

Environmental Procedures

Airside Operational Instruction 24

CONTENT:-

1. AIRCRAFT WASHING AND USE OF DETERGENT / CLEANING MATERIALS
2. ACCIDENTAL SPILLAGES
3. AIRCRAFT DE-ICING OPERATIONS

APPENDIX 1 DE-ICING DAILY USAGE REPORT FORM

A. AMENDMENTS

This document will be subject to a routine review, over a period not exceeding 18 months. The latest version will be included in the annual reissue of the Aerodrome Manual; interim reviews are carried out as deemed necessary.

Only operational related amendments will prompt the issue of a new Version; pertinent amendments being highlighted in **green** text & indicated by a **green** bar in the right margin. Indication of any amendment of an administrative nature will be listed below.

B. REVIEW / AMENDMENT HISTORY

REVIEW SUMMARY			
VERSION / REVIEW REF:-	1.1	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	SEP 16	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	<i>Nil</i>

REVIEW SUMMARY			
VERSION / REVIEW REF:-	V2.0	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	DEC 17	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	New ownership

1. AIRCRAFT WASHING AND USE OF DETERGENT / CLEANING MATERIALS

1.1 Use of Detergent

BOH is responsible for controlling the quality of water discharged from the site, in accordance with legally binding consents imposed by the Environment Agency. In order to ensure compliance with these consents, it is imperative that where detergents and other similar chemicals are used, they are appropriate and used only under controlled conditions. It is important that users of large quantities of detergents and other similar chemicals notify the Airport of the chemicals that are used. No aircraft may be chemically (externally) washed at any location on the Aerodrome, other than the designated Wash-Pan, which is available 24 hours a day.

Any detergent or similar cleaning compound, used in volumes exceeding 100 litres per year, should be notified to the Airport's Environment Department (01202 364111).

The following information should be advised:-

- Name of the Product(s)
- Details of the Supplier
- A Manufacturer's Health and Safety data sheet
- An estimate of the volume of material used

In exceptional cases, the Airport may prohibit the use of a detergent, or other similar chemical compound, if it is deemed to have an excessively high environmental impact. Should this be the case, the relevant operators(s) will be notified in writing.

The discharge from washing / cleaning operations, using a detergent or similar cleaning compound, should be directed to a foul sewer only. Detergents and other similar cleaning compounds must not be allowed to enter the Airport's surface water drainage system.

For advice on the Airport's drainage system, contact the Airport's Environment Department.

1.2 Aircraft Wash-Pan

The aircraft Wash-Pan is located on Stand 11, West Apron.

The maximum size of aircraft, which can be accommodated on the Wash-Pan, is a B737-800. Extreme caution must be used when accessing the Wash-Pan, especially if an aircraft is parked on the adjacent Stand.

The run-off from the aircraft Wash-Pan discharges to a total catchment area.

All 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.

Full details of the procedures for aircraft cleaning are contained in AOI 34; Aircraft Cleaning.

A charge will be made for the use of the aircraft Wash-Pan, as detailed within the Airport's current Scale of Fees and Charges booklet.

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.

2. ACCIDENTAL SPILLAGES

2.1 INTRODUCTION

Legislation places a duty on BOH 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. In the event of an accidental spillage there is a danger, depending on the quantity of the spillage, the amount of recent rain and the configuration of the water treatment system, that a higher than permitted concentration of pollutant might be discharged into the local water courses. It is therefore essential that all spillages are reported as soon as possible.

2.2 STORAGE REQUIREMENTS

The storage of all liquid materials should consider the potential for spillage; liquids should be stored away from open drains and protected by secondary containment or bunding wherever necessary.

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 bonded enclosure, should be disposed of separately and should not be allowed to enter the Airport's drainage system.

2.3 REPORTING AND CLEAN-UP PROCEDURE

All accidental spillages that may have entered the drainage system are to be reported to the Airport Emergency Number 01202 364222.

Spillages which have not entered the drainage system are to be cleaned up immediately. If a company cannot clean up any spillage immediately, nor has a facility for a clean-up operation, the Airport Company will carry out this task and charge the responsible company accordingly.

Environmental spillage charges will be reviewed and promulgated annually via the Scale of Fees and Charges publication.

2.4 HAZARDOUS CHEMICALS

Operators are to ensure that any chemical spills, which are deemed to be hazardous, are reported immediately to Fire Control via the Airport Emergency Number 01202 364222.


3. AIRCRAFT DE-ICING OPERATIONS**3.1 PROCEDURES**

In order to enhance existing procedures and controls, the Airport restricts the use of aircraft de-icer rigs to areas which are already subject to increased levels of control; namely the East and West Aprons and tenant Aprons, where control of excess de-icer can be managed. The use of small agricultural type hand sprayers, normally used on light aircraft, is also permitted within the tenants' Apron areas.

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 activity, aircraft de-icing operations are not to be carried out in the immediate vicinity of the passengers.

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. Using the form attached at Appendix 1, this information is to be provided on Tel 01202 364111 or e-mailed to environment@bournemouthairport.com.

APPENDIX 1

 <p>Bournemouth Airport <small>Part of Regional & City Airports</small></p>	AIRCRAFT DE-ICING; DAILY USAGE
---	---------------------------------------

PLEASE RETURN THIS FORM TO BOH ENVIRONMENT DEPARTMENT
E-MAIL:- ENVIRONMENT@BOURNEMOUTHAIROPORT.COM

DAILY DE-ICING CHEMICAL USAGE REPORT

COMPANY:-							
USAGE FROM:-	DATE				TIME (L)		
USAGE UNTIL:-	DATE				TIME		
LOCATION:-	EAST APRON		STAND		WEST APRON		STAND
CHEMICAL USED:-							
PRODUCT TYPE:-				PRODUCT NAME:-			
MIXTURE RATIO:-	% WATER		% CHEMICAL		QUANTITY USED (LITRES)		

<i>FORM COMPLETED BY:-</i>			
SIGNATURE:-		POSITION:-	
PRINT NAME:-		DATE:-	