3/18/2026 **FOR YOUR INFORMATION** 2026-94/5-27

2326864

To: Airport Manager, Kansas City Intl, (MCI), MO., FAA (ACE-600)

Info: FAA (AAS-1, AFS-260, AFS-200, 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: MCI Airport De-Ice Crew Issues

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 2326864	
DATE / TIME	
Date of Occurrence	202601
Local Time Of Day	0001 to 0600
PLACE	
Locale	MCI.Airport
State	MO
Altitude - AGL	0
ENVIRONMENT	
Flight Conditions	VMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Ground	MCI
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2326864
EVENTS	
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Ground Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

On Day 0, I was the First Officer serving flight from MCI to ZZZ and we encountered serious de-icing shortcomings with the staff at Kansas City International Airport. We flew Aircraft X into MCI the previous night and it had sat on the ramp, collecting snow and ice for several hours. Upon doing the walk-around, I noticed a severe amount of ice accumulated on the tail and the wings, with icicles even underneath the wing trailing edges, engine cowlings, and vertical stabilizer. I brought this to the attention of the Captain and we discussed that we were going to do a full body de-ice once we taxied to the de-ice pad. We also agreed to do a pre-contamination check. Anti-ice would not be required since it was clear outside. Once we reached the de-icing pad around XA:30, we configured the aircraft and the de-icing process commenced. After the team finished, I walked back to the cabin and did my pre-contamination check. The left side wing was clean but the right side wing was not. On the right wing, I noticed thick ice still remaining on the trailing edge with the same icicles I spotted during the walk around. I also noticed lots of partially melted ice, slush on the top surface of the right wing. Once I entered the flight deck again, I relayed this information to the Captain and we called the de-ice truck back out to the aircraft to re-spray the wings again. About an hour later, I did a second pre-contamination check and determined both wings to be clean. We departed shortly after without incident.

This was a massive safety oversight on behalf of the MCI de-icing crew. It is critical for them to spray the aircraft completely and correctly as well as to check that all ice has been cleared. Especially on the wings and tail. An aircraft simply cannot depart safely with any ice on the wings and our collective decision to conduct a

pre-contamination check uncovered a serious critical error. I recommend better training and procedures for de-icing personnel at Kansas City International Airport (MCI).

SYNOPSIS

Air carrier First Officer reported a failure of the MCI de-ice crew to properly de-ice the aircraft prior to take off.