



AEROSPACE INFORMATION REPORT

AIR8468™

Issued

2025-01

Ancillary Deicing/Anti-Icing Information

RATIONALE

This information was removed from AS6286C for the purpose of reducing the size of the document. The information has been mainly stable for some years but is still required for operators as an aid to deicing and anti-icing. This document is raised to retain that information. Information for new aircraft reaching the market will be added as it becomes available.

The purpose of this document is to provide industry information and guidance for aircraft ground deicing/anti-icing processes. It is intended to supplement AS6285, AS6286, and AS6332, which are known to the international community as the "global aircraft deicing standards."

FOREWORD

The material in this document originated from AS6286B Appendix B.

AS6286C and onward will no longer contain this material.

Aircraft of the same generic type may have variations and different configurations (i.e., fuselage length/design, cargo or passenger variants, different door configurations). Variants may or may not be equipped with wingtip devices or other stabilizing devices, etc.

Where not shown in the diagram, these surfaces shall be deiced and/or anti-iced in accordance with the requirements specified in AS6285, aircraft manufacturers documentation, and operators/providers regulatory approved program.

Permissible fluid application areas are defined, outlining areas where deicing and anti-icing fluids (as defined within this document) may be applied, respectively.

Specific application areas and treatment requirements may vary dependent on aircraft manufacturer, regulatory, operator/provider, and/or operational requirements.

Always refer to the operators/providers regulatory approved or accepted program requirements for use in actual operations.

Information contained within these diagrams and cautions may be subject to change without notice.

For aircraft types or variants not listed, refer to the aircraft manufacturer's documentation and/or operators/providers regulatory approved or accepted program requirements.

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SAE reviews each technical report at least every five years at which time it may be revised, reaffirmed, stabilized, or cancelled. SAE invites your written comments and suggestions.

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SAE WEB ADDRESS:

Full document details: SAE AIR8468

For more information on this standard, visit
<https://www.sae.org/standards/content/AIR8468/>

Documents

Standard, visit Sharing Hub

This manual is divided into three sections:

- SECTION A - AIRCRAFT DIAGRAMS AND NO-SPRAY AREAS
- SECTION B - BACKGROUND INFORMATION
- SECTION C - AIRPORT REFERENCE CODE

RESPONSIBILITIES

This manual is intended to provide a common basis for deicing/anti-icing training and qualification for deicing providers and airlines. Each organization involved is responsible for complying with local regulations and requirements imposed by manufacturers of aircraft, equipment, and fluids by regulatory and environmental authorities.

The responsibility for approval and application of the diagrams contained within this document for actual operations lies solely with the end user.

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1. SCOPE

This manual contains information regarding aircraft deicing/anti-icing surfaces and areas.

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 International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or +1 724-776-4970 (outside USA), www.sae.org.

AS6285	Aircraft Ground Deicing/Anti-Icing Processes
AS6286	Aircraft Ground Deicing/Anti-Icing Training and Qualification Program
AS6332	Aircraft Ground Deicing/Anti-Icing Quality Management

2.2 ICAO Publications

Available from International Civil Aviation Organization, 999 University Street, Montreal, Quebec H3C 5H7, Canada, Tel: +1 514-954-8219, <http://www.icao.int/>.

ICAO Annex 14 - Aerodrome Design Manual

3. SECTION A - AIRCRAFT DIAGRAMS AND NO-SPRAY AREAS

3.1 Diagram Symbols



Thin hoarfrost is acceptable on the upper surface of the fuselage provided all vents and ports are clear. Thin hoarfrost is thin enough to distinguish paint lines, markings or lettering.



Coating of frost up to 1/8th inch (3 mm) in thickness on the lower wing surfaces caused by cold fuel in the wing tank areas between the front and rear spar is permissible. However, all leading edge devices, control surfaces, tab surfaces, upper wing surfaces and balance bay cavities **MUST** be free of ice, snow, slush or frost.



Engine intake **MUST** be free of all contaminants and engine fan blades **MUST** freely rotate.



Engine intake **MUST** be free of all contaminants and engine fan blades **MUST** freely rotate. Fuselage **MUST** be inspected prior to engine start when conditions warrant.



Propellers must be free of all contaminants before engine start.



Do not apply undiluted Type II, III or IV fluids forward of the front cabin entry door. Do not apply to windshields or windscreens.



Check upper wing surface to confirm that ice is not present. A physical check (tactile inspection) **MUST** be conducted on the wings upper surfaces at inboard end of wing fuel tank and/or other areas as specified by the aircraft manufacturer. Specific Airworthiness Directive requirements may apply.

3.2 Diagram Icons



Do not spray into engine openings.



Do not spray into engine exhaust.



Do not apply Type II, Type III, or Type IV to radome.



Do not spray directly at flight deck windows/windscreen.



Do not spray directly at main deck cabin windows or doors.



Do not spray directly at or into pitot tubes, TAT probes, angle of attack vanes, or other data-sensing devices/probes/tubes.



Do not spray directly at static ports.



Do not spray directly at or into aircraft intake or exhaust vents, ram air inlets, scoops, drains, outlets, or pressurized outflow valves.



Apply deicing fluids at angles below 45 degrees.



Do not spray into avionics vents.



Do not spray directly at aircraft wheels, brakes, oleo struts, mechanisms, and switches.



Do not spray into APU inlet.



Do not spray into APU exhaust.



Do not spray onto heat exchanger ventilation grid located on engine pylons.



Do not spray onto propeller blades.



Clear Ice Check (Tactile Check) required prior to deicing and may be required as part of post-deicing check.

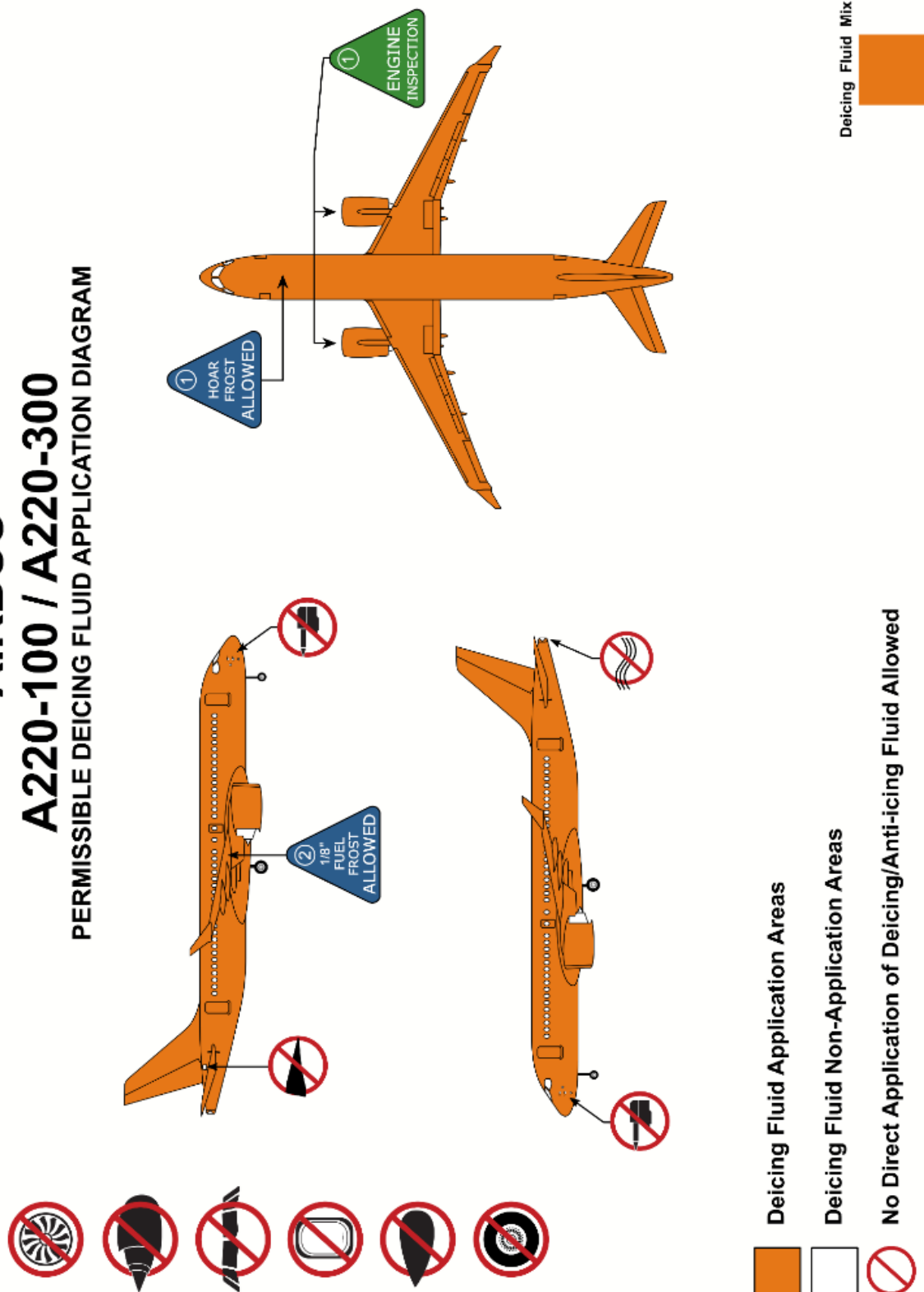


Do not direct fluid spray onto the hinge recesses or bushings on the lower extended lugs of folding wing devices, as this can cause lubricants to be washed away. Fan spray or overspray is allowed.

AIRBUS

A220-100 / A220-300

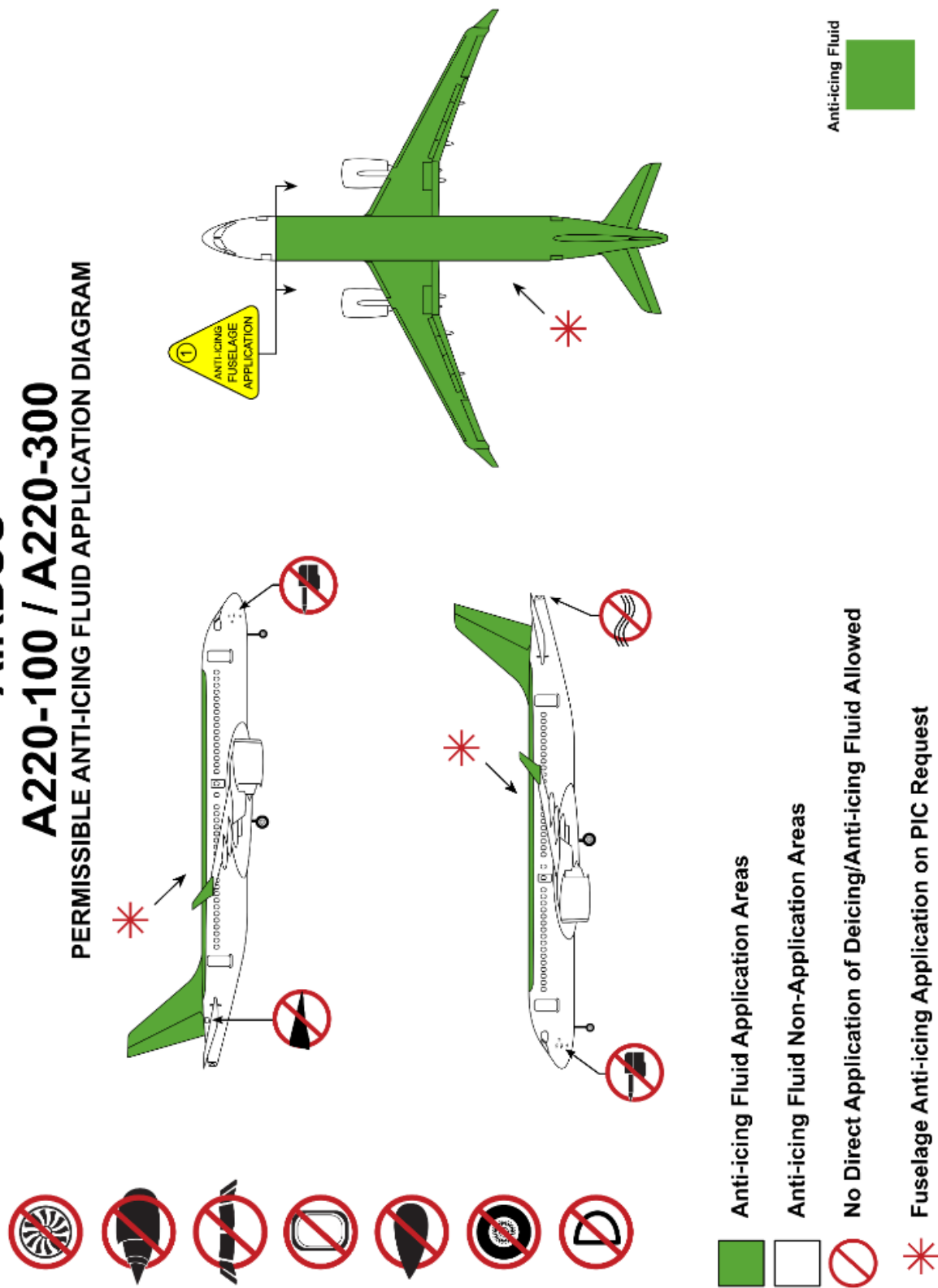
PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM



