

# Spill Prevention & Response

## Airport Operating Standard

11 February 2026



# Table of Contents

Introduction.....	1
Responsibilities.....	2
Prevention .....	3
Response .....	5
Recovery .....	7
Effluent Spills .....	7
Emergency Facilities .....	7
Definitions & Acronyms.....	8
Enquiries & Contacts .....	9

AOS Number	012
Version Number	3.0
Effective Date	11 February 2026
Review Date	11 February 2028
Document Owner	Operations Standards Manager
Approver	General Manager Operations
Summary of Changes	Changes: all changes are highlighted in blue font

# Introduction

The *Spill Prevention and Response Airport Operating Standard (AOS)* has been produced by Perth Airport Pty Ltd (PAPL) to ensure safe and secure operations at Perth Airport. This Standard applies to all airside operators and their staff who are undertaking operations on the airside area.

Any spill has potential to threaten safety of people and infrastructure and the health of the environment, as well as causing significant disruption to aircraft operations. The Standard aims to provide a safe environment for all airside staff, passengers and aircraft, and to ensure that the requirements documented in this Standard are relevant and capable of practical implementation by all staff.

It is the responsibility of each operator to keep informed of any amendments and use the most current version of this Standard, which is available on Perth Airport's website. For major and significant changes, Perth Airport Pty Ltd (PAPL) will endeavour to provide sufficient notification of changes to aircraft operators and ground handling agents (GHA) if such changes originated from PAPL's Airfield Operations Management Committee (AOMC) or its sub-committees. Any changes to this Standard resulting from regulatory changes will be advised by a Perth Airport Notice (PAN) without prior consultation with the Ramp Safety Committee (RSC).

The Standard includes:

- Responsibilities
- Prevention
- Response
- Effluent spills
- Emergency facilities.

The Standard is designed to be read in conjunction with the *Perth Airport Operating Protocol* and the following Airport Operating Standards:

- *Incident Reporting & Responding*
- *Airside Waste Management*
- *Aircraft Turnaround.*

The above documents are available via the [PAPL website](#).

# Responsibilities

## Perth Airport Pty Ltd

PAPL is responsible for producing this Standard and consulting with stakeholders as necessary to determine operating requirements and necessary restrictions.

PAPL Airfield Operations has the day-to-day responsibility for implementation of this Standard. PAPL will also undertake regular patrols of the apron and movement area to encourage responsible spill prevention and spill response practices.

PAPL is also responsible for the handling of quarantine waste in accordance with the *Biosecurity Act 2015 (Cth)* and reporting on-estate spills to the Commonwealth under *the Airports (Environmental Protection) Regulations 1997* and to the Department of Water and Environmental Regulation for on-estate spills moving offsite under the *Environmental Protection Act 1986 (WA)*.

---

## Airside Operators

Airside operators have a responsibility to prevent spills from occurring airside. Airside operators are also responsible for the cleaning up of any spills using their own resources and equipment or contact SRM on (+ 61) 0412 866 862 who can assist.

Aircraft, equipment and plant used airside and within leased or licenced areas must be maintained in good working order through a dedicated maintenance program to reduce the risk of fuel or hydraulic oil spills.

In addition, the operator must ensure:

- that they hold a current Airside Operating License (AOL) with PAPL.
  - that all staff are aware of their obligations and are sufficiently supervised.
  - to notify Perth Airport's Airport Control Centre (ACC) of any fuel, oil or hazardous material spill that occurs airside, regardless of the size
  - [Develop a Spill Response Plan.](#)
- 

## All Airside Personnel

All airside personnel must be trained in the appropriate handling, storage and transportation of materials. Airside personnel must not do anything that is known, or is likely to, cause spillage of materials harmful to the environment.

# Prevention

All operators and tenants are responsible for the prevention of a spill occurring. Preparation, plans, procedures and training [are essential elements to comply with this Standard](#).

