

**Comparative Table of Qualifications, Personnel Functions, and Training Content in
Accordance with Editions D and E of the SAE AS6286 Standard.**

Qualifica tion AS6286D	Qualification AS6286E	Personnel functions	AS6286D Topics / Training Content	AS6286E Topics / Training Content	Main Changes D–E	Program and Training Topic Revision / Development
DI-L10	DI-L10	Deicing Vehicle Driver	De-icing/anti-icing equipment and its operation; equipment driving; safety; general information on aircraft protection against icing; clean aircraft concept; basic information on de-icing/anti-icing fluids; communication; critical aircraft areas; human factors; environmental requirements; local procedures.	Generally the same topics; practical training is structured in greater detail.	Function and qualification number retained; practical elements structured in greater detail.	Partially – revise the practical training topics.
DI-L20	DI-L20	De-Icing/Anti-Icing Operator	Aircraft performance characteristics; effects of frozen contaminants on aircraft; clean aircraft concept; meteorology; inspection of aircraft for contaminants; post-treatment inspection; contaminant removal methods; de-icing/anti-icing fluids; fluid characteristics; types of fluid quality checks and equipment used; de-icing/anti-icing equipment; Holdover Time (HOT); communication procedures and de-icing/anti-icing code; critical aircraft surfaces; safety and human factors; environmental protection; de-icing/anti-icing infrastructure and facilities; lessons learned and audits; local procedures.	Generally the same topics; practical training is structured in greater detail.	Function and qualification number retained; practical elements structured in greater detail.	Partially – revise the practical training topics.
-	DI-L30	Aircraft Engine Contamination Removal Personnel	No separate qualification existed. Related topics were partially included in the training for DI-L20, DI-L30, DI-L40, and DI-L50 categories.	General theory; safety measures and human factors; environmental impact and mitigation measures; lessons learned from seasonal operations; methods for removing contaminants from aircraft engines; lessons learned and audits; local procedures. Practical training and personnel assessment are provided.	New standalone qualification; specialized function separated from topics previously distributed among other qualifications.	Yes – develop a separate DI-L30 module/trainin g program. Include practical training and competency assessment.
DI-L30	DI-L40	De-Icing/Anti-Icing Supervisor	The De-Icing/Anti-Icing Supervisor qualification included the competencies of the operator and driver operational levels, including functions related to the supervision of de-icing/anti-icing operations. Aircraft performance characteristics; effects of frozen contaminants on aircraft; clean aircraft concept; meteorology; inspection of aircraft for contaminants; post-treatment inspection; contaminant removal methods; de-icing/anti-icing fluids; fluid characteristics; types of fluid quality checks and equipment used; de-icing/anti-icing equipment; Holdover Time (HOT); communication procedures and de-icing/anti-icing code; critical aircraft surfaces; safety and human factors; environmental protection; de-icing/anti-icing infrastructure	The theoretical training topics are identical to those for the DI-L30 qualification under SAE AS6286D. Practical training is structured in greater detail.	Renumbering. The qualification is assigned by management and includes independent supervision of the activities of operators and drivers.	Partially – renumber the qualification, revise the practical training, and include the requirement for assignment of the qualification by management.

