

INTERNATIONAL STANDARD

ISO
11075

Second edition
2007-04-15

Aircraft — De-icing/anti-icing fluids — ISO type I

Aéronefs — Liquides de dégivrage/d'antigivrage — ISO type I

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Reference number
ISO 11075:2007(E)

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Published in Switzerland

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 11075 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This second edition cancels and replaces the first edition (ISO 11075:1993), of which it constitutes a complete technical revision to endorse SAE AMS 1424, also supported by the Association of European Airlines (AEA).¹⁾

1) This data requires frequent updating. ISO TC 20/SC 9 has agreed to delegating this task under its own guidance to the Association of European Airlines (AEA) and the Society of Automotive Engineers (SAE), which are organizations recognized as experts in the field of de-icing/anti-icing aircraft on the ground.

Introduction

The aim of this International Standard is to standardize the critical characteristics of Newtonian or non Newtonian fluids designated ISO type I which are used for ground de-icing and anti-icing of airplanes, in order to ensure worldwide safety of civil transport airplanes under icing weather conditions.

In order to reduce duplication of reference documents as much as possible and to benefit from easier industry-approved updating that takes into account the continuously evolving state of the art and knowledge, this International Standard constitutes a *de facto* recognition of the AMS 1424 standard, published by SAE on the basis of a permanent joint Committee with the Association of European Airlines (AEA) and with endorsement from the Civil Aviation Authorities concerned.

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Aircraft — De-icing/anti-icing fluids — ISO type I

1 Scope

This International Standard defines the requirements for ISO type I fluids used in the removal and prevention of ice, snow, or frost on exterior surfaces of main line and regional civil transport airplanes on the ground.

This International Standard is applicable to de-icing/anti-icing fluids for use on airplanes in general. However, the applicability may have limitations for particular airplane types. It is the airplane operator's responsibility to consult the aircraft operations manual, the aircraft maintenance manual and the service letters of the airplane manufacturer, to determine any limitations/restrictions relating to the use of de-icing/anti-icing fluids that conform to this International Standard for the type and model of airplane to be treated. See also ISO 11076.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 11076, *Aircraft — Ground-based de-icing/anti-icing methods with fluids*

AMS 1424, *Deicing/Anti-icing Fluid, Aircraft, Type I* ²⁾

International Civil Aviation Organization (ICAO) Doc. 9640-AN/940, *Manual of aircraft ground de-icing/anti-icing operations* ³⁾

NOTE See also applicable national Civil Aviation regulations in the Bibliography.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

main line airplane

civil passenger and/or freight transport airplane with a maximum ramp mass over 50 000 kg (110 000 lb)

3.2

regional airplane

civil passenger and/or freight transport airplane with a maximum ramp mass between 10 000 kg (22 000 lb) and 50 000 kg (110 000 lb)

2) AMS 1424 is published by and can be procured from: Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale PA 15096-0001, U.S.A., or its web site at www.sae.org

3) Available in English, French, Russian, Spanish languages from ICAO (International Civil Aviation Organization), 999 University Street, Montreal, Quebec H4Z 1M1, Canada, or its web site at www.icao.int, or E-mail address sales_unit@icao.int

4 Requirements

4.1 The fluid shall be designated for international operations (see ISO 11076) as ISO type I fluid.

4.2 The fluid shall conform to the requirements of Aerospace Material Specification AMS 1424.

NOTE AMS 1424 is prepared and continuously monitored by SAE Committee G-12, with the participation of the Association of European Airlines (AEA) and ISO TC 20/SC9/WG1 experts, to ensure that it reflects the latest state of the art and knowledge, and it is endorsed by the Civil Aviation Authorities of Canada, Europe, Japan and the U.S.A.

4.3 The methods used for application and control of the fluid shall conform to ISO 11076 and the requirements of ICAO (doc. 9640-AN/940) and the competent Civil Aviation Authorities (see Bibliography).

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