

Environmental Procedures

Airside Operational Instruction 24

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AOI Owner – Airfield Operations



SECTION 1 - AIRCRAFT WASHING AND USE OF DETERGENT/CLEANING MATERIALS

1. Aircraft Washing

- 2.1 Detergents and other cleaning chemicals can cause pollution of watercourses. Washing of aircraft using detergents is therefore only permitted on the aircraft wash-down point, as runoff from this area is discharged via the airports drainage system to the foul sewer for treatment.
- 2.2 The aircraft wash-down point is available 24 hours per day.
- 2.3 The aircraft wash-down point is located in the airport maintenance area and is designated as 63WP (wash-pan). Aircraft and vehicles can access the pan without having to enter the security classified 'critical part' of the aerodrome; however, it does fall within the defined 'airside area' as well as forming part of the aircraft movement area and as such is subject to the Rules of the Air Regulations 2007. This area is not part of the aircraft manoeuvring area and therefore the entry/movement of persons and vehicles to/on this area is not subject to prior ATC permissions.
- 2.4 The maximum size of aircraft which can be accommodated on the pan is a Boeing 767-200W (which may only access the maintenance area under tow). When accessing the wash-down point with an aircraft, extreme caution is to be used, especially if another aircraft occupies the adjacent parking pan.
- 2.5 The run-off from the aircraft wash-down point discharges to the foul sewer and is subject to consent limits imposed by Severn Trent. Chemicals must be used at the correct dilution. Run off from the wash pan is subject to regular monitoring, to ensure compliance with the consent to discharge.
- 2.6 Reservations for the wash pan can be made by contacting EMA Control Room on 01332 852973 or EMA ext. 2973 (24 hours), an email confirmation is required to secure the booking on controlroom@eastmidlandsairport.com. Operators are to state their company, date, an approximate start time, finish time, contact name and telephone number. The water supply to the wash pan is secured by a padlock when not in use. Therefore, before washing operations may commence, the key must be collected (and signed for) from the Airfield Operations Supervisor (07880 787543). Once the aircraft wash is complete, the key for the wash pan must be returned. Failure to return the key will result in a £50 charge being levied to cover replacement of the lock and administration costs.
- 2.7 A charge will be made for the use of the aircraft wash stand, consisting of a fixed standing charge and a further charge based on the weight and length of time the aircraft is on stand. Published charges can be found in the Scale of Fees and Charges booklet.
- 2.8 Engine core washes using **only water** and **no detergents or alcohol** are only permitted on the East and West Aprons and are restricted to stands with low operational usage. Engine washes are not permitted at any location during periods of inclement weather (where the temperature is at or is forecast to reach freezing point). For the clarification, a dry engine run (where no fuel is ignited) following an engine wash does not require an engine run permit.

- 2.9 'Enclosed' engine core washes are not permitted on central apron stands that have a rear of stand road running behind them as this type of engine wash requires a 'dry' engine run throughout, necessitating the aircraft anti-collision lights to be turned on. In addition, an idle engine run may be required post wash. Preferred stands to be used for enclosed engine washes are those on the central west apron and the north edge of the central apron.

SECTION 2 - ACCIDENTAL FUEL/OIL/CHEMICAL SPILLAGES

1. Introduction

- 1.1 Legislation places a duty on all companies to take all reasonable precautions to ensure that water pollution does not take place. One of the potential sources of pollution is from fuel, oil and chemical spillages. It is therefore essential that oil, fuel and chemicals are stored correctly and that all spillages are reported as soon as possible.

2. Storage Requirements

- 2.1 All stores of oil and fuel that are greater than 200 litres must comply with the relevant standards set out within the Prevention of Pollution (Oil Storage) Regulations.
- 2.2 This standard should also be applied to storage of other chemicals, including but not limited to de-icing fluids and detergents.
- 2.3 In general, the container should be stored away from any drains, should have secondary containment (bund or double skinned tank), impact protection and measures to reduce the risk of spillages during filling, handling or dispensing from the tank/container.
- 2.4 Where bunding is provided, it should be maintained in a serviceable condition. Rainwater should be regularly removed. However, any contaminated rainwater that accumulates in a banded enclosure should be disposed of separately and should **not** be allowed to enter the Airport drainage system.

