



OPERATIONAL SAFETY POLICY

# DE-ICING OF AIRCRAFT

MELBOURNE  
AIRPORT

FEBRUARY 2019

Produced by Melbourne Airport  
in the interest of Airport Safety and Security

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## 1.1 INTRODUCTION

The purpose of this policy document is to outline the policy for the de-icing of aircraft at Melbourne Airport. The policy is a part of and should be read in conjunction with, the Melbourne Airport Airside Conditions of Use.

The policy applies to all aircraft operators and to those involved in the de-icing of aircraft on the airside at Melbourne Airport.

De-icing of aircraft procedures outlined in this document are to be followed in conjunction with each individual organisations procedures and requirements.

## 1.2 RATIONALE

### 1.2.1 AIM

This De-icing of Aircraft policy has been produced in the interests of safety and security at Melbourne Airport. It details the safety rules for operators on the airside.

This policy aims to provide a safe environment for all airside staff, passengers and aircraft and to ensure that the requirements documented in this policy are both relevant and capable of practical implementation.

### 1.2.2 AUTHORITY

This De-icing of Aircraft policy has been prepared by Australia Pacific Airports (Melbourne) Pty Limited, hereafter referred to as Melbourne Airport.

### 1.2.3 SCOPE

This document applies to all operators and their staff involved in the de-icing of aircraft. This must be adhered to in order to ensure a safe working environment on the airside at Melbourne Airport.

#### **1.2.4 ALTERATION**

Melbourne Airport may vary this De-icing of Aircraft policy at any time. A reference to the De-icing of Aircraft policy shall be a reference to this Policy as distributed, published or otherwise declared to be in force by Melbourne Airport, from time to time.

#### **1.2.5 NO DEROGATION**

Nothing in the De-icing of Aircraft policy shall derogate from any responsibility otherwise imposed by law, agreement or other policy, procedure or rule imposed by Melbourne Airport with respect to the same or similar subject matter as this policy.

## 2.1 ENVIRONMENTAL PROTECTION

Melbourne Airport has an extensive network of storm water drains that discharge directly into the surrounding water catchments of Moonee Ponds Creek, Deep Creek, Arundel Creek and Steele Creek.

Melbourne Airport is empowered to maintain environmental (disposal of waste) standards under the Airports (Environmental Protection) Regulations 1997 and the Environment Protection Act 1970.

All de-icing chemicals must be stored in an appropriately bunded storage area, in line with the Victorian Dangerous Goods (Storage and Handling) Regulations 2012.

De-icing products are generally glycol-based and contain corrosive properties that can cause significant negative impacts on waterway health, if discharged into catchments. All effluent generated from de-icing must be safely and correctly disposed of as prescribed waste, as specified in the Victorian Environment Protection (Industrial Wastes Resource) Regulations 2009.

All materials, other than stormwater, must be prevented from entering the airport storm water system to reduce the likelihood that surrounding catchments are contaminated. Under no circumstance should either concentrated or diluted, de-icing material be permitted to enter exposed stormwater drains.

## 2.2 DE-ICING REQUIREMENTS

If de-icing chemical products are to be used during any aircraft de-icing process, it is preferable that this activity take place in an aircraft wash-bay, that is either surrounded by bunding or by some other form of barrier protection and also connected to the City West Water sewer system. Previous agreement must be obtained from City West Water, prior to discharge of any de-icing products into the sewer system.

Airline carriers / ground handlers will be required to develop an appropriate de-icing procedure that provides for minimal use of glycol-based de-icing products. This procedure will need to be pre-approved by the Melbourne Airport Environment Manager on (613) 9297 1618.

The procedures must provide for the protection of the storm water system through bundling, or some other form of containment, as well as a mechanism such as vacuuming to collect the effluent and clean the bay at the completion of the de-icing process.

All collected effluent must be transported offsite immediately or where this is impractical it must be appropriately stored in a bunded area on site, prior to it being appropriately disposed of.

## 2.3 DE-ICING APPROVED SITES

Melbourne Airport Operations has conducted an assessment of the location of the open slot drains, in consideration of their proximity to an aircraft being parked on each bay. A determination has then been made as to the suitability of each site and a rating of low risk, high risk, or those where de-icing will not be permitted has been applied.

