – 1:00 ³	0:10 – 0:30 ³		
		75/25	5:00	0:25 – 1:00	0:25 – 0:50	0:20 – 1:10 ³	0:10 – 0:35 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:20 – 0:40	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-K-ABC-S PLUS

**KILFROST TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
ABC-S PLUS**

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	1:50 – 3:40	0:45 – 1:25	1:15 – 1:55	0:50 – 1:10	0:15 – 1:40	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:10 – 2:10	0:25 – 0:55	0:45 – 1:10	0:30 – 0:45	0:05 – 1:00	
		50/50	3:00	0:20 – 0:40	0:05 – 0:15	0:10 – 0:20	0:05 – 0:10		
below -3 to -14	below 27 to 7	100/0	12:00	0:40 – 1:25	0:35 – 1:00	0:30 – 1:35 ³	0:25 – 0:35 ³		
		75/25	5:00	0:40 – 1:15	0:25 – 0:50	0:25 – 1:15 ³	0:30 – 0:40 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:20 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-O-MF

OCTAGON TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
MAX-FLIGHT

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	2:40 – 4:00	0:50 – 1:35	0:55 – 2:00	0:35 – 1:00	0:15 – 1:15	CAUTION: No holdover time guidelines exist
		75/25	5:00	2:05 – 3:15	0:45 – 1:45	1:15 – 2:00	0:35 – 1:10	0:10 – 0:40	
		50/50	3:00	0:55 – 1:45	0:25 – 1:15	0:35 – 1:00	0:15 – 0:30		
below -3 to -14	below 27 to 7	100/0	12:00	0:50 – 2:30	0:25 – 0:50	0:25 – 1:10 ³	0:20 – 0:40 ³		
		75/25	5:00	0:30 – 1:05	0:20 – 0:50	0:20 – 1:00 ³	0:15 – 0:30 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:20 – 0:45	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-O-MF-04

OCTAGON TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
MAX-FLIGHT 04

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)							
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²	
-3 and above	27 and above	100/0	12:00	2:40 – 4:00	1:25 – 2:00	2:00 – 2:00	1:10 – 1:30	0:20 – 2:00	CAUTION: No holdover time guidelines exist	
		75/25	5:00	2:05 – 3:15	1:05 – 2:00	1:50 – 2:00	1:00 – 1:20	0:20 – 2:00		
		50/50	3:00	0:55 – 1:45	0:25 – 1:15	0:35 – 1:10	0:25 – 0:35			
below -3 to -14	below 27 to 7	100/0	12:00	0:50 – 2:30	0:35 – 1:10	0:25 – 1:30 ³	0:20 – 0:40 ³			
		75/25	5:00	0:30 – 1:05	0:40 – 1:20	0:20 – 1:00 ³	0:15 – 0:30 ³			
below -14 to -25	below 7 to -13	100/0	12:00	0:20 – 0:45	0:15 – 0:30					
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.							

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-O-MFLO

OCTAGON TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
MAXFLO

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)							
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²	
-3 and above	27 and above	100/0	12:00	2:20 – 3:35	0:40 – 1:30	1:20 – 2:00	0:30 – 1:00	0:10 – 2:00	CAUTION: No holdover time guidelines exist	
		75/25	5:00	1:25 – 2:00	0:20 – 0:55	0:40 – 1:05	0:20 – 0:35	0:05 – 1:15		
		50/50	3:00	0:20 – 0:40	0:05 – 0:15	0:10 – 0:20	0:05 – 0:10			
below -3 to -14	below 27 to 7	100/0	12:00	1:10 – 2:20	0:25 – 1:00	0:35 – 1:45 ³	0:30 – 0:50 ³			
		75/25	5:00	0:40 – 1:25	0:15 – 0:40	0:35 – 1:15 ³	0:15 – 0:30 ³			
below -14 to -25	below 7 to -13	100/0	12:00	0:30 – 1:00	0:15 – 0:30					
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.							