---

## Requirements

- Liquid storage tanks must be bunded and restrained in accordance with the *Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007 (WA)*
  - All refuelling vehicles must carry absorbent material at all times, ready for immediate use should a spill occur
  - [All other airlines and ground handling agents must have suitable materials \(outlined below\) in order to provide a timely response to spills that occur on the apron](#)
  - Where spill response kits are stored outside operator lease areas, approval from PAPL is required [for the placement](#) of spill kits in common user areas.
- 

## Spill Response Kit

A spill response kit should ideally contain:

- Non-spark (grain) shovel
- Broom
- Disposable gloves
- Safety goggles
- Coveralls
- Disposable masks
- Waste bag with ties for disposing of contaminated absorbent materials
- Absorbent material, e.g. absorbent [pads](#), [socks](#), diatomaceous earth (kitty litter), cellulose product
- Suitable biodegradable, quick-break degreaser (such as Global Green).

The contents of the spill kit should be suitable for the Airside Operators' operations and in accordance with company policies.

A list of the contents should be included in the spill response kit.

The following supplier has been used by Perth Airport to supply spill clean-up products:

Global Spill Control  
50 Murray Road (North), Welshpool, WA 6106  
Phone: [\(+61\) 8 9258 5877](tel:+61892585877)  
Website: [www.globalspill.com.au](http://www.globalspill.com.au)

---

## Maintaining and Auditing Spill Kits

The Airside Operator who provides the spill response kit(s) must:

- [Audit the kit at least annually or after the kit has been used](#)
- Maintain the kit to ensure it contains the required contents
- Ensure the contents are in [a suitable condition for use](#).

Any materials used from a spill kit are to be [re-stocked](#) immediately or, if unavailable, then [replace](#) with a complete spill kit. The spill kit should be clearly marked with the Airside Operator's name and when the last audit was completed.

The kit should be sealed in such a way as to be easily accessible in a spill situation but prevent [incorrect](#) use at other times.

---

## Plans and Procedures

All Airside Operators and Tenants must have a plan for dealing with any spill that occurs airside. This plan may be documented in the tenants' Environmental Management Plan, an Emergency Management Plan, a Spill Response Plan or other appropriate document. The plan is to outline, as a minimum, the following:

- Details of the nominated representative responsible for managing spill prevention and response
  - Spill [prevention controls](#)
  - [Spill control and containment measures for spills](#)
  - Spill clean-up procedures
  - Provisions for the disposal of waste generated during clean up
  - [Assessment Checklist to determine if a spill is hazardous or not](#)
  - [Action guide to deal with a spill if it is assessed beyond the capability of the operator to clean up.](#)
- 

## Training

Operators and Tenants must ensure that all personnel and contractors are aware of the correct response procedures should a spill occur.

A training program covering the following subjects, must be developed by operators:

- Environmental awareness
- Spill Prevention
- Spill Response (including containment, clean up, correct disposal procedures and contact numbers)
- Safety hazards.

# Response

The response to a spill should involve four stages:

1. Control
  2. Contain
  3. Contact
  4. Clean up.
- 

## 1. Control

Immediate action should be taken to secure the site and prevent further material from spilling, but only when it is safe to do so. These actions can include:

- Use Personal Protective Equipment (PPE) as a minimum - face shield, gloves, coveralls and appropriate footwear
- Remove people away and upwind
- Cordon the area off
- Turn off any leaking plant or equipment
- Turn off any ignition sources
- Avoid movement of leaking Ground Support Equipment (GSE), such as pallet loaders, after a spill has occurred as this can increase the spill size and area
- Larger containers that are leaking should be moved quickly to a bunded area
- Valves or pumps should be turned off to stop leaks from pipes and fittings
- Do not attempt to stop leaks of unknown chemicals without Safety Data Sheet (SDS) information, in line with national dangerous goods guidelines.

