

REPORT TO: ECONOMIC DEVELOPMENT COMMITTEE - 13TH JUNE 2005
REPORT ON: THE ACQUISITION OF AN AIRCRAFT DE-ICING VEHICLE FOR DUNDEE AIRPORT
REPORT BY: DIRECTOR OF ECONOMIC DEVELOPMENT
REPORT NO.: 355-2005

1 PURPOSE OF REPORT

1.1 The purpose of this report is to request the approval of the Committee to accept an offer for the supply of an aircraft de-icing vehicle for Dundee Airport.

2 RECOMMENDATIONS

2.1 That the Committee should approve the acceptance of an offer from Falcon Airside Services and Technologies Ltd, of Exeter, to provide an aircraft de-icing vehicle for Dundee Airport at a cost of £54,653.

3 FINANCIAL IMPLICATIONS

3.1 A capital expenditure allowance of £50,000 for this project is included in the approved airport capital plan for 2005-06, and the excess cost now reported can be contained within the programme as a whole. Substantial fees, over and above normal landing charges, will be levied for the provision of de-icing services.

4 LOCAL AGENDA 21 IMPLICATIONS

4.1 The system that is being recommended has mains-electric rather than the more traditional diesel heating, and employs a new technology that maximises the effect of the de-icing fluid involved and minimises waste, thus protecting the environment and containing costs.

5 EQUAL OPPORTUNITIES IMPLICATIONS

5.1 None.

6 REPORT

6.1 Until this time, the de-icing of aircraft at Dundee Airport has been carried out by airport staff, but using a vehicle and system held on lease by ScotAirways. However a point has been reached at which three factors have combined to require a new approach. Firstly de-icing manual specifications have just been upgraded, and meeting them in future will require a better technological solution. Secondly there has been an increase in the demand for aircraft de-icing from large business executive aircraft, and the airport has been constrained in meeting this need, - and charging for it on an appropriate basis, while using equipment and fluids supplied by ScotAirways. Thirdly it would be desirable to have de-icing technology that is better for the environment than has been the case up until now.

6.2 Aircraft de-icing rigs are traditionally very large, very expensive and driven by diesel heaters that not only pollute the air, but also cause rapid deterioration of expensive de-icing fluids. An alternative system has been identified which is available at an appropriate scale for modest-sized airports, and which uses low-pollution/minimum waste technology. However there is only one source of this very specialised equipment and competitive tendering is therefore not possible.

6.3 Advice was sought from an expert source at a major UK airline operating in the regional sector, which confirmed that the proposal in this report is the best solution for Dundee Airport. It is also the system used by that airline.

6.4 It is recommended that an offer of £54,653 from Falcon Airside Services and Technologies Ltd, of Exeter, should be accepted. This offer is to supply, as a base vehicle, a refurbished Iveco 7.5 tonne truck chassis fitted with a refurbished two-boom 13.5m-reach hydraulic access-platform (*in lay terms - a large cherry picker*). Installed on and integrated with this vehicle will be a DelcerPlane 150 gallon aircraft de-icing system. Because of the low mileages involved a used vehicle can satisfactorily be employed, but the aircraft de-icing equipment installed on it will all be completely new and of the most modern capability.

6.5 This technology, in combination with the specialised qualification training already undertaken by Dundee Airport staff will enable the airport to offer an aircraft de-icing service, to all-comers,

which will be state of the art in terms of both aircraft de-icing quality and environmental protection. ScotAirways welcomes this proposal. The availability of a tall access platform as part of this vehicle will also enable the airport more economically to carry out various high level maintenance tasks, on masts and pylons, which currently require similar access platforms to be rented.

7 **CONSULTATIONS**

7.1 The Chief Executive, Depute Chief Executive (Support Services) and Depute Chief Executive (Finance) have been consulted in the preparation of this report.

8 **BACKGROUND PAPERS**

8.1 None.

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DATE: 7TH JUNE 2005