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 4-S-AD-480

SPCA TYPE IV FLUID HOLDOVER GUIDELINES FOR WINTER 2006-2007¹
AD-480

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

Outside Air Temperature		Type IV Fluid Concentration Neat Fluid/Water (Volume %/Volume %)	Approximate Holdover Times Under Various Weather Conditions (hours:minutes)						
Degrees Celsius	Degrees Fahrenheit		Active Frost	Freezing Fog	Snow or Snow Grains	Freezing Drizzle ⁴	Light Freezing Rain	Rain on Cold Soaked Wing	Other ²
-3 and above	27 and above	100/0	12:00	2:00 – 3:30	0:40 – 1:20	0:50 – 1:30	0:35 – 0:55	0:15 – 1:35	CAUTION: No holdover time guidelines exist
		75/25	5:00	1:30 – 2:45	0:30 – 1:05	0:50 – 1:15	0:30 – 0:45	0:10 – 1:15	
		50/50	3:00	0:30 – 0:45	0:10 – 0:20	0:15 – 0:25	0:05 – 0:15		
below -3 to -14	below 27 to 7	100/0	12:00	0:20 – 1:20	0:30 – 0:55	0:25 – 1:20 ³	0:15 – 0:30 ³		
		75/25	5:00	0:25 – 0:50	0:20 – 0:45	0:25 – 1:05 ³	0:15 – 0:30 ³		
below -14 to -25	below 7 to -13	100/0	12:00	0:15 – 0:40	0:15 – 0:30				
below -25	below -13	100/0	Type IV fluid may be used below -25°C (-13°F) provided the freezing point of the fluid is at least 7°C (13°F) below the outside air temperature and the aerodynamic acceptance criteria are met. Consider use of Type I when Type IV fluid cannot be used.						

NOTES

- 1 These holdover times are derived from tests of this fluid having a viscosity as listed in Table 9.
- 2 Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, and hail.
- 3 These holdover times only apply to outside air temperatures to -10°C (14°F) under freezing drizzle and light freezing rain.
- 4 Use light freezing rain holdover times if positive identification of freezing drizzle is not possible.

CAUTIONS

- The only acceptable decision criteria time is the shortest time within the applicable holdover time table cell.
- The time of protection will be shortened in heavy weather conditions, heavy precipitation rates, or high moisture content.
- High wind velocity or jet blast may reduce holdover time.
- Holdover time may be reduced when aircraft skin temperature is lower than outside air temperature.
- Fluids used during ground deicing/anti-icing do not provide in-flight icing protection.

TABLE 5

CURRENTLY QUALIFIED FLUIDS (2006-2007)

NOTE:

Concentrate fluids have also been qualified at 50/50 (glycol/water) dilution.

Table 5-1: Qualified Type I Anti-icing Fluids [†]			
#	COMPANY NAME	FLUID NAME	EXPIRY (Y-M-D)
1-1	Arcton Ltd.	Arctica DG	08-04-10
1-2	Aviation Xi' an High-tech	KHF-1	07-09-22
1-3	Battelle	D ³ : Degradable by Design Deicer™ ADF 1006A	08-01-13
1-4	Beijing Wangye Aviation Chemical Product Co. Ltd.	KLA-1	07-09-07
1-5	Clariant GmbH	Clariant Safewing MP I 1938 TF	06-08-25*
1-6	Clariant GmbH	Clariant Safewing MP I 1938 TF Pre-Mix	07-09-14
1-7	Clariant GmbH	Clariant Safewing MP I 1938 ECO	06-08-30*
1-8	Clariant GmbH	Clariant Safewing EG I 1996	06-08-24*
1-9	Chemical Specialists and Development Inc.	Prist Wing De-Icer	08-05-17
1-10	Dow Chemical Company	Dow UCAR™ Aircraft Deicing Fluid Concentrate	06-10-26
1-11	Dow Chemical Company	Dow UCAR™ ADF XL-54	07-03-10
1-12	Dow Chemical Company	Dow UCAR™ PG Aircraft Deicing Fluid	08-02-02
1-13	Dow Chemical Company	Dow UCAR™ PG ADF Dilute 55/45	08-02-02
1-14	HOC Industries	SafeTemp I ES	07-10-27
1-15	HOC Industries	SafeTemp ES Plus	07-09-15
1-16	<i>Inland Technologies Inc.</i>	<i>Inland Duragly-P ready to use</i>	<i>05-09-11</i>
1-17	<i>Inland Technologies Inc.</i>	<i>Inland Duragly-E ready to use</i>	<i>05-10-20</i>
1-18	Kilfrost Limited	Kilfrost DF PLUS	07-08-26
1-19	Kilfrost Limited	Kilfrost DF PLUS (80)	06-07-05*
1-20	Kilfrost Limited	Kilfrost DF PLUS (88)	07-08-26
1-21	Lyondell Chemical Co.	Lyondell ARCOPlus	08-02-14
1-22	Lyondell Chemical Co.	Lyondell ARCTIC Plus™	08-04-10
1-23	Newave Aerochemical Co. Ltd.	FCY-1A	07-06-15
1-24	Octagon Process Inc.	Octagon Octaflo EF	07-05-12
1-25	Octagon Process Inc.	Octagon Octaflo EG	07-05-12
1-26	SPCA	SPCA DE-950	08-05-30
1-27	Viterbo S.A.	Jarkleer SAE Type I	07-01-20