Providing the airline carrier or the handler takes appropriate steps to contain the effluent, such as within a bundled area surrounding the aircraft prior to the disposal of any de-icing effluent, the areas considered low risk are as follows:

T1	Bravo	Bays B22, B23, B25, B26, B27, B28, B30
T1	Charlie	Bays C2, C4, C6, C7, C8, C9, C10
T2	Delta	Bays D2, D4, D6, D8, D10, D12, D14, D16, D18, D20
T3	Echo	Bays E2, E4, E6, E8, E10
T3	Foxtrot	Bays F11, F12, F13, F15, F17, F19,
T4	Golf	Bays
Freight Apron	Hotel	Bays H1, H2
Qantas Maintenance Base		Aircraft wash-up bay

Subject to the satisfactory demonstration by the airline carrier/handler to Melbourne Airport, that the nominated process for containing, scrubbing, washing, vacuuming and extraction of de-icing effluent will not cause it to enter the storm water drainage system, the high risk sites are considered as follows:

T1	Bravo	Bays B21, B24
T1	Charlie	Bays C1, C3, C11, C12
T2	Delta	Bays D13, D15
T3	Echo	Bays E1, E3, E5, E7
T3	Foxtrot	Bays F14, F16, F18, F20, F25, F26
T4	Golf	Bays G56, G58, G59, G60
Freight Apron	Hotel	Bays

The following sites must not be used for de-icing because of the location of open drains directly under the envelope of the aircraft:

T1	Bravo	Bay B29
T1	Charlie	
T2	Delta	Bays D1, D3, D5, D7, D9, D11, D17, D19
T3	Echo	Bays E9
T3	Foxtrot	
T4	Golf	G57, G59
Freight Apron	Hotel	H3

## 2.4 SPILL RESPONSE

In the event of a de-icing material spillage or of a de-icing chemical entering the stormwater system, the airline carrier or ground handler must immediately notify the Melbourne Airport Coordination Centre on (613) 9297 1601 or via an apron emergency call point.

Operators must then also follow the procedures for spill response as outlined in the Airside Operational Policy – *Spill Prevention and Response*.

## 2.5 AIRLINE RESPONSIBILITIES

A copy of the relevant Material Safety Data Sheet (MSDS) for any de-icing chemicals intended to be used in any de-icing activity at Melbourne Airport, must firstly be forwarded to the Melbourne Airport Environment Manager for consideration.

Any new potential de-icing fluids must firstly be subjected to a period of trial testing and the results provided to the Melbourne Airport Environment Manager on (613) 9297 1618 and the Melbourne Airport Airfield Manager (613) 9297 1101 prior to their acceptance for use on the airfield.

In the designated high risk areas, the airline carrier or handler will be required to provide the Melbourne Airport Environment Manager with details of the intended process for the bunding of open drains, scrubbing, washing, vacuuming and extraction of any de-icing effluent and storage, prior to its disposal off site.

Each airline carrier or handler must notify the Melbourne Airport Coordination Centre on (613) 9297 1624 prior to any de-icing activities being undertaken on any of the apron docking bays.

## 2.6

### STAFF TRAINING

Each airline carrier / ground handler responsible for aircraft de-icing must ensure all their staff involved in the process are trained in the correct de-icing methods and clean up. A training program must be developed by each Company that covers such matters as environmental awareness, spill containment, safety hazards, approved de-icing materials, the clean-up process and effluent disposal.

## 2.7

### AUDITS

Melbourne Airport staff may at any time conduct audits of airline de-icing procedures and their performance to ensure compliance with this Operational Safety Policy.

## 2.8

### REPORTING OF INCIDENTS, ACCIDENTS AND HAZARDS

All airside companies and their staff must report all incidents, accidents and hazards to the Melbourne Airport Coordination Centre on (613) 9297 1601.

# Section Three Further Enquiries, Contacts And Emergencies

## 3.1 FURTHER ENQUIRIES

If you have any questions regarding this document, please contact:

Airfield Operations Manager  
Melbourne Airport  
Locked Bag 16  
Tullamarine Victoria 3043  
Phone: (613) 9297 1742

## 3.2 IMPORTANT CONTACTS

### **Senior Airside Safety Officer (Car 2)**

Phone: 0418 335 985

### **Airport Coordination Centre**

Phone: (+613) 9297 1813

### **Melbourne Airport Environment Manager**

Phone: (613) 8326 3033

## 3.3 EMERGENCIES

In case of emergency contact the Airport Coordination Centre on **(+613) 9297 1601** or by pressing the Apron Emergency Call Point button.

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