AIRBUS

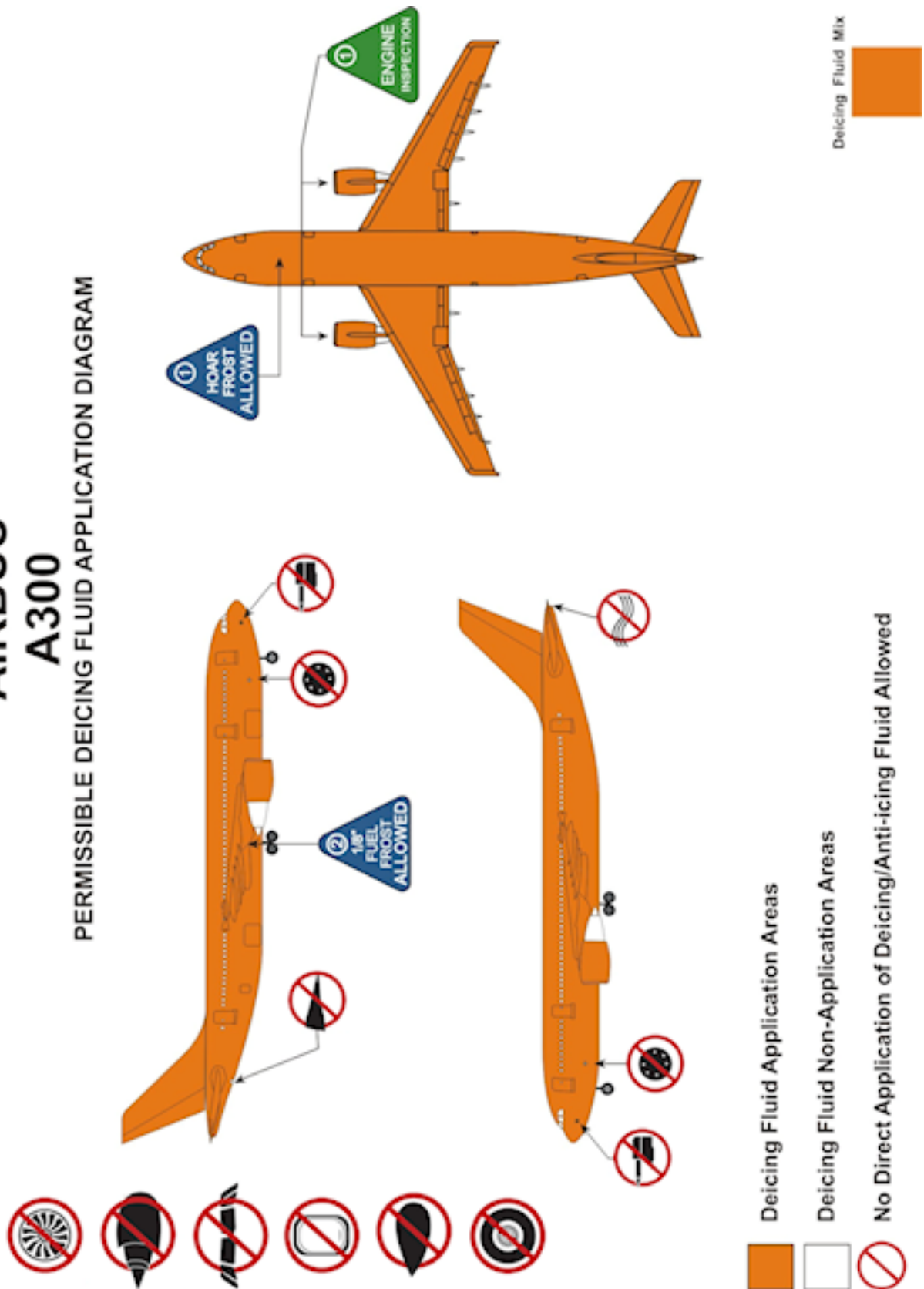
A220-100 / A220-300

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



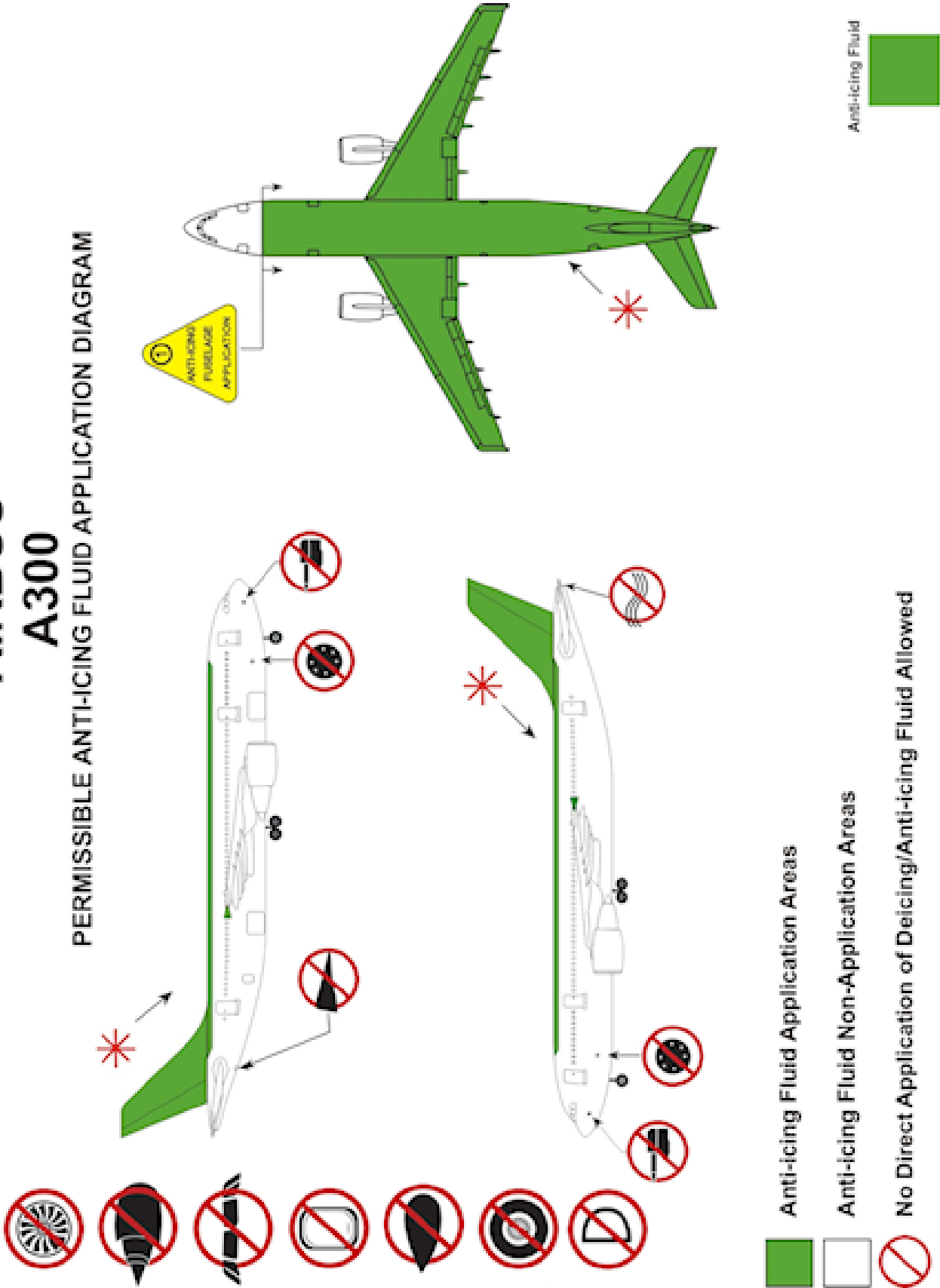
**AIRBUS
A300**

PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM



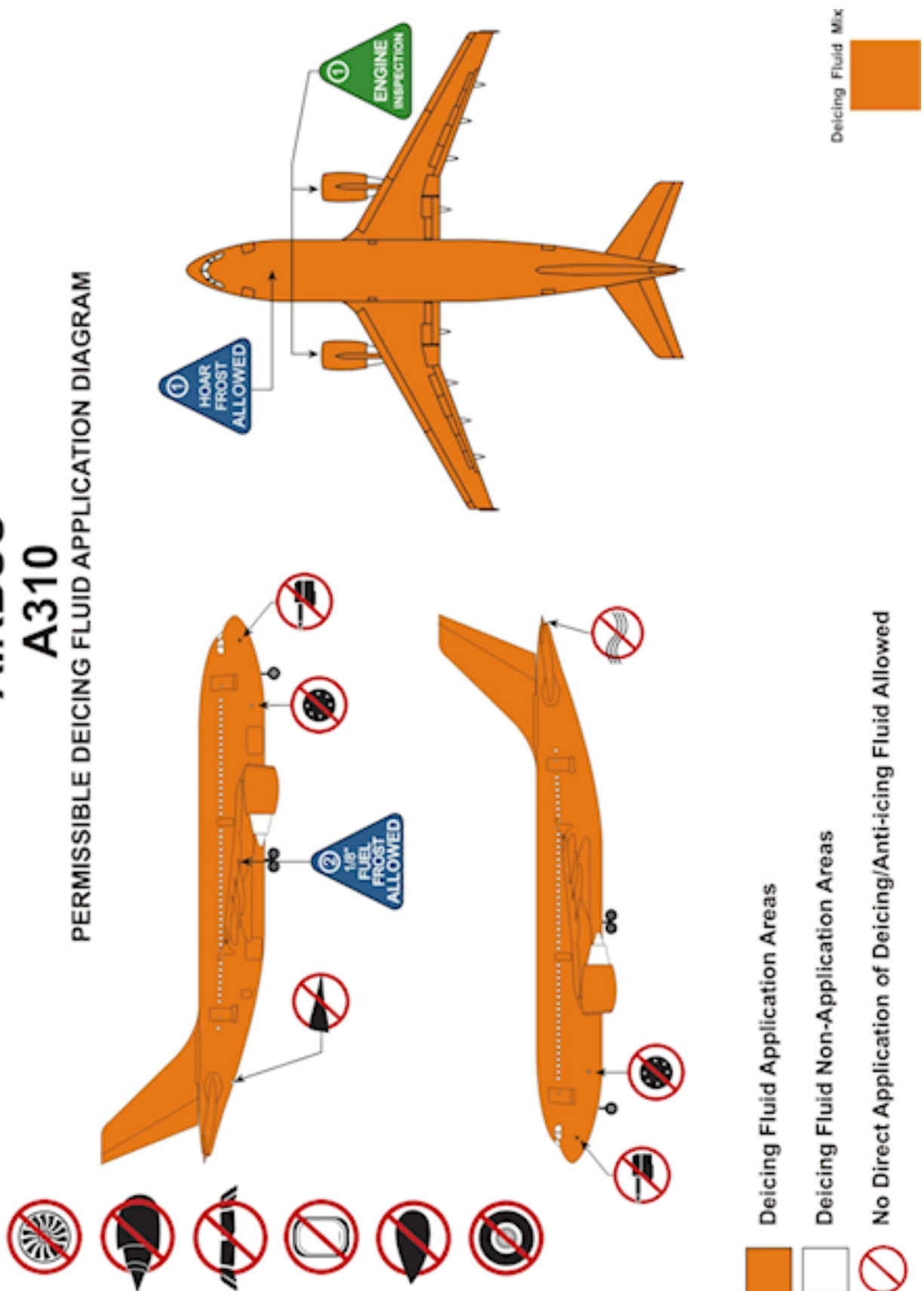
AIRBUS A300

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



**AIRBUS
A310**

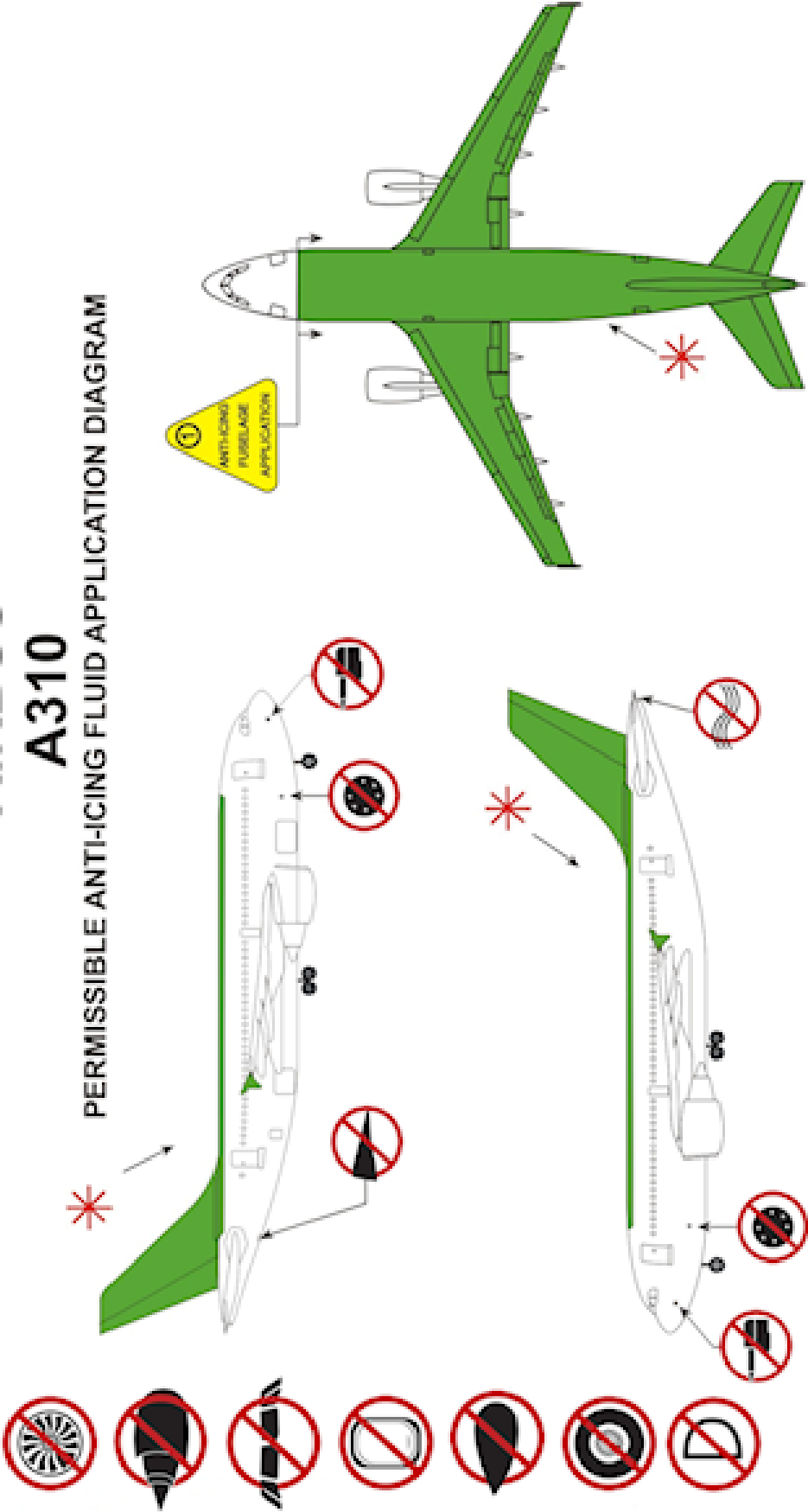
PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM



AIRBUS

A310

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



Anti-icing Fluid Application Areas

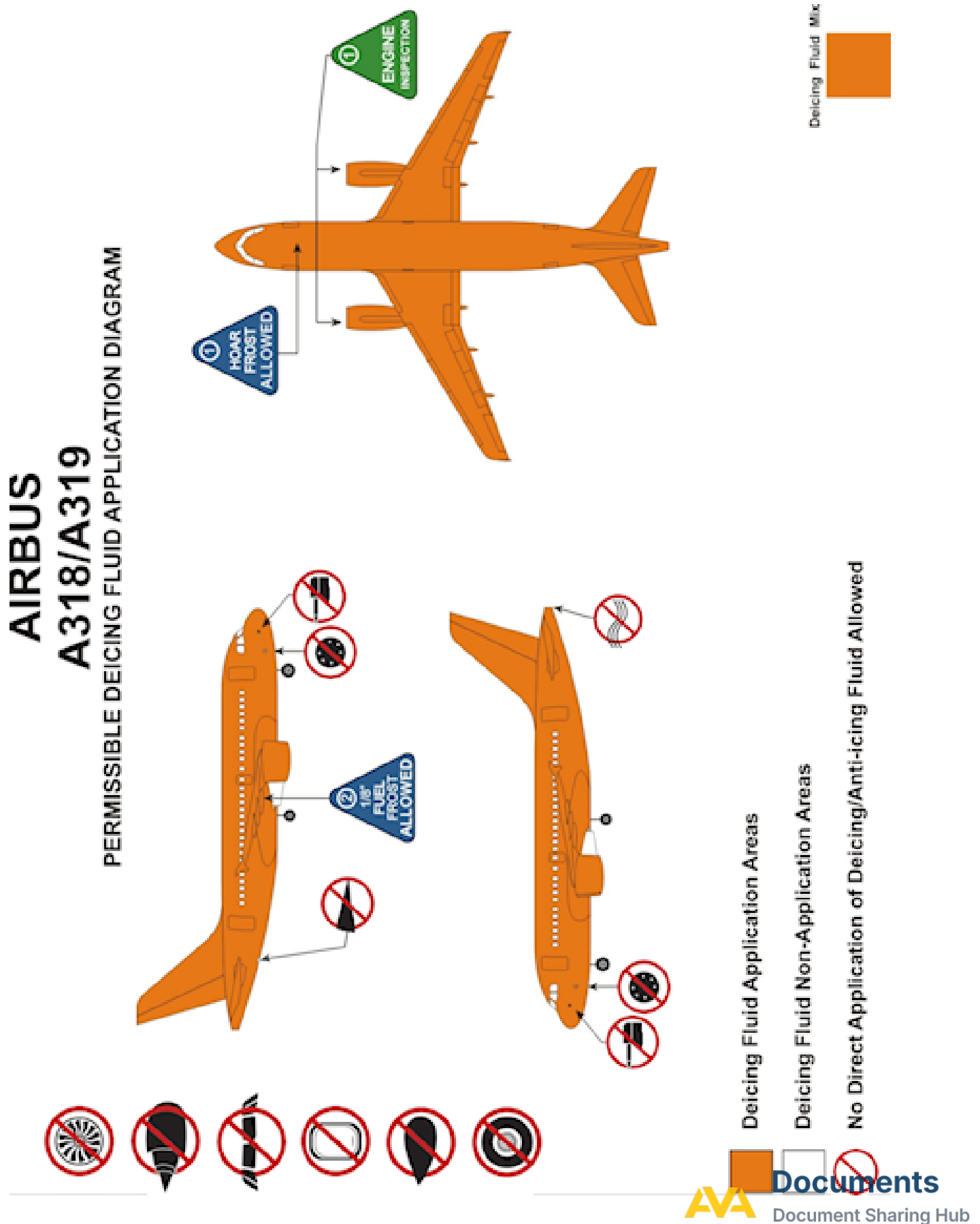
Anti-icing Fluid Non-Application Areas

No Direct Application of Deicing/Anti-icing Fluid Allowed

Fuselage Anti-icing Application on PIC Request

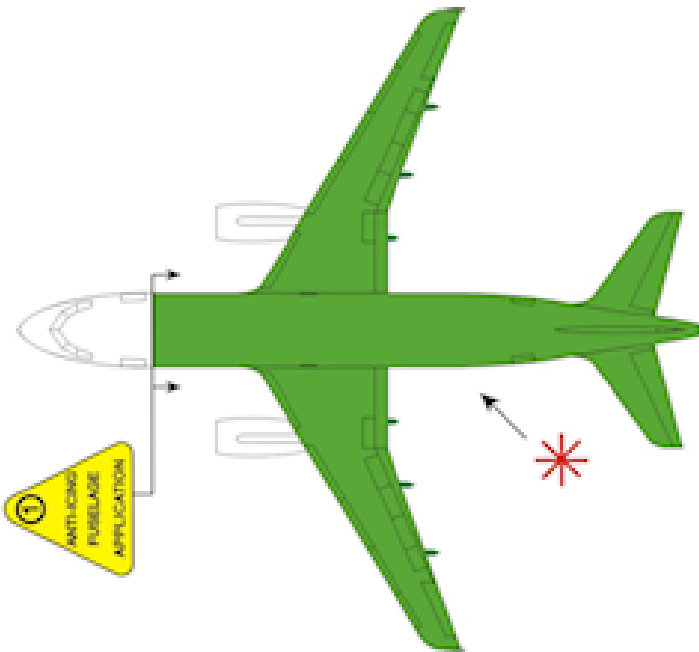
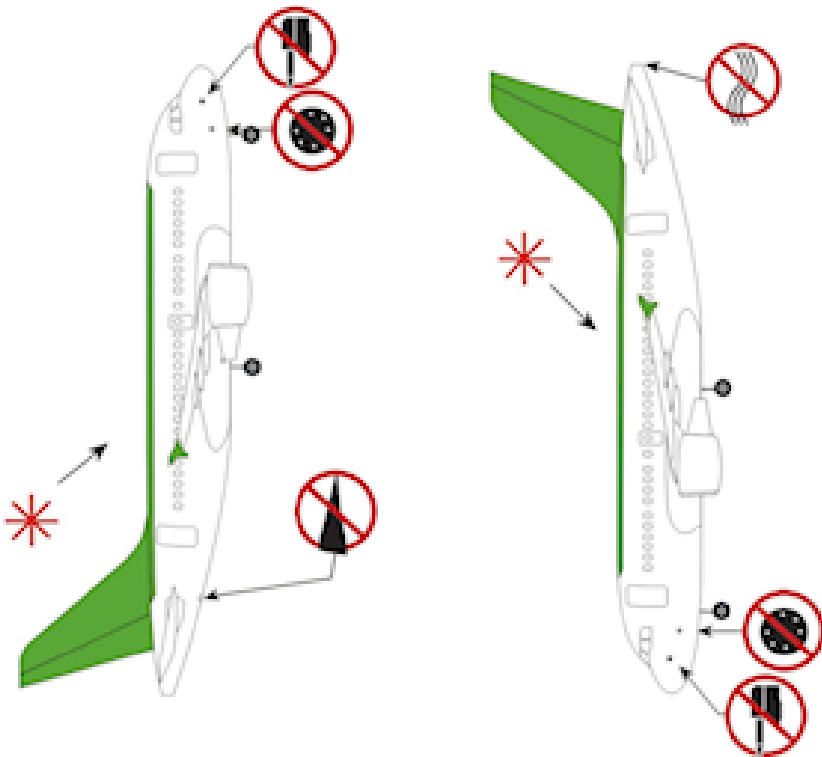
Anti-icing Fluid