[†] Qualified solely with respect to anti-icing performance and aerodynamic acceptance by the Anti-icing Materials International Laboratory, Université du Québec à Chicoutimi. Web site: <http://www.ugac.quebec.ca/amil/>
 For other specification requirements for Type I fluids, see SAE AMS 1424 (latest version). Fluids that successfully qualify after the issuance of this list will appear in a later update.

Fluids listed in italics have expired and will be removed from this listing four years after expiry.

* Currently in re-qualification process.

TABLE 5 (cont.)

CURRENTLY QUALIFIED FLUIDS (2006-2007)

Table 5-2: Qualified Type II Anti-icing Fluids [†]			
#	COMPANY NAME	FLUID NAME	EXPIRY (Y-M-D)
2-1	Clariant GmbH	Clariant Safewing MP II 1951	07-06-02
2-2	Clariant GmbH	Clariant Safewing MP II 2025 ECO	06-08-24*
2-3	Clariant GmbH	Clariant Safewing MP II Flight	08-04-27
2-4	<i>Kilfrost Limited</i>	<i>Kilfrost ABC-II PLUS</i>	<i>05-10-29</i>
2-5	Kilfrost Limited	Kilfrost ABC-3	06-08-22*
2-6	Kilfrost Limited	Kilfrost ABC-2000	06-07-05*
2-7	Kilfrost Limited	Kilfrost ABC-TF2	**
2-8	Octagon Process Inc.	Octagon E Max II	06-07-22
2-9	SPCA	SPCA Ecowing 26	07-05-24

Table 5-3: Qualified Type III Anti-icing Fluids [†]			
#	COMPANY NAME	FLUID NAME	EXPIRY (Y-M-D)
3-1	Clariant GmbH	Clariant Safewing MP III 2031 ECO	07-07-12

CAUTION: The lowest operational use temperature (LOUT) is -16.5°C (2°F) for aircraft with rotation speeds less than 100 knots or -29°C (-20°F) for aircraft with higher rotation speeds.

Table 5-4: Qualified Type IV Anti-icing Fluids [†]			
#	COMPANY NAME	FLUID NAME	EXPIRY (Y-M-D)
4-1	Clariant GmbH	Clariant Safewing MP IV 2001	06-06-02*
4-2	Clariant GmbH	Clariant Safewing MP IV 2012 Protect	07-07-12
4-3	Clariant GmbH	Clariant Safewing MP IV 2030 ECO	06-07-27
4-4	Clariant GmbH	Clariant Safewing MP IV Launch	08-05-16
4-5	Dow Chemical Company	Dow UCAR ADF/AAF ULTRA+	06-12-20
4-6	Dow Chemical Company	UCAR AAF FlightGuard AD-480 ⁽¹⁾	08-05-31
4-7	Dow Chemical Company	UCAR™ Endurance EG106	08-01-25
4-8	<i>Ely Chemical Company</i>	<i>Octagon Max-Flight</i>	<i>06-07-06</i>
4-9	Kilfrost Limited	Kilfrost ABC-S	07-08-02
4-10	Kilfrost Limited	ABC-S PLUS	**
4-11	<i>Octagon Process Inc.</i>	<i>Octagon Max-Flight</i>	<i>06-07-06</i>
4-12	Octagon Process Inc.	Octagon Max-Flight 04	08-05-30
4-13	Octagon Process Inc.	Octagon MaxFlo	07-03-24
4-14	SPCA	SPCA AD-480	07-07-05

⁽¹⁾ This product is identical to SPCA AD-480; the SPCA AD-480 holdover time table applies.

[†] Qualified solely with respect to anti-icing performance and aerodynamic acceptance by the Anti-icing Materials International Laboratory, Université du Québec à Chicoutimi. Web site: <http://www.ugac.quebec.ca/amil/>
For other specification requirements for Type II, III or IV fluids, see SAE AMS 1428 (latest version). Fluids that successfully qualify after the issuance of this list will appear in a later update.

