

OPERATING DIRECTIVE	Number: <u>D343.00.02</u>
Aviation Authority	Effective: <u>06/25/03</u>
	Revised: <u>04/24/19</u>
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Subject: Washing/Deicing of Aircraft at Tampa International Airport	

**PURPOSE:** To establish guidelines and the Authority’s requirements for tenants performing or seeking to perform the washing of aircraft and aircraft engines, as well as the deicing or defrosting of aircraft, at Tampa International Airport (TPA).

Although this document outlines regulations which must be followed to ensure environmental compliance at TPA, each tenant and contractor is solely responsible for ensuring their operations are in compliance with 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 storm water 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 TPA, 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-storm water discharge to the storm water drainage system is prohibited under the NPDES Multi Sector Generic Permit for Storm water Discharge associated with Industrial Activity [62-621.300(5) Florida Administrative Code].

**APPROVAL PROCESS:**

- A. All tenants proposing to wash aircraft, aircraft engines, or conduct deicing or defrosting operations at TPA, 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.

The written request must include the following information: 1) Name of the airline/tenant involved; 2) Proposed location and timeframe of the activity; 3) Name of the airline/tenant or company that will be performing the activity; 4) Whether dry or wet aircraft washing or engine washing is desired; 5) Detailed procedures to be followed before, during, and at completion of the activity, such as location, frequency, detergent or chemical used, disposal

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method, etc.; 6) Applicable Safety Data Sheets (SDS) for any product to be used in the activity; and 7) If wet washing is desired, the name and location of the facility to which wash water runoff will be transported to once collected from the ramp.

For deicing operations, include the tenant/company waste management plan, and a copy of applicable permits or authorization letters from agencies having jurisdiction that are involved with the disposal of waste material.

Each request will be reviewed by the Director of Operations in coordination with Environmental Services to determine approval or disapproval of the activities.

- 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. Wash water 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 Environmental Services. Approval or disapproval will generally be granted within two weeks of receiving the test results.
- C. Prior to commencement of aircraft washing or deicing activities, notify Airport Operations by calling the Airport Operations Center at 813-870-8770. Authority staff will respond and observe the washing or deicing activities and the procedures put in place in order to confirm that the activities are in compliance with this Operating Directive.

Once the process is confirmed to be in compliance, subsequent notifications are not required unless the procedures for the process substantially changes.

- 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. Notify the Authority immediately if any aspect of the approved procedure changes.

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**PROCEDURES:**

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.

B. Wet aircraft washing

1. Wash water must not enter the storm water 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 appropriate, to keep systems fully operational.

C. Engine washing and flushing

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

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D. Deicing Operations

1. Notify Airport Operations prior to conducting approved activities. Such notification helps to ensure that operational impacts to TPA are minimized.
2. No more than three aircraft shall be in queue to deice at a time, one actively being deiced and two in-line waiting. Remaining aircraft may push and hold near their gate or another area as directed by Air Traffic Control.
3. Awaiting aircraft will be provided all support services needed (e.g. Follow-me service and wing-walkers) by their company or contract ground handler personnel.

**LOCATIONS:**

Engine washing locations for engine washing and flushing will be evaluated on a case by case basis and are not addressed below.

A. Aircraft Washing

1. Hardstand positions away from airside.
  - a. Dry washing may be conducted at any hardstand position at any time.
  - b. Wet washing may be conducted at the parking positions at Hardstand B and D aprons at any time.
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
  - a. Although an airline may contact the operator of a maintenance hangar, if so desired, to inquire about utilizing a maintenance hangar wash facility, the

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Authority does not imply, nor guarantee, that an airline will be allowed to utilize another airline's maintenance hangar wash facilities.

- b. Dry washing may be conducted at any maintenance hangar at any time.
  - c. Wet washing is allowed at any time at the designated wash area.
  - d. Wash water 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.
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. Wash water is discharged to the sanitary sewer system after being processed through an oil-water separator system.
6. General Aviation, Non-FBO
- a. Dry washing may be conducted at a general aviation non-FBO facility at any time

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- b. Wet washing may be conducted at any time, but should preferably be performed in a designated wash area that meets the above requirements.
- 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 it into the sanitary sewer system.
- d. Under no circumstances shall aircraft washing be conducted in a paved area that drains directly into a storm water structure or pond.

B. Deicing Operations

1. Deicing operations shall be conducted on Taxiway A adjacent to the North end of Taxiway A11, just South of Taxiway A10, with the nose of the aircraft facing South (See Deicing/Defrosting Location Diagram below).



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Note: The Authority reserves the right to suspend any activities that are disruptive to its current or future operations, or that are deemed not to be in compliance with this Operating Directive, Rules and Regulations, Ground Operations Manual or applicable environmental regulations.

APPROVED:           Joe Lopano          

DATE:           04/24/19