INTERNATIONAL STANDARD

ISO 11076

Sixth edition
2020-01

Aircraft — Deicing/anti-icing methods on the ground

Aéronefs — Méthodes de dégivrage et d'anti-givrage au sol

Reference number
ISO 11076:2020(E)

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Published in Switzerland

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This sixth edition cancels and replaces the fifth edition (ISO 11076:2012), which has been technically revised. The main changes compared to the previous edition are as follows:

— deletion of reference to the *Recommendations for De-icing/Anti-icing of Aircraft on the Ground*, prepared by the former Association of European Airlines (AEA), which are not published anymore.

— addition of reference to Aerospace Standards AS6285, *Aircraft Ground Deicing/Anti-Icing Processes*, and AS6286, *Aircraft Ground Deicing/Anti-icing Training and Qualification Program*, prepared by the Society of Automotive Engineers (SAE) Committee G-12, *Aircraft Ground Deicing*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

The aim of this document is to standardize the methods used for ground deicing and anti-icing of airplanes, in order to ensure worldwide safety of main line and regional civil transport airplanes under icing weather conditions.

In order to reduce, inasmuch as possible, duplication of reference documents and to benefit from easier industry approved updating to take into account the continuously evolving state of the art and knowledge, this document constitutes a recognition of the documents Aerospace Standards AS6285 and AS6286, prepared by Society of Automotive Engineers (SAE) Committee G-12, *Aircraft Ground Deicing*.

These documents are continuously monitored by this group of deicing experts, which includes the members of ISO/TC 20/SC 9/WG 1, regulators (FAA, TC, EASA), aircraft manufacturers, original equipment manufacturers (OEMs), fluid manufacturers, airline operators and the former Association of European Airlines Deicing group, and is regularly revised to take into account any additional operating experience and laboratory results.

The civil aviation requirements referred to in this document are those relating to operation of transport aircraft. They constitute the set of operation requirements internationally agreed in application of International Civil Aviation Organization (ICAO) Annex 6, *Operation of aircraft*, to the Convention on International Civil Aviation.

Throughout this document, the minimum essential criteria are identified by use of the key word "shall". Recommended criteria are identified by use of the key word “should” and, while not mandatory, are considered to be of primary importance in providing safe operation of aircraft in icing conditions. Deviation from recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternate methods to provide an equivalent level of safety.