

## **SAFETY INFORMATION COMMUNICATION (SIC)**

**No. 6**



### **Operations Division**

**Subject: Guidance for operators as to the content of training for cabin crew for icing conditions.**

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#### **1. INTRODUCTION**

- 1.1 The Air Ontario F-28 crash at Dryden in 1989 resulted in Transport Canada introducing both CRM training and enhanced Icing Training for cabin crew.
- 1.2 Whilst JAR-OPS 1 Subpart D (ACJ OPS 1.346) does contain a requirement for cabin training to include an awareness of the conditions likely to produce surface contamination and the need to inform the flight crew of significant ice accretion, the detailed training requirements relate mainly to flight and ground crew personnel.

#### **2. SCOPE**

- 2.1 Recent incidents have shown that cabin crew knowledge of the critical nature of de/anti-icing operations and their prompt communication to the flight crew are key factors in preventing an accident.
- 2.2 Training of icing conditions for cabin crew may vary between operators, dependant on the location and route network of their operation, but must always be relevant.

### **3. GUIDANCE MATERIAL**

- 3.1 The following information offers suggestions for subjects to be included into training programmes and can be adapted so as to be suitable and applicable to the scale and scope of the operation. This information is guidance material for both operators and regulators and does not prohibit the inclusion of more extensive training if considered necessary.

### **4. TRAINING ITEMS**

#### **4.1 General:-**

- Conditions most likely to produce surface contamination.
- Definition of surface contamination, i.e. ice and/or snow and associated hazards in-flight.
- Examples of a 'clean wing' and visible signs of contamination, both on the ground and in-flight.
- Definition of aeroplane critical surfaces for each type of aeroplane to be operated by the cabin crew.
- Definition of hazards associated with an accumulation of in-flight aeroplane icing.
- Definition of aeroplane surfaces, parts or components most likely to show signs of in-flight ice accumulation.
- Definition of fluids used for de-icing and associated hazards.

#### **4.2 Flight and Cabin Crew Responsibilities:-**

- Information to be given to cabin crew whenever de-icing is taking place.
- Content of passenger announcements whenever de-icing is taking place.
- Responsibility of cabin crew to communicate any safety critical information in relation to surface contamination, to the flight crew as soon as practicable.