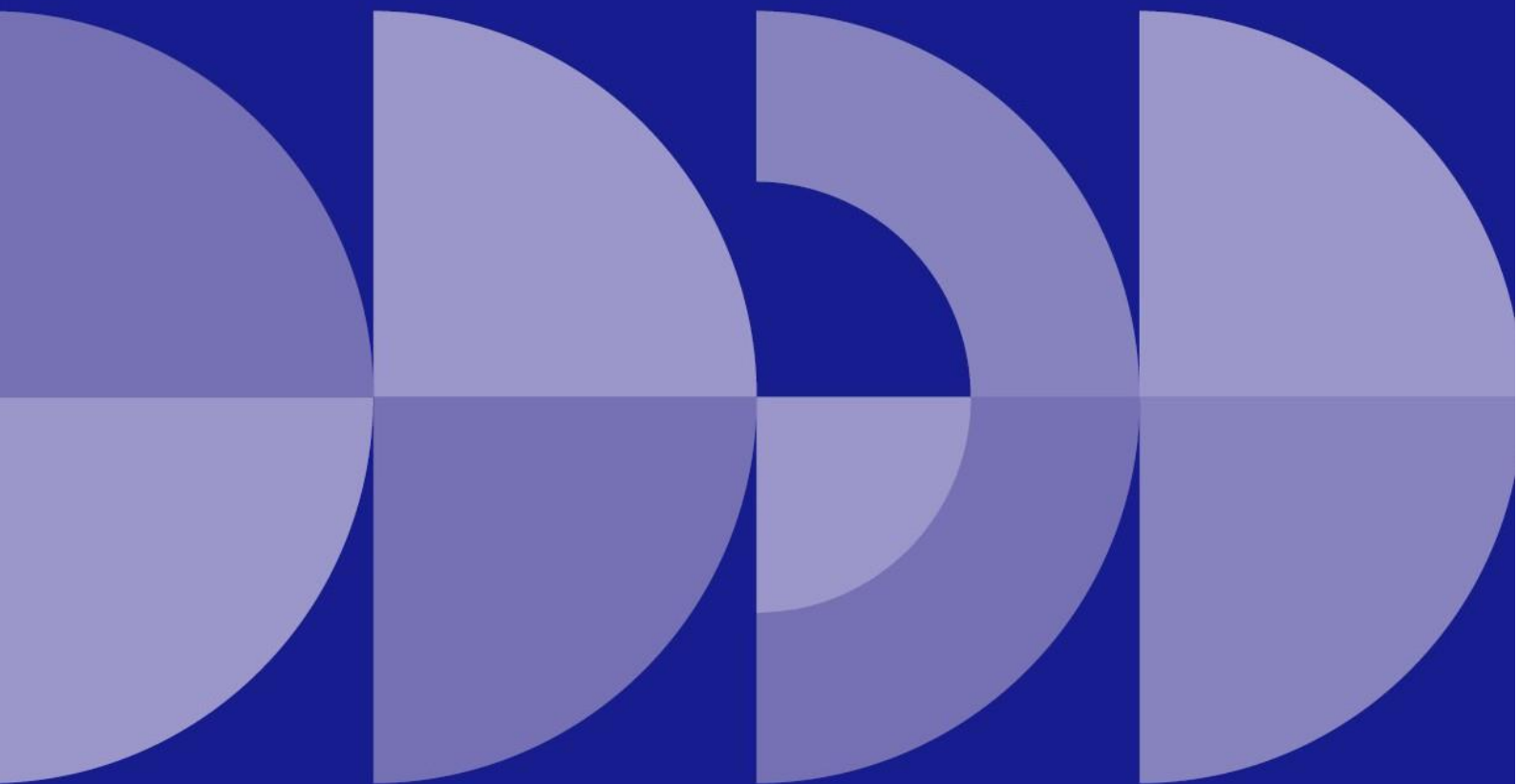


Apron & Airfield Waste Management Plan

Biosecurity Act 1993 and Health Act 1956



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TABLE OF CONTENTS

Section/Paragraph	Page
PRELIMINARY PAGES	
CONTROL, DISTRIBUTION, RECORD OF REVIEWS & APPROVAL OF CONTENTS.....	3
TERMS AND ABBREVIATIONS.....	5
SECTION 1 – GENERAL	8
1.1 INTRODUCTION	8
1.2 POFA OVERVIEW	8
SECTION 2 – TYPES OF WASTE & INITIAL ACTIONS.....	9
2.1 INTRODUCTION	9
2.2 BIO-HAZARDOUS WASTE	9
2.3 LIST OF WASTE TYPES & INITIAL ACTIONS	9
SECTION 3 – TREATMENT OF BIOSECURITY RISK WASTE.....	12
SECTION 4 - VERIFICATION	14
APPENDICES	15
APPENDIX 1 - COLLECTION PROCESS FOR TREATED & UNTREATED DUNNAGE & PALLETS	15
APPENDIX 2 - BINS NEEDING REPAIR OR DISPOSAL.....	16

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CONTROL, DISTRIBUTION, RECORD OF REVIEWS & APPROVAL OF CONTENTS

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Content Review Date:	Reviewers:	Document Numbers in evidence of review:	Amendment Date:	Doc Owner:	Document Numbers in which doc owner approves content of amended Manual:	Date of approval:	Document Numbers of emails issuing to external holders
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TERMS AND ABBREVIATIONS

AES	Airport Emergency Service.
AIAL	Auckland International Airport Limited
AIM	Amenities and Infrastructure Management - AIAL current Grounds Maintenance contractor.
ARPHS	Auckland Regional Public Health Service.
Airbridge	An adjustable structure which is attached to the Terminal Building and which is used for loading and unloading aircraft passengers. Also known as a (Passenger Boarding Bridge or PBB).
Airfield Officer	An Officer of the Airfield Operations Section of Auckland Airport.
Airport Works	Any construction or maintenance works carried out on or adjacent to the movement area that may create obstacles or restrict the normal taxiing, take-off and landing of aircraft.
Airside	The movement area of an aerodrome, adjacent terrain and buildings or portions thereof, access to which is controlled.
APLUS	Computerised problem logging, fault reporting and task recording system.
