

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.

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

On 7 December 2017, the Swedish Accident Investigation Authority published its 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 EASA investigate and evaluate the risks associated with the methods for de-icing and post-de-icing check as referred to in GM3 CAT.OP.MPA.250 of Commission Regulation (EU) No 965/2012, Doc 9640, especially with regard to the "incorporated method", considering whether the reference should be changed. EASA has responded to the recommendation.

EASA states in its response that operators of aerodromes are required to ensure that safe operations of aircraft at the aerodrome are ensured and that ground handlers are trained to operate safely on the aerodrome and provide safe services. In addition, CAT operators are required to establish de-icing procedures for their operations which should be documented in their Operations Manual. In cases where the operator engages subcontractors for the de-icing operations, the operator shall ensure that the subcontractor's operations comply with applicable requirements. Regarding, in particular, the incorporated method for post-de-icing check, EASA considers the safety of the method to be acceptable, provided that checks are carried out by sufficiently qualified and trained personnel.

However, EASA states that the Agency will nevertheless, in collaboration with the de-icing industry community, consider and assess whether there is a need to reinforce the established procedures through safety promotion channels, to remind those providing de-icing services of the importance of applying the procedures correctly. According to EASA, this will inevitably include an evaluation of the suitability of the recommended methodologies.

EASA therefore essentially seems to be of the opinion that the recommended methods are already safe, provided that the procedures are carried out properly, but is nevertheless open to the idea that there may be reason to, in collaboration with the industry, evaluate whether the methods are appropriate. However, the response does not make clear whether EASA really intends to investigate and evaluate the risks associated with the methods to determine whether the reference to the recommended methods should be changed. It is therefore the assessment of SHK that the recommendation can only be regarded as partially taken care of and that the response received is only partially satisfactory.

Best regards,

Helene Arango Magnusson
Chair Accident Investigations