			and facilities; lessons learned and audits; local procedures.			
DI-L30B	DI-L50	Personnel Performing Pre- and Post-De-Icing/Anti-Icing Inspection	Aircraft performance characteristics; effects of frozen contaminants on aircraft; clean aircraft concept; meteorology; inspection of aircraft for contaminants; post-treatment inspection; de-icing/anti-icing fluids; types of fluid quality checks and equipment used; de-icing/anti-icing equipment; communication procedures and de-icing/anti-icing code; critical aircraft surfaces; safety and human factors; environmental protection; de-icing/anti-icing infrastructure and facilities; lessons learned and audits; local procedures.	The theoretical training topics are identical to those for the DI-L30B qualification under SAE AS6286D. Practical training is structured in greater detail.	Renaming and renumbering of the qualification.	Partially – renumber and rename the qualification; revise practical training.
DI-L40	DI-L100	Instructor	Comprehensive aircraft de-icing/anti-icing training program covering all elements of the theoretical training program; driver, operator, and supervisor competencies; knowledge of aircraft, de-icing/anti-icing fluids, HOT, equipment, and inspections; training delivery competencies.	All elements of the theoretical training program. Separation of Theoretical Instructor (TI) and Practical Instructor (PI) roles; sufficient knowledge of the subjects being taught (critical aircraft surfaces and systems, de-icing/anti-icing fluids, equipment, etc.); English language proficiency sufficient for reading AS6285/AS6286.	Renumbering; pedagogical requirements, TI/PI roles, and language competency requirements clarified.	Yes – renumber and structurally revise the program. Assignment of TI and PI by management; core training topics retained.
DI-L50	DI-L60	De-Icing/Anti-Icing Coordinator	Includes DI-L10/20/30; all elements of the theoretical training program.	The theoretical training topics are identical to those for the DI-L50 qualification under SAE AS6286D. Practical training is structured in greater detail.	Renumbering; the mandatory linkage to the driver, operator, and supervisor qualifications has been removed.	Partially – renumber and revise the practical training topics.
—	DI-L70	Communicator	No separate qualification existed. Communication procedures, transmission of the de-icing/anti-icing code, and interaction with the flight crew were covered within the existing DI-L20, DI-L30, DI-L30B, DI-L40, and DI-L50 training programs, depending on the functions performed.	Clean aircraft concept; regulatory requirements and recommendations; types of de-icing/anti-icing fluid quality checks and equipment used; application of de-icing/anti-icing fluids, Holdover Time (HOT), and limitations on the use of HOT tables; communication procedures and de-icing/anti-icing code; general aircraft information, critical aircraft surfaces and aircraft components; safety measures and human factors; environmental impact and mitigation measures; operation of de-icing/anti-icing facilities and infrastructure; lessons learned from seasonal operations, audit results, and updated requirements for the following season; local airport rules, limitations, and procedures.	New standalone qualification. Communication and transmission of de-icing/anti-icing information were previously included in the training programs for other qualification categories. The newly defined function covers the transmission of de-icing/anti-icing information between ground personnel and the flight crew in cases where de-icing/anti-icing personnel are unable to conduct such communication in English. Annual training is required to maintain competency in this function.	Yes – develop a separate DI-L70 training module/program.

DI-L60	DI-L80	De-Icing/Anti-Icing Fluid Quality Control Inspector – Laboratory Personnel	Clean aircraft concept; regulatory requirements and recommendations; main characteristics of de-icing/anti-icing fluids; types of de-icing/anti-icing fluid quality checks and equipment used; safety measures and human factors; environmental impact and mitigation measures; operation of de-icing/anti-icing facilities and infrastructure.	Clean aircraft concept; regulatory requirements and recommendations; main characteristics of de-icing/anti-icing fluids; types of fluid quality checks and equipment used; safety measures and human factors; environmental impact and mitigation measures; operation of de-icing/anti-icing facilities and infrastructure; lessons learned from seasonal operations, audit results, and updated standards for the following season; local airport rules, limitations, and procedures. Practical training is structured in greater detail.	De-icing/anti-icing fluid quality-control functions are divided into two separate qualifications: DI-L80 for laboratory control and DI-L90 for non-laboratory personnel performing field inspections, delivery inspections, and other related checks. The theoretical training content has been expanded.	Yes – develop a separate DI-L80 training module/program and include it in the matrix of supporting/associated functions.
DI-L60 (partially)	DI-L90	De-Icing/Anti-Icing Fluid Quality Control Inspector – Non-Laboratory Personnel	No separate qualification existed for non-laboratory de-icing/anti-icing fluid quality-control inspectors. Relevant topics were already included in DI-L60 and, in part, in DI-L20.	Clean aircraft concept; regulatory requirements and recommendations; main characteristics of de-icing/anti-icing fluids; types of de-icing/anti-icing fluid quality checks and equipment used; safety measures and human factors; environmental impact and mitigation measures; operation of de-icing/anti-icing facilities and infrastructure; lessons learned from seasonal operations, audit results, and updated standards for the following season; local airport rules, limitations, and procedures. Practical training is structured in greater detail.	New standalone qualification for non-laboratory de-icing/anti-icing fluid quality control. A significant portion of the technical topics were previously included in DI-L20 and DI-L60. The new element is the functional separation of field inspections and delivery inspections into a dedicated DI-L90 qualification.	Yes – develop a separate DI-L90 training module/program and include it in the matrix of supporting/associated functions.
-	DI-L110	De-Icing/Anti-Icing Operations Auditor	No separate De-Icing/Anti-Icing Operations Auditor qualification previously existed. A new standalone qualification has been introduced for the internal and/or external auditing of de-icing/anti-icing processes. It requires basic knowledge of aircraft de-icing/anti-icing operations, auditing skills, and the ability to maintain up-to-date knowledge of applicable regulatory, industry, and internal requirements.	All elements of the theoretical training program; knowledge of de-icing/anti-icing processes, personnel training, and de-icing/anti-icing fluid quality control; procedures and inspections; de-icing/anti-icing fluids; safety and human-factors requirements; applicable standards; and audit-related topics sufficient to assess compliance. The qualification requires basic knowledge of de-icing/anti-icing operations, auditing skills, and the ability to maintain current knowledge of regulatory, industry, and internal requirements.	New standalone function. Most of the basic technical topics already existed in previous training programs.	Yes – include the qualification as a separate program. Appointment by management. Include it in the matrix of supporting/associated functions.