Apron	Call sign for Apron Operations Tower. Also applies to area in front of terminals where planes manoeuvre.
Apron Operations Tower	The tower situated on the roof of the International Terminal from which apron management is provided.
ATC	Air Traffic Control.
Biosecurity Waste	Waste material or refuse that is required to be contained and controlled until treatment renders it no further biosecurity risk.
CAA	Civil Aviation Authority of New Zealand.
CAR	Civil Aviation Rule(s).
Cesspit	Point at which surface water enters the stormwater system. Designed to retain silt and debris to prevent it from entering the stormwater system.

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ES Auckland Airport Engineering Services Department

Eradication The removal of every individual and propagule of a species from New Zealand so that only reintroduction from beyond New Zealand's borders would enable the re-emergence of the species. Achievement of eradication should be demonstrated by surveillance.

Foreign Object Damage (FOD)

Any debris (stones, plastic, nuts, bolts, rubber, aircraft pieces, dead birds or animals, etc) that would endanger aircraft operations on either the manoeuvring or movement areas of the aerodrome.

Ground Handler

An organisation with a current valid ground handling licence granted by AIAL to provide ground handling services at the Airport.

IHR World Health Organisation International Health Regulations 2005

Incursion The occurrence of an organism not previously known to be present in New Zealand, where there is a likelihood that the specimen(s) found is part of a self-sustaining/breeding population. Note that re-invasion of a species that has already been eradicated or controlled is considered a new incursion.

Interception Where a risk organism, not known to be present in New Zealand, is found but there is no evidence that a self-sustaining/breeding population is present. Destroying/treating the risk organism removes the threat.

Landside That portion of an aerodrome not designed as airside and to which the public normally has free access.

