
CERTALERT

ADVISORY*CAUTIONARY*NON-DIRECTIVE INFO
CONTACT CERTIFICATION BRANCH, **AAS-310, 202-267-8723** or
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DATE: March 30, 1994

NO. 94-03

TO: AIRPORT CERTIFICATION PROGRAM INSPECTORS

TOPIC: Excessive accumulation of Potassium Acetate-base fluids when used to deice Runways, Taxiways or Aircraft Parking Aprons.

Advisory Circular 150/5200-30A, Change 1 includes specifications and application rates for Potassium Acetate-base fluids.

Though no public carriers have reported any effects, we were informed by the USAF at their March 22-23rd Deicer Workshop, that **F-16s** showed some voltage fluctuations on electronic/electrical connections on aprons heavily covered with potassium acetate runway deicer. This situation occurred during large scale maneuver exercises at Eielson AFB Alaska. Their laboratory tests do show that potassium acetate increases conductivity. They offered two solutions. First, impacts of potassium acetate on F-16 components can be alleviated by preventing moisture intrusion of affected components. For example, Eielson AFB maintenance personnel have begun using a silicon gel seal for affected connections with good results. Second, proper deicing applications can also alleviate some problems by avoiding ponding or pooling of excessive deicer in immediate aircraft run up areas. Apparently the exercises were so extensive that ground crews did not have opportunities to perform cleanup exercises.

In regards to airfield lighting systems, none of their bases have experienced any evidence of adverse reactions when potassium acetate is applied (two years).

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