S405 BMPs for Deicing and Anti-Icing Operations - Airports

Refer to 40 CFR Part 449 for EPA effluent limitations guidelines and new source performance standards to control discharges of pollutants from airport deicing operations.

Description of Pollutant Sources: Operators use deicing and/or apply anti-icing compounds on airport runways, taxiways, and on aircraft to control ice and snow. Typically, ethylene glycol and propylene glycol are deicers used on aircraft. Deicers commonly used on runways, taxiways, and other hard surfaces include calcium magnesium acetate (CMA), calcium chloride, magnesium chloride, sodium chloride, urea, and potassium acetate. The deicing and anti-icing compounds become pollutants when conveyed to storm drains or to receiving water(s) after application. Leaks and spills of these chemicals can also occur during their handling and storage.

Pollutant Control Approach for Aircraft: Spent glycol discharges in aircraft application areas are regulated process wastewaters under Ecology's Industrial Stormwater General Permit. BMPs for aircraft deicers and/or anti-icers must be consistent with aviation safety and the operational needs of the aircraft operator.

Applicable BMPs for Aircraft:

- Conduct aircraft deicing or anti-icing applications in impervious containment areas. Collect spent aircraft deicer or anti-icer chemicals, such as glycol, draining from aircraft in deicing or anti-icing application areas and convey them to a sanitary sewer, treatment, or other approved disposal or recovery method. Divert deicing runoff from paved gate areas to appropriate collection areas or conveyances for proper treatment or disposal.

- Do not discharge spent deicer or anti-icer chemicals or stormwater contaminated with aircraft deicer or anti-icer chemicals from application areas, including gate areas, into storm drains. No discharge to surface water or groundwater, directly or indirectly, should occur.

- Transfer deicing and anti-icing chemicals on an impervious containment pad, or equivalent spill/leak containment area, and store in secondary containment areas. (See S428 BMPs for Storage of Liquids in Permanent Aboveground Tanks).

  Note this applicable containment BMP of aircraft de/anti-icing applications, and applicable treatment BMPs for de/anti-icer spent chemicals such as glycols.

Recommended Additional BMPs for Aircraft:

- Establish a centralized aircraft de/anti-icing facility, if practicable, or in designated areas of the tarmac equipped with separate collection drains for the spent deicer liquids.

- Consider installing an aircraft de/anti-icing chemical recovery system, or contract with a chemical recycler.

Applicable BMPs for Airport Runways/Taxiways:

- Avoid excessive application of all de/anti-icing chemicals. Do not apply more chemicals than necessary to achieve the necessary amount of ice removal or prevention. The chemicals could contaminate stormwater.
- Store and transfer de/anti-icing materials on an impervious containment pad or an equivalent containment area and/or under cover in accordance with S429 BMPs for Storage or Transfer (Outside) of Solid Raw Materials, Byproducts, or Finished Products. Consider other material storage and transfer approaches only if the de/anti-icer material will not contaminate stormwater.

Recommended Additional BMPs for Airport Runways/Taxiways:

- Include limits on toxic materials and phosphorus in the specifications for de/anti-icers, where applicable.
- Consider using anti-icing materials rather than deicers if it will result in less adverse environmental impact.
- Select cost-effective de/anti-icers that cause the least adverse environmental impact.