MPI Ministry for Primary Industries

Risk The chance of something happening that will have an impact upon objectives. It is measured in terms of consequences and probability.

Risk Treatment

The process of selection and implementation of measures to modify risk.

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SDS	Safety Data Sheet
SMS	Southern Monitoring Service – AIAL current Mosquito surveillance contractor
SOP	Safety Operational Procedures
TWY	Taxiway
TIL	Total Infrastructure Limited

SECTION 1 – GENERAL

1.1 INTRODUCTION

- 1.1.1 This document outlines the structured processes and requirements for managing waste on the airfield and apron areas at Auckland Airport, ensuring waste deemed to have a biosecurity risk is disposed of in accordance with MPI guidelines.
- 1.1.2 Waste INSIDE the International Terminal Building is addressed in a separate document, the ITB Airside Waste Management Plan.
- 1.1.3 Waste from Transitional Facilities managed by third parties (eg, Animal Compound, cargo terminals) is managed and disposed of by those third parties in accordance with the MPI approved processes contained in the TF's Operating Manual and the MPI TF Standard Document.

1.2 POFA OVERVIEW

- 1.2.1 Auckland Airport is an approved Place of First Arrival (POFA) for international aircraft under section 37 of the Biosecurity Act 1993. Auckland Airport's POFA licence grants the ability to receive arriving international aircraft, passengers and cargo.
- 1.2.2 As a licenced POFA, Auckland Airport has obligations under the Biosecurity Act 1993, the Health Act 1956 and the International World Health Organisation's International Health Regulations 2005. Auckland Airport's compliance with these requirements is regulated by the Ministry for Primary Industries (MPI), Ministry of Health (MOH), and Auckland Regional Public Health Service (ARPHS).
- 1.2.3 A key part of Auckland Airport's POFA obligations is how airside waste is disposed of, consolidated, transported and treated within the POFA boundary. With more than 4500 international flight movements per month, Auckland Airport needs to manage health and biosecurity risks posed by international arriving flights, passengers and cargo into New Zealand.
- 1.2.4 Airside waste is considered to be a high-risk biosecurity matter, because of the potential for such waste to contain foreign material such as fruit and plant matter or seeds which may be carrying pests that we do not want established in New Zealand, such as the Queensland Fruit Fly, Red Fire Ants, the Brown Marmorated Stink Bug or Asian Gypsy Moth. These pests can destroy New Zealand's horticultural or forestry exports which would significantly damage New Zealand's economy and environment.
- 1.2.5 This plan aims to maintain a high level of cleanliness of the airside areas and minimise the risk of any inhabitation of foreign pests.

SECTION 2 – TYPES OF WASTE & INITIAL ACTIONS

2.1 INTRODUCTION

2.1.1 The types of both biosecurity risk waste and non-biosecurity risk waste generated on the airfield and apron area are listed in the table below, with where these types of waste should be taken to in the first instance.

2.1.2 The FINAL form of treatment for biosecurity risk waste is set out in Section 3 of this document.

2.2 BIO-HAZARDOUS WASTE


2.2.1 Bio-hazardous waste must be disposed of by airlines and Ground Handlers using their own bio-hazardous waste procedures. Bio-hazardous waste must not be disposed of in Auckland Airport provided bins on the airfield or apron, as this is a health and safety risk for Auckland Airport staff and contractors and for other workers on the apron.

2.2.2 If bio-hazardous waste needs to be disposed of, OCS or Interwaste should be contacted directly by the airline or Ground Handler.

