



## Safety Information Bulletin

### Operations

**SIB No.: 2017-11**

**Issued: 14 July 2017**

**Subject: Global Aircraft De-icing Standards**

#### Ref. Publications:

SAE AS6285 'Aircraft Ground Deicing/Anti-Icing Processes', latest published version.

SAE AS6286 'Training and Qualification Program for Deicing/Anti-icing of Aircraft on the Ground', complemented by slash-documents AS6286/1, AS6286/2, AS6286/3, AS6286/4, AS6286/5 and AS6286/6, latest published versions.

SAE AS6332 'Aircraft Ground Deicing/Anti-icing Quality Management', latest published version.

SAE ARP6257 'Aircraft Ground De/Anti-Icing Communication Phraseology for Flight and Ground Crews', latest published version.

'FAA Holdover Time Guidelines' (annual publication).

FAA 8900.xxx series Notice 'Revised FAA-Approved Deicing Program Updates, Winter 20xx-20yy' (annual publication).

#### Applicability:

Air operators, contracted ground de-icing service providers and National Aviation Authorities.

#### Description:

Regulation (EU) No [965/2012](#), specifically point CAT.OP.MPA.250, requires 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'. The same provisions are also required through SPO.OP.175 and NCC.OP.185, applicable to 'Commercial operations other than commercial air transport' and 'Non-commercial operations with complex motor-powered aircraft', respectively.

Guidance Material (GM) [GM3 to 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 AEA 'Training recommendations and background information for de-icing/anti-icing of aircraft on the ground'. The AEA 'Recommendations for de-icing/anti-icing of aircraft on the ground' also contained a valid reference for the Holdover Time (HOT) tables used by European air operators. There is also similar GM related to the SPO.OP.175 and NCC.OP.185 provisions.

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This is information only. Recommendations are not mandatory.



In 2011, the International Air Transport Association (IATA) launched an initiative, supported by the International Civil Aviation Organization (ICAO), to harmonise worldwide de-icing methods, training standards and quality assurance processes, aiming to facilitate airline de-icing operations at different airports around the world and the provision of de-icing services by ground handlers serving many airlines.

IATA tasked the SAE International® G12 'Aircraft Ground Deicing Committee' to develop, considering existing industry practices, 'Global Aircraft De-icing Standards'. The AEA ground de-icing group and EASA were in favour of the IATA-ICAO initiative, participated in the development of the 'Global Aircraft De-icing Standards' and kept relevant stakeholders informed on this project. Accordingly, AEA decided to discontinue their annual publications when the 'Global Standards' would be ready for use.

The 'Global Aircraft De-icing Standards' consist of the following documents<sup>1</sup>:

- SAE AS6285 'Aircraft Ground Deicing/Anti-Icing Processes' and ARP6257 'Aircraft Ground De/Anti-Icing Communication Phraseology for Flight and Ground Crews'.
- 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.
- SAE AS6332 'Aircraft Ground Deicing/Anti-icing Quality Management'.

Also, ICAO is in the process of publishing an update of document 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations'. The new version of this document, expected soon, will refer to the 'Global Aircraft De-icing Standards'.

Additionally, EASA considers the 'FAA Holdover Time Guidelines' as an acceptable reference for use by an air operator when developing the HOT table to be published in its operations manual, as required by European rules. The 'FAA Holdover Time Guidelines' need to be read in conjunction with the corresponding FAA 8900.xxx series Notice 'Revised FAA-Approved Deicing Program Updates, Winter 20xx-20yy'. Both documents are updated annually, typically during early August, and are freely available from the FAA website.

At this time, the safety concern described in this SIB does not warrant the issuance of an operational directive under Regulation (EU) [965/2012](#), Annex II, ARO.GEN.135(c).

### Recommendation(s):

EASA recommends air operators to take note of AEA's decision to discontinue the publication of AEA 'Recommendations for de-icing/anti-icing of aircraft on the ground' (which contained updated tables with HOT data) and AEA 'Training recommendations and background information for de-icing/anti-icing of aircraft on the ground'.

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<sup>1</sup> At the time of publication of this SIB, SAE standard AS6332 was positively balloted but not yet adopted. It is expected that it will be adopted and published before autumn 2017. The other documents forming the 'Global Aircraft De-icing Standards' are already published and can be obtained upon request from SAE International®.

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**Starting this winter, EASA recommends air operators to use the latest published versions of the ‘Global Aircraft De-icing Standards’ as their reference material to establish their ground de-icing procedures and the ‘FAA Holdover Time Guidelines’ as their reference to usable HOT tables, and to timely inform their de-icing service providers about these changes.**

To this extent, EASA recommends air operators to familiarise themselves with the ‘Global Aircraft De-icing Standards’ and FAA Holdover Time annual publications before updating accordingly the relevant chapters of their operations manual. In doing this, air operators should consider that the ‘FAA Holdover Time Guidelines’ and the FAA 8900.xxx series Notice are primarily written for US stakeholders and therefore contain information and statements that require careful consideration when being adapted by European operators as part of their procedures.

If, during preparation of the procedures, an input data required to read an FAA HOT table-cell is not available, an alternative input, that would provide conservative outputs, should be used.

Example: The ‘FAA Holdover Time Guidelines’ provide HOT values for various snow precipitation intensity bands. An operator should consider if the information available to the pilot would permit the pilot to distinguish between the different precipitation intensities and, if not, consider in its procedure to apply the most conservative (shorter) HOT.

EASA recommends air operators to ensure that their crews and any other affected personnel, including those from service providers, receive the appropriate training regarding these changes. The training should be commensurate to the difficulty of the procedure.

#### **Contact(s):**

For further information on this SIB contact the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

For a copy of the referenced SAE documents, contact SAE International® at <http://standards.sae.org/>.

The latest ‘FAA Holdover Time Guidelines’ and the FAA 8900.xxx series Notice ‘Revised FAA-Approved Deicing Program Updates, Winter 20xx-20yy’, are available at [https://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/deicing/](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/deicing/) and [https://www.faa.gov/regulations\\_policies/orders\\_notices/](https://www.faa.gov/regulations_policies/orders_notices/) respectively.

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