



AIRCRAFT DEICING/ANTI-ICING POLICY
FOR WILL ROGERS WORLD AIRPORT
(Effective December 1, 2023)

(REVISING AND REPLACING DEPARTMENTAL POLICY NO. 17-03)

Stormwater discharges from deicing/anti-icing operations at air transportation facilities are regulated by federal, state, and local regulatory agencies. This Policy sets forth the directives and requirements of the Oklahoma City Airport Trust (“Trust”) relating to deicing/anti-icing operations on the Will Rogers World Airport (“WRWA” or “Airport”). For purposes of this Policy, deicing shall include anti-icing materials or fluids unless otherwise specified herein. Unless defined herein, all defined terms shall be those included in the Passenger Airline Use and Operations Agreement for Signatory and Non-Signatory Airlines and the Signatory Air Cargo Carrier Use and Operations Agreement.

APPLICATION LOCATION: Exhibit A is a diagram showing the only approved locations for Aircraft Deicing/Anti-Icing operations on the Airport. Aircraft deicing/anti-icing operations shall not take place outside of these approved areas without prior written approval from the Director of Airports or Airside Operations. Deicing at a Departure Gate at the Terminal Building is prohibited. Area C on the cargo ramp, leased by Aeroterm Oklahoma LLC, is only available for use by a tenant of Aeroterm who is also a Signatory Cargo Carrier and has an agreement to store deicing fluids and materials from the Airport. In times of operational need, weather, or other diversion events, alternate deicing/anti-icing locations may be authorized by the Director or the Airside Operations designee.

DEICING OPERATIONS SERVICE PROVIDERS: Aircraft deicing operations may only be conducted on the Airport by:

1. A Signatory Airline or Signatory Cargo Carrier’s employees to its own Aircraft or that of its Affiliating Aircraft;
2. A Signatory Airline’s or Signatory Cargo Carrier’s employees to another commercial passenger air carrier (“CPAC”);
3. A Third-Party Vendor/Contractor for a Signatory Airline or its Affiliating Aircraft, or a Signatory Cargo Carrier when the Third-Party Vendor/Contractor has been approved by the Director to engage in deicing services and when using deicing materials permitted to be stored on the airport; or
4. A Fixed Base Operator (“FBO”) using the FBO’s own deicing materials, or those of a Signatory Airline or Signatory Cargo Carrier that the FBO is deicing.

Any air carrier that is not a Signatory Airline or Signatory Cargo Carrier with the Airport, or any general aviation aircraft or itinerant aircraft should use the deicing services of a FBO on the Airport.

APPROVED AIRCRAFT DEICING MATERIALS: Only FAA and EPA recommended aircraft deicing materials may be stored or applied to aircraft on the Airport and then shall only be

applied when they are in compliance with any rule, regulation, this policy, and the Airport's and Airline's Stormwater Pollution Prevention Plans. To the extent practical, urea based deicing fluid or chemical usage is prohibited but may be permitted by the Director when exigent circumstances are identified and approved in writing in advance by the Director.

STORAGE AND TRANSFER OF DEICING FLUIDS/MATERIALS: A Signatory Airline, Signatory Cargo Carrier, or a FBO may be authorized to store deicing fluids/materials on the Airport in accordance with a written agreement for a designated location and storage method each of which shall be approved in advance by the Trust. All deicing materials shall be stored according to the manufacturer's specifications and recommendations. The preferred storage method of the Trust is in double walled, above ground storage tanks that are protected from collision, weather, and other hazards. Other storage methods such as IBC totes may be approved upon written request in the Trust's sole and exclusive discretion. Alternative storage methods must be in accordance with manufacturer's specifications and recommendations, and shall comply with federal, state, or local regulations. All storage methods must include appropriate secondary containment for the storage container's size and the type and amount of fluids/material and shall be adequately protected from collision with other equipment, forklifts, vehicles, weather, and other hazards. All storage containers and areas must be inspected weekly for leaks, spills, releases, and integrity issues, and tested at least annually for tightness. All transfers of deicing fluid must be made within a containment area to prevent spills, leaks, or releases. Any leaks, spills, or releases of deicing materials shall be promptly reported and fully removed and remediated.

OWNERSHIP OF DEICING MATERIALS: Deicing materials for aircraft shall be owned by the Signatory Airline, Signatory Cargo Carrier, or an FBO at all times. Third-party Vendors/Contractors may be permitted to access the Signatory Airline or Signatory Cargo Carrier's storage areas. Safety Data Sheets for the type of deicing materials stored on the Airport shall be maintained at all times and provided to the Airport upon request.

PROCEDURES/BMPs: Aircraft deicing operations may be conducted with engines running at the discretion of the flight crew and the fluid application operator. Safety of persons and property must be assured. Any person or entity engaged in aircraft deicing operations at the Airport shall conduct such operations in accordance with recognized good housekeeping techniques and best management practices applicable to aircraft deicing operations.

ENVIRONMENTAL PERMITTING: Any person or entity engaged in aircraft deicing operations at the Airport, including each Signatory Airline, Signatory Cargo Carrier, or FBO storing deicing fluids/materials on Airport property, or applying deicing materials, or a third-party vendor/contractor that engages in the application of deicing materials shall be permitted if and as required by the United States Environmental Protection Agency, the Oklahoma Department of Environmental Quality, and the City of Oklahoma City Storm Water Quality Management.

RECORDKEEPING AND REPORTING: Any person or entity engaged in aircraft deicing operations at the Airport shall create, maintain, and update a record of such operations to include the dates, times, and locations of any application of deicing materials to an aircraft and the type(s) of materials and the total amount of aircraft deicing materials used. Such record shall be provided to the Trust at the end of each month from October to March of each winter season. FBO's,

Signatory Airlines, Signatory Cargo Carriers, and Non-Signatory Airlines are also required by their agreements with the Trust to report deicing fluid usage on their monthly landing self-invoice form via email to wrwa-ops@okc.gov and the Airport Operations Manager, Jim.Thrash@OKC.gov. By January 31 of each year, any person or entity engaged in aircraft deicing operations at the Airport shall provide the Trust with full and accurate copies of any permits, authorizations, applications, notices, sampling/analytical data, submissions, correspondence, plans communications, and reports received from or submitted to any regulatory agency relating to stormwater and their deicing operations. Any person or entity engaged in aircraft deicing operations shall promptly notify the Trust of any spills, leaks, or releases of deicing fluids, including the amounts and location of such spills, leaks, or releases. Within five (5) days of any such spill, leak, or release, such person or entity shall provide a follow-up written report to the Trust to include the facts and circumstances of the spill, leak, or release, as well as the means and methods employed to respond to and remediate such spill, leak, or release.

PAVEMENT DEICING: Deicing activities solely dedicated to clearing pavement and ground areas shall be consistent with the Airport's FAA-approved Snow and Ice Control Plan (SICP) or as otherwise required by state, local or federal laws or regulations. Currently, the only SICP approved chemicals are potassium acetate-based liquid runway de-icer and sodium acetate-based solid runway de-icer. Other chemicals, such as glycol or urea-based chemicals are prohibited.

EXHIBIT A — APPROVED DEICING LOCATIONS



- P Primary Anti/Deicing Area**
- S Secondary Anti/Deicing Area**
- C Cargo Carrier Anti/Deicing Area**