2.3 LIST OF WASTE TYPES & INITIAL ACTIONS

	Waste Source	Biosecurity Waste?	Where it should initially be taken to
1.	Aircraft Effluent Waste	Biosecurity Waste	Taken direct to Honey Pot Macerator by Ground Handlers
2.	Aircraft Cabin Waste and Bathroom waste	A mixture of Biosecurity Waste and Non-Biosecurity Waste	Taken direct to the TWF next to the honeypot by Ground Handlers for sorting by OCS using MPI procedures into: <ul style="list-style-type: none"> • Recyclable non-Biosecurity Waste • Contaminated non-recyclable Biosecurity Waste. (Note - If aircraft waste is left on the airbridge stairs or inside the airbridge then OCS are called to pick this up and take it to the airside waste consolidation cage in the breezeway with potential biosecurity breach notice issued to airline or Ground Handler)
3.	Aircraft catering waste and carts containing food, crockery and cutlery	Biosecurity Waste	Taken direct to Catering TF by caterers (Note - If aircraft waste is left on the airbridge stairs or inside the airbridge then OCS are called to pick this up and take it to the airside waste consolidation cage in the breezeway)
4.	Airside Buses rubbish and vacuuming/broom sweepings.	Biosecurity Waste	Driver collects rubbish and places in FOD bins. Vacuum waste is taken to Skybus lunchroom bins.
5.	Biosecurity risk spills on Apron., (effluent).	Biosecurity Waste	Collected by dedicated AIMS (M20) sweeper and taken to macerator at the Honeypot
6.	All spills of non-biosecurity risk material on Apron, (eg, fuel, oil, hydraulic fluid)	Non-Biosecurity Waste	Large Aviation fuel spills collected by large AIMS sweeper and taken to East Tamaki for recycling. Hydraulic fluid, oil, etc, spills collected by AIMS sweepers and taken to either the AIMS base or Engineering Services trade waste or skip.

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	Waste Source	Biosecurity Waste?	Where it should initially be taken to
7.	Sweepings from high risk biosecurity areas of: <ul style="list-style-type: none"> • Baggage Make-up Halls • Breezeway; and • cargo park picked up by small AIMS sweepers 	Biosecurity Waste	AIMS sweepers take sweepings from these high-risk biosecurity areas either to a bin at the TWF next to the Honeypot or direct to Interwaste.
8.	Sweepings from low risk biosecurity areas such as aprons, taxiways, runway and roads	Non-Biosecurity Waste	AIMS sweepers take sweepings from these areas to the AIMS depot for dewatering and then to landfill. Note – if any biosecurity risk item is noticed (eg, fresh produce dropped on the apron) then the entire contents of the sweeper must be treated as Biosecurity Waste and taken directly to Interwaste.
9.	Biosecurity Waste and sweepings from air containers	Biosecurity Waste	Biosecurity Bins in Breezeway and baggage make-up halls. AIMS empty the Biosecurity Bins and transport waste to the TWF daily. Note – no biohazardous waste can be put into these bins.
10	FOD	Biosecurity Waste	FOD bins along the edges of the terminal buildings. Note – no biohazardous waste can be put into these bins.
11.	Non-treated international imported wooden packaging (eg, dunnage) and pallets without the ISPN 15 symbol (see below)	Biosecurity Waste	Ground Handlers should take wooden packaging to the appropriate TF with the imported cargo it is associated with for inspection by MPI. Any residual dunnage or pallets left on the airfield should be taken to Pallet Stations on Apron and put into the area specified for 'non-treated' wood (see Appendix).
12.	Treated international imported wooden packaging (eg, dunnage) and pallets with the ISPN 15 symbol like below: 	Non-Biosecurity Waste	Ground Handlers should take wooden packaging to the appropriate TF with the imported cargo it is associated with for inspection by MPI. Any residual dunnage or pallets left on the airfield should be taken to Pallet Stations on Apron and put into the area specified for 'treated' wood where it is collected by Auckland Airport Engineering Services staff (see Appendix).
13.	Green Plant Waste from Airside Grounds Maintenance, eg, pruning's or lawn mowing where no biosecurity risk incursion is present and no biosecurity risk items seen	Non-Biosecurity Waste	Can either left in situ, transferred to Wiroa Island or taken landside Note – if any biosecurity risk item is noticed (eg, Giant African Snails, frogs, , cane toads) then MPI must be notified immediately and the entire contents of the sweeper must be treated as Biosecurity Waste and taken directly to Interwaste.
14	Green plant waste from airside grounds maintenance	Biosecurity Waste	Must be taken to Interwaste either directly, or through collection in a special skip airside if an incursion has been identified and is being managed by MPI.

