

Stormwater Pollution Prevention Plan

for:

Homer Airport
Homer, Alaska
(907) 235-8872

SWPPP Contact(s):

Alaska DOT&PF
Homer Airport Manager
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SECTION 1: FACILITY DESCRIPTION AND CONTACT INFORMATION

1.1 Facility Information

Facility Information

Name of Facility: Homer Airport

Street: 2336 Kachemak Drive

City: Homer

State: AK

ZIP Code: 99603

County or Similar Subdivision: Kenai Peninsula Borough

Permit Tracking Number: _____ (if covered under a previous permit)

Latitude/Longitude (Use **one** of three possible formats, and specify method)

Latitude:

Longitude:

1. __° __' __" N (degrees, minutes, seconds)

1. __° __' __" W (degrees, minutes, seconds)

2. ° .' N (degrees, minutes, decimal)

2. ° .' W (degrees, minutes, decimal)

3. 59.6455556 ° N (decimal)

3. -151.4765833 ° W (decimal)

Method for determining latitude/longitude (check one):

USGS topographic map (specify scale: _____)

EPA Web site

GPS

X Other (please specify): FAA

Is the facility located in Indian Country? No

If yes, name of Reservation, or if not part of a Reservation, indicate "not applicable." N/A

Is this facility considered a Federal Facility? No

Estimated area of industrial activity at site exposed to stormwater: 100 acres

Discharge Information

Does this facility discharge stormwater into an MS4? No

If yes, name of MS4 operator: ___

Name(s) of water(s) that receive stormwater from your facility: Beluga Lake / Lampert Lake / Mud Bay / Coal Bay / Kachemak Bay

Are any of your discharges directly into any segment of an "impaired" water? No; however three Tier III water bodies are present (Beluga Lake, Mud Bay and Kachemak Bay. Tier III waters are water bodies without sufficient information to determine if they are impaired. DOT&PF will continue monitoring the status of these waterways and will modify the SWPPP as necessary depending on future listings.

If Yes, identify name of the impaired water (and segment, if applicable): N/A

Identify the pollutant(s) causing the impairment: N/A

For pollutants identified, which do you have reason to believe will be present in your discharge? N/A

For pollutants identified, which have a completed TMDL? N/A

Do you discharge into a receiving water designated as a Tier 2 (or Tier 2.5) water? No

Are any of your stormwater discharges subject to effluent guidelines? No

If Yes, which guidelines apply? N/A

Primary SIC Code or 2-letter Activity Code: 4581 (refer to Appendix D of the permit)

Identify your applicable sector and subsector: Sector S / S1

1.2 Contact Information/Responsible Parties

Facility Operator (s):

Alaska DOT&PF – Central Region
Homer Airport, 2336 Kachemak Drive
Homer, AK 99603
Phone: (907) 235-8872
Cell: (907) 399-4069
Email: Kevin.Jones@alaska.gov
Fax: (907) 235-2498

Facility Owner (s):

Alaska DOT&PF – Central Region; Peninsula District
P.O Box 1327
Soldotna, AK 99669
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Fax: (907) 262-5343

SWPPP Contact:

Homer Airport Manager or Authorized Alternate
Phone: (907) 235-8872
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Fax: (907)235-2498

SWPPP Preparer:

Environmental Impact Analyst
Phone: (907) 269-0714
Email: jennifer.lindberg@alaska.gov

Qualifications: Jennifer has a B.S. in Environmental Policy, 5 years of experience working in a wide range of federal and state environmental policy issues (including one year with MSGP and CGP SWPPPs), has achieved AK-CESCL certification (ID#10036), and completed SWPPP trainings through EPA including 'EPA's New Industrial Stormwater Permit: What You Need to Know about the MSGP 2008' and 'Monitoring and reporting for the 2008 MSGP'.

1.3 Stormwater Pollution Prevention Team

This SWPPP document and its supporting inspections/documents will be maintained at the Homer Airport with the Airport Manager, who is will be in charge of maintaining the SWPPP and ensuring SWPPP compliance. All inspections will be maintained for a period of three years unless otherwise instructed. The SWPPP must be made immediately available to requesting federal and state agency representatives, on site.

