



Scope: De-Ice Locations
Activity: De-Icing Issued
on: 10Oct24

Safety Bulletin

Clean Aircraft Concept

PURPOSE: During previous de-ice seasons, a WFS station missed the opportunity to “Hit the E-Stop” and prevent an incident from occurring.

WHY: Most carrier programs specify that the pilot has the final say with regards to deicing. However, under the letter of the law we are obligated to “raise a red flag” and come to a collaborative decision if we disagree with the treatment requested!

HAZARDS IDENTIFIED: Federal Aviation Regulations - 14 CFR 121.629: (c) No person may dispatch, release, or take off an aircraft any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft... This is known as the “Clean Aircraft Concept.”

DANGER AREAS: We de-iced the aircraft pictured and released it with contamination remaining on the fuselage. It had snowed the previous evening and the pilot allegedly requested us to deice the “Wings & Tail Only”.

- We complied with the request and did not question it.



REMEMBER: The employees involved should have brought the snow to the pilots' attention and requested supervisory assistance if the pilot did not agree. It is **NEVER** acceptable to dispatch an aircraft with snow or ice on it.

- There are exceptions for frost (underwing / fuselage) if defined in the air carrier program.

Please contact your trainer, supervisor, manager, or the WFS Deicing program manager if you have any questions regarding the responsibilities of deicing aircraft.

Sources: FAA Regulations – 14 CFR 121.629

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