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	Waste Source	Biosecurity Waste?	Where it should initially be taken to
	where biosecurity risk item seen or an incursion is occurring (eg, Giant African snails, red fire ants, cane toad, snake)		
15.	Dead animals on airfield from Pest Management, rats, possums, rabbits, birds, etc.	Non-Biosecurity Waste	Placed in FOD bins or compactor skip at TWF beside Honey Pot (Note while this is non-Biosecurity Waste it is convenient to use the Biosecurity Waste bins to dispose of these carcasses).
16.	"Suckings" from airside cesspits	Non-Biosecurity Waste	Taken to landfill after dewatering by the cesspit contractor (currently TIL).

SECTION 3 – TREATMENT OF BIOSECURITY RISK WASTE

This section specifies the final destination and treatment method for the biosecurity risk waste identified in Section 2 above.

Green Text = No Treatment Required

Red Text = Treatment Required

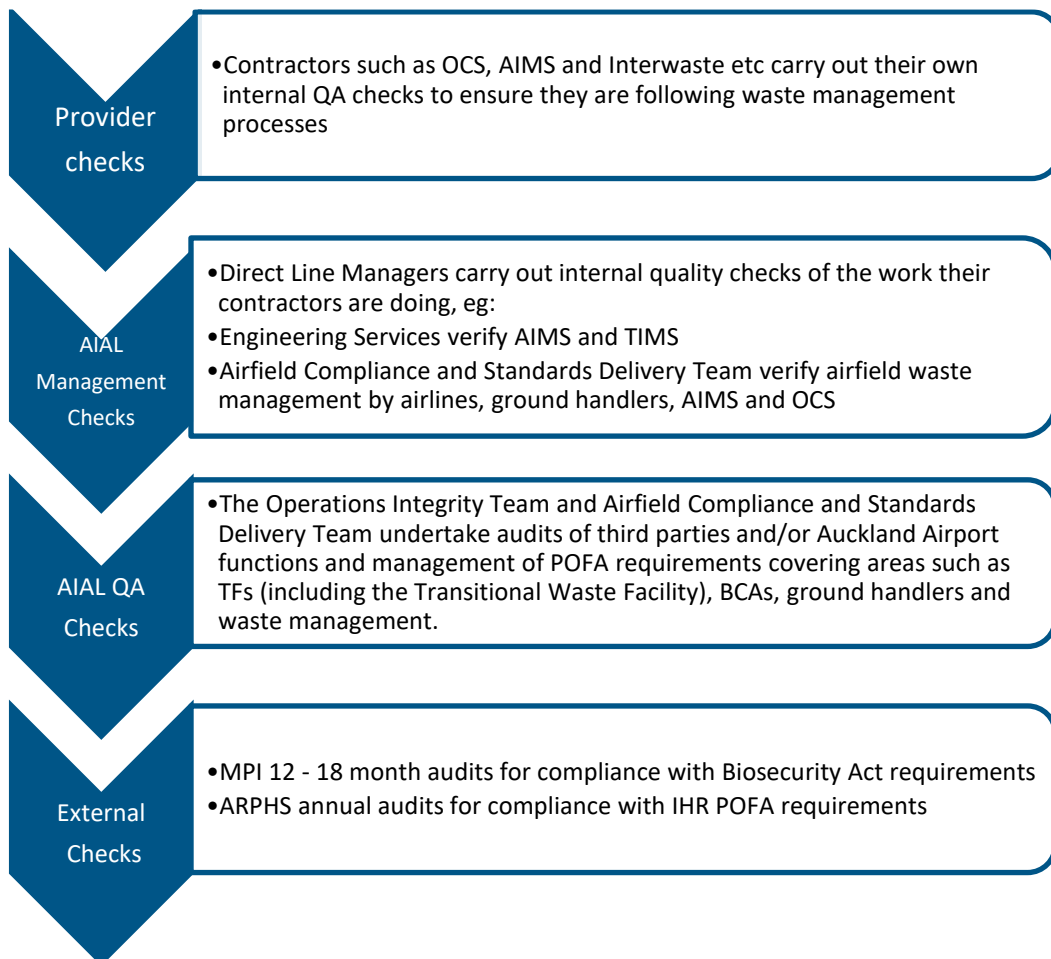
External PoFA Environment			
	Quarantine Waste Source	Consolidation & Transfer	Transfer & Final Destination Treatment or No Treatment
1.	Aircraft effluent waste	Collected in effluent truck by Ground Handlers, taken direct to Honey Pot	Macerated and transferred into municipal sewage system at Honey Pot
2.	2a. Aircraft cabin/galley waste 2b. Bathroom waste	2a & 2b. Collected by Ground Handlers and taken direct to Transitional Waste Facility (TWF) (OCS pick up single bags left in breach of these Rules on airbridges). OCS staff at the TWF sort into: 2a. Non-food contact-recycling, or 2b. Food Contact - transferred to Interwaste	2a. Non-food contact transferred to landside general waste 2b. Food contact treated at Interwaste TF steam sterilisation
3.	Aircraft catering carts: 3a. Food; 3b. Crockery and Cutlery	3a & 3b. Taken direct to Catering TF by Ground Handlers and sorted food from crockery and cutlery. 3a. Transferred to skip and sent to Interwaste. 3b. Remains at Aircraft Catering TF	3a. Food waste is steam sterilised at Interwaste Facility 3b. Aircraft catering company TF steam clean treatment of crockery/cutlery