Fluids listed in italics have expired and will be removed from this listing four years after expiry.

* Currently in re-qualification process.

** Currently in qualification process.

TABLE 6

SAE TYPE I DEICING FLUID APPLICATION PROCEDURES

Guidelines for the application of SAE Type I fluid mixtures at minimum concentrations for the prevailing outside air temperature (OAT)

Outside Air Temperature (OAT) ¹	One-Step Procedure Deicing/Anti-icing	Two-Step Procedure	
		First Step: Deicing	Second Step: Anti-icing ²
-3°C (27°F) and above	Heated mix of fluid and water with a freezing point of at least 10°C (18°F) below OAT	Heated water or a heated mix of fluid and water	Heated mix of fluid and water with a freezing point of at least 10°C (18°F) below OAT
Below -3°C (27°F)		Freezing point of heated fluid mixture shall not be more than 3°C (5°F) above OAT	

- 1 Fluids must only be used at temperatures above their lowest operational use temperature (LOUT).
- 2 To be applied before first step fluid freezes, typically within 3 minutes.

NOTES

- Temperature of water or fluid/water mixtures shall be at least 60°C (140°F) at the nozzle. Upper temperature limit shall not exceed fluid and aircraft manufacturers' recommendations.
- To use Type I holdover time guidelines in snow conditions, at least 1 litre/m² (~ 2 gal./100 sq. ft.) must be applied to the deiced surfaces.
- This table is applicable for the use of Type I Holdover Time Guidelines. If holdover times are not required, a temperature of 60°C (140°F) at the nozzle is desirable.

CAUTION

- **Wing skin temperatures may differ and in some cases may be lower than outside air temperatures; a stronger mix (more glycol) may be needed under these conditions.**

TABLE 7

SAE TYPE II, Type III and TYPE IV ANTI-ICING FLUID APPLICATION PROCEDURES

Guidelines for the application of SAE Type II, III and IV fluid mixtures (minimum concentrations in % by volume) as a function of outside air temperature (OAT)

Outside Air Temperature (OAT) ¹	One-Step Procedure Deicing/Anti-icing	Two-Step Procedure	
		First Step: Deicing	Second Step: Anti-icing ²
-3°C (27°F) and above	50/50 Heated ³ Type II/III/IV	Heated water or a heated mix of Type I, II, III or IV with water	50/50 Type II/III/IV
-14°C (7°F) and above	75/25 Heated ³ Type II/III/IV	Heated suitable mix of Type I, Type II/III/IV and water with FP not more than 3°C (5°F) above actual OAT	75/25 Type II/III/IV
-25°C (-13°F) and above	100/0 Heated ³ Type II/III/IV	Heated suitable mix of Type I, Type II/III/IV and water with FP not more than 3°C (5°F) above actual OAT	100/0 Type II/III/IV
Below -25°C (-13°F)	Type II/III/IV fluid may be used below -25°C (-13°F) provided that the freezing point of the fluid is at least 7°C (13°F) below OAT and that aerodynamic acceptance criteria (LOUT) are met. Consider the use of Type I when Type II/III/IV fluid cannot be used (see Table 6).		

1 Fluids must only be used at temperatures above their lowest operational use temperature (LOUT).

2 To be applied before first step fluid freezes, typically within 3 minutes.

3 Clean aircraft may be anti-iced with unheated fluid.

NOTES

- For heated fluids, a fluid temperature not less than 60°C (140°F) at the nozzle is desirable.
- Upper temperature limit shall not exceed fluid and aircraft manufacturers' recommendations.

CAUTIONS

- Wing skin temperatures may differ and in some cases may be lower than outside air temperatures; a stronger mix (more glycol) may be needed under these conditions.
- Whenever frost or ice occurs on the lower surface of the wing in the area of the fuel tank, indicating a cold soaked wing, the 50/50 dilutions of Type II, III or IV should not be used for the anti-icing step because fluid freezing may occur.
- An insufficient amount of anti-icing fluid may cause a substantial loss of holdover time. This is particularly true when using a Type I fluid mixture for the first step in a two-step procedure.