3.6 Airbus A318/A319



AIRBUS A318/A319

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



Anti-icing Fluid



Anti-icing Fluid Application Areas

Anti-icing Fluid Non-Application Areas

No Direct Application of Deicing/Anti-icing Fluid Allowed

Fuselage Anti-icing Application on PIC Request



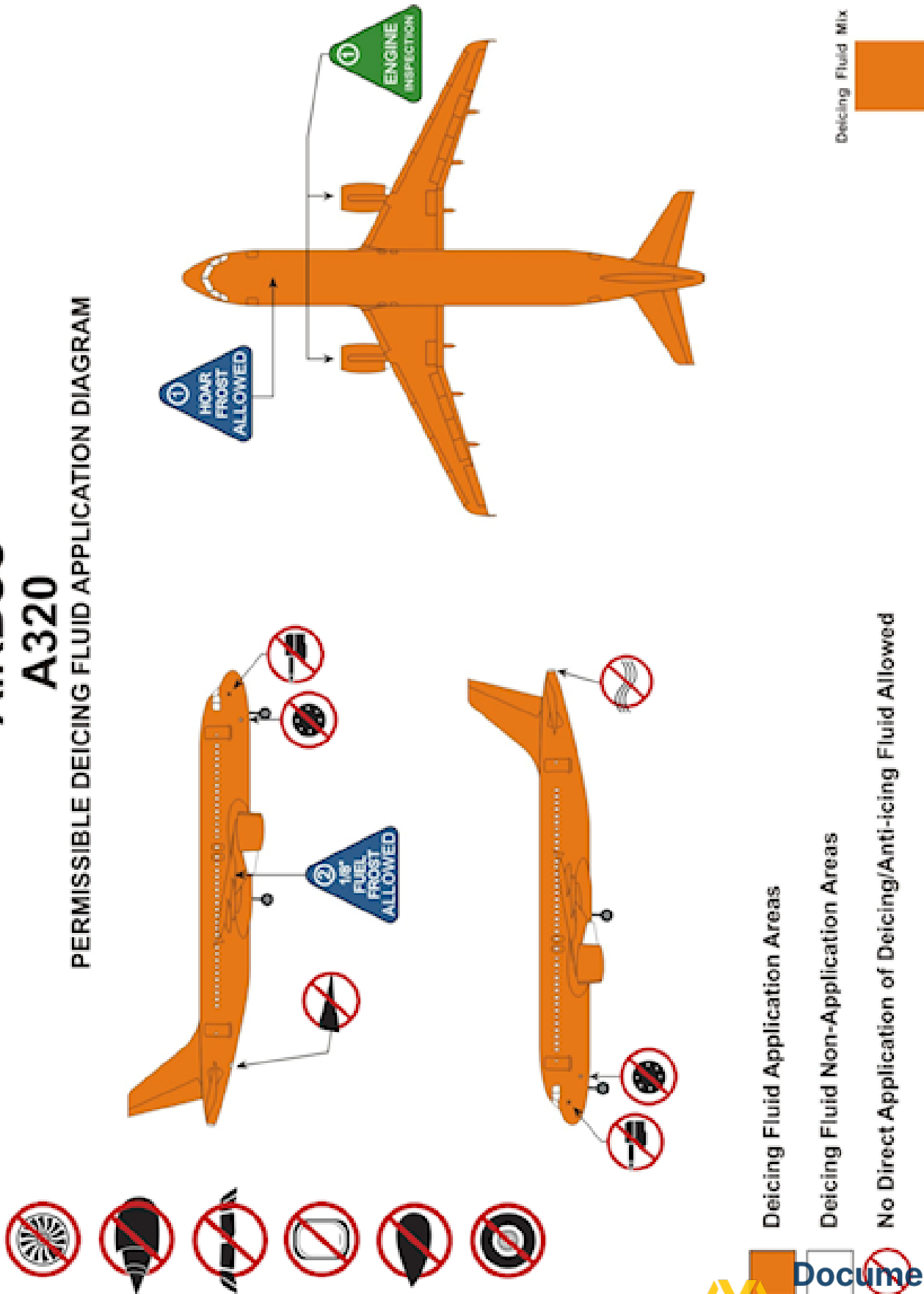
Documents

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3.7 Airbus A320

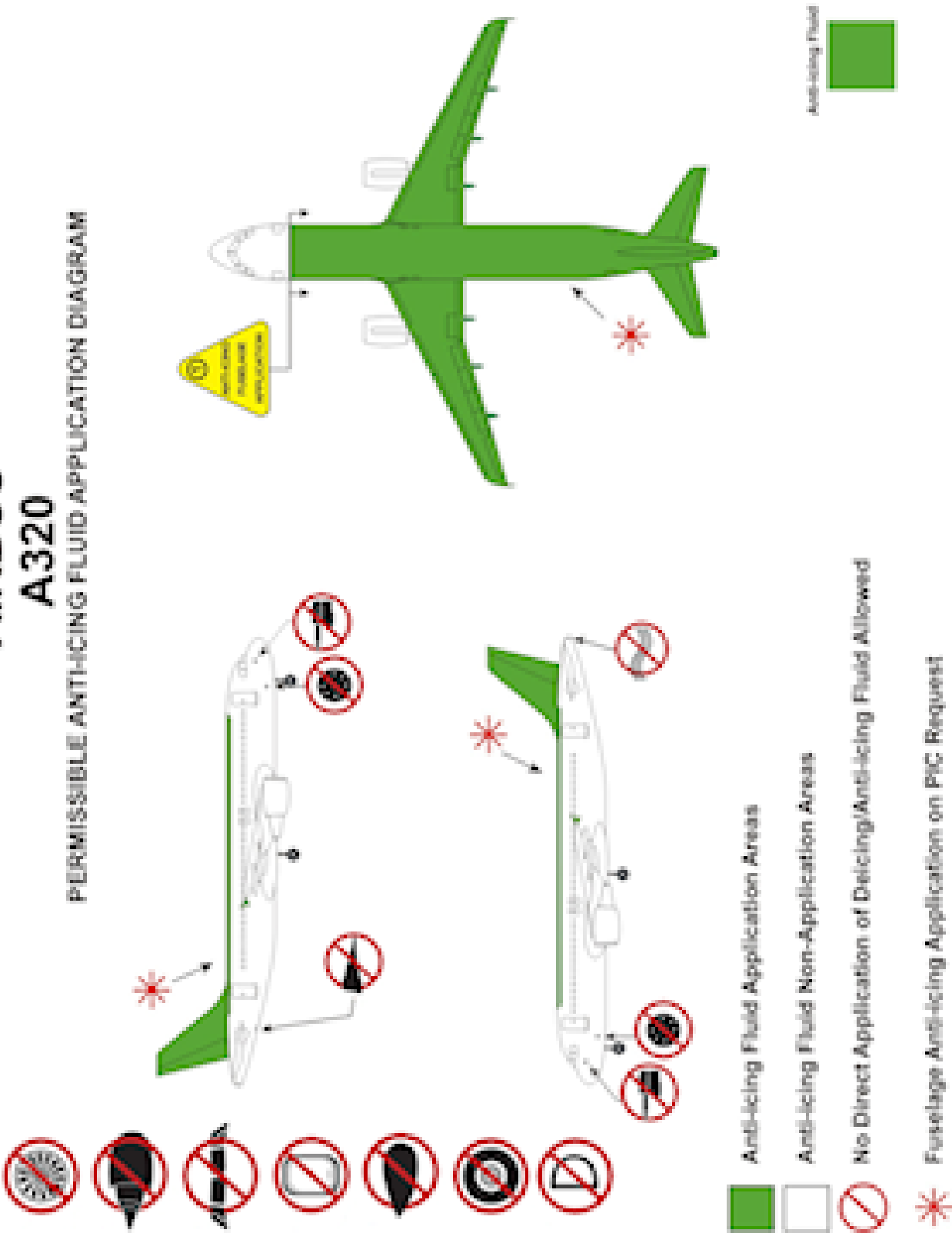
AIRBUS
A320

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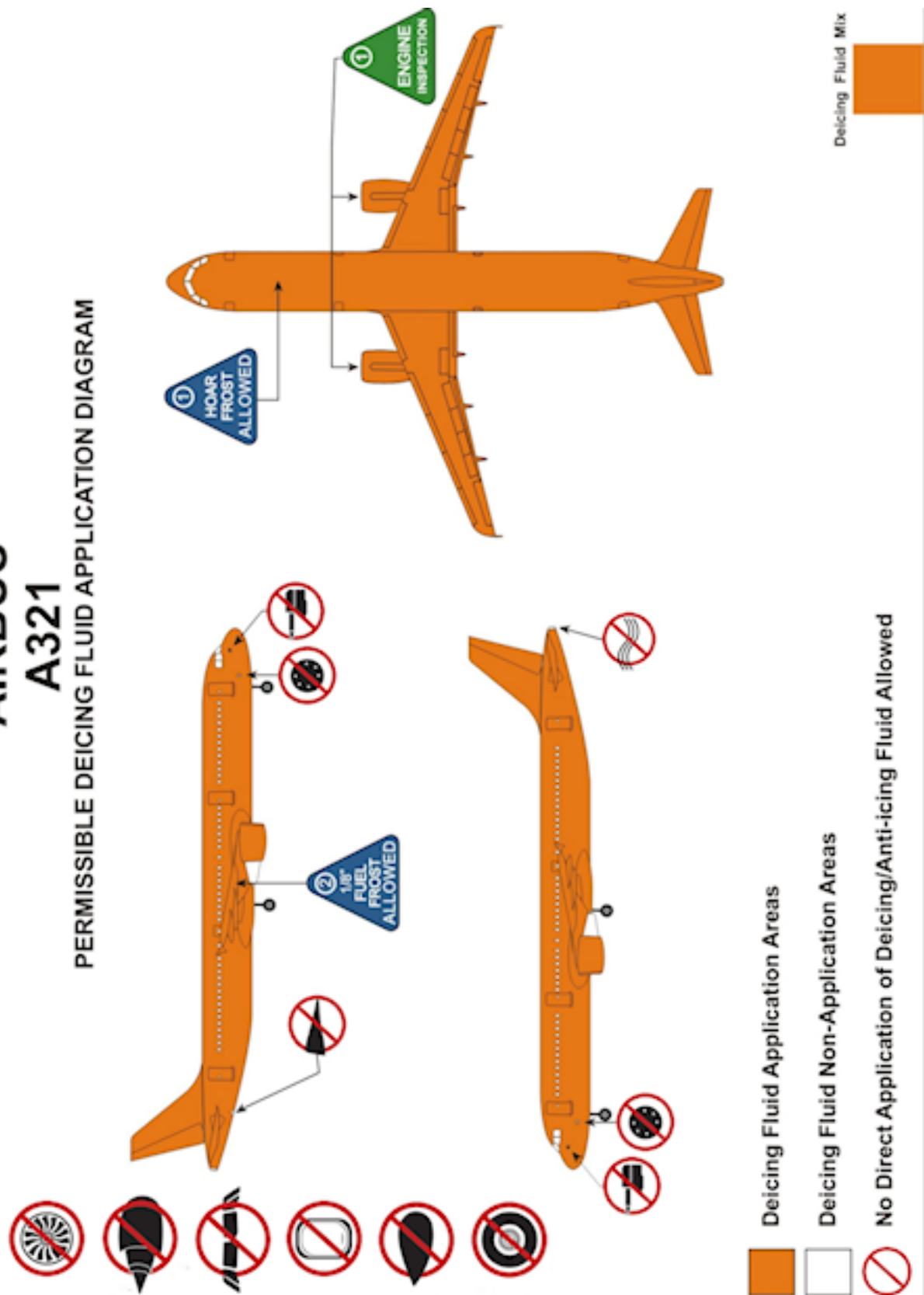
AIRBUS A320

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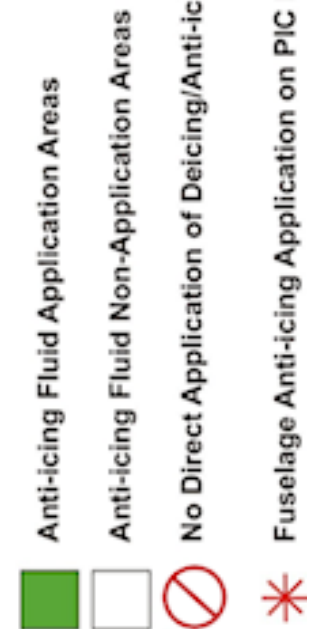


**AIRBUS
A321**

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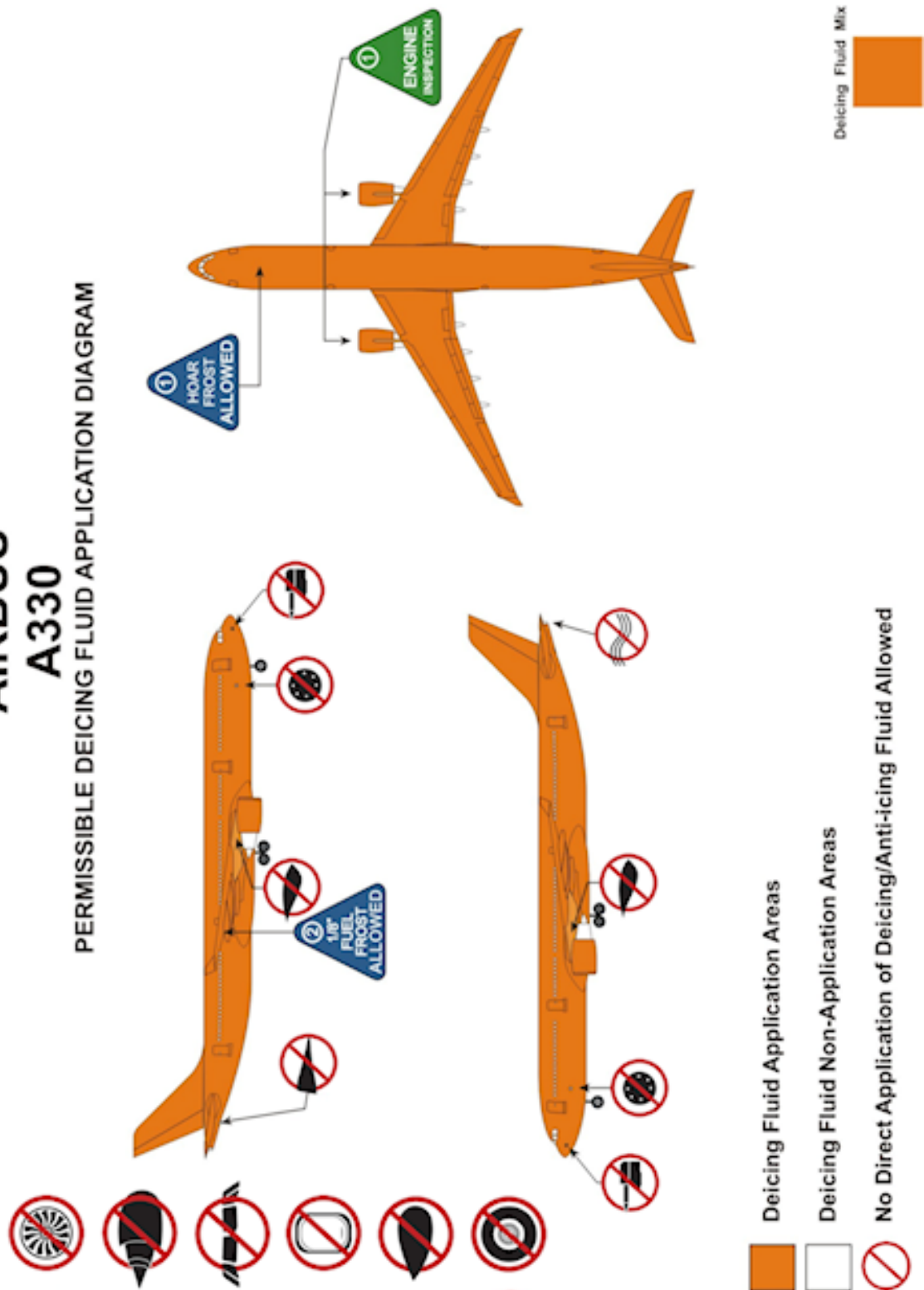


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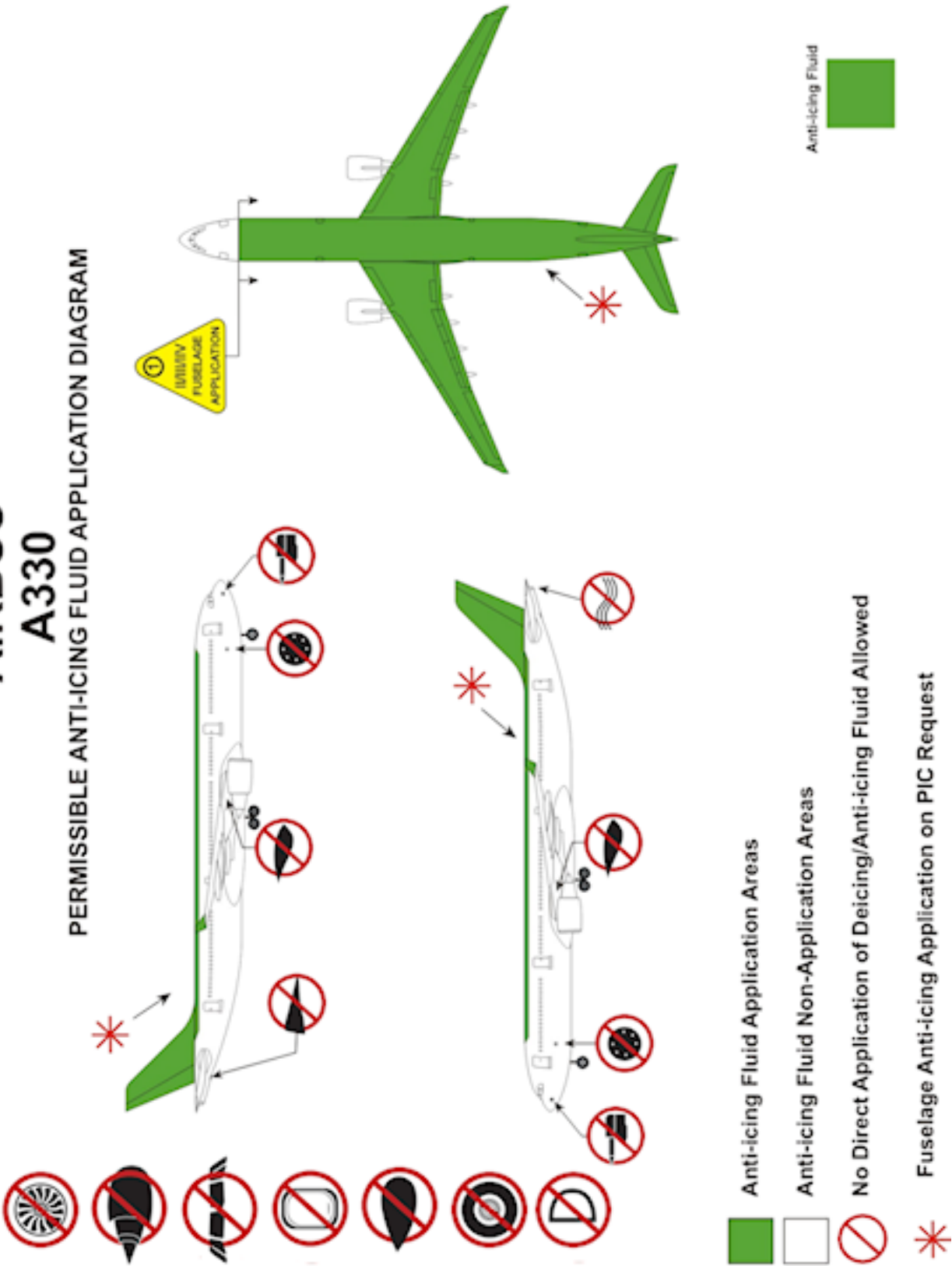
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A330**