4.	Apron Buses. Rubbish/vacuum waste from apron buses	Driver collects rubbish and places in FOD bins. Vacuum waste is taken to Skybus lunchroom, then to Breezeway Waste Consolidation Point. FOD bins consolidated in Breezeway and transferred to TWF compactor.	TWF waste transferred to Interwaste for steam sterilisation.
5.	Aircraft Effluent Spills on Apron	"Tennant scrubber sweeper" used for effluent spills only. Scrubber takes direct to Honey Pot and discharges into municipal sewer.	Macerated into municipal sewage system at Honey Pot.
6.	Sweepings from Baggage Hall, ITB Breezeway, cargo, air container park, etc	Collected by AIMS sweeper trucks. Either taken to a bin at the TWF next to the Honey Pot or taken direct to the Interwaste Facility by the sweeper after cleaning the tyres and underside of the vehicle at the Honey Pot.	Interwaste TF Steam Sterilisation

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External PoFA Environment			
	Quarantine Waste Source	Consolidation & Transfer	Transfer & Final Destination Treatment or No Treatment
7.	Biosecurity Bins (which include waste from air containers) and FOD bins	Ground Handlers place general waste into FOD bins and debris from air containers into Biosecurity Bins. These bins emptied by AIMS and contents taken to TWF.	Transitional Waste Facility consolidate into compactor and send to Interwaste TF for steam sterilisation
8.	Non-treated dunnage and wood	Ground Handlers send with cargo to TF. Any remaining is taken to Pallet Stations on apron and separated into treated and non-treated wood.	Non-treated dunnage and wood is inspected by MPI (organised by Operations Compliance Coordinator) and MPI treatment directions are followed which may include taking wood to Interwaste steam sterilisation, sending for other treatment or releasing
9.	Green plant waste from airside grounds maintenance where biosecurity risk item seen or an incursion is occurring (eg, Giant African Snails, Red Fire Ants, Cane Toads, snakes)	Must be taken to Interwaste either directly, or through collection in a special skip airside if an incursion has been identified by MPI.	Interwaste steam sterilisation

