



AEROSPACE STANDARD	AS6286™/4	REV. A
	Issued	2016-11
	Cancelled	2019-11
Superseded by AS6286A		
Weather		

RATIONALE

SAE G-12T, Training and Quality Programs Committee recommends AS6286/1 to AS6286/6 be cancelled since the requirements in this AS have been superseded by and re-introduced into Aerospace Standard AS6286 "Training and Qualification Program for Deicing/Anti-icing of Aircraft on the Ground" (which now includes the six corresponding Slash Sheets). All of these documents address training for aircraft ground de/anti-icing. AS6286 was developed as a global standard and the slash sheets caused confusion in some areas. As a result, all the appropriate requirements in AS6286 Slash Sheets 1 to 6 have been carried over to the new AS (i.e., there are no aspects of the slash sheets that are not covered by the superseding AS). As such, AS6286/1 to AS6286/6 should be cancelled and considered for "Archival Use Only". This proposal to cancel SAE AS6286/1 to AS6286/6 is based on the guidance provided in the SAE Aerospace Council document "Organization and Operating Procedures", section 7.4.2, which identifies that one of the grounds for cancelling a document is "when its technical requirements are totally superseded by another document."

CANCELLATION NOTICE

This Technical Report has been declared "CANCELLED" as of November 2019 and has been superseded by AS6286A. By this action, this document will remain listed in the respective index, if applicable. Cancelled Technical Reports are available from SAE.

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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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FOREWORD

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.

This manual is divided in two parts:

1. Training and qualification standards, including the scope of training
and
2. Overview and background information about deicing/anti-icing procedures and related subjects.

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1. SCOPE

1.1 Field of Application

This document shall be used in conjunction with:

- AS6286, Training and Qualification Program for Deicing/Anti-icing of Aircraft on the Ground
- AS6286/1, Processes including Methods
- AS6286/2, Equipment
- AS6286/3, Fluids
- AS6286/5, Health, Safety and First Aid
- AS6286/6, Aircraft Deicing/Anti-icing Diagrams, No-Spray-Zones

2. REFERENCES

2.1 Applicable Documents

Refer to AS6286 main document Section 2 for all applicable and related publications.

2.2 Definitions and Abbreviations

Refer to AS6285 Aircraft Ground Deicing/Anti-icing Processes.

3. AIRCRAFT SURFACE CONTAMINATION RECOGNITION

Anti-icing fluid has lost its effectiveness when any wing surface changes from a smooth, clean, glossy surface to one on which frost, slush, snow, or ice can be seen as no longer being absorbed by the fluid. This includes random snow accumulation or a graying/dulling of the surface reflectivity caused by fluid deterioration. Loss of effectiveness may occur quickly with Type I fluid. Leading and trailing edges tend to fail first, as well as the downwind wing in a crosswind environment.

CAUTION: Under conditions of rain (falling on cold aircraft surfaces), freezing rain, or freezing drizzle, it is extremely difficult to determine whether a glossy wing surface is due to ice, (especially clear ice), or the presence of Type I/II/III/IV fluid. If the flight crew is unable to determine if ice is present, request either a pre-takeoff contamination check (when available) or conduct another aircraft deicing/anti-icing treatment.

4. BACKGROUND INFORMATION

4.1 Weather

4.1.1 Relevant Weather Aspects

Weather is complex and at times difficult to understand. Our restless atmosphere is almost constantly in motion as it strives to reach equilibrium. These never-ending air movements set up chain reactions, which culminate in a continuing variety of weather. The climate of any particular region is largely determined by the amount of energy received from the sun, but the local geography of the area also influences the climate. We are prepared to face “problems” in areas where winter is unavoidable but there can be a hidden danger at regions where winter weather aspects are not so obvious. The main point is to be aware of how, where, and why ice, in its different forms (and relating forms of frost and snow), can build up.