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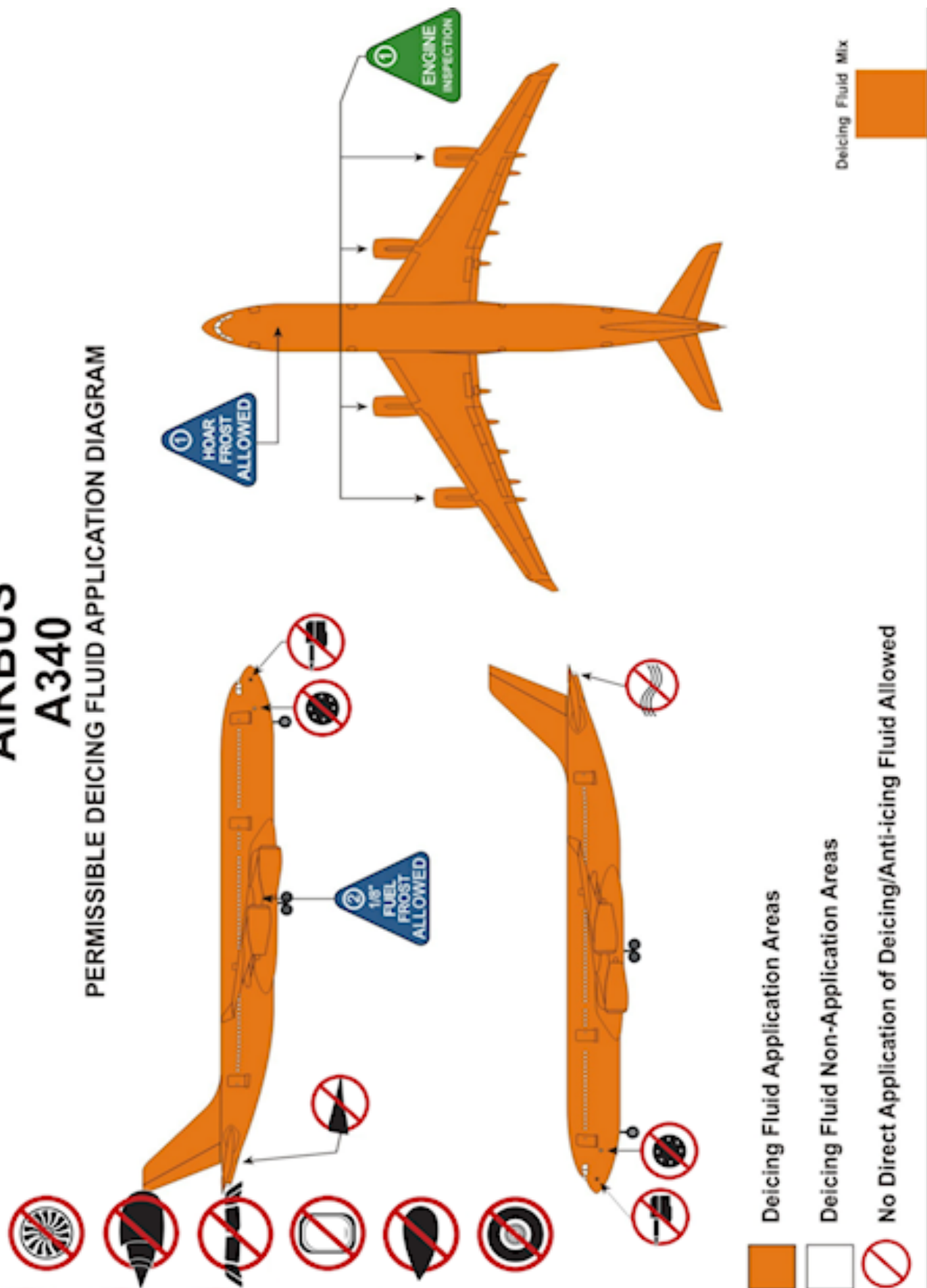
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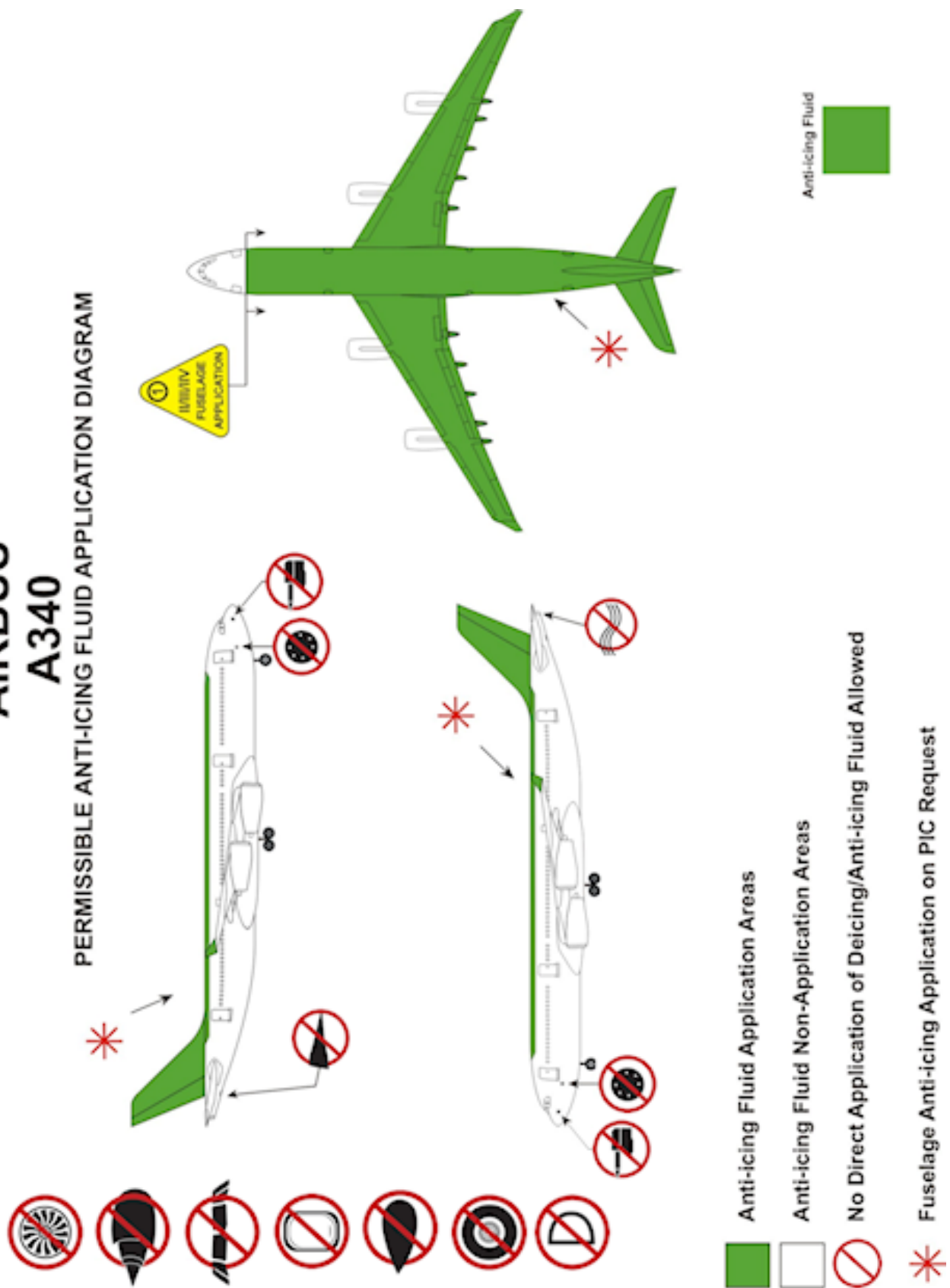


**AIRBUS
A340**

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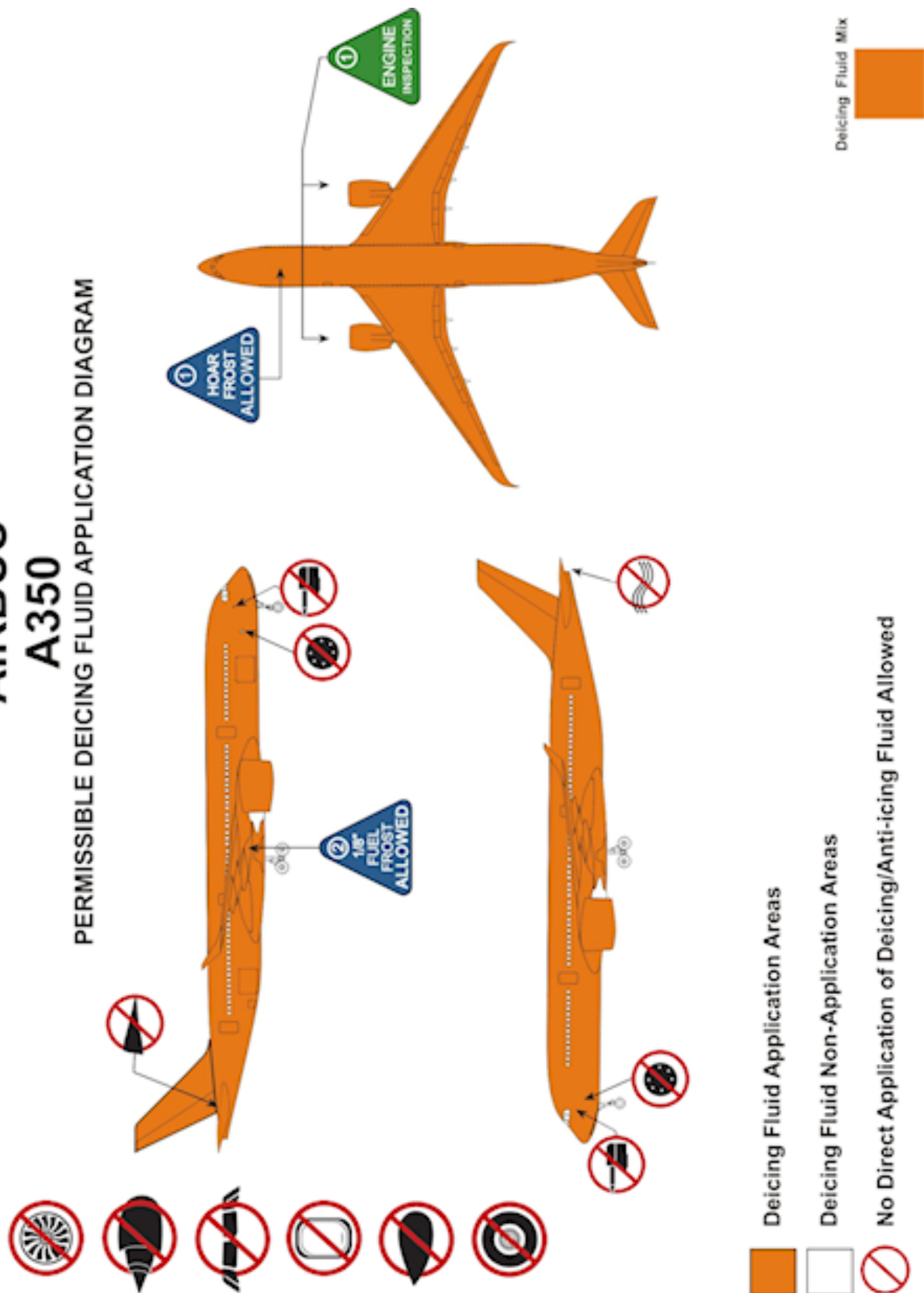


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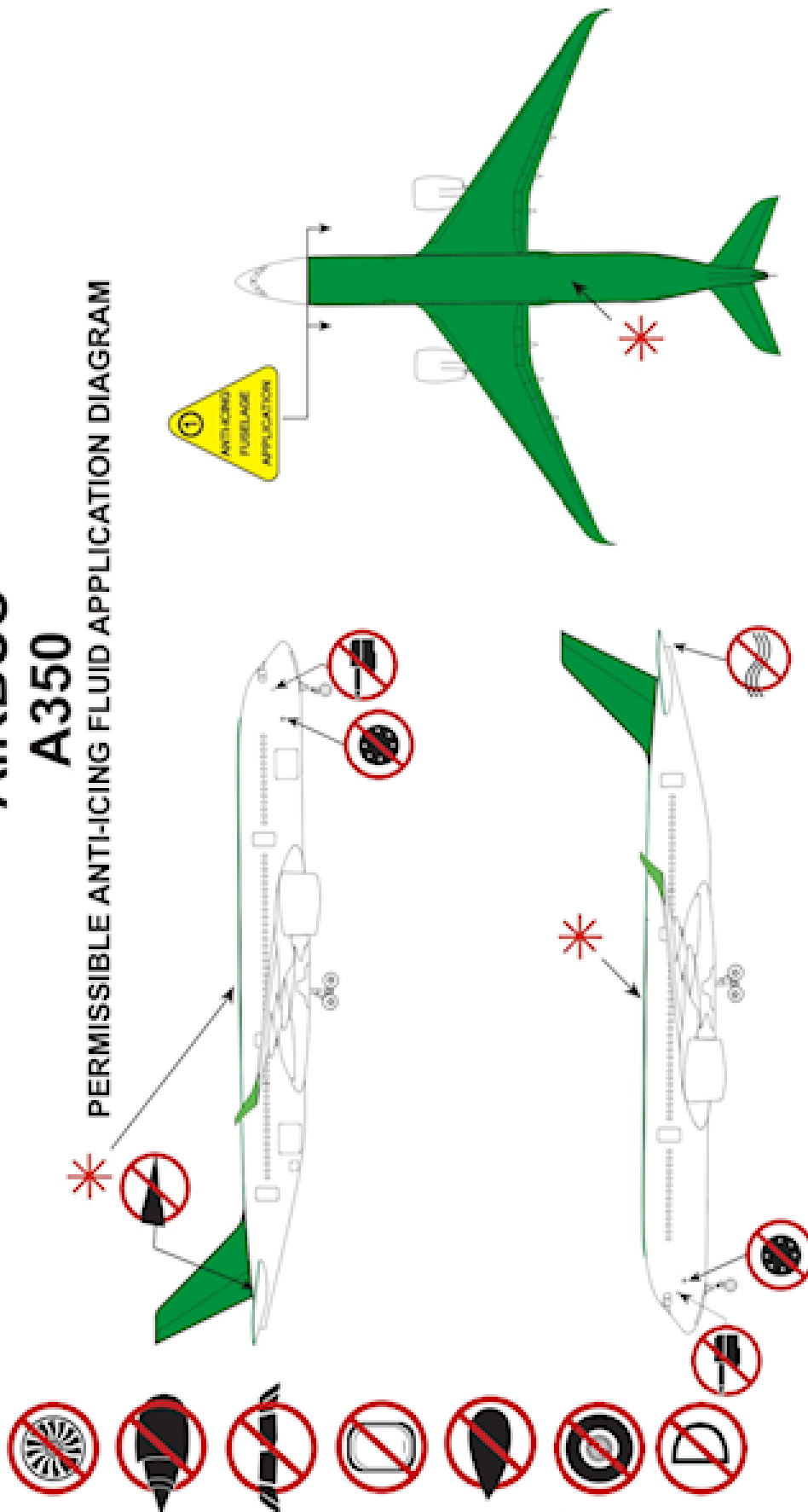


