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Head of Safety Intelligence & Performance
Department

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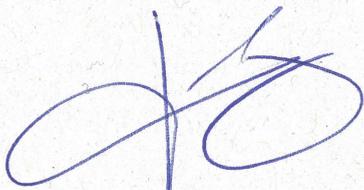
Board of Accident Investigation
(Statens Haverikommission / SHK)
Mr Hans Ytterberg
Director General
Box 6014
102 31 Stockholm
SWEDEN

Subject: Safety recommendations related to the event to BAE146 registered SE-DSV,
on 07/11/2016, at ESGG (GOT): Goteborg/Landvetter - Sweden

Dear Mr Ytterberg,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,



Erick Ferrandez

Copy: Flight Standards - Air Operations
Certification Director
Flight Standards Director
Strategy & Safety Management Director

Subject: BAE146 registered SE-DSV, on 07/11/2016, at ESGG (GOT): Goteborg/Landvetter - Sweden

Reply to Safety Recommendation SWED-2017-014 received on 08/12/2017

<p>Safety Recommendation:</p>	<p>EASA is recommended to: Investigate and evaluate the risks of recommended methods for de-icing and post-de-icing check, especially the incorporated method referred to in the referenced documents in GM3 CAT.OP.MPA.250 of Commission Regulation (EU) No 965/2012, and consider and decide whether the reference should be changed.</p>
<p>Final response:</p>	<p>EASA has, in collaboration with the ground de-icing industry community, reviewed the recommended methods for de-icing and post de-icing checks referred to in the referenced AEA documents in GM3 CAT.OP.MPA.250 of Commission Regulation (EU) No 965/2012, which have been superseded by SAE International 'Global Aircraft De-icing Standards' documents (see EASA Safety Information Bulletin SIB 2017-11).</p> <p>With regard to the integrity of SAE International Aerospace Standard AS6285 'Aircraft Ground De-icing/Anti-Icing Processes', in particular the prescribed procedures on the incorporated method for the post de-icing checks, EASA has collaborated with the de-icing experts during forums which took place in April 2018 (Airlines for Europe (A4E) de-icing group meeting) and May 2018 (SAE International G12 'Aircraft Ground De-icing Committee' meeting). The feedback indicated that, if the post de-icing checks are conducted by suitably qualified and trained personnel, as described in the referenced SAE documents, an acceptable level of safety will be achieved.</p> <p>In addition, EASA has published a SIB to remind de-icing service providers about the importance of applying the procedures correctly, in particular the incorporated method for the post de-icing checks (see SIB 2018-12, dated 27 July 2018). Before publication, the SIB underwent consultation with various stakeholders, including National Aviation Authorities, A4E, SAE, FAA and TCCA. During this consultation process, the stakeholders did not indicate a need to change the procedures which were referred to in the SIB.</p> <p>EASA did not consider that a full investigation and evaluation was necessary, as the expert feedback and available data did not reveal any weaknesses in the recommended de-icing procedures, as long as they were applied correctly. The SIB serves to highlight, to de-icing service providers, the risks associated with improper execution of de-icing and post-de-icing checks, and the importance of correctly applying the</p>

	procedures, in particular the incorporated method for the post de-icing checks, which are based on established industry standards.
EASA Status:	Closed – Partial agreement

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