



County of Sacramento

Aircraft Deicing/Anti-icing/Defrosting Policies and Procedures

Sacramento International Airport

2025-2026 Winter Season

June 20, 2025

The Sacramento County Department of Airports (Airports) is issuing this aircraft deicing/anti-icing/defrosting (deicing) policies and procedures document for Sacramento International Airport (SMF). This document describes authorized aircraft deicing areas, best management practices, requirements for cleanup, storage and disposal, and monitoring.

In accordance with Federal, State, and County storm water protection regulations, discharging deicing fluid or residue into the airport storm drain system or unpaved areas is prohibited and is a violation of storm water statutes and/or regulations. Deicing fluid and residue contain chemicals, most notably glycol, that will contaminate the environment if they reach the storm water system. All aircraft deicing activities must be conducted in a manner to keep the deicing fluid and residue from reaching the storm water system. Airlines are responsible for the proper and timely cleanup as well as the proper disposal of all fluids/residues from aircraft deicing operations.

Authorized Aircraft Deicing Areas:

- A map of the 11 authorized deicing off-gate locations (A-K) is attached. These locations have been identified to best facilitate the flow of aircraft traffic and avoid environmental impacts. If changes become necessary, a revised deicing map will be issued.
- Aircraft deicing at or near gates is strongly discouraged due to proximity to slot drains, which are difficult to block. Again, discharging into storm drains is prohibited.
- Aircraft at the Cargo Ramp are authorized to perform deicing operations at their parking positions.

Deicing Best Management Practices:

- Personnel actively engaged in deicing operations are highly encouraged to maintain all efforts to minimize the amount of overspray resulting in run-off outside of the direct deicing proximity.
- After deicing, collect chemical deicing fluid (glycol, etc.) from pavement, either by mechanical means (vacuum/sweeper, shop vacuum, etc.) or manually (broom, mop, absorbent rags/pads, etc.).
- After deicing fluid has been collected, remove residue from pavement with clean rinse water.
- If deicing several aircraft in a continuous line, then cleanup is not required between aircraft as long as fluid on the pavement remains contained and controlled. Cleanup must be conducted as needed to maintain confinement of deicing fluid within the deicing operations area.
- If rain occurs during deicing, cleanup of a broader area is needed to capture as much of the deicing fluid as possible or place a boom around the aircraft to prevent fluid from dispersing.

Aircraft Deicing/Anti-icing/Defrosting Policy at Sacramento International Airport, 2025-2026 Winter Season

Page 2 of 4

- When only water (no deicing chemicals) is used for deicing, cleanup is still required, and the water must be disposed of properly. The water may be disposed of in the Liquid Waste Disposal Station. It cannot be discharged into a storm drain or unpaved area.
- If deicing fluid will temporarily remain unattended on pavement (cleanup equipment or personnel are not nearby), notify the Airports Operations Officer on duty at (916) 806-5309, contain the fluid, and mark the area to prevent others from driving or walking through the area. The First Step of cleanup must be conducted within a reasonable timeframe to avoid escape of liquids.
- Deicing fluid must not remain unattended on a paved surface for any period of time during a rain event.

Storm Drain Inlet Best Management Practices:

- Storm Drain Inlet Best Management Practices (BMPs) shall be implemented in addition to the Deicing BMPs for all deicing operations occurring <50ft of a storm drain to reduce the potential of deicing material being released into storm drain inlets.
- Storm drain cover seals are required to be placed over storm drain inlets found to be <50ft of deicing operations to prevent the accidental release of deicing fluid into storm drain inlets. The placement of a cover seal over storm drain inlets is a key protection measure in ensuring that any deicing fluid does not discharge into storm drain inlets.
- The following deicing locations are required to implement the usage of storm drain covers as part of Best Management Practices due to the proximity of storm drain inlets being <50ft from deicing operations:
 - Deicing Location B
 - Deicing Location F
 - Deicing Location G
 - Deicing Location H
 - Deicing Location I
 - Deicing Location J
 - Deicing Location K
 - Deicing Cargo Ramp
 - All parking positions
- Storm drain covers shall remain in place over storm drain inlets until all deicing fluid and cleanup efforts have been made to prevent any potential discharge into storm drain inlets.
- In addition to the usage of a cover-seal, absorbent sock placement along the outer perimeter of the storm drain inlet is highly encouraged as an extra precautionary measure in case the cover-seal fails in providing a complete seal over the storm drain inlet.

Proper Storage and Disposal:

- Proper storage and disposal of collected fluid is required for both the First Step and Second Step of the cleanup process. Airlines or ground handlers may be required to obtain a Hazardous Materials Permit from the County for storing new and spent deicing fluid.
- Spent propylene glycol fluid may be discharged into the onsite Liquid Waste Disposal Station (LWDS). The LWDS is located just outside security gate 6E, by the air cargo area between Sky Chefs and the West Employee Parking Lot. Contact the Environmental Specialist at (916) 279-9285 or air-environmental@saccounty.gov to schedule an appointment. An SMF employee will meet you at the scheduled time to unlock the gate.

- Deicing fluid composed of ethylene glycol is prohibited from being discharged into the Liquid Waste Disposal Station; it must be disposed of as hazardous waste.

Monitoring:

- Airports Operations will observe/monitor aircraft deicing and cleanup activities.
- Failure to Cleanup Designated Deicing Area: If deicing activities have been completed and the aircraft has departed, deicing personnel and cleanup equipment may not leave the area without placing markers and contacting the Airports Operations Officer. If this procedure is not followed, Airports Operations will contact the airline to ascertain their cleanup plans. If cleanup does not occur, then Airports will arrange for cleanup and disposal at the airline's expense.
- Deicing fluid enters a storm/slot drain or unpaved area: Airlines are responsible for arranging for a qualified environmental contractor to clean up contaminated storm drains and unpaved areas. Airlines are also responsible for all regulatory penalties. If cleanup does not occur, then Airports will arrange for cleanup and disposal at the airline's expense. Airports will notify regulatory agencies that a hazardous material spill has occurred.

Questions may be directed to the Airports Airside Operations Officer on duty at (916) 806-5309 (available 24-hours a day), or Bree Taylor, Airport Manager, at (916) 874-0483 or taylorbr@saccounty.gov.

Sincerely,

Signed by:

 23/2025
00B01AB5DC454DF...
Stephen Clark, Deputy Director of
Commercial Development is delegated
authority for: Cynthia Nichol, Director of Airports

Aircraft Deicing/Anti-icing/Defrosting Policy at Sacramento International Airport, 2025-2026 Winter Season

Page 4 of 4

Attachment: Map of Authorized Aircraft Deicing/Anti-icing/Defrosting Locations at SMF for 2025-2026