**AIRBUS
A350**

PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM



PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



Anti-Icing Fluid

Anti-icing Fluid Application Areas

Anti-Icing Fluid Non-Application Areas

No Direct Application of Deicing/Anti-icing Fluid Allowed

Fuselage Anti-icing Application on PIC Request

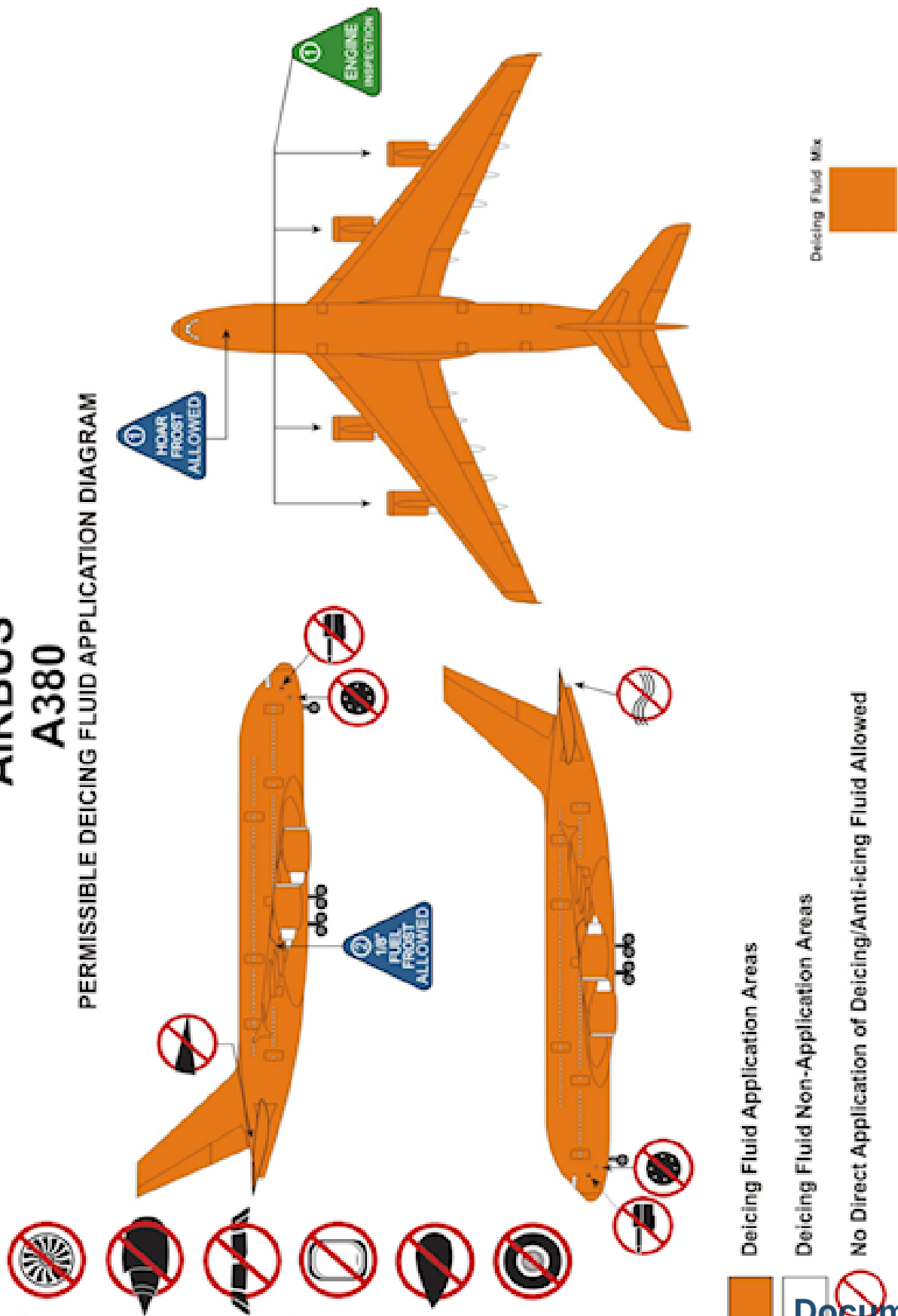


Documents

Document Sharing Hub

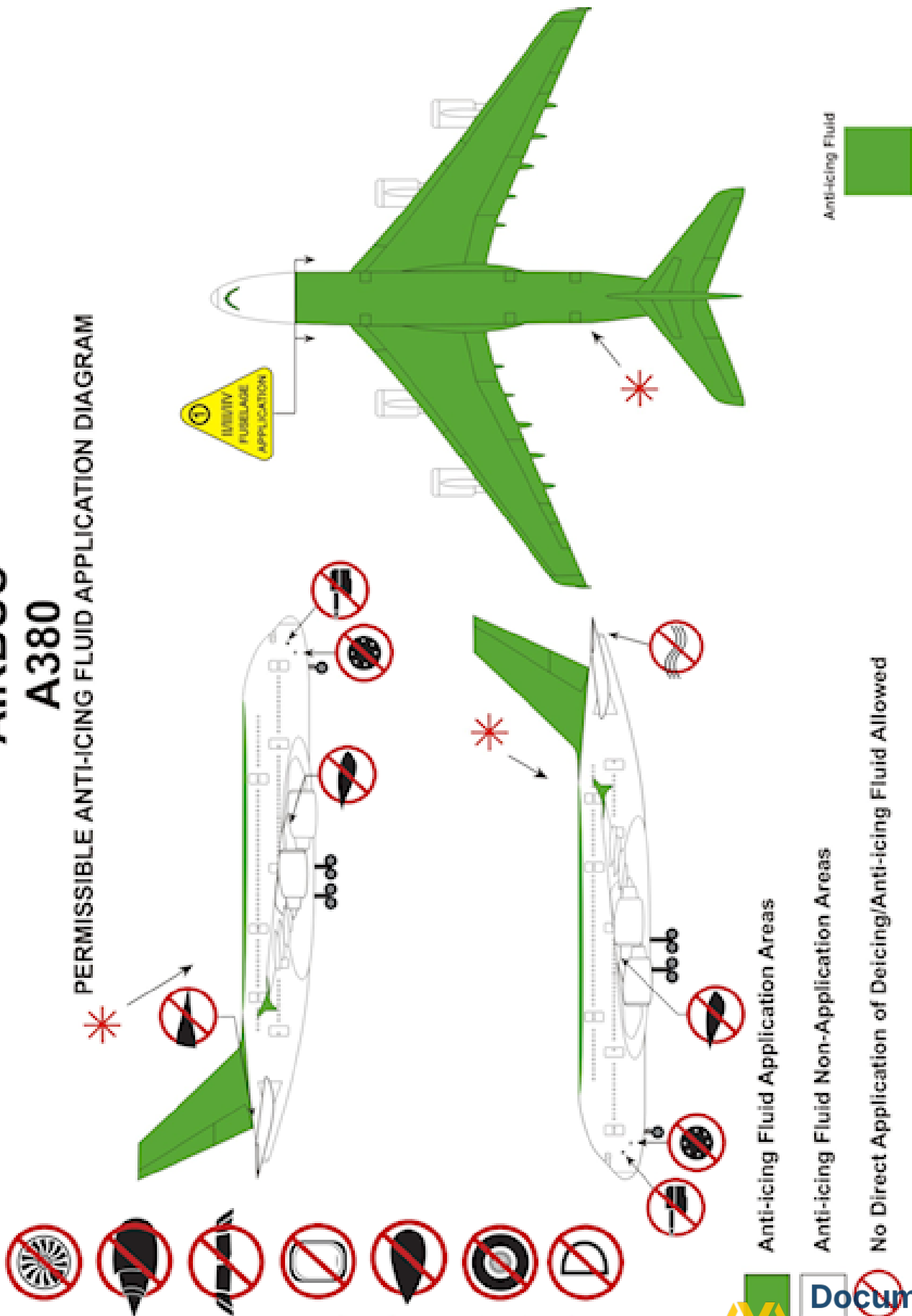
**AIRBUS
A380**

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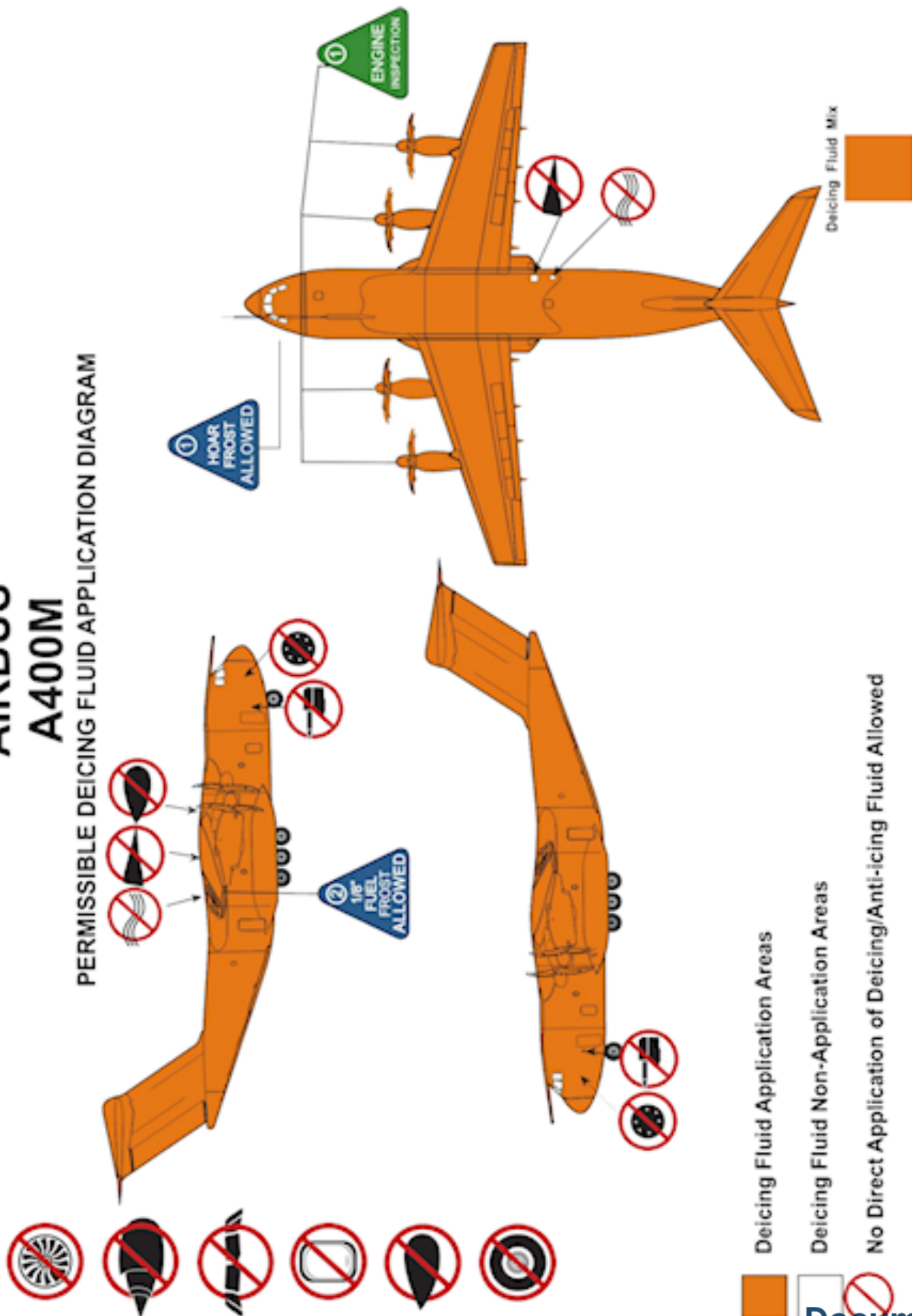
AIRBUS A380

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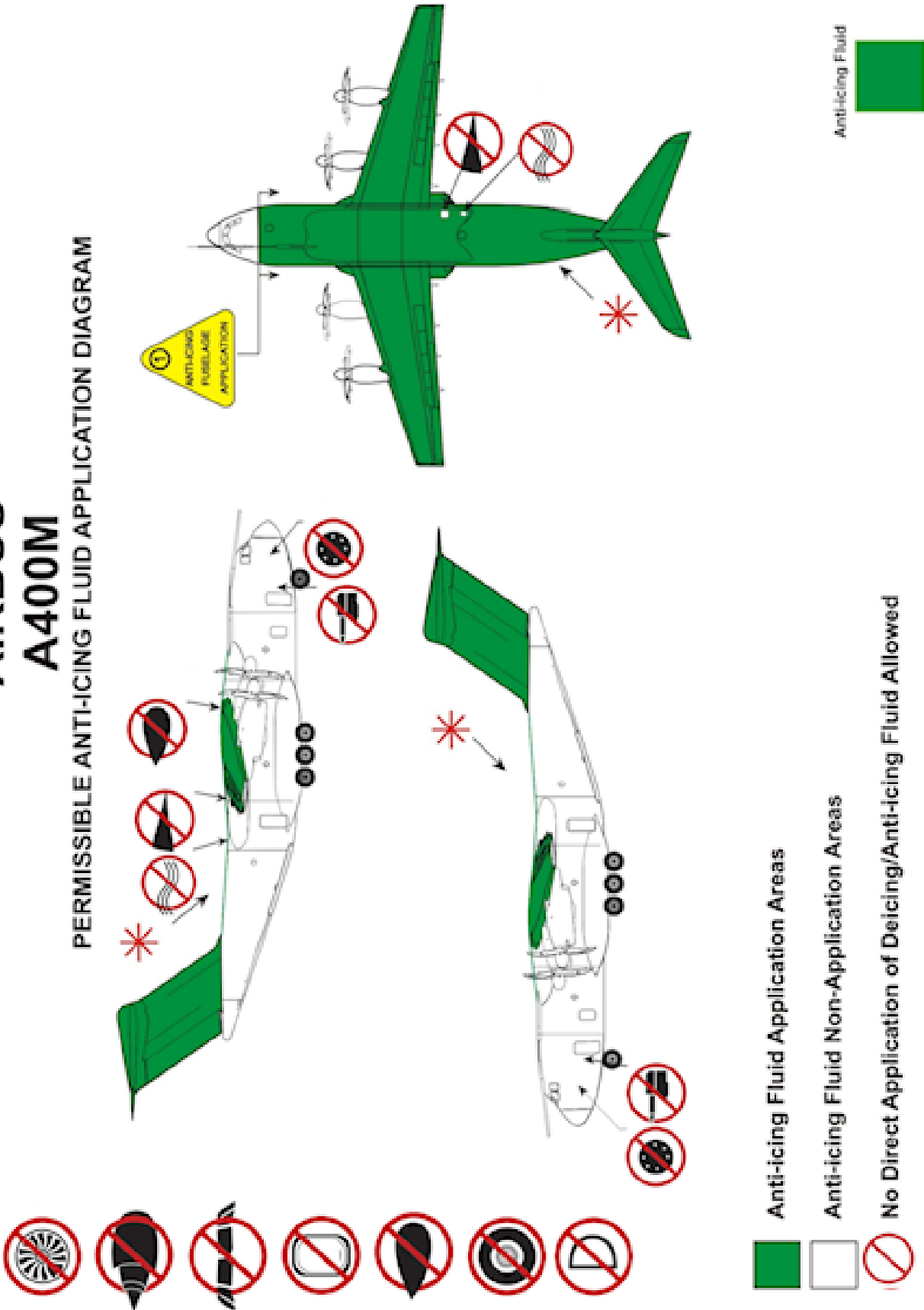
**AIRBUS
A400M**

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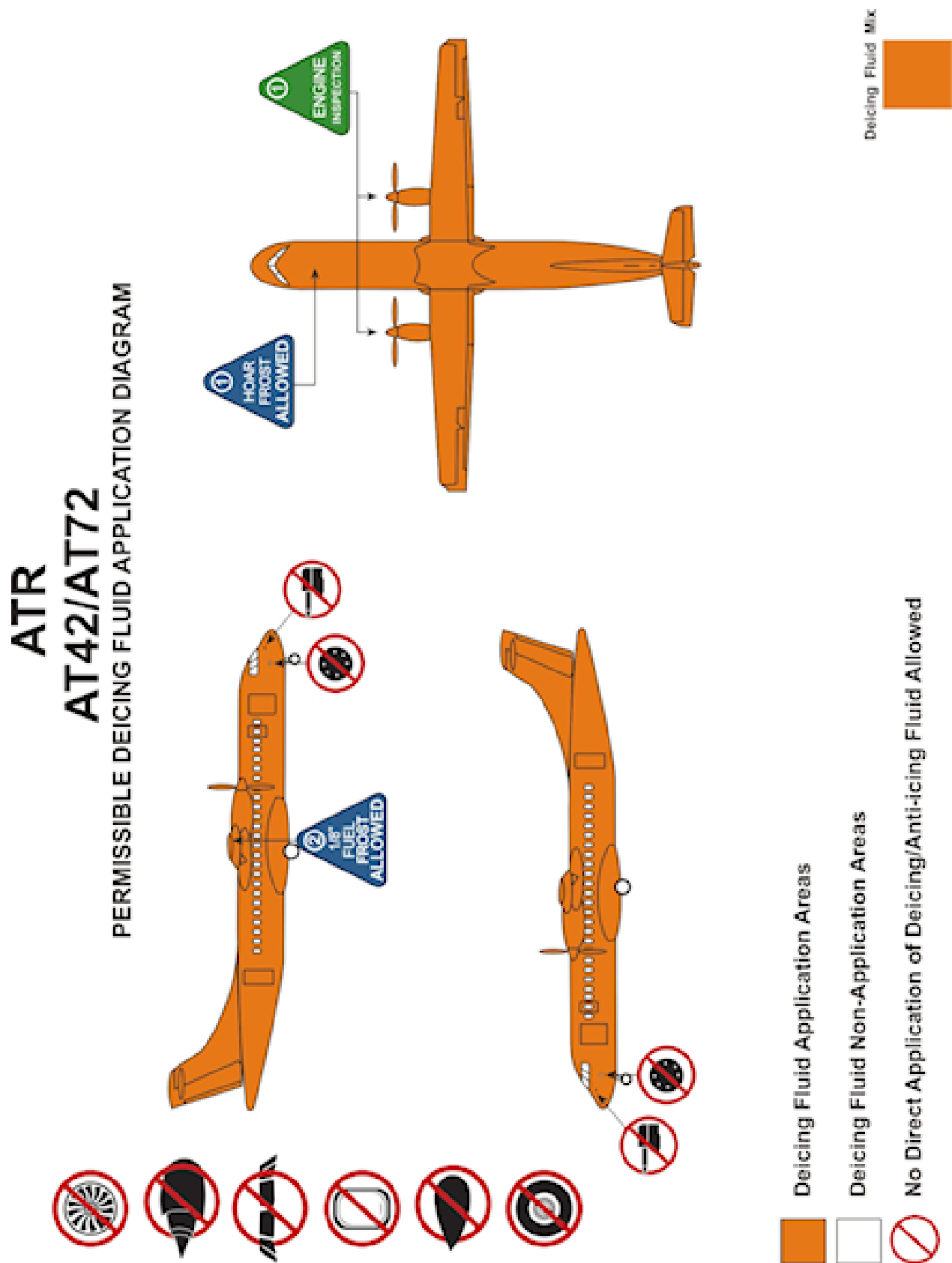


AIRBUS A400M

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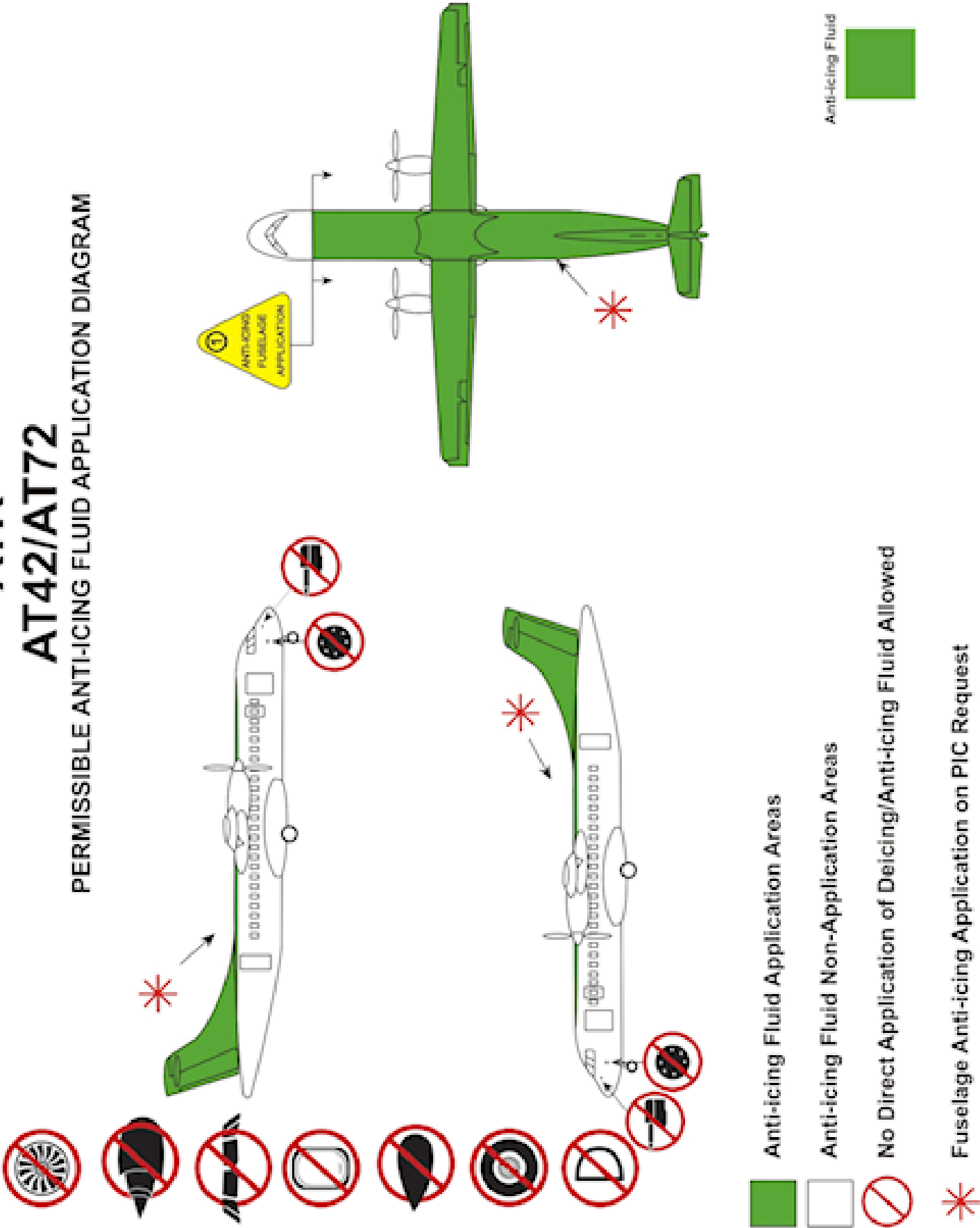
3.14 ATR 42/ATR 72



