

1/29/2026

FOR YOUR INFORMATION

2026-35/11-9

To: Airport Manager, Minneapolis-St Paul International Airport (MSP),
MN, FAA (AFS-200)

2314173

Info: FAA (AAS-1, AGL-600, AFS-260, ATM MSP Tower, AVP-1, AVP-200, Director of
Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP
ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB,
RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: MSP De-Ice Procedures

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2314173**DATE / TIME**

Date of Occurrence	202512
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	MSP.Airport
State	MN
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
Weather	Icing
Weather	Snow

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	MSP
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	De-Icing Fluid
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PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2314173

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

I was recently in MSP during a snowstorm. The de-ice crew informed me that they would apply deice/anti-ice fluid at the gate. We configured after getting pushed back with engines off, APU on due to fan blade icing present. I noticed that while the truck was moving behind us that my left wing was green, but the truck hadn't reached the right side of the aircraft yet. This perplexed me. When they 'finished' and read back the information for the type IV, the time was nearly the same time they started with the type I fluid, and they only circled the plane once. I queried the crew, who informed me they applied type I to each section, and then type IV to each section, before moving to the next section of the aircraft- putting type IV fluid onto a hot surface. I have never heard of this application before, as neither had my FO nor anyone I could get a hold of with more experience. I asked the crew to re-apply the fluid in a more consistent manner that every other station I've ever seen used. There was considerable pushback from the deice crew, requiring me to make it clear that as the PIC it was my call. Upon landing in ZZZ, I called the Chief Pilot, who had also never heard of this application style. He later called me back after returning to MSP explaining that it was an approved technique. If this is true- it needs to be documented in a manual that is available to pilots. Applying type IV fluid to a surface that *should* be very hot from type I congeals the fluid and reduces its effectiveness. After reading several FAA publications on the application of type I/IV fluid, I believe that the MSP crews are incorrectly applying it.

SYNOPSIS

Air carrier Captain reported ground deicing procedures at MSP and different types of de-ice fluid are being incorrectly applied.