SAFETY ALERT 2018-02
Issue 01
Date of Issue: 06th February 2018

SUBJECT:
AIRCRAFT DE-ICING STANDARDS -

REFERENCE PUBLICATIONS:
CAR-OPS1
CAR-OPS3
EASA SIB No.: 2017-11

REASON:
CAR-OPS1 and CAR-OPS3, specifically CAR-OPS1.345 and CAR-OPS3.345, require commercial air transport operators to ‘establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft’.

CAR-OPS1.345 and CAR-OPS3.345 state that the basis for establishing the procedures for ground de-icing can be found in the Association of European Airlines (AEA) ‘Recommendations for de-icing/anti-icing of aircraft on the ground’ and AEA ‘Training recommendations and background information for de-icing/anti-icing of aircraft on the ground’.

Following some significant harmonization work directed by IATA and ICAO, decision was made to discontinue annual AEA publication when the ‘Global Aircraft De-icing Standards’ will be ready for use.

The ‘Global Aircraft De-icing Standards’ consist of the following documents:


c) SAE AS6332 ‘Aircraft Ground Deicing/Anti-icing Quality Management’.

This Safety Alert is issued to recommend air operators:

a) take note of EASA SIB 2017-11; and

b) conduct a review of their system and adapt it to the newly published acceptable ‘Global standards”, even if not referred into CAR-OPS1 and CAR-OPS3 and adopt recommendation published by EASA in the SIB 2017-11.
This Safety Alert is for information only, recommendations are not mandatory. At this time, the safety concern described in this Safety Alert does not warrant the issuance of a Safety Decision or a change on the regulation. However, it is the responsibility of the concerned organisations to implement them.

**RECOMMENDATIONS:**

*Recommendation No. 1:*  
Air operators should take note of [EASA’s SIB 2017-11](#) before activating their deicing procedures and in particular discontinue utilisation of AEA’s publications.

*Recommendation No. 2:*  
Air operators should, at the earliest, adapt their system (including procedures, training, contract etc…) to consider EASA recommendations published in [SIB 2017-11](#) and hence ensure an effective implementation of the new “Global Aircraft de-icing standards” before the next winter season.

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