



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 documents¹:

- a) SAE AS6285 'Aircraft Ground Deicing/Anti-Icing Processes' and ARP6257 'Aircraft Ground De/Anti-Icing Communication Phraseology for Flight and Ground Crews'.
- b) SAE AS6286 'Training and Qualification Program for Deicing/Anti-icing of Aircraft on the Ground', complemented by subdocuments AS6286/1, AS6286/2, AS6286/3, AS6286/4, AS6286/5 and AS6286/6.
- 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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