TABLE 8
VISIBILITY IN SNOW VS. SNOWFALL INTENSITY CHART¹

Lighting	Temperature Range		Visibility in Snow (Statute Miles)			
	°C	°F	Heavy	Moderate	Light	Very Light
Darkness	-1 and above	30 and above	≤1	>1 to 2½	>2½ to 4	>4
	Below -1	Below 30	≤¾	>¾ to 1½	>1½ to 3	>3
Daylight	-1 and above	30 and above	≤½	>½ to 1½	>1½ to 3	>3
	Below -1	Below 30	≤¾	>¾ to 7/8	>7/8 to 2	>2

1 Based on: *Relationship between Visibility and Snowfall Intensity* (TP 14151E), Transportation Development Centre, Transport Canada, November 2003; and *Theoretical Considerations in the Estimation of Snowfall Rate Using Visibility* (TP 12893E), Transportation Development Centre, Transport Canada, November 1998.

HOW TO READ THE TABLE

Assume that the daytime visibility in snowfall is 1 statute mile and the temperature is -7°C. Based on these conditions, the snowfall intensity is light. This snowfall intensity is used to determine which holdover time guideline value is appropriate for the fluid in use.

TABLE 9

LOWEST ON-WING VISCOSITY VALUES FOR ANTI-ICING NEAT FLUIDS

	FLUID NAME	LOWEST ON-WING VISCOSITY ^a (mPa.s)	
		MANUFACTURER METHOD	AIR 9968 REVISION A METHOD
TYPE II	Clariant Safewing MP II 2025 ECO	5,500 ^b	5,750 ^g
	Clariant Safewing MP II Flight	3,340 ^g	3,340 ^g
	Kilfrost ABC-2000	2,350 ^c	2,350 ^g
	Kilfrost ABC-II Plus	3,600 ^c	3,600 ^g
	Kilfrost ABC-TF2	3,550 ^c	3,460 ^g
	Octagon E Max II	13,520 ^d	13,520 ^g
	SPCA Ecowing 26	4,900 ^e	4,600 ^g
TYPE IV	Clariant Safewing MP IV 2001	18,000 ^b	18,000 ^c
	Clariant Safewing MP IV 2012 Protect	7,800 ^b	7,250 ^g
	Clariant Safewing MP IV 2030 ECO	10,500 ^b	10,500 ^c
	Clariant Safewing MP IV Launch	7,550 ^g	7,550 ^g
	Dow UCAR ADF/AAF ULTRA+	36,000 ^f	28,000 ^c
	Dow UCAR Endurance EG106	24,850 ^f	2,230 ^g
	Kilfrost ABC-S	17,000 ^c	17,000 ^c
	Kilfrost ABC-S PLUS	10,450 ^c	11,040 ^g
	Octagon Max-Flight	5,540 ^d	5,540 ^g
	Octagon Max-Flight 04	5,540 ^d	5,540 ^g
	Octagon MaxFlo	8,670 ^g	8,670 ^g
	SPCA AD-480	15,200 ^e	12,800 ^c

^a The Aerospace Information Report (AIR) 9968 Revision A (December 2004) viscosity method should only be used for field verification and auditing purposes; when in doubt as to which method is appropriate, use the manufacturer method.

^b Brookfield Spindle SC4-34/13R, small sample adapter, 10 mL of neat fluid, at 20°C, 0.3 rpm, for 15 minutes 0 seconds.

^c Brookfield Spindle LV2-disc with guard leg, 150 mL of neat fluid, at 20°C, 0.3 rpm, for 10 minutes 0 seconds.

^d Brookfield Spindle LV1 with guard leg, 500 mL of neat fluid, at 20°C, 0.3 rpm, for 33 minutes 20 seconds.

^e Brookfield Spindle SC4-34/13R, small sample adapter, 10 mL of neat fluid, at 20°C, 0.3 rpm, for 30 minutes 0 seconds.

^f Brookfield Spindle SC4-31/13R, small sample adapter, 10 mL of neat fluid, at 0°C, 0.3 rpm, for 10 minutes 0 seconds.

^g Brookfield Spindle LV1 with guard leg, 500 mL of neat fluid, at 20°C, 0.3 rpm, for 10 minutes 0 seconds.

SIGNIFICANCE OF THIS TABLE

The viscosity values of the fluids in this table are those of the fluids provided by the manufacturers for holdover time testing. For the holdover time guidelines to be valid, the viscosity of the neat fluid on the wing shall not be lower than that listed in this table. The user should periodically ensure that the viscosity value of a fluid sample taken from the wing is not lower than that listed.

Note: The fluid manufacturer should be consulted for lowest on-wing viscosity associated with dilutions.