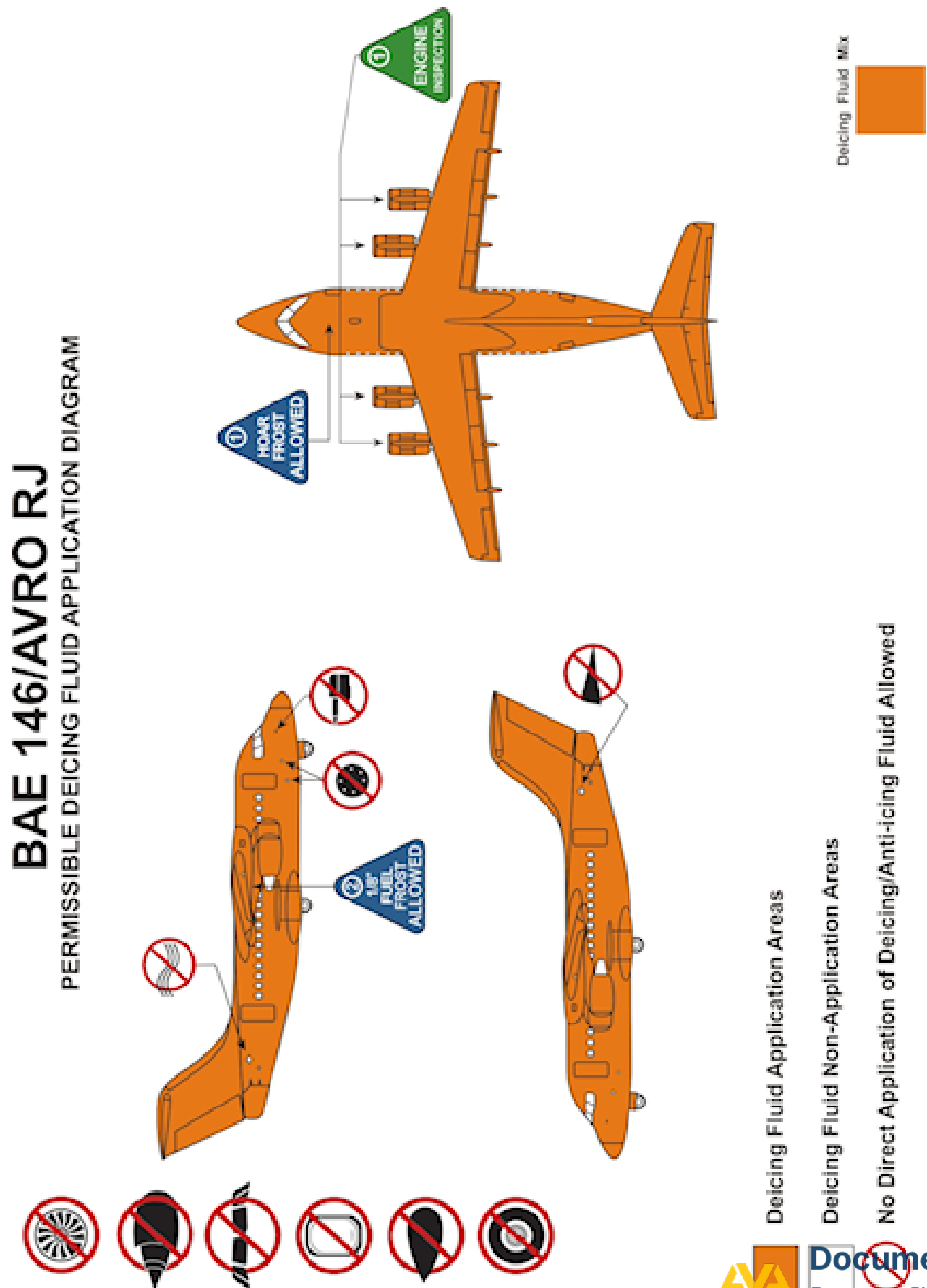
ATR

AT42/AT72

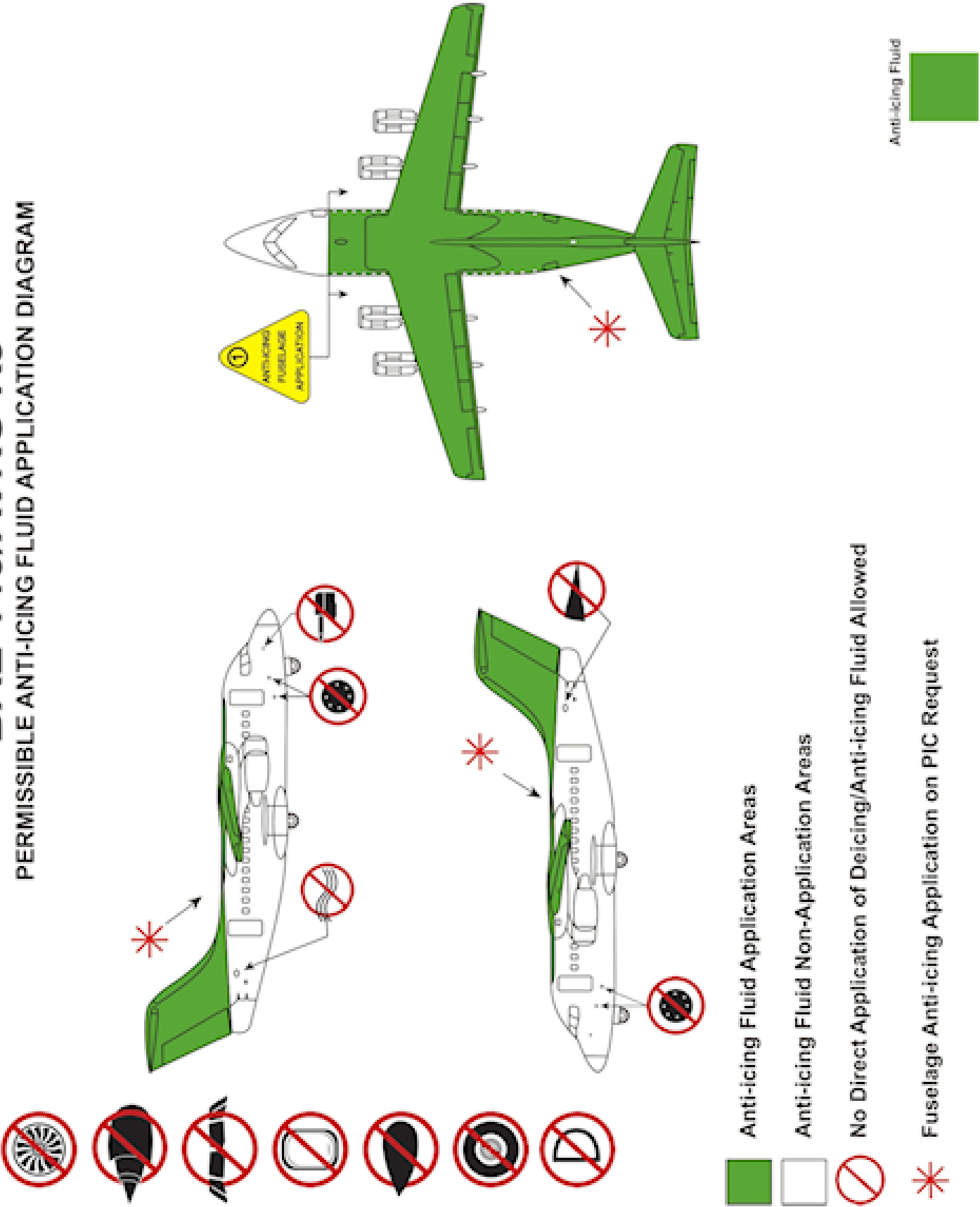
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3.15 BAE Systems BAe 146/Avro RJ



BAE 146/AVRO RJ
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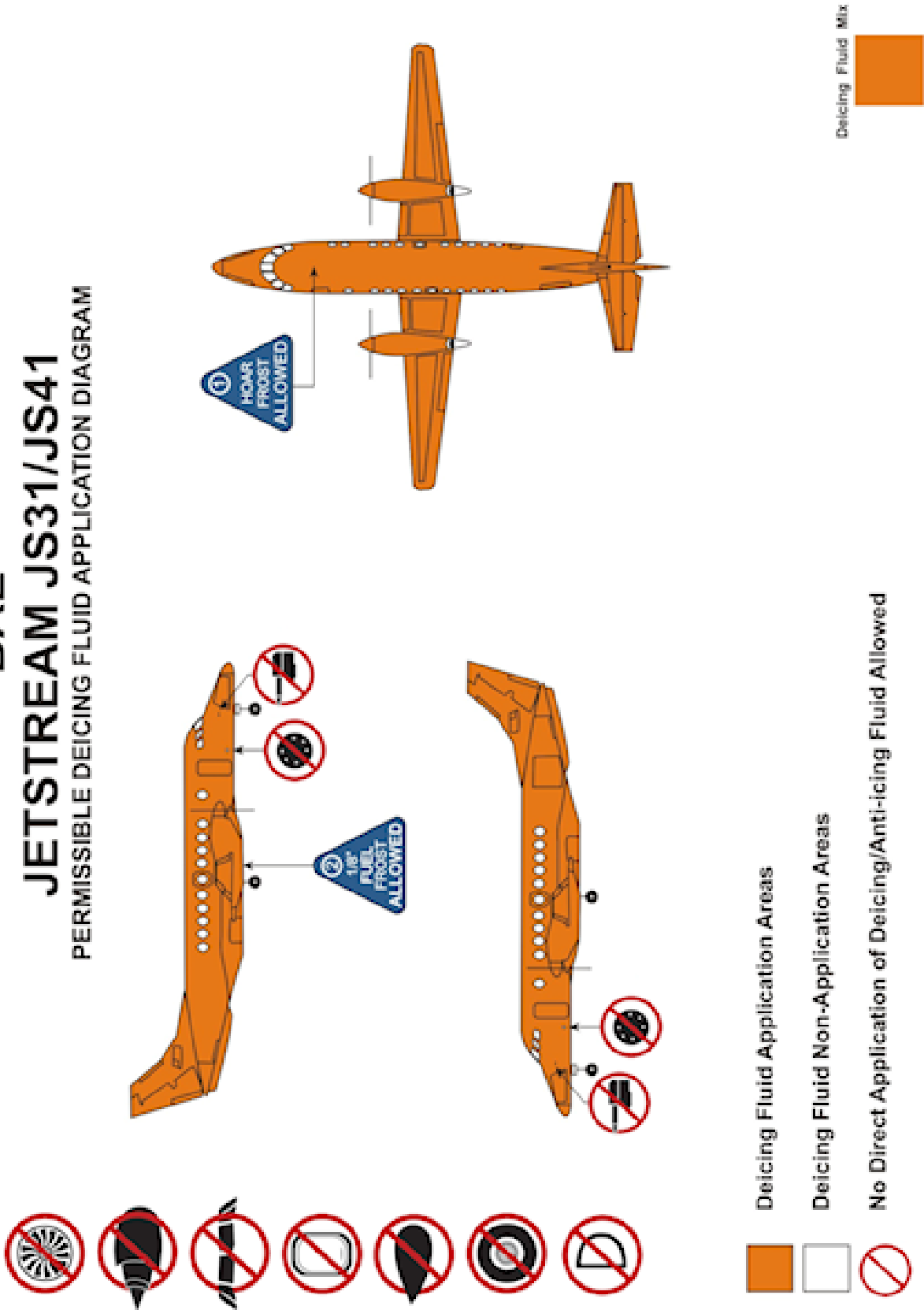


3.16 BAE Jetstream 31/41

BAE

JETSTREAM JS31/JS41

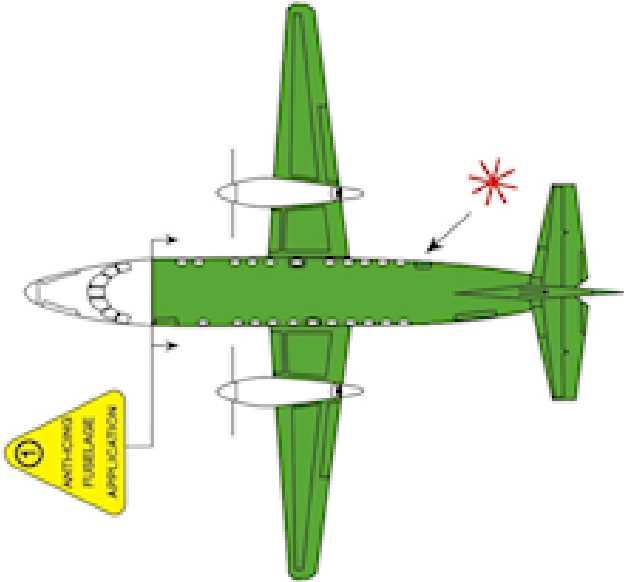
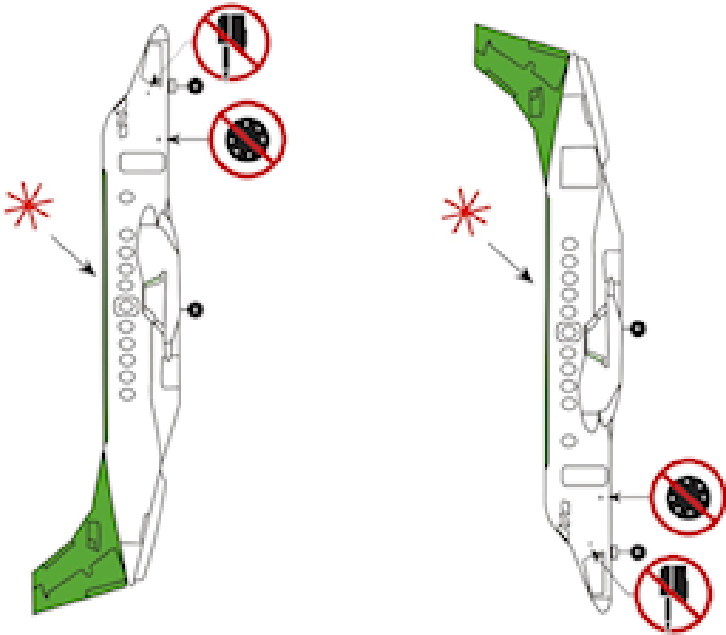
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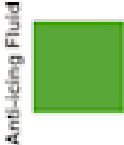
BAE

JETSTREAM JS31/JS41

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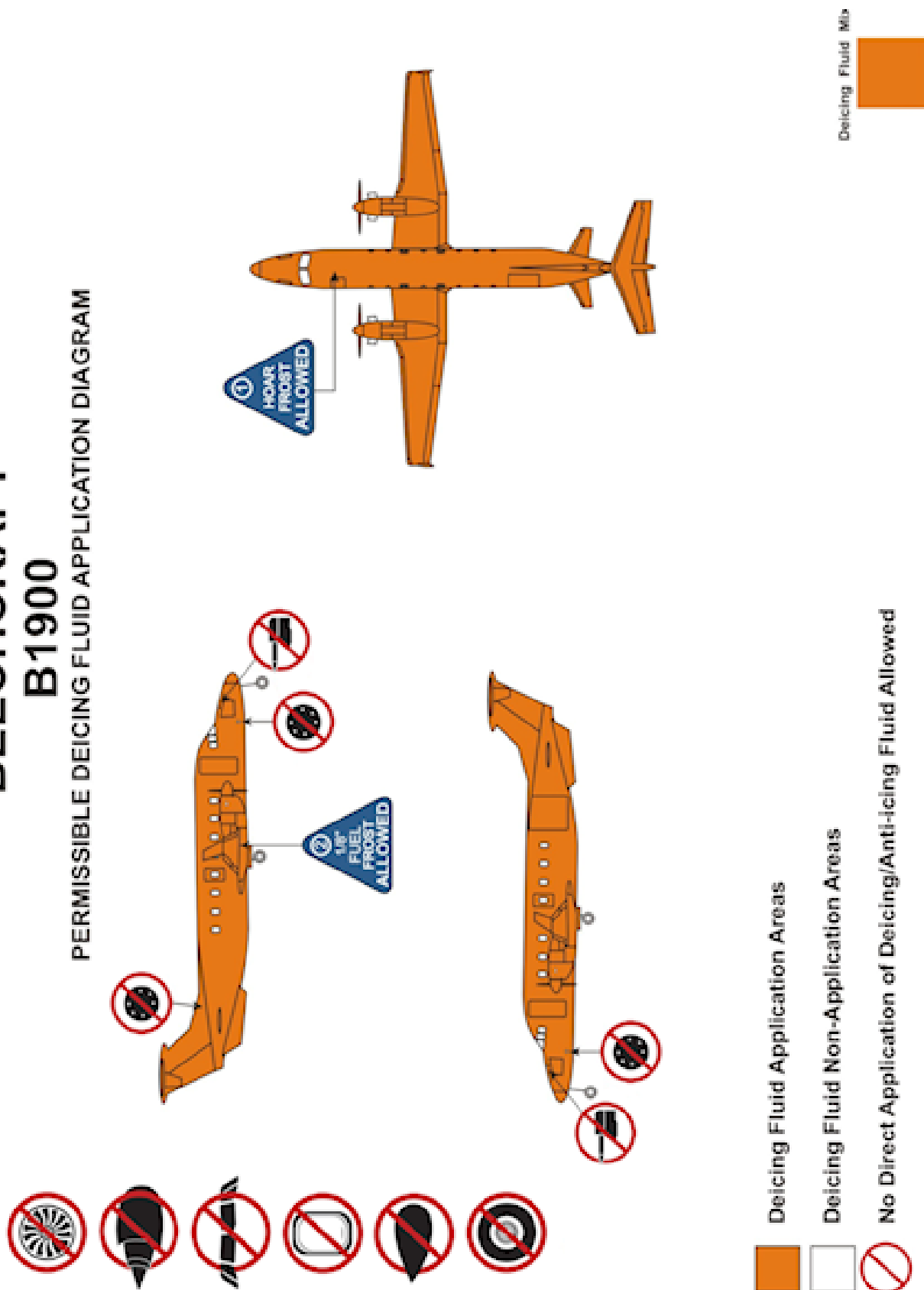


- Anti-icing Fluid Application Areas
- Anti-icing Fluid Non-Application Areas
- No Direct Application of Deicing/Anti-icing Fluid Allowed
- Fuselage Anti-icing Application on PIC Request



**BEECHCRAFT
B1900**

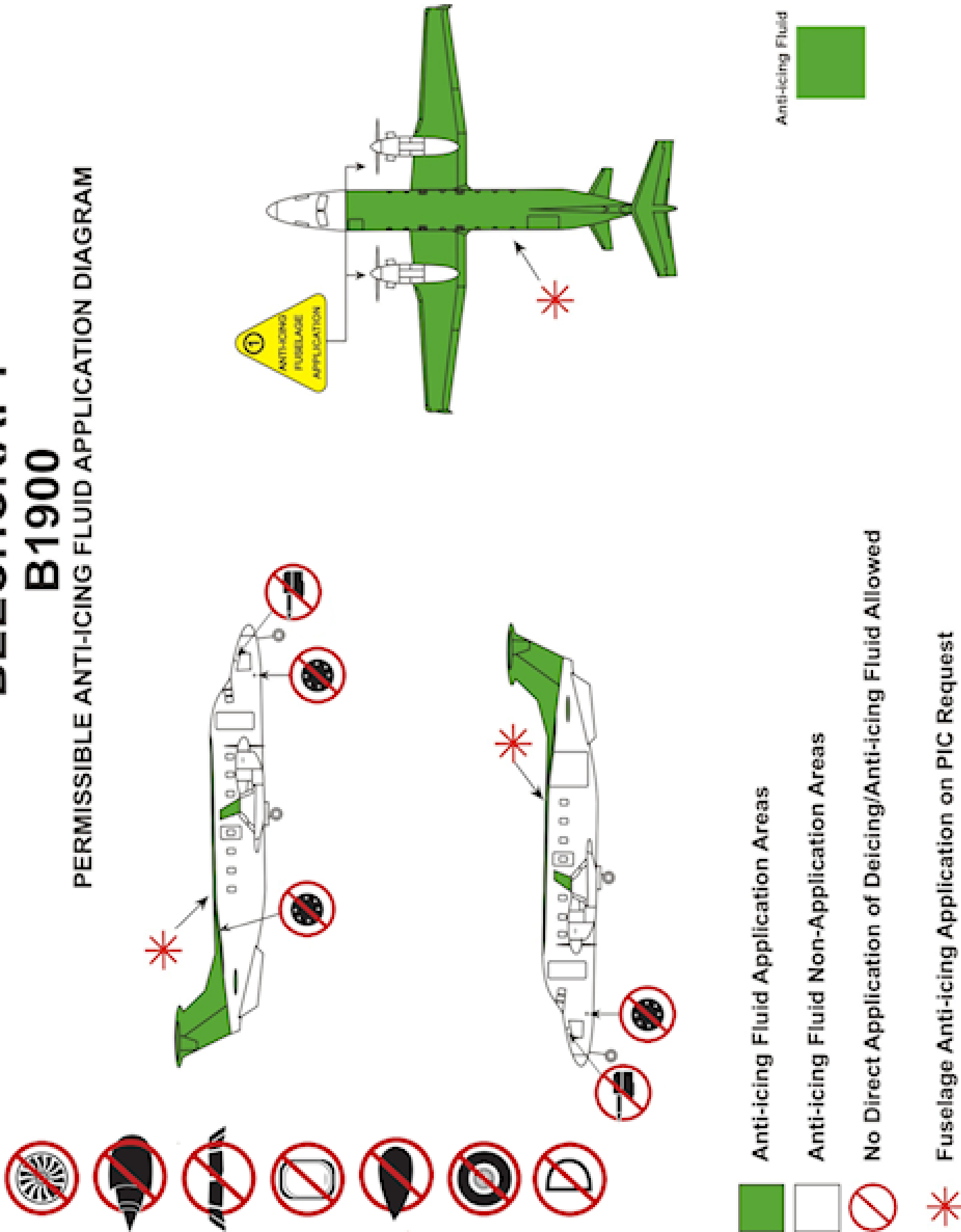
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BEECHCRAFT

