



**British Business & General Aviation Association**

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BBGA – FLIGHT SAFETY, De-Icing of Aircraft

The protracted wintry conditions this year have caused aircraft parked outside to have snow, frost and ice deposited in varying amounts upon their surfaces. This has necessitated de-icing the aircraft before a take-off can be made. However information has been received that certain operators have instructed their pilots **NOT** to use de-icing fluid from the approved de-icing rigs due to COST. This has left the pilots with the highly dangerous task of trying to brush or scrape the deposits off, which can lead to ridges and lumps not being properly removed and loose snow and ice particles becoming trapped in the hinge slots of control surfaces. The result of this practice can have a deleterious effect on lift and the control of an aircraft at a critical stage of flight. The edict not to use proper de-icing methods is obviously short sighted, dangerous and probably illegal and it is also possible that the operator's insurance could be invalidated by these actions. It could easily lead to a similar preventable accident such as the Challenger 604 at Birmingham in January 2002. Not only would this be detrimental to the operator's reputation, and therefore business, but also bring the Business Aviation industry as a whole into disrepute. Operators are therefore urgently requested to review their instructions to pilots and ground staff on the correct de-icing of aircraft to ensure that they are properly prepared for flight.

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The following references are worth a look to refresh operators on winter operations:

FODCOM 31/2008: Training for Ground De-Icing and Anti-Icing of Aircraft

FODCOM 33/2008: Winter Operations

AIC 118/2006 (PINK 106): Recommendations for De-Icing/Anti-Icing of Aircraft on the Ground