This report documents the general activities completed by APS related to aircraft ground deicing research in the winter of 2010-11. The activities documented in this report were carried out in addition to the main research projects completed in the winter of 2010-11, which are documented in separate reports. The nineteen activities included in this report are listed below:

1. Validation of Type I Holdover Times on Composite Aircraft
2. Evaluation of Endurance Time Performance on Vertical Surfaces
3. Evaluation of Holdover Time Guidelines for Cold Soak Wing during Natural Frost Conditions
4. Evaluation of Sensor for NowCasting Active Frost
6. Holdover Times Related to Aircraft Hangar Operations
7. Evaluation of Ice Phobic Coating Interaction with Aircraft Ground De/Anti-Icing Fluids
8. Degraded Anti-Icing Fluid Performance Following Contamination with Runway Deicing Fluid
9. Impact of Wing Anti-Ice Heating Systems on Fluid Endurance Times
10. Effect of Type I Overspray on Type IV Holdover Times
11. Expansion of Type II and IV Holdover Times for Light Snow and Very Light Snow
12. Evaluation of Non-Precipitation Type Dependent Regression Curves for Liquid Water Equivalent (LWE) and Holdover Time Determination Systems (HOTS)
13. Support for the Development of Use of Ice Detection Cameras at End-of-Runway
14. Changes to SAE ARP5718
15. Future R&D Funding
16. Scoping Study to Assess Feasibility of Conducting Horizontal Stabilizer Tests in the NRC Wind Tunnel
17. Holdover Time Guidelines Website
18. Development of Lowest Operational Use Temperature (LOUT) Table for Holdover Time Guidelines
19. 2010-11 Test Procedures, Presentations and Fluid Manufacturer Reports

Compared to previous winters, this winter had less severe icing conditions. The research activities focused on developing and evaluating new deicing and anti-icing technologies, refining existing guidelines, and supporting the development of ice detection systems. The work described in this report was, in part, co-sponsored by the Federal Aviation Administration (FAA). The research outcomes have contributed to the improvement of airport deicing operations and the safety of aircraft ground operations during adverse weather conditions.