

				Manchester Airport Waste Disposal		Risk Rating	High – Reviewed Annually
Reference:	EGCC-I-AOPS-022	Issue:	1	Owner:	Head of Airfield Operations	Department:	Airfield
Issue Date:	01/08/2025		Compliance Date:	01/09/2025		Planned Review Date:	19/03/2026

1 Responsibility

Any company that generates waste of any description or handles it on behalf of another company has a legal responsibility to ensure that it is stored, transported, and recycled or disposed of in a controlled way that does not harm the environment or cause FOD.

There are additional controls on the storage, handling and disposal of aircraft cleaning and catering waste, biohazard waste and of hazardous wastes.

2 Use of MAG waste facilities

Use of MAG waste management facilities is restricted to authorised airport operators and tenants only. Only airport related waste may be deposited.

Waste from fit out or construction works may not be deposited into MAG waste facilities.

3 Environmental and H&S compliance

Any company depositing waste into MAG facilities must complete and return an annual Waste Transfer Duty of Care form. This will be issued by the MAG Environment Team.

There is a legal obligation for all companies to segregate their waste to support recycling – general, dry-mixed recycling and food waste must be separated as a minimum. MAG provides recycling facilities for paper, card, plastic bottles, glass bottles, food, small electrical equipment, batteries, fluorescent tubes, wooden pallets, scrap metal and domestic seating containing POPs

Waste should be handled and stored to prevent the generation of FOD. Waste must not be left on the apron or on airbridges. Spilt waste must be immediately swept up and any litter should be placed in the airfield FOD bins provided. Failure to control waste effectively could lead to an airfield infringement.

Companies using MAG waste compactors must ensure a suitable risk assessment is in place with appropriate controls implemented to ensure safe use. All staff using MAG waste compactors must have been trained in their safe use. Training will be provided to trainers and/or supervisors.

Charges for clean-up of excessive litter or contamination of recycling containers are as described in Manchester Airport Fees and Charges (available on MAG website).

Where you have your own contracts for disposal of hazardous or other wastes not handled by MA, then you are responsible for ensuring that you only used a licenced contractor, and that you ensure that the appropriate paperwork is completed and retained.

Liquid waste or liquid products must not be disposed of to land or drainage systems.

4 Aircraft cleaning waste

Aircraft cleaning waste may contain material that is Category 1 International Catering Waste (CAT1 ICW) as defined by the Animal By-Products (Enforcement) (England) Regulations 2013 (ABP Regs) and as such is subject to stringent controls to prevent the spread of animal diseases.

Companies generating, handling, and transporting aircraft cleaning wastes including airlines, catering companies and aircraft cleaning companies should ensure they are aware of the requirements and their responsibilities and must maintain compliance with the requirements of the ABP Regs.

Aircraft cleaning waste must not be left on stands or airbridges or deposited into any waste containers on the apron or at North Road.

CAT1 ICW waste bags must not be placed on the ground. If a bag of CAT1 is dropped when being loaded into the container, whilst checking contents, or when being transferred to a CAT1 compactor at the waste compound, it is important that it is picked up immediately. Waste left on the ground could be blown by the wind and spread contamination. Any residual waste left on the ground or liquid must be cleaned up immediately. A Defra approved product must be used for cleaning spillages. Any spill kits used must be placed into the CAT1 compactor, along with the CAT1 bags once decontamination has taken place. Any spills must be reported by the aircraft cleaning team to Airfield Control on 0161 489 3331.

To deter wildlife, collected CAT1 waste must not be left unattended airside, for extended periods of time. Full or nearly full trailers which are not being used must be emptied into the CAT1 compactors.

Compliance with CAT1 ICW requirements will be subject to audits and inspections by the Airport and APHA (Animal and Plant Health Agency) representatives.

4.1 Aircraft Cleaning Companies

Aircraft cleaning companies must be able to evidence to MAG and the regulator Animal and Plant Health Agency (APHA) the following:

- Understanding of the legislative requirements.
- Registration as an ABP transporter.
- Written method statements and auditable training records demonstrating staff's knowledge of ICW requirements, including:
 - o bags of aircraft cleaning waste must be tied or otherwise secured.
 - o waste must be loaded directly from the vehicle into the CAT1 ICW compactors and not put on the ground.
 - o that ICW must only be deposited at MAG facilities at West Gate; and
 - o any spillage of waste must be immediately cleaned up (whether on the apron, in vehicles or at the waste site).
- Cleaners'/waste vehicles are labelled "Category 1 - for disposal only" and carry equipment to allow any spilt waste to be immediately cleaned up.
- The disinfection regime for vehicles and equipment, including after spillages of waste.
- Supervision and auditing regime for ABP compliance.

4.2 CAT1 ICW Disposal Facilities

MAG provides facilities for the disposal of aircraft cleaning waste including CAT1 ICW only at West Gate waste site. CAT1 ICW cannot be deposited into MAG waste facilities in any other location.

CCTV is in operation at West Gate and is used to monitor CAT1 ICW requirements are being followed by aircraft cleaning companies.

Disinfection of vehicles and equipment should be carried out at Westgate by cleaners following removal of CAT ICW bags into the compactors.

4.3 Infringement of Policy

Any cleaning companies or employees found not to be taking reasonable steps to ensure compliance with CAT1 ICW rules, in particular preventing spillage or littering of CAT1, may be subject to redress through the Airfield Infringement Scheme (ASI 13).

5 Aircraft engineering waste

The Airport provides wheeled bins at heads of stand for empty oil cans from engineering activities. These bins must be used for oil cans only.

Contracts should be set up separately for collection and disposal of all other hazardous wastes. Including waste oil, oil cans, oil filters, oily rags, solvents, etc. with an appropriately licenced waste contractor. Storage facilities must be secure and located in an area protected from impact and away from drains to prevent risk of pollution.

Waste oil tanks and any other bulk containers must comply not only with the Control of Pollution (Oil Storage) Regulations but also with the enhanced requirements of ASI 36 Minimum Standards for Bowsers, Tankers, Tanks and Chemical Stores.

All companies are responsible for obtaining and retaining hazardous waste consignment notes in compliance with the legislation.

6 Waste aircraft de-icing fluid

Aircraft de-icing companies are responsible for the disposal of waste fluid arising due to stock management, testing or any other reason.

Note that storage of IBCs of de-icing fluid or waste fluid should be in accordance with ASI 36.

7 Contact us

- Faults to be reported to 0161 489 3776
- Training on compactors waste.man@mitie.com (07:00 – 15:00)
- Information on recycling – environment@manairport.co.uk