

SI # 328

Title Early de-icing/ anti-icing policy update

OPR #	1192	Issue Date:	16/03/2026	Effective Date:	16/03/2026	Valid Until:	UFN
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Written By:	GO Safety, Quality & Improvement team	Approved By:	GO NPs
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**Reason for Issue:**

To enhance easyJet's early deicing/anti icing procedures

**WOM Amendments:**

Section	Title	Details
2.21	Early de icing	Rewrite of section

## 2.21 – Early de icing

(a) easyJet has a policy of early deicing/ anti-icing first wave aircraft whenever appropriate.

(b) The aim of this policy is to ensure that early deicing/anti-icing operations are conducted in a risk controlled, safe manner that minimises the likelihood of fluid failure at time of departure and ensures adequate crew awareness on encountered conditions between time of treatment and time of departure.

(c) To achieve this, a pre-defined standardised framework is applicable to all stations. As local weather conditions vary, stations are allowed to have a local policy, although this shall not be less restrictive than the central policy as described below.

(d) Early deicing using Type I only

**At present only applicable to LTN, GVA & BSL (Further airports will follow for W26/27 season).**

Conditions allowing the use of Type I only for early deicing:

- Frozen contamination on aircraft surfaces
- Fuel on board after last sector: less than 3000KG and aircraft parked for more than 5 hours.
- OAT above -5 degrees Celsius
- Minimum Mixture ratio of 50%
- No forecast precipitation or freezing fog/mist requiring HOTs between time of treatment and time of departure
- The expected conditions between the time of treatment and time of departure classifying as Green or Amber using the assessment matrix in Appendix A.
  - The suitability assessment matrix (appendix A) must be used as a tool to supplement the early de-icing decision-making process. Records of the suitability assessment must be retained for a period of 14 days.
  - Local expertise shall always be used to assess and monitor weather conditions. Regardless of the matrix outcome, when in doubt, DSPs shall err on the side of caution.
  - Weather assessments shall not take place more than 3 hours prior STD
  - Treatments shall not take place more than 2.5 hours prior STD

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- a signed read and brief, regular team briefing sessions to ensure Ground Crew understand SI content
- specific training and assurance of content comprehension by Ground Crew
- review of local audit checklists & training material to include any changes

(e) Early de/anti-icing using Type II/IV

**Applicable to all airports using Type II/IV fluid for early deicing/ anti-icing**

Conditions allowing the use of Type II/IV for early deicing/anti-icing:

- Minimum Mixture Ratio of thickened fluid 75/25
- Forecast weather conditions and time of treatment allowing aircraft to depart within any applicable minimum HOT
- Weather assessments shall not take place more than 3 hours prior STD
- Treatments shall not take place more than 2.5 hours prior STD

Note: Early application of thickened fluids may lead to contamination of “no-spray” areas (either by rundown or when being carried by wind). Early fuselage treatment with thickened fluids should generally be avoided unless operationally essential. Where it must be performed, a contamination check of the pitot/ static area, windshield, radome and APU inlet area is mandatory. Engineering involvement is required if any thickened fluid in “no-spray areas” is identified or is likely to be identified at time of departure (due to for example gravitational rundown).

(f) Additional considerations during early deicing/ anti-icing operations

- Aircraft may not be configured for deicing, extra care must be taken to ensure correct spraying techniques are adhered to and there is minimal fluid run down
- Where possible, passenger steps should be removed from the aircraft before spraying deicing fluid onto the fuselage and or critical surfaces
- Extra caution shall be taken when performing underwing de-icing process as part of the early deicing process to ensure deicing fluid does not contaminate other parts of the aircraft such as landing gears, brakes, engines.

**Appendix A**

**Early deicing using Type I only (1-STEP)**  
**Suitability Assessment Matrix**

**REQUIRED PRECONDITIONS FOR EARLY DEICING USING TYPE I ONLY (1 STEP):**

- OAT  $\geq -5^{\circ}\text{C}$  OR HIGHER
- NO FORECAST PRECIPITATION OR FZFG/FZBR BETWEEN TYPE OF TREATMENT AND STD
- FUEL ON BOARD AFTER LAST SECTOR:  $\leq 3000\text{KG}$
- AIRCRAFT PARKED FOR MORE THAN 5 HOURS

**IF ANY OF THE ABOVE NOT MET OR IF UNSURE, DO NOT PROCEED WITH MATRIX AND CONSIDER THICKENED FLUIDS**

FACTORS*	4 (HIGH FROST FACTOR)	2 (MODERATE FROST FACTOR)	1 (LOW FROST FACTOR)	Factor Scoring
OAT ( $^{\circ}\text{C}$ )	$-5^{\circ}\text{C} \leq +1^{\circ}\text{C}$	$+2 \leq +3^{\circ}\text{C}$	$+4^{\circ}\text{C} < +5^{\circ}\text{C}$	
TEMP-DP SPREAD ( $^{\circ}\text{C}$ )	Only apply factor when OAT $\leq +0^{\circ}\text{C}$ : $\leq 1^{\circ}\text{C}$	Only apply factor when OAT $\leq +0^{\circ}\text{C}$ : $2^{\circ}\text{C} \leq 4^{\circ}\text{C}$	Only apply factor when OAT $\leq +0^{\circ}\text{C}$ : $> 4^{\circ}\text{C}$	
WIND SPEED (kts)	Calm $\leq 5$ kts	Light $6 \text{ kts} \leq 8$ kts	$> 8$ kts	
CLOUD COVER	Clear $\leq \text{FEW}$	Mostly Clear / Partly Cloudy SCT	Cloudy / Overcast BKN / OVC	

\* All factors shall be based on the expected conditions between time of treatment and time of dispatch

TOTAL SCORE:

**DECISION:**

THE MATRIX SHALL BE USED AS A TOOL AND MUST BE OVERRIDDEN WITH MORE CONSERVATIVE DECISIONS WHERE REQUIRED

**I CONFIRM ALL PRECONDITIONS FOR THE USE OF TYPE I ONLY ARE MET:**

DATE OF ASSESSMENT:

TIME OF ASSESSMENT (ZULU):

$\geq 14$

Type I only is prohibited

10-13

Type I only may only be considered if:

1. Cloud is BKN/OVC throughout the time between treatment and dispatch

AND

2. TEMP-DP spread  $\geq 2^{\circ}\text{C}$  if OAT  $\leq 0^{\circ}\text{C}$  (No spread requirement when OAT above  $0^{\circ}\text{C}$ ).

0-9

Type I only may be completed

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