In all cases, personnel must not:

- Attempt to lift heavy objects unassisted
  - Expose themselves to toxic material without the appropriate protective clothing
  - Enter a confined space without the appropriate breathing apparatus and training
  - Expose themselves to hazardous situations.
- 

## 2. Contain

Action should be taken as soon as possible to contain the spill and prevent the material from entering stormwater drains or contaminating the soil. These actions can include:

- Spills should be contained using absorbent material
- Any stormwater drain should be protected first by forming a 'dam' of absorbent material around the drain
- Spilled material should then be contained by forming a 'dam' of absorbent material around the spill
- A container, such as an IBC, drip tray, moveable bund, empty spill kit, etc, can be placed under leaks or drips to collect spilling liquid.

### 3. Contact

As soon as practicable, the spill must be reported to:

- ACC on (+61) 8 9478 8572
- The person's immediate Supervisor.

In the event of a moderate spill, which presents either a significant ignition risk and / or has a high likelihood of reaching the airport drains, the operator must call the ACC emergency number on (+ 61) 8 9478 8500.

An incident report must be provided to Perth Airport within **24 hours** of the incident occurring.

---

### 4. Clean-Up

Cleaning up of the spill should only be undertaken if safe to do so and where suitable material and PPE are available.

Absorbent materials such as diatomaceous earth or polypropylene are the preferred products for the cleaning of any spills. These products absorb the spilt material, leaving no residue and have no detrimental impact on the environment. Approved cleaning materials are listed and available from the supplier detailed on [page 3](#).

In cases of 'heavy oil' spillages, it may be necessary to scrub the area with a light detergent to remove any residue of the product. This residue will also then need to be removed.

Saturated absorbent material should be placed in plastic bags to prevent leaching of the material and then disposed of according to the material spilt as below:

- **Prescribed Waste:** i.e. oil, fuel, detergents, chemicals etc.
- **Quarantine Waste:** i.e. nightsoil spills, catering spills etc.

The disposal of any waste material must be carried out in accordance with this Standard and the *Airside Waste Management AOS*.

The hydrocarbon bins ('spill bin') for the disposal of absorbent cloth and spill related materials are located near:

- Terminal 3 Baggage Makeup Room (BMR)
- At the international apron next to aircraft parking position 156.

The hydrocarbon bin is for the disposal of spill-related materials. Dumping of other materials in this bin is strictly prohibited.



If the Operator is either unable to clean the spill, or where clean-up has been attempted and the spill has not been cleaned to the satisfaction of Perth Airport, Perth Airport will clean the spill and charge the costs to the operator. A specialised contractor will be engaged for the cleaning up of large spills, and unreported spills with 100 percent of costs recharged to the responsible Operator.

The Airfield Duty Manager (ADM) will advise the ACC when the spill has been cleaned, and the aircraft parking position / area can be returned to service.

# Recovery

Once the spill response has concluded, it is important that the event is reported using a relevant Incident Report Form under your Safety Management System. This may result in an assessment or investigation to determine the root cause and any resulting actions to prevent recurrence.

It is important that spill kits, PPE and first aid kits are all restocked as soon as possible following a response.

Where a significant volume of hydrocarbons has entered surrounding soil or drainage systems, additional investigation and / or remediation may be required. The PAPL Environment Team will provide guidance on the necessary actions, with all associated costs to be borne by the operator.

---

## Effluent Spills

When responding to [sewage](#) spills and other hazardous [liquids](#), it is important that airside users do not come into direct contact with the material and take all necessary precautions to protect themselves and others.

Each company is responsible for the management and clean-up of their own effluent spills.

Effluent spills may require notification under the *Health (Miscellaneous Provisions) Act 1911 (WA)* if public health risks arise. Such notifications can be made to the Department of Health on:

Phone (+61) 8 9222 4222

Phone (after hours): 1800 434 122

Email: [emergency.oncall@health.wa.gov.au](mailto:emergency.oncall@health.wa.gov.au)

---

## Emergency Facilities

### Emergency Fuel Shut Down

Emergency Fuel Shut Down buttons are located in the vicinity of aircraft parking [positions](#) where hydrant fuel is provided and on refuelling vehicles.

All airside workers are encouraged to push an Emergency Fuel Shut Down button if they perceive that a genuine risk to the safety of staff, passengers, aircraft, or property exists.

