

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.26

National Policy

Effective Date:
12/18/07

Cancellation Date:
12/18/08

SUBJ: Outsourcing of (Third Party Provider) Aircraft Ground Deicing

- 1. Purpose of This Notice.** This notice provides guidance and information about the outsourcing of aircraft ground deice services to aviation safety inspectors (ASI) responsible for authorizing certificate holders to operate with an approved Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.629(c) deicing program.
- 2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) and certificate management office (CMO) ASIs who are responsible for the approval/review and surveillance of aircraft ground deicing programs under § 121.629(c). The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.
- 3. Where You Can Find This Notice.** Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <<http://fsims.avr.faa.gov>>. Operators and the public may find this information at: <<http://fsims.faa.gov>>.
- 4. Background.** Outsourcing (commonly referred to as “third party”) of aircraft ground deicing services is becoming the norm across the airline industry. When an air carrier outsources these services, the air carrier retains the responsibility for all aspects of its approved aircraft ground deicing program. This includes the quality management of the service and the training of ground personnel. The FAA may authorize the air carrier to use an outsourced service provider as the agent for the air carrier to physically apply de/anti-icing fluids using the service provider’s equipment in accordance with the air carrier’s FAA-approved aircraft ground deicing program (not the service provider’s unapproved program). FAA policy also allows an air carrier to use deicing services provided by another air carrier that has an FAA-approved aircraft ground deicing program under § 121.629(c). When using the services provided under another air carrier’s FAA-approved program, the contracting air carrier needs to provide training for the ground service personnel on the differences between the two programs as they relate to the specific aircraft deicing procedures, communications, and record keeping. The contracting air carrier retains full responsibility for the safe operation of the aircraft and therefore must have a process to ensure the contracted air carrier’s aircraft ground de/anti-icing operation is in compliance with applicable requirements of the regulations and their approved aircraft ground deicing program.

a. Several recent reports indicate the process and requirements in the above paragraph are not being complied with in all cases. In some cases, principal inspectors have inappropriately authorized an air carrier to use and outsource service provider’s unapproved aircraft ground

deicing program. In other cases, principal inspectors have authorized air carriers to use another air carrier's FAA-approved program that was inappropriately authorized to outsource its aircraft ground deice service to a service provider using the service provider's unapproved deicing program. The practice of authorizing the use of an outsourced aircraft ground deicing service provider who provides this service under their own non FAA approved program is not in accordance with current FAA policy and should be discontinued.

b. Policies, procedures, and requirements are currently under development to authorize an aircraft ground deicing service provider to be issued a letter of authorization (LOA) to provide aircraft ground deicing services under an industry standardized aircraft ground deicing program. While this concept would allow an air carrier to be approved to use the service provider's program as per the service providers LOA, no policy or procedure exists for such authorization at this time.

5. Action. ASIs charged with the approval and surveillance of an air carrier's approved aircraft ground deicing programs should review their assigned air carrier's approved programs to ensure that it is in accordance with current FAA policy as outlined in the background paragraphs above. If the review of the air carrier's approved aircraft ground deicing program indicates that outsourcing of aircraft ground deicing is not in accordance with current FAA policy as outlined above, the ASI should require the air carrier to bring their aircraft ground deicing program into compliance with current policy within 90 days of discovery. If the air carrier's outsourced aircraft ground deicing service authorizations are not in accordance with current FAA policy, the air carrier should submit a plan and schedule for bringing the affected service providers into compliance within ninety days of discovery. Additionally, the air carrier should immediately submit a plan to ensure the safe de/anti-icing of their aircraft until the service provider is in full compliance.

6. Tracking. Document the review of the air carrier's outsourced aircraft ground deicing program as per this notice for each air carrier affected.

a. Use Program Tracking and Reporting Subsystem (PTRS) code 1381.

b. Enter "N8900.26" in the "National Use" field (without the quotes).

c. After the entire air carrier's outsourced aircraft ground deicing program is aligned in accordance with current FAA policy, close out the PTRS.

7. Disposition. We will permanently incorporate the information in this notice in FSIMS before this notice expires. Direct questions concerning this notice to the Air Transportation Division, AFS-200 at (202) 267-8166.

ORIGINAL SIGNED by

James J. Ballough
Director, Flight Standards Service