

FAA TYPE I HOLDOVER TIME GUIDELINE

TABLE 1. FAA GUIDELINES FOR HOLDOVER TIMES SAE TYPE I FLUID MIXTURES AS A FUNCTION OF WEATHER CONDITIONS AND OUTSIDE AIR TEMPERATURE

CAUTION: THIS TABLE IS FOR DEPARTURE PLANNING ONLY AND SHOULD BE USED IN CONJUNCTION WITH PRETAKEOFF CHECK PROCEDURES.

Outside Air Temperature		Approximate Holdover Times Under Various Weather Conditions (hours: minutes)							
Degrees Celsius	Degrees Fahrenheit	Freezing Fog	Snow/Snow Grains			Freezing Drizzle*	Light Freezing Rain†	Rain on Cold Soaked Wing**	Other‡
			Very Light◆◆	Light ◆◆	Moderate◆◆				
-3 and above	27 and above	0:11-0:17	0:18-0:22	0:11-0:18	0:06-0:11	0:09-0:13	0:02-0:05	0:02-0:05	CAUTION: No holdover time guidelines exist
below -3 to -6	below 27 to 21	0:08-0:13	0:14-0:17	0:08-0:14	0:05-0:08	0:05-0:09	0:02-0:05		
below -6 to -10	below 21 to 14	0:06-0:10	0:11-0:13	0:06-0:11	0:04-0:06	0:04-0:07	0:02-0:05		
below -10	below 14	0:05-0:09	0:07-0:08	0:04-0:07	0:02-0:04				

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

* Use light freezing rain holdover times if positive identification of freezing drizzle is not possible

** This column is for use at temperatures above 0 degrees Celsius (32 degrees Fahrenheit) only

‡ Heavy snow, snow pellets, ice pellets, moderate and heavy freezing rain, hail

† Use light freezing rain holdover times in conditions of light snow mixed with light rain.

◆◆ TO USE THESE TIMES, THE FLUID MUST BE HEATED TO A MINIMUM TEMPERATURE OF 60 °C (140 °F) AT THE NOZZLE AND AT LEAST 1 LITER/M² (≈ 2 GALS/100FT²) MUST BE APPLIED TO DEICED SURFACES

SAE Type I fluid/water mixture is selected so that the freezing point of the mixture is at least 10 °C (18 °F) below OAT.

CAUTIONS:

- 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 BELOW THE LOWEST TIME STATED IN THE RANGE. HOLDOVER TIME MAY BE REDUCED WHEN AIRCRAFT SKIN TEMPERATURE IS LOWER THAN OAT.

- **SAE TYPE I** FLUID USED DURING GROUND DEICING/ANTI-ICING IS NOT INTENDED FOR AND DOES NOT PROVIDE PROTECTION DURING FLIGHT.

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