

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.33

National Policy

Effective Date:  
2/20/08

Cancellation Date:  
2/20/09

**SUBJ:** Adjustment of Compliance Date for Review of Outsourcing of (Third Party Provider) Aircraft Ground Deicing at Foreign Locations

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- 1. Purpose of This Notice.** This notice provides guidance and information to aviation safety inspectors (ASI) about the outsourcing of aircraft ground deice services at foreign locations.
- 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 Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 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.avs.faa.gov>. Operators and the public may find this information at: <http://fsims.faa.gov>.
- 4. Background**
  - a.** Notice 8900.26, Outsourcing of (Third Party Provider) Aircraft Ground Deicing, effective December 18, 2007, reviewed the Federal Aviation Administration (FAA) policy on air carrier outsourcing of aircraft ground deicing services and directed ASIs to review their assigned air carrier's approved ground deicing program to verify that it was in accordance with that policy. N 8900.26 did not announce new or revised U.S. or foreign location requirements but restated existing policy that has been in place since outsourcing of aircraft ground deicing services began. In accordance with N 8900.26, if an ASI found that an air carrier's approved deicing program or outsourced aircraft ground deicing service authorization was not in accordance with current FAA policy, the ASI is required to request that the air carrier submit a plan and schedule for bringing the affected service providers into compliance within 90 days of discovery.
  - b.** Discussions with industry representatives have raised significant operational concerns about complying with this contract ground deice service provider requirement at foreign locations within the 90-day time period. After reviewing their concerns, the FAA now allows a longer time than the original 90-day time period to bring these foreign location deice service providers into compliance with the FAA policy. The 90-day time period in N 8900.26 for U.S. locations remains unchanged.

**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 paragraph of N 8900.26. 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 in N 8900.26, the ASI should require the air carrier to bring their aircraft ground deicing program into compliance with current policy within 90 days of discovery for U.S. locations and by October 1, 2008, for operations at foreign locations. 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 90 days of discovery for U.S. locations and by October 1, 2008, for operations at foreign locations. 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.**

**a. Part 121 Tracking.** Document the review of the air carrier's aircraft ground deicing program, per this notice, using an element-based Dynamic Observation Report (DOR) entering N890033 in the Local/Regional/National Use block. If the air carrier's ground deicing program or outsourced ground deicing service authorization is not in compliance with FAA policy, this constitutes a hazard to be eliminated. The Risk Management Process (RMP) should be used for tracking and eliminating the hazard.

**b. Part 135 Tracking.** Document the review of the air carrier's outsourced aircraft ground deicing program as per this notice for each air carrier affected.

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

**d.** Enter "N890033" in the "National Use" field (without the quotes).

**e.** 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 not incorporate the information in this notice in FSIMS. 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