Staff Names	Individual Responsibilities
DISTRICT SUPERINTENDENT	Oversight of Airport Operations; SWPPP Implementation
AIRPORT MANAGER	Airport Operations, Control Measures and Corrective Actions, Facility Inspections, and Annual Report
CENTRAL REGION M&O ENVIRONMENTAL ANALYST	SWPPP Development, Facility Inspections and Annual Report Submission
CENTRAL REGION M&O ENVIRONMENTAL SPECIALIST	SPCC Plan and Facility Inspections

1.4 Activities at the Facility

The Homer Airport is located in Homer, Alaska, on Kachemak Drive (see Appendix A, Vicinity Map). The facility consists of one 6,700-foot-long asphalt-surfaced runway (3/21) and a facility for floatplanes on nearby Beluga Lake. There are a total of 5 paved taxiways ranging from 200 feet to 925 feet in length. Other facilities include a terminal building, several hangars, and a heliport. DOT&PF buildings include: the ARFF/M&O/Crash (SREB) building, Manager's Office, and several storage buildings on the airport including a warm storage building located behind the Manager's Office. Leased areas are located along the apron to the south of the runway.

Activities associated with airport operations, conducted by the ADOT&PF staff include summer, winter and year-round activities, described below.

Summer activities include:

- Crack sealing runways, taxiways and aprons;
- Vegetation management which includes mowing the safety areas and de-weeding activities at the state owned floatplane airport;
- Paint striping; and

- Runway sweeping when needed.

Winter activities include:

- Anti-icing activities such as sweeping and plowing; and
- Deicing on runways and taxiways with urea and potassium acetate (E36).
- No winter activity takes place on the float plane airport.

Year-round activities include:

- Minor amounts of vehicle maintenance, conducted indoors;
- Vehicle fueling;
- Fuel storage for building heating; and
- Storage of chemicals and petroleum products for use on airport and airport equipment (see Section 2.1 for the list of store chemicals).

Airport tenants conduct activities on the airport as well, covered under separate SWPPPs. The tenants activities include summer, winter and year round activities, summarized below. The airport manager collects deicing quantities for monthly usage for this SWPPP plan (see Appendix I). Airport tenant SWPPP plans will be incorporated into this SWPPP, as received (see Appendix M).

Summer activities include:

- Floatplane airport tenants maintain docks and spaces; and
- Floatplane airport tenants conduct fueling operations on Beluga Lake.

Winter activities include:

- Deicing aircraft using propylene.

Year-round activities include:

- Fueling air craft and equipment;
- Vehicle and aircraft maintenance; and
- Fuel and chemical storage.

Drainage patterns for the Homer Airport are shown on the watershed map in Appendix A. In general, stormwater runoff from the runway, taxiways, and apron areas enters grassy low areas and ditches via sheet flow. Runoff travels in vegetated ditches around the perimeter of runways and aprons with concentrated flows leaving the airport on the southwest and western end.

1.5 General Location Map

The general location map for this facility has been placed in Appendix A.

1.6 Site Map

Site map(s) for this facility are placed in Appendix A. Site maps include:

- the watershed map delineating drainage for the airport; and
- the airport layout plan (ALP).

1.7 SWPPP Availability

A copy of the SWPPP is to be kept current and remain on-site. The documentation of SWPPP maintenance and facility inspections is to be kept in or with the SWPPP and shall be readily available to the EPA, State, local or tribal agency, and individuals upon request (in-person).

SECTION 2: POTENTIAL POLLUTANT SOURCES

2.1 Industrial Activity and Associated Pollutants

Areas of the facility where industrial materials or activities are exposed to stormwater and from which allowable non-stormwater discharges are released are defined here. Industrial activity, as defined in the MSGP, includes, but is not limited to:

- material handling equipment or activities;
- industrial machinery;
- raw materials;
- industrial processes;
- by-products; and
- waste products.

Material handling activities include:

- the storage, loading and unloading of materials; and
- the transportation, disposal, or conveyance of materials.

The 2008 MSGP provides limitations on stormwater discharges under Subpart S 8.S.1. The MSGP:

“Authorizes stormwater discharges from only those portions of the air transportation facility that are involved in vehicle maintenance (including vehicle rehabilitation, mechanical repairs, painting, fueling and lubrication), equipment cleaning operations or deicing operations.”

Specifically **prohibited** under Sector S (Air transportation) coverage of the MSGP is “discharge of aircraft, ground vehicle, runway and equipment wash waters” and “the dry weather discharge of deicing chemicals.” Discharges associated with snowmelt are not dry weather discharges.

