

OPERATING DIRECTIVE

Hillsborough County  
Aviation Authority

Number: D343.00.02

Effective: 06/25/03

Revised: \_\_\_\_\_

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Subject: Washing of Aircraft at  
Tampa International Airport

**PURPOSE:** To establish guidelines and the Authority's requirements for tenants performing or seeking to perform aircraft washing and engine washing of aircraft at Tampa International Airport. Although this document outlines regulations which must be followed to ensure environmental compliance, each tenant and contractor, not the Authority, is ultimately responsible for ensuring that their operations are in compliance with the applicable environmental regulations.

**GENERAL:** The Clean Water Act and its implementing regulations prohibit the discharge of any pollutants into waters of the United States unless the discharge is in compliance with the National Pollutant Discharge Elimination System (NPDES) Permit. The Environmental Protection Agency (EPA) has delegated authority for the implementation of the NPDES stormwater program to the Florida Department of Environmental Protection (FDEP).

Each tenant with maintenance activities is required to file a Notice of Intent (NOI) with the FDEP. All tenants should, at a minimum, follow the best management practices that are identified in the most recent Stormwater Pollution Prevention Plan (SWPPP) for Tampa International Airport, unless a tenant has a SWPPP prepared specifically for their operations that is more stringent than the airport SWPPP. Regardless of which SWPPP is followed, non-stormwater discharge to the stormwater drainage system is prohibited under the NPDES Multi Sector Generic Permit for Stormwater Discharge associated with Industrial Activity [62-621.300(5) Florida Administrative Code].

**APPROVAL PROCESS:**

- A. All tenants proposing to wash aircraft and/or aircraft engines must submit a written request to the Authority. The written request must be submitted at least 30 days prior to the proposed commencement of said activity to the Director of Operations, Hillsborough County Aviation Authority, P. O. Box 22287, Tampa, FL, 33622-2287. This written request must state: 1) proposed hours of said activity; 2) proposed location; 3) name of the company proposing to wash aircraft; 4) name of the airline/tenant involved; 5) whether dry or wet aircraft washing or engine washing is desired; 6) detailed procedures to be followed before, during and at completion of the washing activities, such as location, frequency, detergent used, disposal method, and the like; 7) material safety data sheets (MSDS) for any product to be used in washing; and 8) if wet washing is desired, the name and location of the facility to which washwater runoff will be transported to

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once collected from the ramp. Each request will be reviewed by the Director of Operations in coordination with Engineering to determine approval or disapproval.

- B. If engine washing is desired, tentative approval for one washing event may be granted. This first washing event must be scheduled with Operations to enable staff an opportunity to observe the proposed procedures. Washwater from this single operation must be collected and the water must be tested for the presence of hazardous substances. The test results must be forwarded to the Director of Operations before final approval for engine washing may be granted and before any additional engine washing activities are allowed. The test results will be reviewed by Engineering. Approval or disapproval will generally be granted within two weeks of receiving the test results.
- C. If approved for aircraft washing, prior to the commencement of washing activities, Operations must be notified to allow Authority staff the opportunity to observe washing activities and the procedures put in place in compliance with this directive. Thereafter, Operations need not be notified unless washing activities substantially change.
- D. If wet washing is approved, a water meter may need to be installed before the washing operation begins, so that the airline may be appropriately billed for water usage. The installation of the water meter must be coordinated through an Authority issued tenant work permit, which may be coordinated by contacting Maintenance at 813-870-8740.
- E. Once a procedure is approved, the Authority must be notified immediately if any aspect of the procedure changes from that which was initially approved.

**METHODS:**

- A. Dry aircraft washing
  - 1. Dry washing activities must not interfere with the activities of another airline or tenant.
  - 2. All residue must be removed using vacuum or sweeping methods.
  - 3. Waste generated from dry washing activities should be disposed of properly.

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B. Wet aircraft washing

1. Wash water must not enter the stormwater drainage system. Depending on location as discussed below, all water must either be collected and transported off site for disposal or properly discharged into the sanitary sewer system after being routed through an oil-water separator.
2. Pavement must be washed down as necessary to prevent staining or slippery conditions. These waters must also be collected and disposed of as discussed above.
3. Only biodegradable, phosphate-free detergents must be used.
4. All onsite collection and treatment systems must be inspected, cleaned and maintained as necessary to keep systems fully operational.

C. Engine washing and flushing

1. All washwater used in engine washing must be captured. This wastewater must not be allowed to enter any drainage system.
2. The washwater must then be tested at least once and disposed of and handled in accordance with federal, state, and local laws and regulations.

**LOCATIONS:**

- A. Engine washing locations for engine washing and flushing will be evaluated on a case by case basis and are not addressed below.
- B. Aircraft Washing
  1. Hardstand positions away from airside.
    - a. Dry washing may be conducted at any hardstand position at any time.

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- b. Wet washing may be conducted at hardstand positions at airside B at any time.
  - c. The airside B apron will remain overnight hardstand positions and are limited. As a result, it is possible that additional spaces will not be available during night hours.
2. Aircraft Gates
- a. Dry washing may be conducted at any airside gate at any time.
  - b. Wet washing is not allowed at any airside gates at any time.
3. Maintenance Hangars - Although an airline may contact the operator of a maintenance hangar, if so desired, to inquire about utilizing a maintenance hangar wash facility, the Authority does not imply, nor guarantee, that an airline will be allowed to utilize another airline's maintenance hangar wash facilities.
- a. Dry washing may be conducted at any maintenance hangar at any time.
  - b. Wet washing is allowed at any time at the designated wash area.
  - c. Washwater is processed through an oil-water separator system prior to discharging into the sanitary sewer system.
4. Air Cargo
- a. Dry washing may be conducted on the air cargo ramp at any time.
  - b. Wet washing may be conducted on the air cargo ramp only during daylight hours.
  - c. All water must be captured and transported off site for proper disposal.

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5. Fixed Base Operator (FBO)
  - a. Dry washing may be conducted at an FBO at any time.
  - b. Wet washing may be conducted at an FBO at any time in designated aircraft washing bays.
  - c. Washwater is discharged to the sanitary sewer system after being processed through an oil-water separator system.
6. General Aviation, Non-Fixed Based Operator
  - a. Dry washing may be conducted at a general aviation non-FBO facility at any time.
  - b. Wet washing may be conducted at any time, but should preferably be performed in a designated wash area that meets the above requirements. If a designated wash area is not available, and the washing is performed on an infrequent basis for smaller, non-special-use aircraft, washing activities may be performed in a grassed area or a paved area that drains into a swale or grassed area.
  - c. For larger aircraft, frequent washing, or special-use aircraft such as aircraft that handle pesticides or chemicals, aircraft washing must occur in proper wash facilities. Usually this involves either capturing all water for proper disposal, or processing it through an oil-water separator and discharging into the sanitary sewer system.
  - d. Under no circumstances shall aircraft washing be conducted in a paved area that drains directly into a stormwater structure or pond.

