

DISPOSITION OF PUBLIC COMMENTS

AC 25-25X, PERFORMANCE AND HANDLING CHARACTERISTICS IN ICING CONDITIONS

Comment	Requested Change	Disposition
<p>Commenter: Commenter: Dassault Aviation</p>		
<p>Appendix 1 – Airframe ice accretions – §(2)(b)(2): ice accretions with an operative ice protection system / takeoff phase</p> <p><u>Proposed text:</u> (2) The ice accretions identified in Appendices C and O to part 25 for the takeoff phase are: Takeoff ice. The most critical ice accretion on unprotected surfaces, and any ice accretion on protected surfaces appropriate to normal ice protection system operation, occurring between liftoff and 400 feet above the takeoff surface, assuming accretion starts at liftoff in the takeoff maximum icing conditions of Appendix C, part I(c) to part 25.</p> <p><u>Comment:</u> The last part of the sentence, “<i>the takeoff maximum icing conditions of Appendix C, part I(c) to part 25</i>” would indicate that the takeoff maximum icing conditions of Appendix C Part I(c) to part 25 is the one to consider to identify ice accretions, whatever the conditions encountered (Appendix C and O). This point is not in accordance with the Appendix O definition.</p>	<p>The text has to be clarified.</p>	<p>The commenter is correct. The draft version of the AC incorrectly pointed to the takeoff maximum icing conditions of appendix C to use in determining the takeoff ice accretion for appendix O conditions.</p> <p>The final version of the AC correctly states that the takeoff ice accretion for appendix O conditions should be determined using the icing conditions of part I of appendix O.</p>