

4/17/2026

FOR YOUR INFORMATION

2026-134/11-27

To: Airport Manager, Washington Intl/Thurgood Marshall (BWI), MD, FAA (AEA-600) 2341285

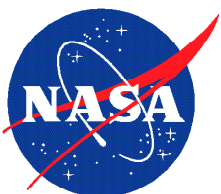
Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, AAS-1, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IBT, ICASS, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: BWI Deice 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 2341285

DATE / TIME

Date of Occurrence	202603
Local Time Of Day	1201 to 1800

PLACE

Locale	BWI.Airport
State	MD
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
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AIRCRAFT / EQUIPMENT X

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	2341285

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Weather / Turbulence
Detector - Person	Other Person
Result - General	None Reported / Taken

NARRATIVE 1

We were deiced by Company X Operations in Baltimore. The entire process seemed inadequate and rushed. When Company X operations was completed with their deicing, they simply said we were complete. When asked for the information, they only gave us the type and concentration. When asked for more information regarding start and stop times they didn't know. It was at that point, Company Y called the operations frequency and told us to call them. The Company Y supervisor then relayed to us "in the interest of safety he had to report to us the inadequacies he saw take place." He then listed off entire critical surfaces to us that either were not even sprayed or inadequately sprayed. At that point, we went to the Chief Pilot and requested Company Y take over the deicing operation. It was done correctly. It was heavy snow to moderate snow at the time. This entire event was safety critical, and the outcome could have been disastrous had we not been told of our own operations' lax attitude toward deicing the aircraft.

SYNOPSIS

Air carrier First Officer reported being informed that the de-icing procedures at BWI were inadequate and rushed and the flight crew requested another de-icing company to take over the process.