Industrial Activity	Associated Pollutants
DOT&PF Runway deicing	Urea, E36
DOT&PF Equipment fueling	Diesel fuel, gasoline
DOT&PF Snow removal	Hydraulic fluid
DOT&PF Building heating	Diesel Fuel
DOT&PF Fire fighting	Purple K (Potassium Bicarbonate), AFFF (Aqueous Film-Forming Foam)
DOT&PF Runway sanding/sweeping	Sand and sediment, hydraulic fluid, oils
DOT&PF Equipment maintenance	Hydraulic fluid, oil, diesel, anti-freeze
DOT&PF Float plane airport de-vegetation	Diesel fuel, hydraulic fluid
DOT&PF Runway maintenance	Paint, paint thinner, asphalt solvent, concrete*, crack sealant*
Tenant aircraft deicing	Propylene glycol
Tenant aircraft fueling & lubricants	Aviation fuel, lubricants

*Purchased commercially.

DOT&PF maintains Material Safety Data Sheets (MSDS) at the Manager’s Office, SREB, and SEF which discloses uses and hazards associated with chemicals to prevent harm to human health and the environment including proper uses, clean-up, storage, and disposal.

2.2 Spills and Leaks

The location where spills and leaks could, as a result of airport operations and the associated industrial activities are outlined in the table below:

Location of Industrial Activities where Spills/Leaks could occur

Location and Activity	Outfalls
Aircraft fueling, maintenance and deicing	Outfall B and C
Heating fuel, chemical storage, maintenance fluids	Watersheds I and H – no concentrated flows or outfalls are associated with these areas
Urea, potassium acetate, lubricants, and diesel fuel on runway and taxiways	Outfall D, F, G, and J
Fire fighting practice	Outfall C
Snow storage area between apron and runway	Outfalls C,D, and F

Outlined in the table below is a brief summary of significant spills and leaks related DOT&PF airport operations within the last three years. Significant spills and leaks are defined as the releases of oil or hazardous substances in excess of quantities that are reportable (greater than 55 gallons) and any discharge directly to surface waters.

Spill History

Date	Description	Outfalls
	No significant spills or leaks within last 3 years	

2.3 Non-Stormwater Discharges Documentation

Airport inspections were conducted on two separate occasions. The first was on November 4, 2010 for the initial inspection and the second on August 9, 2011 to re-evaluate the airport.

Initial Inspection:

On November 4, 2010, an inspection was conducted during a snowmelt event in early winter conditions at the facility. Melt water was observed leaving the airport. All areas of the airport were evaluated – taxiways,

runways, drainage, fuel storage, and equipment storage/maintenance areas. The inspection was conducted in order to identify non-stormwater discharges and any corrective actions and control measures that may need to be implemented on the existing airport to achieve compliance with the initial term of the MSGP. The criteria used to evaluate the stormwater management alternative that may be required for compliance included:

- cost;
- maintenance;
- space;
- safety; and
- site specific constraints.

All drainage area and outfalls were directly observed during the inspection. Outfalls B and F were observed but did not have stormwater discharges present. During the inspection, potential non-stormwater discharges were observed as a result of airport operations. Outfalls G contained muddy water, outfall A and C ran clear with no sheen or visible discharges, Outfalls B and F were dry. Outfall C is an open half-culvert and while water is running clear, the culvert is suffering from minor scouring.

The inspection revealed potential actions are needed to correct non-stormwater discharges on the airport. There is no history of spills and BMPs are in place (see Appendix L for a complete list) and the majority of control measures are in operating effectively. The ½ culvert will be addressed during the 2011 construction season to prevent washout, during regular maintenance. Outfall G will be monitored through the stormwater plan implementation to determine effective action to reduce non-stormwater discharges.

Re-Evaluation:

On August 9, 2011, a re-evaluation was conducted during the summer season in dry conditions. Stormwater was not observed leaving the airport. All areas of the airport were evaluated – taxiways, runways, drainage, fuel storage, and equipment storage/maintenance areas. The inspection was conducted in order to identify non-stormwater discharges and any corrective actions and control measures that may need to be implemented on the existing airport to achieve compliance with the initial term of the MSGP. The criteria used to evaluate the stormwater management alternative that may be required for compliance included:

- cost;
- maintenance;
- space;
- safety; and
- site specific constraints.

All outfalls were directly observed though no discharge was occurring. Non-stormwater discharges were observed during the inspection.

