

**Comparison of Practical Training Elements and Their Content Established by
Editions D and E of the SAE AS6286 Standard**

PE	Practical Element	AS6286D – Content	AS6286E - content	Difference between editions D and E	Revision / Development Required?
PE1	Overview of deicing equipment and its operation plus facilities (e.g., storage tanks)	Overview of de-icing/anti-icing equipment and its operation, as well as infrastructure facilities (e.g., storage tanks); de-icing/anti-icing equipment, description of equipment (type, make, nozzles, guns, tanks, etc.); equipment operation; safety features; manual and proportional mixing; infrastructure facilities; storage requirements; refueling; heating equipment (when used for removing ice from aircraft engines).	No changes	No significant changes in content.	No
PE2	Cab layout and operation	Pre-operation checks; seat and mirror adjustment; gear selection; parking brake; heater and pump controls; boom control (if applicable); communication and connection equipment (headset); start-up and shutdown procedures; driving controls (windshield wipers, lighting, indicators, etc.).	No changes	No significant changes in content.	No
PE3	Deicing unit control panel	Start-up, restart, and shutdown; emergency shutdown procedures; system indicators; switches.	No changes	No significant changes in content.	No
PE4	Basket operation	Emergency shutdown procedures; emergency boom-lowering procedures; harness attachment points and use; communication and connection equipment (headset); lighting control; fluid delivery selection; forced pump activation/deactivation and pump operation; anti-ice/deice system and snow gun operation; boom control: extension, retraction, raising, lowering, and rotation; personal protective equipment.	No changes	No significant changes in content.	No
PE5	Auxiliary engine operation (if fitted)	Start-up, restart, shutdown, and emergency shutdown procedures; manual throttle control; use of a fire extinguisher.	No changes	No significant changes in content.	No
PE6	Fluid heater operation	Start-up and shutdown procedures; high- and low-fire indicators; no-flow indicator; low-fluid-level indicator; pump pressure gauge.	No changes	No significant changes in content.	No
PE7	Ground hose operation	Hose positioning; ground gun; de-icing/anti-icing fluid flow rate.	No changes	No significant changes in content.	No
PE8	Pre-treatment checks	All doors/hatches closed. All personnel are clear. Aircraft configuration.	No changes except term in the name	Terminology expanded: spray → treatment; no actual content changes.	Minor – update the terminology; retain the existing content

PE9	Communication	Communication with Flight Deck. Engineering (i.e., Aircraft Configuration). Anti-icing code/Post deicing report. Communication between driver and sprayer. Multiple vehicle operations, vehicle to vehicle Centralized operation. Coordination.	Same content. Also applicable to new qualifications DI-L40, DI-L50, and DI-L60	The content remains majorly unchanged; qualification codes have been changed.	Minor – update the qualification references
PE10	Vehicle positioning	Optimum positioning for spraying. Communication with operative. Driving safely around the aircraft.	No changes	No significant changes in content.	No
PE11	Vehicle safety around aircraft	Approaching aircraft (i.e., engines/anti-collision lights). Vehicle brake check. Vehicle height. Vehicle speed. Awareness of other ramp users. Accident/Incident reporting and safety reporting.	No changes	No significant changes in content.	No
PE12	Fluid Spraying	Critical surfaces. No-spray areas. Fluid temperature. Spraying distance (heat retention). Spray patterns (nozzle settings).	No changes	No significant changes in content.	No
PE13	Other de/anti-icing procedures	Pre-deicing treatments. Local frost prevention. Deicing engines, sensors, probes, etc. Related checks.	No changes (also DI-L50)	The content has been retained; applicability has been transferred from the former L30B to L50.	Minor – update the qualification references
PE14	Driving the deicing truck	Maneuvering the vehicle. Handling characteristics. Emergency situations. Fault situation.	No changes	No significant changes in content.	No
PE15	Deicing scenarios (where applicable)	Gate deicing. Remote/centralized deicing. Multiple vehicle deicing..	No changes	No significant changes in content.	No
PE16	Emergency situations	Safety at work. Collisions and other accidents. Procedures and situations. Human Factor situations. Environmental control.	No changes (also DI-L40)	The content has been retained; applicability has been transferred from the former L30 to L40.	Minor – update the qualification references
PE17	Quality checks	Fluids, limits, and reporting. Sampling. Measurement instruments and use. Filling station, fluid quality. Fluid delivery.	No changes (also DI-L80/90)	The key change is the division of fluid quality control functions between the DI-L80 and DI-L90 qualifications.	Minor – update the qualification references

PE18	Contamination check	Different contaminations on the aircraft. Aircraft types. Clear ice checks, tactile check. Reporting/communication. Final release, anti-icing code. Safety elements, human factors.	No changes (also DI-L40 и DI-L50)	The content has been retained; applicability has been transferred to DI-L40 and DI-L50.	Minor – update the qualification references
PE19	Spraying and using hot air (practice as needed)	Fuselage, underwing, wing, and tail. Engine and propeller ice. Landing gear instruments.	No changes (also DI-L40)	The content has been retained; applicability has been transferred to DI-L40.	Minor – update the qualification references
PE20	Practical Assessment	Each trainee shall be able to demonstrate competence in: 1. Driving/positioning equipment/quality control and fluid handling/communication/reporting and/or spraying (as applicable)/pre-post check. 2. Trainees shall also be tested on the operation of the vehicle, in particular, safety aspects and features (as applicable). 3. Actual deicing/anti-icing operations on an aircraft (as applicable) shall be assessed before initial qualification and evaluated over a period of time (i.e., events), as applicable. 4. A verbal assessment of things learned during training shall be performed.	The same assessment elements, but the practical assessment options are expanded: assessment is allowed on an aircraft, mock-up or a simulator	Assessment methods have been expanded.	Yes – update the practical assessment procedure, considering the permitted forms of assessment.