

**Subject:** BAE - 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><b>Safety Recommendation:</b></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><b>Response:</b></p>	<p>Commercial Air Transport (CAT) operators are required 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 [see CAT.OP.MPA.250 of Commission Regulation (EU) No 965/2012 (hereinafter referred to as the Air Operations Regulation)].</p> <p>The associated Guidance Material, GM3 CAT.OP.MPA.250, states 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 'Training recommendations and background information for de-icing/anti-icing of aircraft on the ground'.</p> <p>In 2011, the International Air Transport Association (IATA) launched an initiative, supported by the International Civil Aviation Organisation (ICAO), to harmonise worldwide de-icing methods, training standards and quality assurance processes, aiming to facilitate airline de-icing operations at different aerodromes around the world and the provision of de-icing services by ground handlers serving many airlines.</p> <p>IATA tasked the SAE International G12 'Aircraft Ground De-icing Committee' to develop, considering best industry practices, global aircraft de-icing standards. The AEA ground de-icing group and the EASA were in favour of this IATA-ICAO initiative, and had a certain level of involvement in the task. Accordingly, AEA decided to discontinue their publications when the global standards were published.</p> <p>This culminated in the publication of SAE International's 'Global Aircraft De-icing Standards' documents on processes, phraseology for flight and ground crews, training and qualifications, and quality management. These documents superseded the AEA documents referred to in GM3 CAT.OP.MPA.250 and, through SIB 2017-11, EASA recommended that the SAE standards should be followed, as from winter 2017-18.</p>



	<p>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 (see Essential Requirements, Part B - Operations and Management (1) (a), (d), (e) and (f) of Annex Va of the Basic Regulation).</p> <p>In addition, CAT operators are required to establish de-icing procedures for their operations (see CAT.OP.MPA.250 of the Air Operations Regulation) which should be documented in their Operations Manual (see (a) (A) 8.2.4 of AMC3 ORO.MLR.100 of the Air Operations Regulation). The operator may apply industry standards, such as the SAE International standards on de-icing, which they should adapt to reflect the specificities of their operation and fleet and taking into account manufacturer's documentation, such as the Aircraft Flight Manual, Aircraft Maintenance Manual and Aircraft Operating Manual. Checks and controls should be carried out as part of the operators Safety Management System (see ORO.GEN.200 of the Air Operations Regulation).</p> <p>Through their oversight, certification and enforcement responsibilities under ARO.GEN.300 of the Air Operations Regulation, the competent authorities are required to verify that the operator to whom the Air Operator Certificate (AOC) has been issued complies with the applicable requirements.</p> <p>Furthermore, the operator shall ensure that when contracting any part of its activity (such as de-icing), the contracted service conforms to the applicable requirements. The ultimate responsibility for the service provided by external organisations always remains with the operator (see ORO.GEN.205 of the Air Operations Regulation).</p> <p>Regarding, in particular, the incorporated post de-icing check, the Agency considers that if it is conducted by suitably qualified and trained personnel, as described in the SAE International documents, an acceptable level of safety will be achieved.</p> <p>Nevertheless, the Agency will consider, in collaboration with the ground de-icing industry community, whether there is a need to reinforce the established procedures through safety promotion channels, to remind the service providers of the importance of applying the procedures correctly. This will inevitably include an evaluation of the suitability of the recommended methodologies.</p>
<b>Status:</b>	Open

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