

This document is a translation of the original assessment in Swedish by SHK of the response to the recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the assessment.

ICAO
999 Robert-Bourasse Boulevard
Montreal, Quebec
Canada H3C 5H7

The Swedish Accident Investigation Authority's report RL 2017:10

On 7 December 2017, the Swedish Accident Investigation Authority published the final report RL 2017:10 which addressed a serious incident following take-off from Göteborg/Landvetter Airport on 7 November 2016 with a model AVRO 146-RJ 100 aircraft operated by Braathens Regional Aviation AB.

In the report, it was recommended that ICAO investigate and evaluate the risks associated with the methods for de-icing and post-de-icing check, in particular the incorporated method, as referred to in ICAO's Annex 6, Part I, via Doc. 9640, and consider whether the reference should be changed. ICAO has responded to the recommendation.

According to ICAO, the importance of carrying out a post-de-icing check immediately following the application of de-icing/anti-icing fluids is clearly identified in the new edition of Doc 9640, which is why the reference to this document in Annex 6 is still valid and relevant.

SHK shares the view that the importance of carrying out a post-de-icing check immediately following the application of de-icing/anti-icing fluids is more clearly identified in the new edition of Doc 9640. The same applies to the purpose of the inspection. As stated in the report, however, as regards the actual de-icing processes in Doc 9640, reference is also made to SAE's guidelines in this area. The response from ICAO does not indicate whether ICAO has investigated or intends to investigate and evaluate the risks associated with the methods for de-icing and post-de-icing check described therein (cf. section 2.3.2, especially the last paragraph). The recommendation can thus only be regarded as partially taken care of and the response as only partially satisfactory.

Best regards,

Helene Arango Magnusson
Chair Accident Investigations