



OPERATIONAL SAFETY INSTRUCTION

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De-icing Fluid Management

Document Owner Head of Airfield Operations **Ref** BRS-OSI-ENV-001

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. INTRODUCTION

The purpose of this OSI is to make de-icing service providers aware of their responsibilities in respect of de-icing media usage.

Bristol Airport has legal duties to monitor and regulate its operation, and the reporting of de/anti-icer usage is a statutory requirement within Bristol Airport’s environment permits. The collection of this data facilitates a comprehensive database relating to de/anti-icing fluid management at Bristol, including daily and monthly records.

In addition, this document also seeks to remind all airside operators of their responsibilities and the minimum requirements in relation to the prevention of a pollution incident.

2. SAFETY PROCEDURE

Bristol Airport is committed to minimising the impact of its business on the environment and local communities, through the continuous improvement of environmental performance and by acting responsibly.

The chemicals used for all aircraft and most airfield de/anti-icing practices are predominately glycol based and after application shear off the applied surfaces into the airport surface water drainage system. They are fully biodegradable but as they degrade, they remove oxygen from the water which can damage the aquatic ecosystem.

De-icing service providers operating at Bristol Airport should be aware of the following documents issued by Bristol Airport (and any subsequent amendments) relating to de/anti-icing fluid use:

- BRS-OSI-ENV-004 Spill Response
- BRS-OSI-ENV-006 Pollution Prevention

3. REPORTING PROCEDURES

3.1. General

All use of de/anti-icer must be reported to Bristol Airport as indicated below.

All de-icing service providers undertaking de-icing operations must make known their intentions to the Bristol Airport sustainability team (sustainability@bristolairport.com) in writing, on the 'Operation Specification Sheet' (see Appendix A), prior to commencement of operations at Bristol Airport.

This requires companies to supply the following details:

- a) De-icer type to be used
- b) Amount of fluid dispensed
- c) Product Specification Sheet
- d) Material Safety Data Sheet (MSDS)
- e) Control of Substances Hazardous to Health (COSHH) Risk Assessment
- f) Where appropriate, the third parties in receipt of the de/anti-icing service

Any changes to the operation must be notified to the sustainability team.

Confirmation of the above details needs to be provided prior to their use by on site operators to the Sustainability Team an annual basis (by the first week of September of each year).

3.2. Aircraft De/Anti-icing

Any de/anti-icing operations undertaken must be reported monthly by email to the Chief Fire Officer. The report must include the name and type of fluid used and quantity in litres.

3.3. Airfield De/Anti-icing

Any surface de/anti-icing fluid usage must be recorded and reported in accordance with the Winter Weather Operations Plan.

3.4. Responsibility

- a) De-icing service providers are reminded that it is their sole responsibility to ensure familiarity with the safe and proper use of any hazardous materials and processes for de/anti-icing. They must also take necessary precautionary measures to ensure the health and safety of all personnel involved in this process.
- b) De-icing service providers must have procedures in place to deal with all spillages which may occur as a result of their operation at Bristol Airport. These procedures should include guidelines for the isolation and control of fluids.

- c) It is prohibited to dispose of waste de-icing fluid into the surface or foul water drainage systems; this applies to both neat and diluted product.
- d) De-icing service providers are responsible for the provision of correct storage facilities inclusive of adequate containment/bunding capable of holding 110% of the total capacity of the storage vessel or self-bunded tanks. All installations must have approval from the Bristol Airport Sustainability Team and the Airside Operations and Safety Manager. Storage facilities will be inspected regularly by Bristol Airport during environmental audits and when new facilities are constructed. In addition, all ancillary equipment such as hoses, should be stored appropriately and procedures in place by the de-icing service providers to ensure all pipework and associated taps are in the off position when not in use.
- e) A specialist hazardous waste contractor should be engaged to dispose of waste fluids.
- f) De-icing service providers must have procedures in place to reflect their different operating methods and procedures for de/anti-icing.
- g) De-icing service providers are responsible for providing training in their operating procedure, which should also include an emphasis on the correct storage and disposal.
- h) All of the above must be routinely checked by the de-icing service providers and such checks recorded to ensure the continued safe storage and application of de-icing product. This will be requested as part of the inspection process.

4. GENERAL ENQUIRIES

Guidance on environmental matters related to de-icing is available from the airport's Sustainability team at sustainability@bristolairport.com.

APPENDIX A DE-ICING OPERATION SPECIFICATION SHEET

Company Name	
Contact Name(s)	
Position(s)	
Address	
Contact Number	
Email Address	
Date of commencing operations (if applicable)	

Types of de/anti-icing and fluid used

Third parties in receipt of de/anti-icing service

I also enclose the following:

Product specification sheet	<input type="checkbox"/>	MSDS sheet	<input type="checkbox"/>
COSHH risk assessment	<input type="checkbox"/>	De-icing operating procedure	<input type="checkbox"/>

Signed **Date**