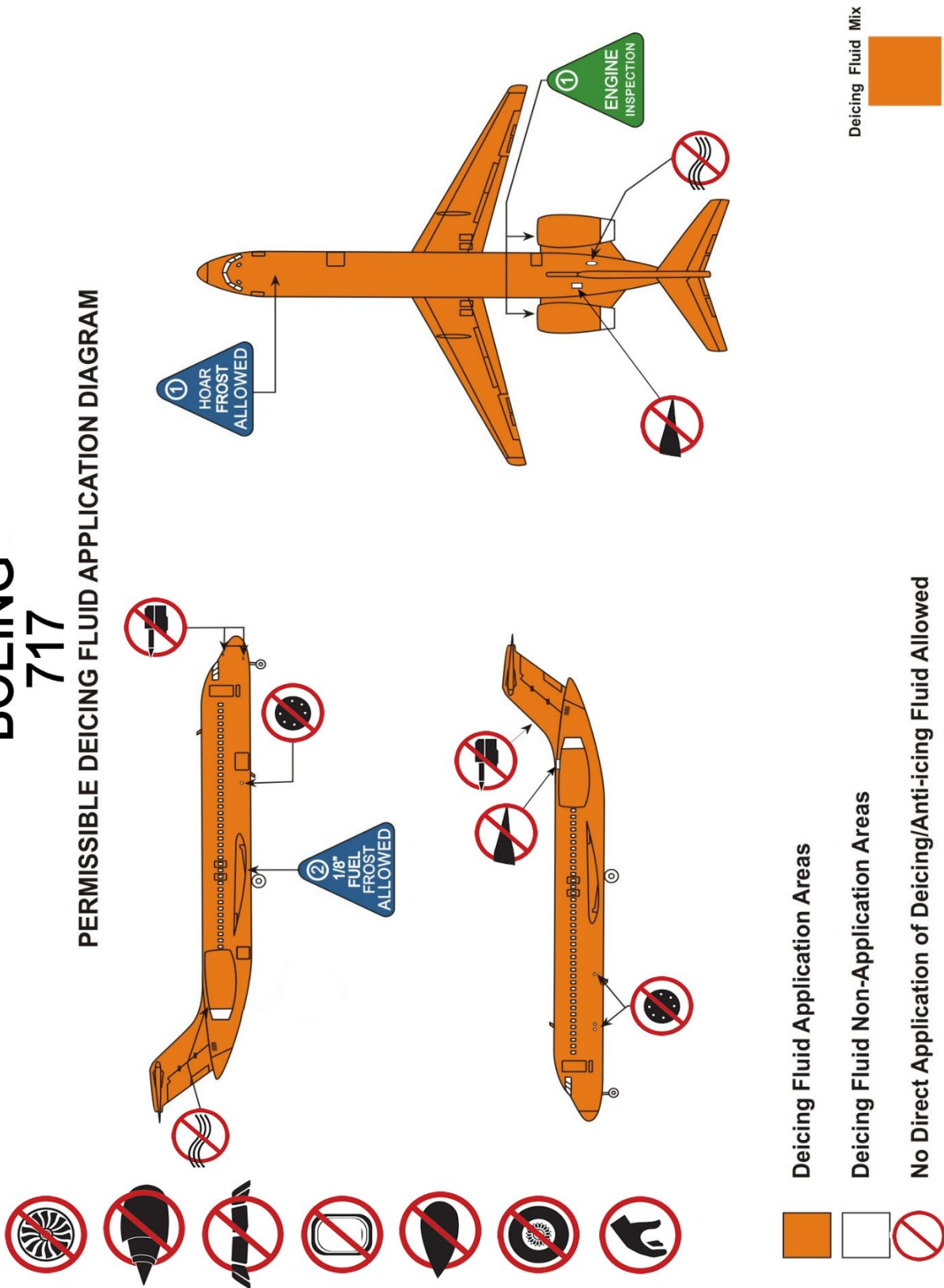
B1900

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



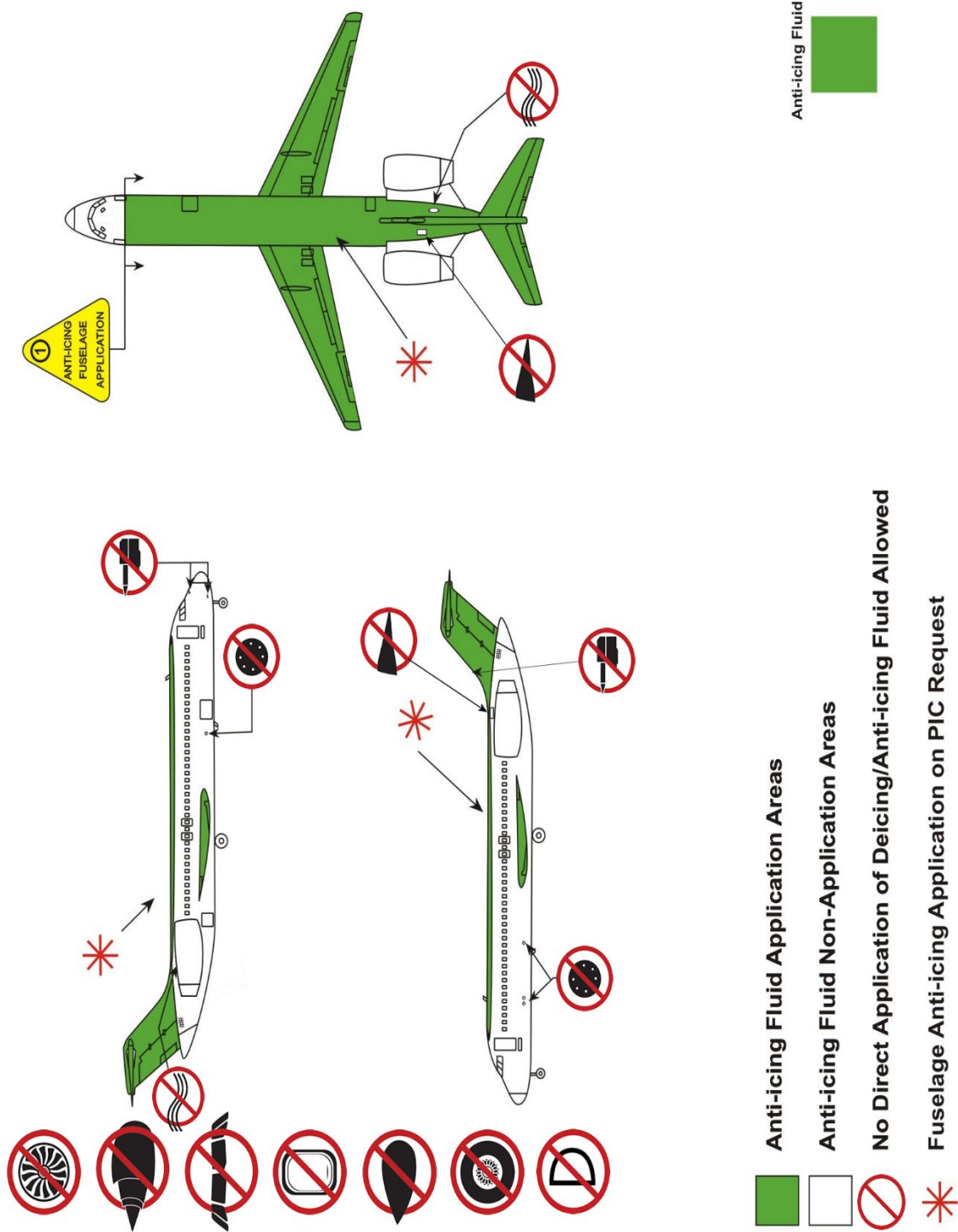
3.18 Boeing 717

BOEING
717

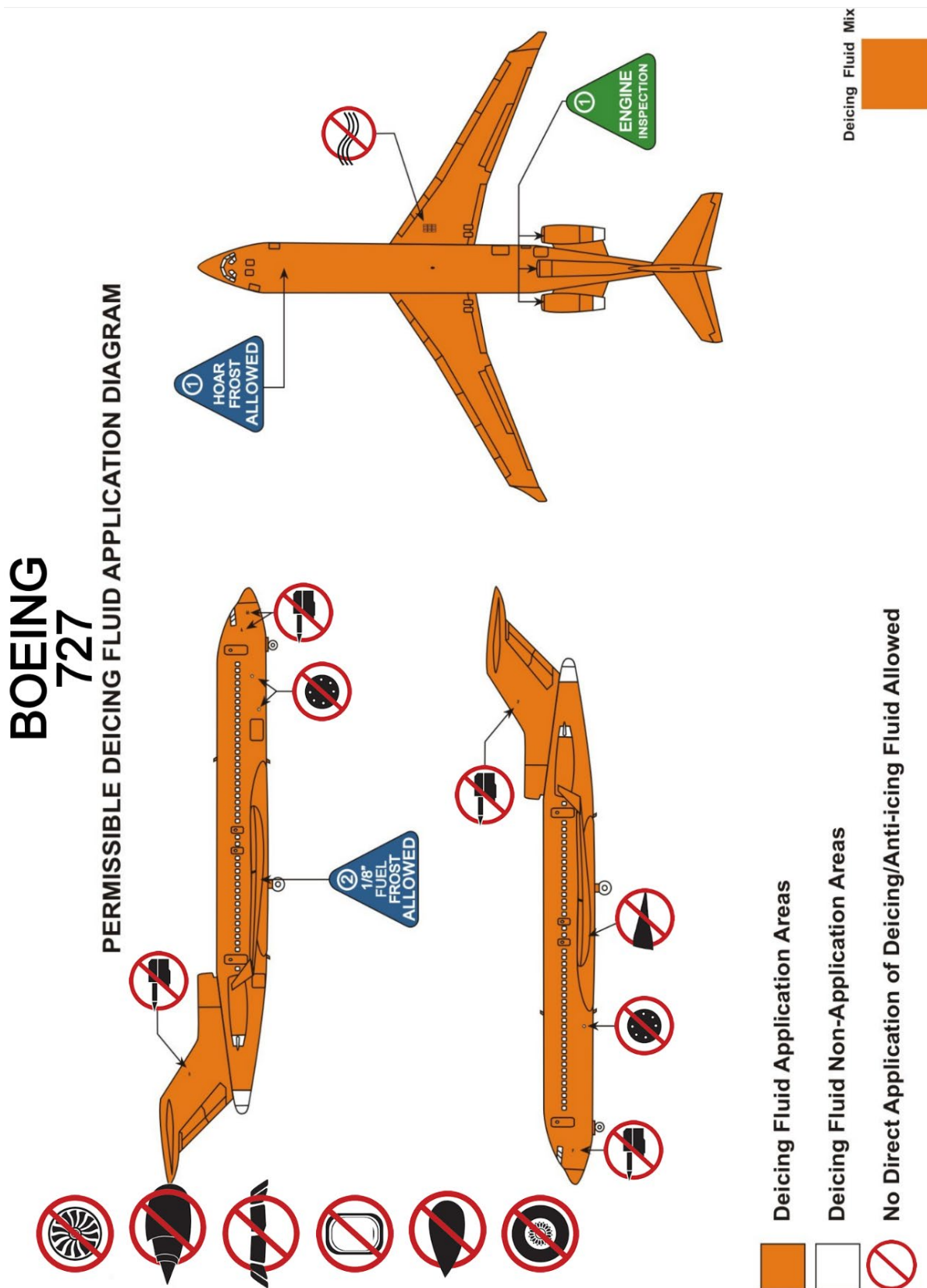


BOEING
717

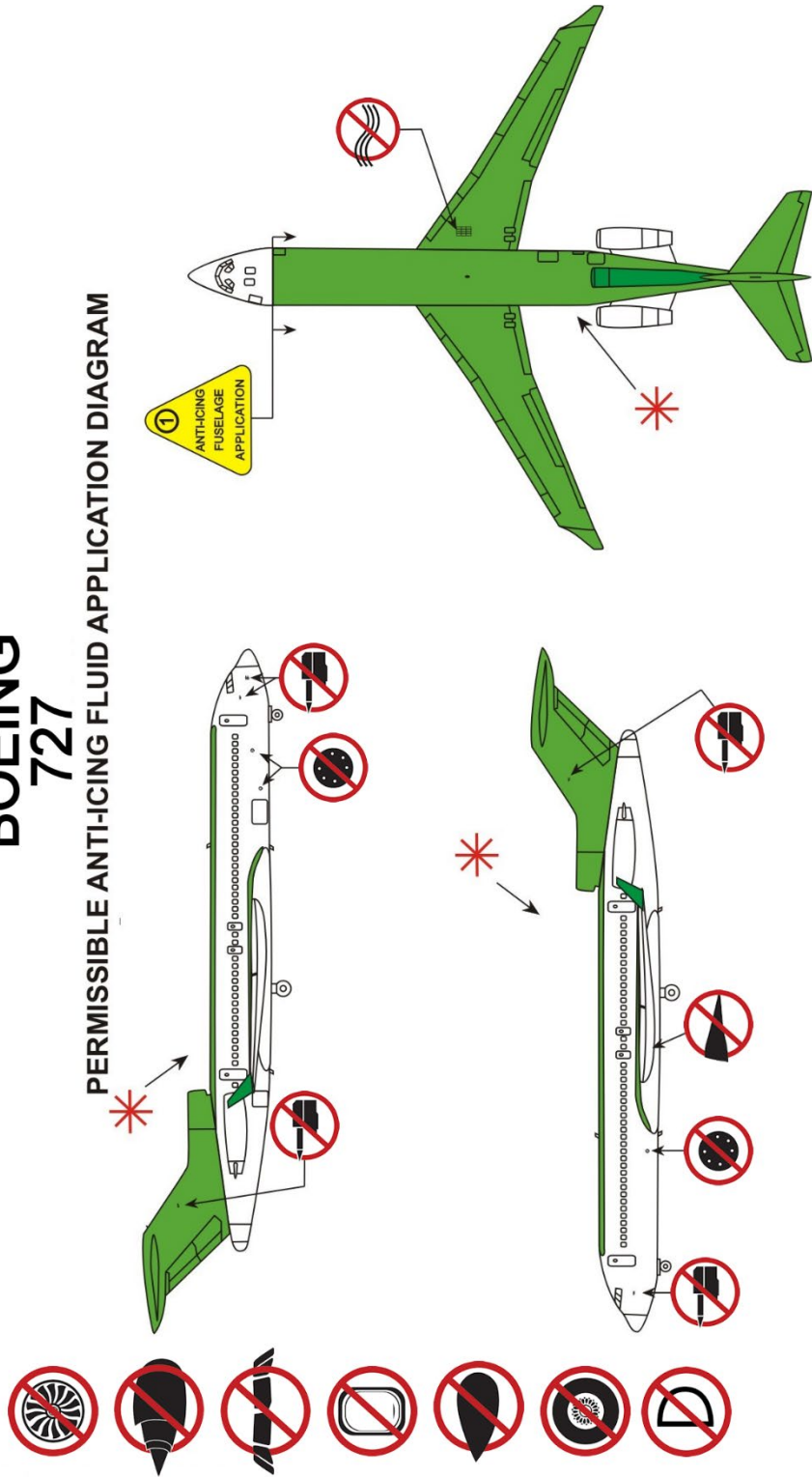
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3.19 Boeing 727



BOEING
727

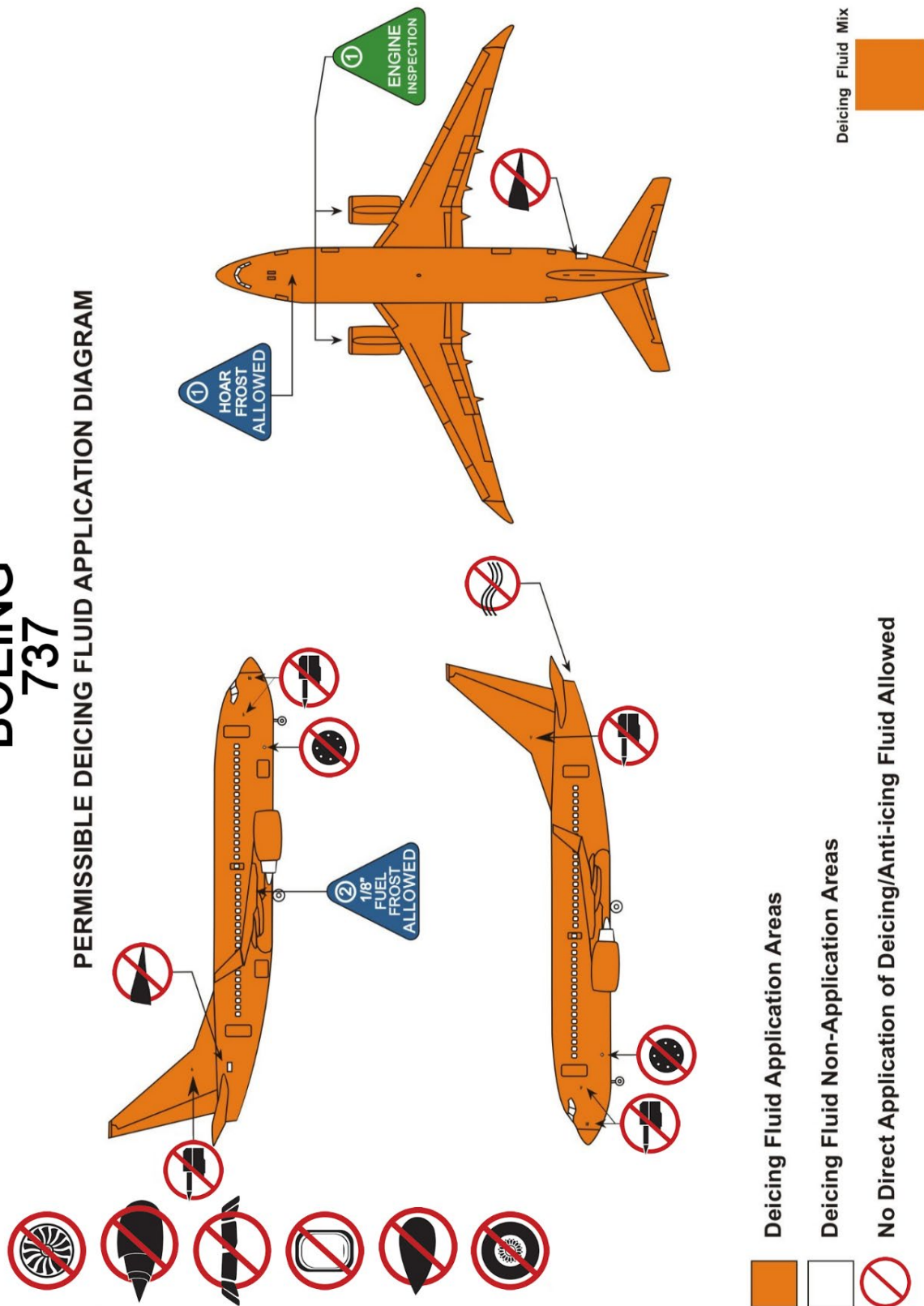


Anti-icing Fluid Application Areas

- Anti-icing Fluid Application Areas
- Anti-icing Fluid Non-Application Areas
- No Direct Application of Deicing/Anti-icing Fluid Allowed
- Fuselage Anti-icing Application on PIC Request

