

**QUESTIONS AND ANSWERS PERTAINING TO THE TENDER PROCEDURE  
EASA.2009.OP.21**

**“Study on the regulation of ground de-icing and anti-icing services in the EASA Member States”**

**17 November 2009**

<b>No.</b>	<b>Date of question</b>	<b>Question</b>	<b>Answer</b>
1	04/11/2009	<p>Extent of consultation process in 2.2.1 Methodology:</p> <p>In addition to contacting all EASA Member State NAAs regarding the status of legal instruments and regulations concerning de/anti-icing, which other entities are required to be consulted during this study? Possibilities include FAA, TCCA, SAE, GASR, airlines, IATA, ERAA, ICAO, State Accident Investigators, Airport Operators, Service Providers, aircraft manufacturers, maintenance organisations, fluid manufacturers, EC Commission, Governmental environmental agencies, et cetera.</p>	<p>ALL EASA Member States should be contacted and investigated and the other entities as deemed relevant should be contacted and involved. This may depend on the recommendations that the Contractor will propose. E.g. if international harmonisation of de-anti-icing procedures are seen as being of high relevance, then the other non-EASA entities are obviously important. Until such a view is formed, however, the resources spend on co-ordinating with non-EASA region Authorities should not require extensive travel.</p>
2	04/11/2009	<p>What, if any, existing data/information can be made available by EASA to the successful Contractor in order to assist in the process.</p>	<p>The EASA has next to no data on the state of affairs on de-anti-icing regulation in its Member States. This is why the study was launched. The tenderer is asked to use his expert knowledge to assess which data are needed and how to obtain it.</p>

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3	04/11/2009	In the Invitation to Tender, it is stated that the EASA will provide contact details for members of GASR within participating NAAs. Will formal contact details be provided to the Contractor for EASA MS which are not GASR members and which are required to be contacted during the survey/data gathering phase?	The tenderer shall make it a part of the proposal to explain to contact non-GASR Member States authorities. The list of AGNA members published on the EASA web under <a href="http://www.easa.europa.eu/ws_prod/r/r_cb_agna.php">http://www.easa.europa.eu/ws_prod/r/r_cb_agna.php</a> can be a fall back position, but it is hoped that the tenderer has more precise points of contact.
4	12/11/2009	Are the de-icing of the runway or snow removal processes included in the scope of the project?	No, this study is about ground <u>aircraft</u> de-icing and anti-icing services in the EASA Member States. This does not include runway de-icing. However it may be the case that at certain or even many airports these two activities are provided by the same service providers. In that case it would make sense to mention and cover this in an appropriate manner. However, as far as the separate problem of the corrosion of carbon aircraft breaks by runway de-icing fluids is concerned we can confirm that this is outside the scope of the study.
5	12/11/2009	Clarification to 2.2.5 'Differences in languages and legal concepts must be pointed out and in so far as possible equivalent terms should be presented and glossaries provided.' Does that mean that the legal system for each state need to be described in detail or it is sufficient to only describe the entire regulatory system for civil aviation or it is sufficient to describe regulations in force limiting market access and	The tenderers need to make a judgement in their offers to what extent and depth they need to provide an overview over the regulatory system for civil aviation, as the regulations in force that limit market access and the licensing procedures must be placed in their context. However, it seems that a comprehensive description of the legal system of each state would be superfluous. It is important to

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		licensing procedures in relation to de-icing services?	<p>focus the study equally on the three main elements: (1) investigation of the problem, (2) recommendations for regulatory action by Member States and EASA's role therein and (3) the pre-regulatory impact assessment regarding these recommendations.</p> <p>It would be expected that a description of the regulatory system for civil aviation would also just be a part of element (1), the investigation of the problem.</p>