- On the backside of the Airport Manager's Office, an eroding slope is depositing sediment in the adjacent drainage area of Watershed D.
- In Watershed I, the sand pile located between the storage building and roadway has migrated and sand has been deposited in the ditch.
- The culvert in Outfall C requires repair for scour.

- Additionally, some locations contained standing water which appeared to be dark and rusty in color. However, this is not attributed to airport operations as the Homer airport is built on peat soils which cause discoloration and suspended sediments.

Actions recommended to the Airport Manager for repair included: repair/replacement of the half culvert associated with Outfall C; the eroded slope in Watershed D will be seeded and stabilized preventing further sedimentation. The sand migrating from the pile in Watershed I will be retrieved and the pile will be monitored to ensure that future migration is contained.

Allowable Non-Stormwater Discharges Under the MSGP

Allowable Discharge	Location
Deicer, aviation fuel, diesel fuel, and lubricants associated with vehicle maintenance.	Watershed B and C and associated outfalls
Deicer, diesel fuel, lubricants associated with vehicle maintenance, Purple-K, paints, paint thinner, asphalt, crack sealant	Watershed G, D and I for storage and Watersheds A-J for application.

2.4 Salt Storage

No salt is used at the airport facility for deicing purposes because these products are corrosive to aircraft surfaces and mechanical parts. Salted sand is stored at the SEF building, off site, for use on roads but is not stored or used on the airport.

2.5 Sampling Data Summary

Because this is the initial permit term for this facility, no stormwater discharge sampling data is available to report at this time. The airport does not exceed deicing quantities established under the MSGP. Established benchmark limitations include a maximum of 100,000 gallons of glycol (E36) or 100 tons of urea during the deicing season, defined as October 1 – April 30.

2.6 Tracking Deicing Quantities

Tenant and DOT&PF deicing quantities will be tracked on a monthly basis (tracking forms can be found in Appendix I). Tracking quantities helps to determine methods for optimization and whether the airport has exceeded the threshold limits that would initiate tracking. In the event that quantities exceed the 100 tons of urea and/or 100,000 gallons of glycol, benchmark monitoring would take place while determining the applicability and efficacy of using alternative deicers and/or anti-icing methods to reduce/optimize deicer. Control measures for retention and settling should also be evaluated to reduce discharges to waters.

SECTION 3: STORMWATER CONTROL MEASURES

3.1 *Minimize Exposure*

Due to the high average snowfall (approximately 57 inches/year) and relatively moderate coastal climate, urea is the primary deicing compound (average annual usage of 40 tons/year). Small amounts of the alternative deicer (E36) are also utilized (approximately 4,000 gallons/year) when conditions warrant. Sand is also used, alone or mixed with the deicers, to provide aircraft traction and to stretch deicers. The deicers are primarily used on the runway itself, on an as-needed basis; mechanized clearing is the preferred method when weather conditions are suitable. Deicer storage is located at the Manager's Office with urea stored indoors and E36 stored in a tanker truck. The majority of sand for use on airport surfaces is stored outside at a dedicated sand storage area by the Manager's Office.

DOT&PF airport equipment is all stored indoors in the SREB buildings, when possible. DOT&PF equipment maintenance is performed indoors. Equipment is kept in good working condition to minimize the potential for leaks and reduce airborne particulates. Older equipment is replaced.

All materials and chemicals associated with airport operations are stored indoors to prevent and reduce exposure to stormwater.

A spill kit in all facilities and an SPCC Plan is in place to minimize potential for fuel spills (Appendix K).

Best Management Practices: Minimizing Exposure

Vehicle and Equipment Maintenance Areas	
	Perform all cleaning operations indoors or under covering when possible.
	Conduct the cleaning operations in an area with a concrete floor with no floor other than those to approved disposal methods (including sanitary sewers or treatment facilities, oil/water separators, etc.) – if operations are uncovered, perform them on a concrete pad that is impervious and contained.
	Park vehicles and equipment indoor or under a roof whenever possible and maintain proper control of oil leaks/spills.
	Check vehicles closely for leaks and use pans to collect fluid when leaks occur.
	Use berms, curbs, grassed swales, or other diversion measures to ensure that stormwater runoff from other parts of the facility do not flow over the maintenance area.
	Discharge vehicle wash or rinse water to the sanitary sewer (if allowed by sewer authority), wastewater treatment, a land application site, or recycle on-site. Do not discharge wash water to a storm drain or to surface