### Emergency Shower & Eye Wash Facilities

Emergency Shower and Eye Wash facilities are provided in the vicinity of the [aircraft parking positions](#) and on various aprons. These facilities should be used by any airside personnel that [have](#) come in contact with hazardous liquids or other material.

Airside personnel who have had fuel spilt on their clothing should not remove the clothing until they are under an emergency deluge shower. Otherwise, static electricity caused by the removal of the clothes may ignite the fuel.

# Definitions & Acronyms

Term	Definition
Aircraft Parking Position	An area designated on an apron as being available for the parking of aircraft is considered to be an aircraft parking position (also referred as a bay).
Airport Control Centre (ACC)	The area from which PAPL controls and coordinates the operation of the airport.
Airside Operating License (AOL)	Sets out the terms on which PAPL grants the Licensee approval to access the Licensed Areas of the Airport to carry out Airside Services.
Airfield Duty Manager (ADM)	Perth Airport employee responsible for airfield safety - including oversight of the airfield, Airport Operations Officers (AOO) and Works Safety Officers (WSO).
Emergency Fuel Shut Down	When activated, shuts off the underground hydrant refuelling system.
Emergency Shower and Eye Wash	A facility provided for airside staff to wash any part of their body should they come into contact with fuel, lubricants or other hazardous substances.
Ground Support Equipment (GSE)	The standard abbreviation for Ground Support Equipment. GSE encompasses all the machinery, tools, and vehicles used on the ground to service aircraft and facilitate airport operations.
Hydrocarbon bin	A bin specifically intended for the disposal of hydrocarbon-contaminated materials, such as: <ul style="list-style-type: none"> <li>• oily rags</li> <li>• Absorbent pads used for oil</li> <li>• Contaminated soil</li> <li>• Small amounts of hydrocarbon waste (diesel, lubricants, hydraulic oil, etc.)</li> </ul>
Perth Airport Notice (PAN)	A notice issued on temporary or permanent changes to operations, service or facilities and may include general information for distribution to airport tenants, stakeholders and operators.
Personal Protective Equipment (PPE)	Protective clothing, helmets, goggles, masks, respirators, gloves, footwear or other garments / gear designed to protect the wearer's body from injury, illness, or infection.
Ramp Safety Committee (RSC)	A collaborative forum with aircraft ground service companies focusing on ramp safety and championing continuous improvement.
Spill / Size of Spill	Unplanned or uncontrolled release of any liquid or liquid-like substance that has the potential to contaminate stormwater or natural ground, damage pavement surfaces, result in a biosecurity incident or affect airport operations. Size of a spill: <ul style="list-style-type: none"> <li>• Small – up to 30 litres</li> <li>• Moderate – greater than 30 litres, but not exceeding 200 litres</li> <li>• Large – greater 200 litres and above.</li> </ul>

# Enquiries & Contacts

## Further Enquiries & Changes

If you have any questions in relation to this Standard, please contact:

General Manager Operations  
Perth Airport Pty Ltd  
PO Box 6  
Cloverdale, Western Australia, 6985  
Phone: (+ 61) 8 6278 8879

For enquiries or proposed changes to this Standard, please email [document.controller@perthairport.com.au](mailto:document.controller@perthairport.com.au).  
Changes will then be considered by the Ramp Safety Committee.

---

## Emergencies

In case of a life-threatening emergency, contact **000** and then the ACC on (+ 61) 8 9478 8500.

---

## Other Important Contacts

### Airport Control Centre (ACC)

Phone: (+ 61) 8 9478 8500 (Non life-threatening emergencies)

Phone: (+61) 8 9478 8572 (All suspicious activity, hazards and faults)

### Head of Airfield Operations

Phone: (+ 61) 8 9478 8441

Mobile: (+ 61) 0407 087 360

### Airfield Duty Manager

Phone: (+ 61) 8 9478 8424

Mobile: (+ 61) 0419 195 790



COPYRIGHT

© Copyright – 2026 Perth Airport Pty Ltd

Copyright in this document vests in Perth Airport Pty Ltd.

Enquiries regarding copyright should be addressed to Perth Airport