

Eric Villeneuve, AMIL Sponsor SAE AS5900

Standard Test Method for Aerodynamic Acceptance of SAE AMS1424 & 1428 Aircraft De/Anti-icing Fluids



AS5900 Update

3

- Revision B was issued in 2007. Editorial and General changes were drafted since 2007. The main goal for Revision C was to edit and improve the wording, formatting and esthetic aspect of the current document. No technical changes were made.
- □ A ballot for Revision C was initiated on April 18th 2016.
- The ballot was approved and Revision C was published on October 26th 2016.
- □ Revision C is now the active document.



- □ Editorial changes
 - General improvement of wording and formating
 - Updated tables and figures
 - Information removed from the Scope, placed in a new section (General Information), to reduce scope and correspond to SAE guide document



AS5900 Update – Revision C

5

- Removed NOTE: These test methods are based on glycolbased fluids, additional testing may be required for nonglycol-based fluids.
- □ Note has been replaced by :

NOTE: No additional testing is required for non-glycol fluids at this time. For more information about non-glycol fluids please refer to AMS1424.

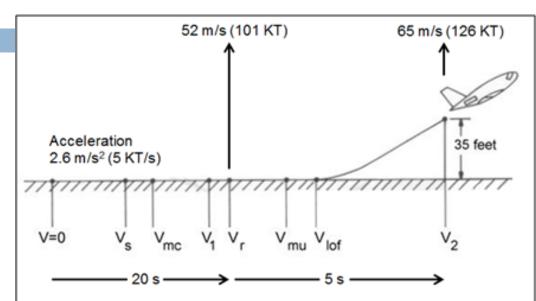


□ Reorganisation of section 4

4. TEST	FACILITY REQUIREMENTS		
4.1	Test Duct Description	4. TEST FACILITY REQUIREMENTS	
4.1.1	Dimensions	4.1	Calibration and Test Equipment
4.1.2	Tolerances		• •
4.1.3	Design Features	4.2	Test Duct Description
4.2	Test Duct Gas Flow Core Characteristics	4.2.1	Material
4.2.1	Test Gas	4.2.2	Dimensions
4.2.2	Temperature Range		
4.2.3	Temperature Stability	4.2.3	Tolerances
4.2.4	Temperature Spatial Uniform,	4.2.4	Design Features
4.2.5	Velocity Range	4.3	Test Duct Gas Flow Core Characteristics
4.2.6	Turbulence		
4.2.7	Velocity Spatial Uniformity	4.3.1	Test Gas
4.2.8	Relative Humidity	4.3.2	Gas Temperature
4.3	Test Facility Thermal Stability	4.3.3	Gas Pressures
4.3.1	Test Duct		
4.3.2	Test Facility	4.3.4	Gas Velocity
4.4	Test Facility Drainage	4.3.5	Relative Humidity
4.5	Instrumentation	4.4	Test Fluid Temperature Measurement
4.5.1	Temperature and Relative Humidity		-
4.5.2	Test Duct Gas Pressures	4.5	Test Facility Drainage
4.5.3	Test Duct Gas Velocity and Turbulence	4.6	Example Facility
4.6	Example Facility		•

Ę

Figures which explain the speeds for the tests



- · Vs : Startup Velocity
- V_{mc}: Minimum control speed.
- V₁: Takeoff decision speed. The speed beyond which the takeoff should no longer be aborted.
- V_f: Rotation speed. The speed at which the pilot begins to apply control
 inputs to cause the aircraft nose to pitch up, after which it will leave the
 ground.
- · V_{mu}: Minimum unstick speed.
- V_{lof}: Lift-off speed.
- V₂: The speed of an aircraft at 35 ft. altitude when climbing with one engine inoperative.



Thank you for voting!

Comments or suggestions?

Contact information:

Eric Villeneuve, AMIL 1-418-545-5011 (2267)

Mobile: 1-418-812-5093

Ericl Villeneuve@uqac.ca