SECTION 4 - VERIFICATION

- 4.1 A four-level quality assurance process applies to all POFA-related activities, comprising:
- 1 Continuous internal checks by the provider of the services,
 - 2 Regular checks by the immediate Auckland Airport Line Manager,
 - 3 Risk-based audits by Auckland Airport's Quality Assurance function, and
 - 4 External audits by relevant regulators such as MPI and ARPHS.
- 4.2 The audits by Auckland Airport's Quality Assurance function are recorded on Auckland Airport's Risk Manager system, together with any corrective actions required.
- 4.3 For airfield and apron waste management activities, the following types of verification activities occur:

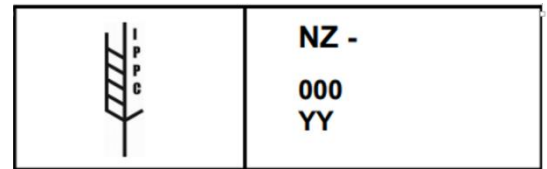


APPENDICES

APPENDIX 1 - COLLECTION PROCESS FOR TREATED & UNTREATED DUNNAGE & PALLETS

MPI rules require that untreated wood must be treated as Biosecurity Waste and cannot be taken landside. This is so exotic bugs (eg, termites or fungus/mould) which could be on or in any untreated wood does not enter New Zealand and damage our forests. This means that untreated wood left on aprons or airfield needs to be separated from treated wood.

Wood that is treated has the “wheat sheaf” symbol (pictured) on it. This wood can go landside. Note the exact letters and numbers are not critical – what is essential is that it has the “wheat sheaf” symbol.



The Process:

- All arriving international dunnage (wood packaging arriving with cargo) and pallets should be routinely transported with the cargo it is associated with to the relevant Transitional Facility (TF).
- If any arriving international dunnage and pallets are left within the POFA, these must be taken to the pallet stations located around the apron and sorted into treated wood (with the ISPM 15 symbol) and untreated wood (without the appropriate ISPM 15 treatment symbol) following the signage at the pallet stations (eg, at right).
- Treated wood or pallets in these pallet stations is emptied several times per week by Auckland Airport Engineering Services staff and can be taken landside to be recycled, burnt or sent to local landfill.
- If there is any untreated wood, the Operations Compliance Coordinator will contact MPI to inspect the untreated wood and MPI will either direct it to a TF for appropriate treatment or clear it. No untreated wood can leave the POFA boundary without MPI direction unless it is being taken to a TF. If cleared, green paint will be painted onto the inspected wood to indicate to the ES team it can be taken landside for disposal.



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APPENDIX 2 - BINS NEEDING REPAIR OR DISPOSAL

If any bins used to collect, consolidate or transport Biosecurity Waste need to be taken out of the Place of First Arrival (POFA) boundaries, either for repair, destruction or to be used for a different purpose, then the following must occur prior to the bins leaving the POFA boundary:

- The bin must be emptied of any biosecurity risk items (and those items must be disposed of as Biosecurity Waste).
- If a bin has ONLY been used inside the International Terminal to collect (but not to consolidate or transport) Biosecurity Waste, it can be inspected by an Accredited Person and if clean it can be cleared for release from the POFA environment.
- If such a bin is not clean or if a bin was used outside or used to consolidate or transport Biosecurity Waste, it must be washed out and cleaned with a disinfectant at a location where the water is discharged into the municipal sewer system. This would normally be at the Transitional Waste Facility next to the Honey Pot, but could be at a wash-down facility with a Fox Valve if the user of the bin has access to one within the POFA area or a TF.
- Any bin that required such washing out and disinfecting must be cleared for release from the POFA, either by an MPI Accredited Person at a Transitional Facility or by an MPI Risk Assessor.
- Records must be retained of the cleaning and clearing of any bins used to transport Biosecurity Waste taken out of service.

This applies to any bins used for any Biosecurity Waste within the POFA boundaries, whether originating from the International Terminal, the airfield, Ground Handlers, or aircraft.