

DE-ICING 3RD PARTY SERVICE PROVIDER AUDIT



Date	<input type="text"/>	Station	<input type="text"/>	Auditor:	<input type="text"/>
Flight #	<input type="text"/>	Acft. Type	<input type="text"/>	Truck #	<input type="text"/>
De-icing Start Time	<input type="text"/>	De/Ant icing End Time	<input type="text"/>	Acft.Cond. (Circle Code)	<small>Frost - Light Snow - Moderate Snow - Heavy Snow</small> FR - LS - MS - HS RI - CL - LI - FZ <small>Rime Ice - Clear Ice - Layover Ice - Freezing Rain</small>
De-icing Agent	<input type="text"/>	<u>CHECKLIST</u>			

Circle Yes or No

All De-icing Operations	
> Was the flight crew advised prior to the start of de-icing?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Was the aircraft properly configured prior to the start of de-icing?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did operator use approved Station method for communicating to the flight crew? eg. VHF - HARD WIRE - FOLLOW ME TRUCK	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Was the correct aircraft spray pattern followed for the Type aircraft being de-iced as per operators de-icing program?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Were specific requirements identified by the flight crew addressed during the de-icing process?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did operators manoeuvre vehicles around the aircraft at a safe speed and maintain a safe distance from aircraft surfaces during the de-icing process?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did operator communicate the follow using approved communication methods? {start of holdover time} {fluid type used} {de-icing clearance}	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Was the spent fluid cleaned up as per local environmental management plan? (if applicable)	<input type="checkbox"/> Yes <input type="checkbox"/> No

Off Gate De-icing	
> Did the flight crew receive clear and concise instructions upon entering the de-icing area?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did trucks remain outside the shadow of the aircraft until the aircraft came to complete stop and operator given clearance to proceed?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Were all vehicles positioned in the safe zone prior to advising the flight crew they had clearance to leave the pad?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Was Standard communication verbiage used during the de-icing operation? (VHF Communication)	<input type="checkbox"/> Yes <input type="checkbox"/> No

Live De-icing	
> Did the flight crew enter the pad and stop the aircraft in the correct position as per instructions from the operator?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did operator maintain voice communication throughout the entire de-icing process using the approved local method?	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did operators avoid driving trucks in front of the engines or into the jet blast areas?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Type 4 Application	
> Did upper surfaces of the wings and tail receive complete and consistent coverage? (minimum of 1 mm of fluid across the entire surface)	<input type="checkbox"/> Yes <input type="checkbox"/> No
> Did the operator achieve a good "wrap around" of Type 4 fluid on the leading edge of the wings and tail?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Note: An "No" answer to any of the questions requires a follow up with the de-icing agent