	water.
	Inspect the maintenance area regularly to ensure BMPs are implemented.
	Train employees on waste control and disposal procedures.
	Inspect the maintenance area regularly for proper implementation of control measures.
Vehicle and Equipment Storage Areas	
	Store vehicles and equipment indoors, when possible.
	Store vehicles and equipment awaiting maintenance in designated areas, when possible.
	Park leaking deicing trucks in a designated area.
	Use absorbents to cleanup spills and leaks.
	Use drip pans under all vehicles and equipment for the collection of fluids.
	Clean pavement surfaces to remove oil and grease without using large amounts of water.
	Regularly sweep area to minimize debris on the ground.
	Provide dust control if necessary. When controlling dust, sweep and/or apply water or materials that will not impact surface or groundwater.
	Train employees on procedures for storage and inspection items.
Materials Storage Areas	
	Store materials indoors, when possible.
	Maintain good integrity of all storage containers (e.g., used oil, hydraulic fluids, solvents, waste aircraft fuel).
	Create a centralized storage area for waste materials.
	Cover and/or enclose chemical storage areas (including temporary cover such as a tarp that prevents contact with precipitation).
	Inspect storage tanks and piping systems (pipes, pumps, flanges, couplings, hoses, and valves) for failures or leaks and perform preventative maintenance.
	Plainly label containers.
	Provide fluid level indicators.
	Properly dispose of chemicals that are no longer in use.
	Store and handle reactive, ignitable, or flammable liquids in compliance with applicable local fire codes, local zoning codes, and the National Electric Code.
	Provide drip pads/pans where chemicals are transferred from one container to another to allow for recycling of spills and leaks.
	Train employees in spill prevention and proper materials management.

Fuel System and Fueling Areas	
	Develop and implement a system to report any spill exceeding 5 feet in any direction or which has entered the storm drainage system.
	Use fueling hoses with check valves to prevent hose draining after filling.
	Provide spill kits on all fuel trucks, at fueling stations, at strategic locations. Each kit should be properly stocked and maintained. Store used materials in individual sealed container and labeled to ensure proper handling and disposal as a hazardous material.
	Keep spills cleanup materials readily available.
	Clean up spills and leaks immediately.
	Use dry cleanup methods for fuel areas rather than hosing down the fuel area. Sweep up absorbents as soon as spilled substances have been absorbed.
	Use spill and overflow protection devices.
	Provide curbing or posts around fuel pumps to prevent collisions from vehicles.
	Regularly inspect and perform preventative maintenance on fuel storage tanks to detect potential leaks before they occur.
	Inspect the fueling area for leaks and spills.
	Do not allow "topping off" of the fuel in the receiving equipment.
	Train personnel on vehicle fueling BMPs.
Storing Liquid Fuels	
	Develop and implement spill plans.
	Train employees in spill prevention and control.
	For ASTs – provide secondary containment, such as dikes, with a height sufficient to contain a spill.
	For ASTs – use double walled tanks with overflow protection.
	For ASTs – Keep liquid transfer nozzle/hoses in secondary containment area.
	Store drums indoors when possible.
	Clearly label drums with contents.
Equipment Cleaning Areas	
	Confine activities to designated areas outside drainage pathways and away from surface waters.
	If washing outdoors, cover the cleaning operation and ensure that all wash waters drain to the intended collection system.

3.2 Good Housekeeping

Under the MSGP all areas that are exposed to potential sources of pollution should be kept clean.

Due to weather conditions, chemicals and materials associated with airport operations are stored indoors in designated locations and clearly labeled. Shops are kept clean and orderly. Waste materials generated are kept indoors and/or in covered containers prior to weekly pick-up. Fuel tanks are fairly new and in good condition. Tanks and fueling areas are regularly monitored for leaks and spills. Facilities are connected to municipal water which is treated before discharge.