DI-L70	DI-L120	Head of De-Icing/Anti-Icing Training	Appointment by order. No separate training program existed. Responsible for managing the training of aircraft de-icing/anti-icing personnel; knowledge of the training program, applicable requirements and standards, and instructors' activities.	Appointment by order. Responsible for managing the training of aircraft de-icing/anti-icing personnel; knowledge of and responsibility for maintaining the training program, applicable requirements and standards, and instructors' activities; and conducting meetings with instructors. When performing instructor duties, previous experience in de-icing/anti-icing operations and annual confirmation of DI-L100 qualification are required.	Reclassified as a management function. Annual appointment with appropriate documented confirmation remains mandatory.	No / Minor – renumber the qualification and include it in the matrix of supporting/associated functions.
DI-L80	DI-L130	Flight Crew – Winter Operations	The person responsible for flight-crew training on winter operations must coordinate and confirm the training content with the de-icing/anti-icing training manager. Training covers the effect of contamination on aircraft flight and performance characteristics; the “clean aircraft” concept; regulatory requirements and recommendations; meteorological factors contributing to contamination; inspection of the aircraft for contamination to determine whether de-icing/anti-icing is required; post-treatment inspection; basic methods for removing frozen contamination from aircraft surfaces; general de-icing/anti-icing procedures using fluids; basic fluid characteristics; fluid quality checks and applicable equipment; fluid application; use and limitations of holdover time (HOT) tables; communication procedures and de-icing/anti-icing codes; general aircraft information, including typical critical surfaces and components; safety and human factors; environmental impact and mitigation measures; operation of de-icing/anti-icing facilities and infrastructure; analysis of seasonal operational experience, audit results, and updated standards for the following season; and local airport rules, restrictions, and procedures.	The theoretical training topics are identical to the DI-L80 qualification of the AS6286D standard. The qualification is distributed within the new Support/Ancillary Matrix.	Primarily renumbering and restructuring within the matrix of supporting/associated functions.	No/minor – renumber and align with the matrix of supporting/associated functions.
DI-L80B	DI-L140	Cabin Crew – Winter Operations	Meteorological factors affecting ice formation; inspection of the aircraft for contamination to determine whether de-icing/anti-icing is required; post-treatment aircraft inspection; general aircraft information, typical critical surfaces and components; local rules and restrictions, and airport procedures.	Clean aircraft concept; regulatory requirements and recommendations; meteorological factors affecting the formation of contamination; inspection of the aircraft for contamination to determine whether de-icing/anti-icing is required; post-treatment aircraft inspection; general aircraft information, typical critical surfaces and components.	Revision of theoretical training topics; renumbering and restructuring within the matrix of supporting/associated functions.	Partially – renumber, revise the theoretical training topics, and align with the matrix of supporting/associated functions.