3. Reporting and Clean Up Procedure

- 3.1 All accidental spillages that may have entered the drainage system are to be reported to Operations/Fire Control on 01332 852973 or EMA Ext 2973.
- 3.2 Any fuel / flammable liquid spills over 500 litres are RIDDOR reportable and should be reported to the EMA 'Health, Safety and Fire Safety Manager'
- 3.3 Spillages which have not entered the drainage system are to be cleaned up immediately. In order to assist in the control of such spillages, seven spill kits (each containing 3 x 20kg bags of absorbent granules) are located on the central, central – west and east aprons. The specific locations of the spill kits are detailed in Appendix 2. These will primarily be utilised by the operations team but may also be used by third party companies, it should also be noted that absorbent granules will no longer be carried in operational vehicles.
- 3.4 Should a spillage occur and granules from within the apron spill kits are used by a third party, this must still be notified to the EMA Control Room on 01332 852973. All spill kit bins will be checked daily as part of the airfield inspection.

- 3.5 If a company cannot clean up any spillage immediately nor has any facility for a clean-up operation, the Airport Company will carry out this task and charge the responsible company accordingly.
- 3.6 Unless permission is obtained from the Airfield Operations Supervisor, no spillages (no matter how small) are to be left unattended or untreated. Absorbent materials used to contain any spillage are to be removed immediately and disposed of as Hazardous waste.
- 3.7 Drainage interceptors are situated at various points landside. All drainage interceptors are to be cleaned regularly under the supervision of the Head of Asset Maintenance Services.

4. Spillage Related Charges

- 4.1 Environmental 'spillage' charges will be reviewed and promulgated annually via an Operational Advice Notice.

5. Hazardous Chemicals

- 5.1 Operators are to ensure that spills of any chemicals which are deemed to be hazardous are reported immediately to Operations (Fire) Control. The EMA RFFS have specific procedures for dealing with such incidents.

SECTION 3 - AIRCRAFT DE-ICING OPERATIONS

1. In order to enhance existing procedures and better manage the amount of chemical usage, the Airport restricts the use of aircraft de-icer rigs for aircraft de-icing to areas which are already subject to increased levels of environmental control. These areas are the central, central west, east and west aprons. Aircraft de-icer rigs are not to be used in any other area. The use of small agricultural type hand sprayers (normally used on light aircraft) is however, permitted within the Aircraft Maintenance Area.
2. Operators are to ensure that they have adequate procedures in place to minimise the exposure of aircraft de-icing operations to passengers and other apron users. During aircraft embarkation/disembarkation processes, aircraft de-icing operations are not to be carried out in the immediate vicinity of the passengers.
3. To allow the Airport to manage the environmental impact of de-icing operations, operators are required to provide information of aircraft de-icer usage to the Airport on a daily basis. This information is to be scanned and emailed to the East Midlands Airport Control Room (controlroom@eastmidlandsairport.com) using form OCR7 (Appendix 1). Alternatively, an electronic version of OCR7 is available on request.

APPENDIX 1 – AIRCRAFT DEICING



OCR 7

DAILY DE-ICING CHEMICAL USAGE REPORT

Company:

<u>Period from</u>	Date	Time GMT
<u>Period until</u>	Date	Time GMT
<u>Chemical used</u>	Type	Product name
<u>Mixture ratio</u>	% Water	% Chemical
Quantity used (Litres)		
<u>Area used</u>	West Apron Stand Number(s)	
	East Apron Stand Number(s)	
	Central Apron Stand Number(s)	
	Maintenance Area Location	

Completed by:

Position:

Please return the completed form to the East Midlands Airport via e-mail to controlroom@eastmidlandsairport.com or via fax to 01332 852969

APPENDIX 2 – SPILL KIT LOCATIONS