Best Management Practices: Good Housekeeping

Vehicle and Equipment Maintenance Areas	
	Eliminate floor drains that are connected to the storm or sanitary sewer.
	Prevent and contain spills and drips
	Perform all cleaning at a centralized station so the solvents stay in one area.
	Remove any parts that are dipped in liquid slowly to avoid spills.
	Use drip pans, drain boards, and drying racks to direct drips back into fluid holding tank for reuse.
	Drain all parts of fluids prior to disposal. Oil filters can be crushed and recycled.
	Transfer used fluids to the proper container promptly; do not leave full drip pans or other containers around the shop. Empty and clean drip pans and containers.
	Clean up leaks, drips, and other spills without using large amounts of water. Use absorbents for dry cleanup whenever possible.
	Prohibit the practice of hosing down an area where the practice would result in the discharge of pollutants to a stormwater system.
	Prohibit pouring liquid waste into floor drains, sinks, outdoor storm drain inlets, or other storm drains or sewer connections.
	Maintain an organized inventory of materials.
	Eliminate or reduce the number and amount of hazardous materials and waste by substituting nonhazardous or less hazardous waste materials.
	Store batteries and other significant materials inside.
	Dispose of greasy rags, oil filters, air filters, batteries, spent coolant, and degreasers in compliance with environmental regulations.

3.3 Maintenance

DOT&PF M&O facility has an SPCC Plan, which is in use and dated August 2011. A spill kit is kept stocked and on-site. Fuel tanks are inspected to ensure compliance, and the staff trained to inspect for leaks by the Airport Manager.

Equipment is regularly maintained and kept in proper working order, to minimize leak potential.

Runways are swept and priority is placed on anti-icing activities when possible. All material swept from the runway is brushed into vegetated low areas.

In the event that control measures and BMPs are not serving the intended function to prevent and reduce non-stormwater discharges, maintenance measures must be employed to correct the problem and restore the control measure to working order. When a control measure is identified as requiring repair it shall be documented within 24 hours in the stormwater plan in the Corrective Action Log in Appendix F, as required by the MSGP. Staff has a maximum of 14 days to initiate the repair. If the repair requires ordering materials, placing the order would constitute initiation.

Best Management Practices: Maintenance

Vehicle and Equipment Monitoring and Repairs	
	Regularly inspect vehicles for leaks and maintenance.
	Vehicles are kept in good working condition and monitored for leaks to prevent discharges.
	Leaking equipment is kept indoors until repairs can be made with drip pans and absorbents in place as necessary.
	Equipments maintenance is conducted indoors
	All storage containers are monitored for leaks and stored indoors when possible.
	Fuel tanks are inspected regularly for leaks and integrity.
Deicing/Anti-icing Runways and Pads	
	Evaluate and optimize present chemical application rates.
	Use sand where possible to enhance friction.
	Plow and broom runways prior to application of deicing chemicals.
	Heat solid deicers and sand prior to application.
	Install and calibrate devices to meter the amount of pavement deicer being applied.
	Emphasize anti-icing operations which minimize the need to deice.
	Pre-wet with liquid deicers to improve adhesion of solid deicers to the iced surface.
	When possible, use deicers which have less of an

	environmental impact (e.g. sodium formate and potassium acetate opposed to urea and glycol.)
	Ensure proper handling and disposal of unused deicing chemicals in vehicles.
	Use ice detection systems.
	Use airport traffic flow strategies and departure slot allocation systems.

3.4 *Spill Prevention and Response*

A Spill Prevention Counter-measure and Control (SPCC) Plan is in place at the airport and can be found in Appendix K of this SWPPP. Below is a brief outline of the contents of the SPCC plan.

Structural Controls (Inspection Procedures)

Tanks, lines, and pumps are inspected in accordance with the SPCC plan. Spill kits are located in the SREB and Manager's Office, and all oil-handling employees are trained annually in spill prevention, control, and countermeasures.

Container Labeling

All containers with new products are labeled with the manufacturer's labeling. Container labeling is standard operating procedure at the airport and all containers are labeled when generated. Containers such as drums are labeled with USED OIL or Non-Hazardous Waste labels. No hazardous waste is generated during airport maintenance and operational activities. All tank containers are labeled with both the product type and tank number.

Preventative Measures

All equipment fuel tanks have secondary containment (double walled tanks), overfill prevention, and valves that prevent equipment overfills. Bollards surround the tanks providing additional spill protection. In addition, equipment fuel tanks are situated away from roadways. Buildings are heated with diesel fuel; the SREB and the Manager's Office each have an above ground tank. Used oil from equipment maintenance is stored indoors and disposed of via a used oil burner.