BOEING 737

PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM

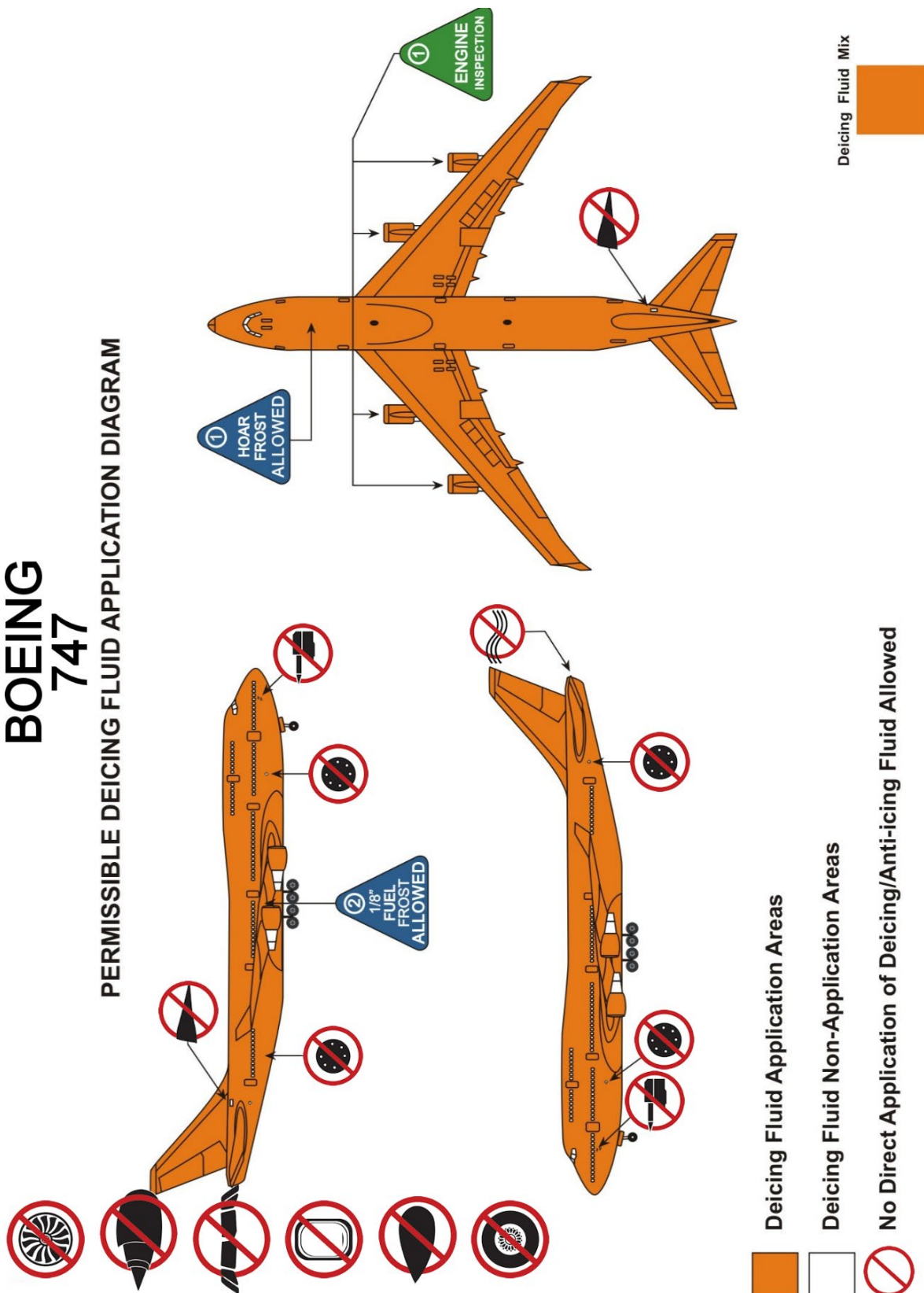


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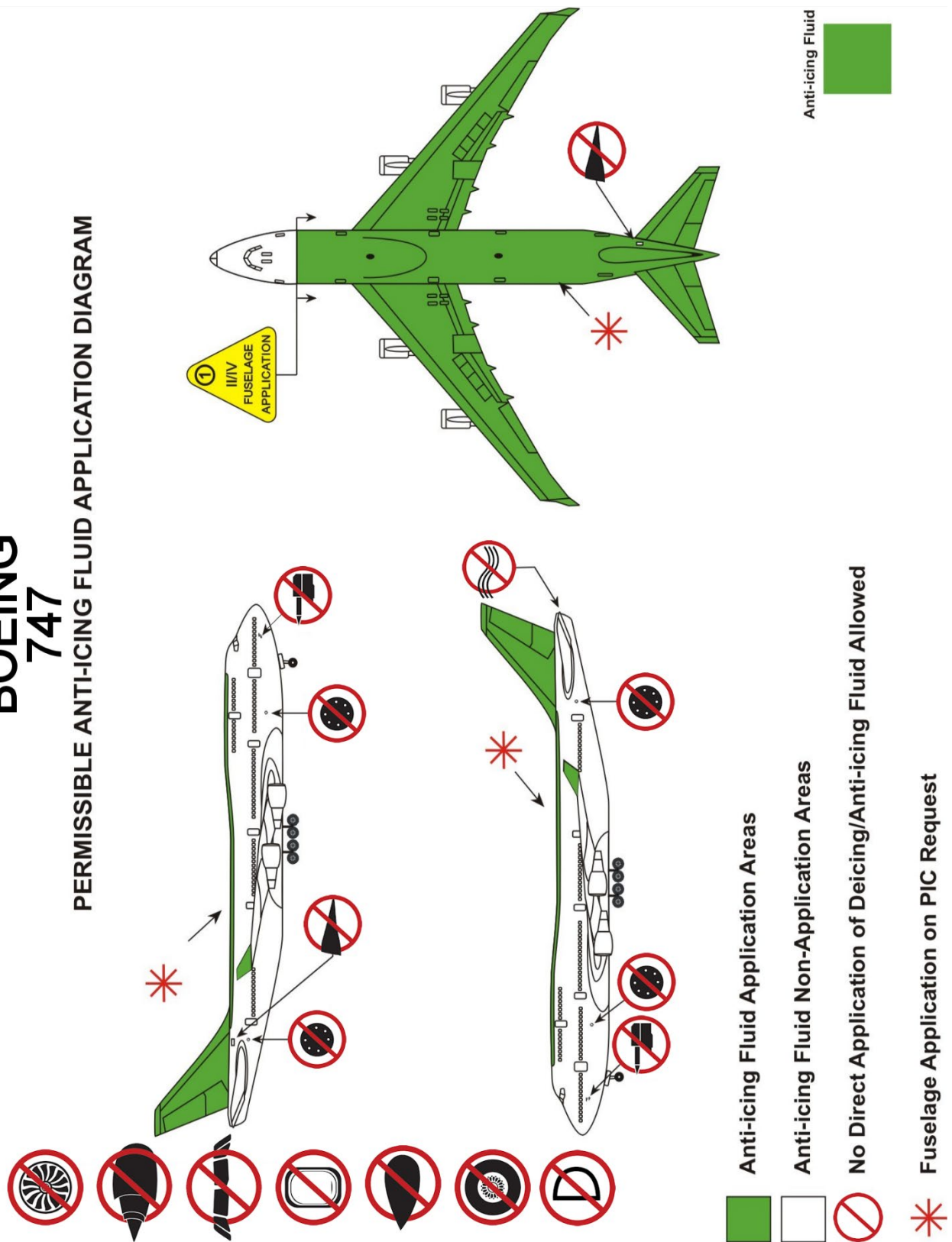
BOEING 747

PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM

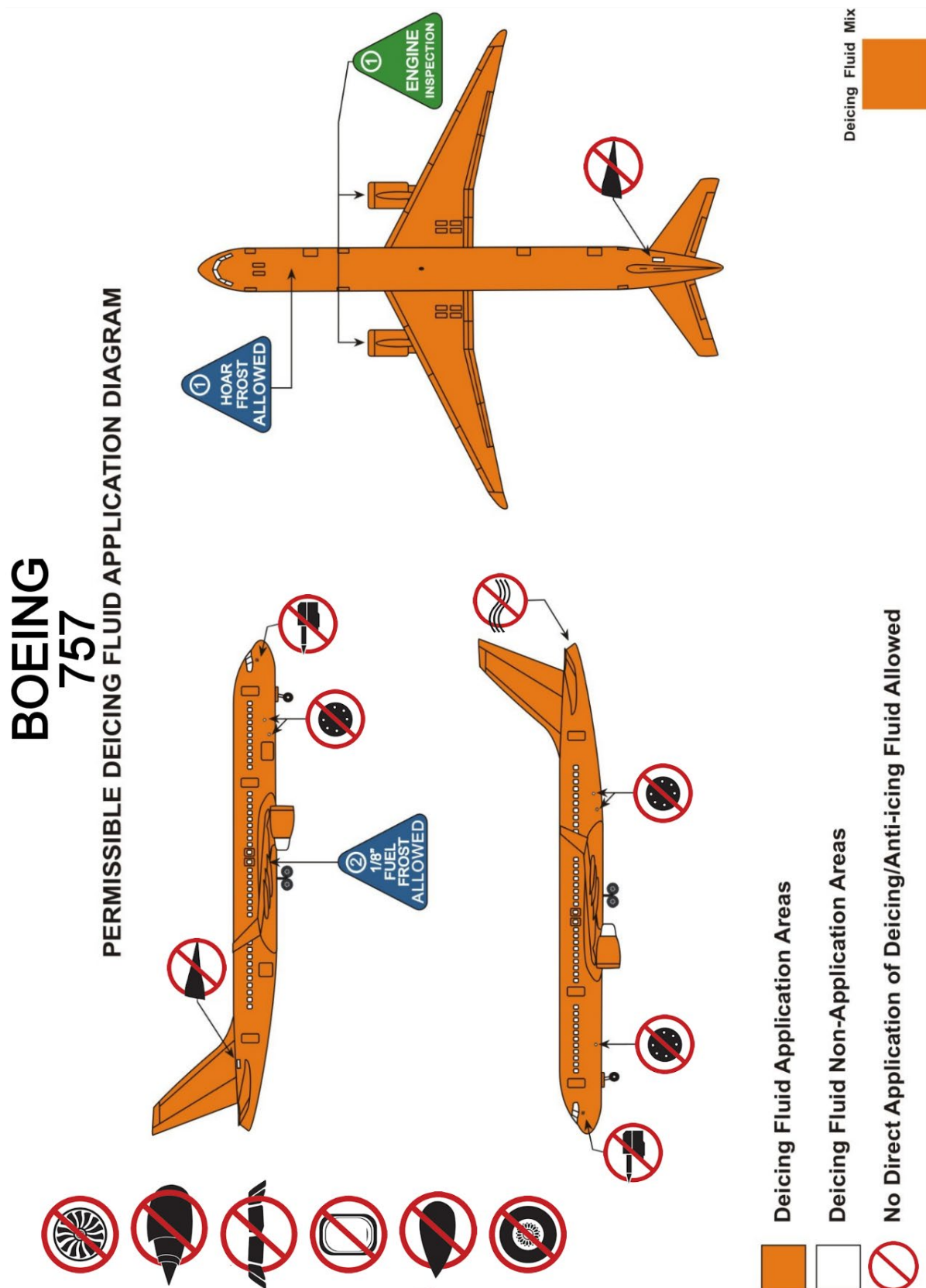


BOEING 747

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM

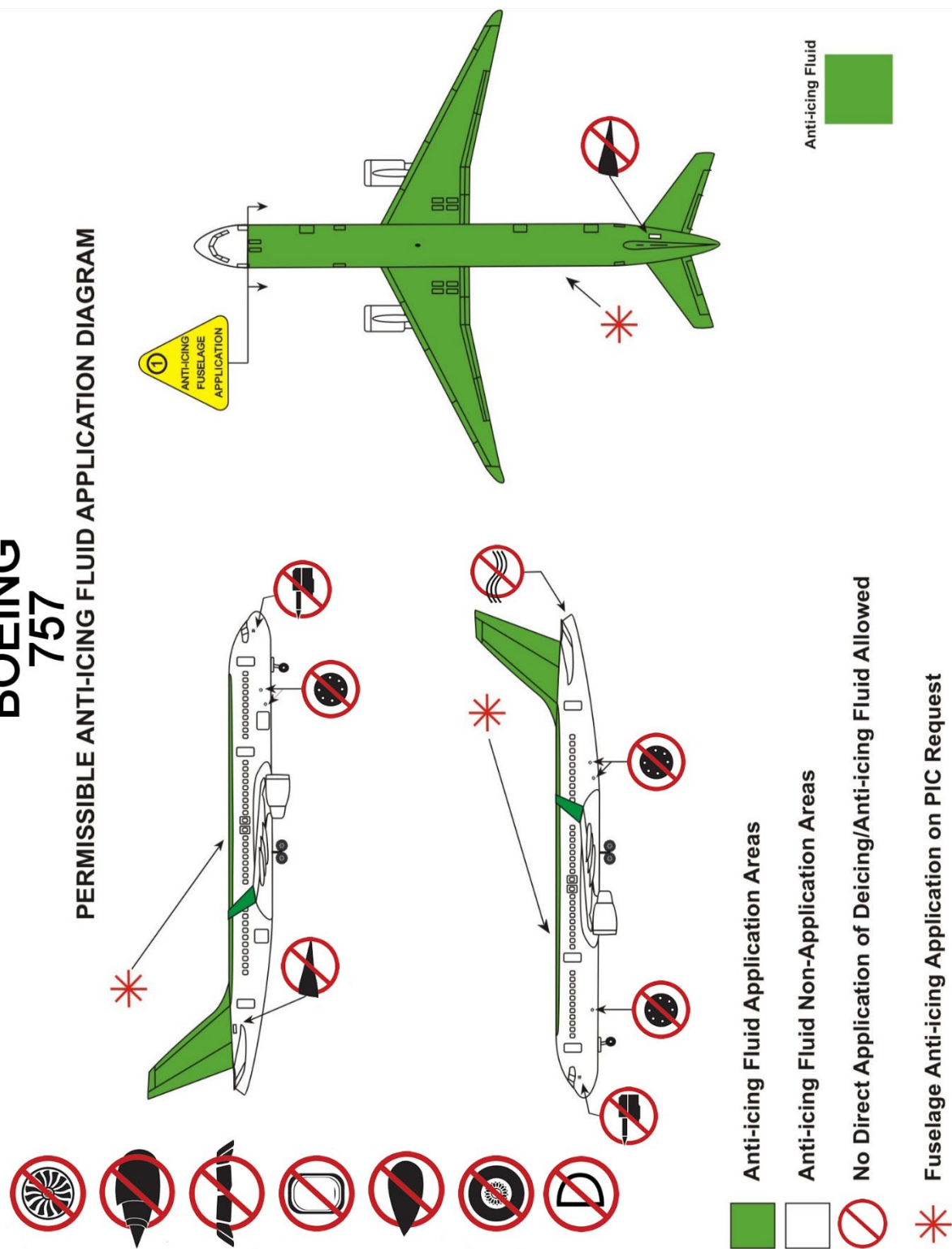


3.22 Boeing 757



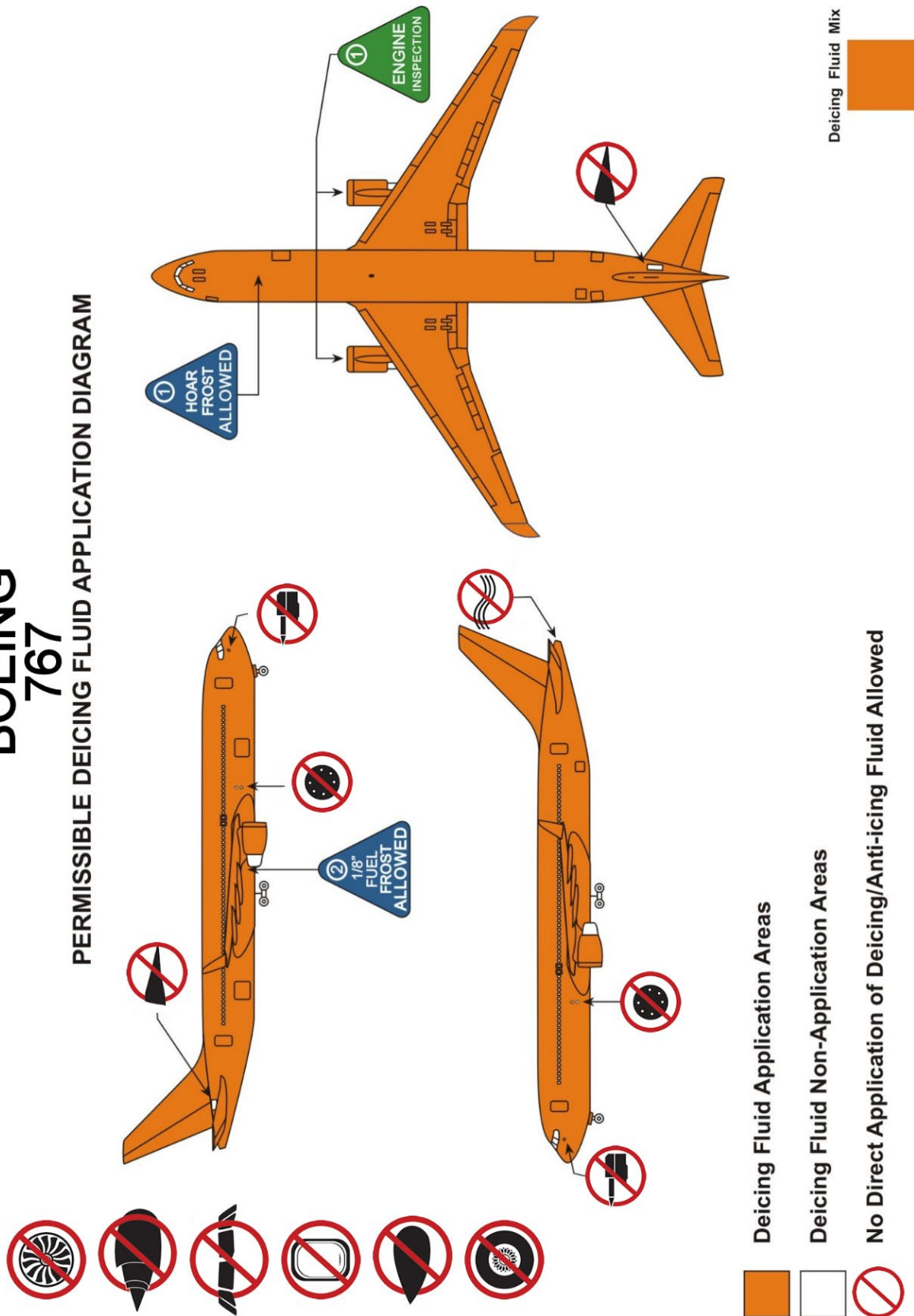
BOEING
757

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



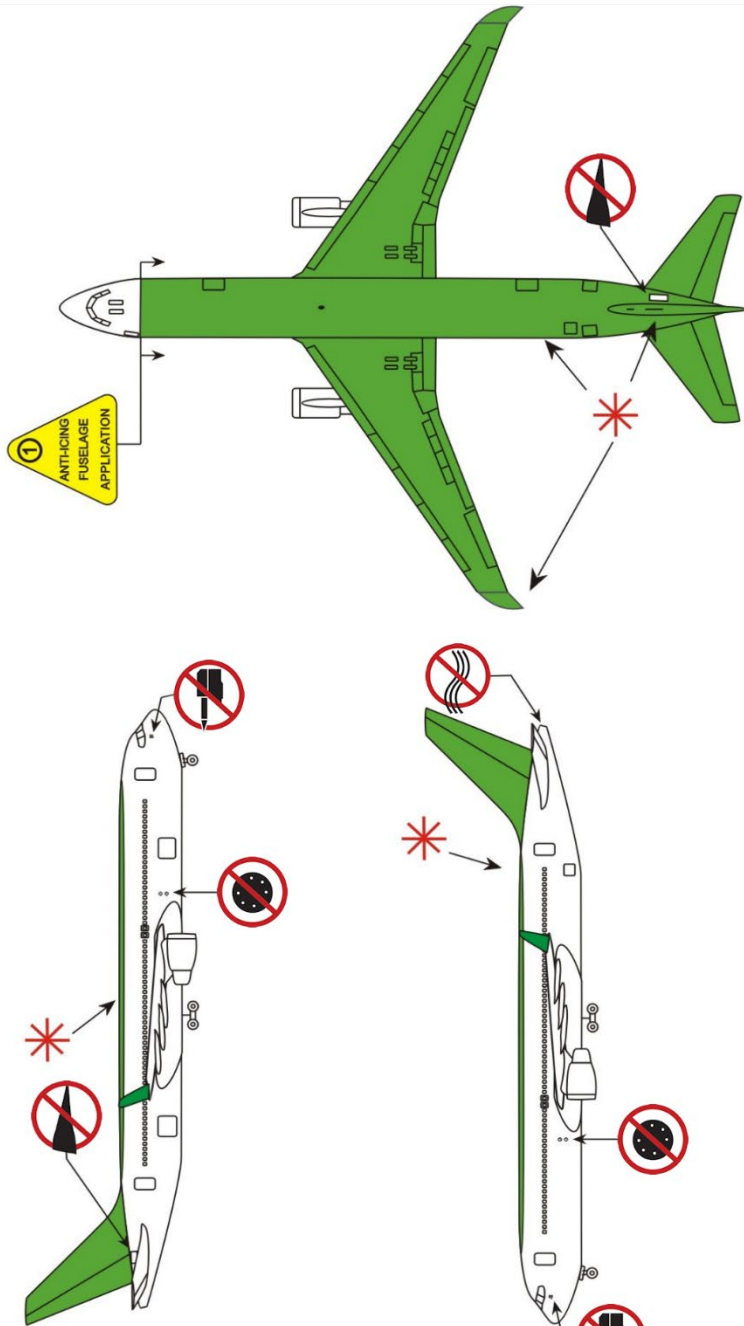
BOEING 767

PERMISSIBLE DEICING FLUID APPLICATION DIAGRAM



BOEING 767

PERMISSIBLE ANTI-ICING FLUID APPLICATION DIAGRAM



Anti-icing Fluid Application Areas

Anti-icing Fluid Non-Application Areas

No Direct Application of Deicing/Anti-icing Fluid Allowed

Fuselage Anti-icing Application on PIC Request

Anti-icing Fluid