Spill Response Procedures

1. Assess the situation. Confirm there is no potential risk from fires, confined spaces, safety hazards. If the cause of the spill can be fixed quickly (tank overfill), stop the release.
2. Get help. If you are not alone at the site, find someone to assist you.
3. If possible, stop the spill.
4. If stopping the spill is not possible, then contain the spill. Spill kit(s) contain booms or spill socks. The goal is to reduce the amount of ground surface that gets contaminated.
5. If there is equipment available, an earthen berm can stop the flow of oil.
6. **Report the spill to the Environmental Analyst, and then your supervisor.** If the spill is a reportable quantity (see below), **DOT&PF will need to notify the ADEC Response Team.** Even if the spill is not reportable, log the spill and our response in the SPCC Plan.

Notification Procedures

The supervisor will notify ADEC immediately of any discharge of hazardous substance or oil to surface water. In the event of a release to land, the supervisor will notify ADEC immediately of a discharge of oil in excess of 55 gallons, or of any discharge of a hazardous substance. The supervisor will notify ADEC within 48 hours of a discharge of oil in excess of 10 gallons, but less than 55 gallons. If a discharge of oil from 1 to 10 gallons occurs, the supervisor will notify ADEC by writing within 30 days. The supervisor will notify ADEC within 48 hours of discharge in excess of 55 gallons to an impermeable secondary containment area or structure.

3.5 Erosion and Sediment Controls

The airport is situated near Kachemak Bay, Coal Bay, Beluga Lake, and Lambert Lake. The main part of the airport, which includes Lampert Lake and its associated wetlands, is physically separated from the tidal influence of the bay. Beluga Lake is a fresh water lake created during construction of the Sterling Highway, which has effectively separated it from the tidal influence of Beluga Slough to the west of the lake and the rest of Kachemak Bay. Lampert Lake is up gradient from Beluga Lake and is hydrologically connected to Beluga Lake not only by the direction of groundwater flow, but the level of Lampert Lake is determined by overland drainage toward Beluga Lake. The airport is constructed on peat soils which results in a mild discoloration and deposition of organics that are suspended in the drainage. Although the airport gets a considerable amount of precipitation annually, erosion and sedimentation are generally not a problem because stormwater is dissipated from the impervious airport surfaces with minimal concentrating conveyances and the airport is stabilized with vegetation. These control measures help to reduce erosion and settle out pollutants.

Minimal ground disturbing activities take place as part of airport operations. Appropriate BMPs during maintenance work that includes ground disturbance or potential discharges, followed by re-seeding will be enacted as additional erosion and sediment controls (see Appendix L for examples of typical BMPs).

3.6 Management of Runoff

Due to the coastal climate conditions, the Homer area gets moderately frequent precipitation, with an average annual precipitation of approximately 25 inches relatively evenly distributed throughout the year. Stormwater drains off the gently sloped impervious areas (runway, taxiways, and apron) directly, without concentrating conveyances. In the winter, runway and taxiways are plowed to the edge. Snow is stored in the Safety Areas of the runways, and taxiways. Snow from the aprons is stored in a vehicle parking lot west of the terminal building. Homer Airport drainage is currently toward ditches that connect to wetlands in the surrounding area. A culvert is located under the runway to facilitate water drainage from Lampert Lake and its surrounding wetland toward Beluga Lake. The culvert is located east of Taxiway A and extends under the runway.

Concentrated drainages and drainage ways are vegetated or have velocity dissipation devices to reduce erosion potential and filter non-stormwater discharges associated with airport operations, such as deicing chemicals.

Best Management Practice (BMP): Management of Runoff

Vehicle and equipment maintenance areas	
	<ol style="list-style-type: none"> 1. Maintain as much vegetation as possible in maintenance areas and areas where stormwater leaves impermeable surfaces. 2. Utilize velocity dissipaters such as; vegetation, rock outfalls, and check dams. 3. Create opportunities for filtration and settling such as gently sloped vegetated ditches.

3.7 *Salt Storage Piles or Piles Containing Salt*

Because salts are corrosive to aircraft surfaces and mechanical parts, salt is not used on airport facilities for deicing activities.

3.8 *MSGP Sector-Specific Non-Numeric Effluent Limits*

Sector S specific non-numeric effluent limits are described in Subpart S of the MSGP. Section 8.S.3 describes specific best management practices **required** under the permit, as stated in Section 2.1.2.8 of the MSGP.

Sector Specific Requirement	Best Management Practice
8.S.3.1.1 – Minimize the contamination of stormwater runoff from all areas of vehicle and equipment maintenance.	<p>All equipment maintenance takes place indoors.</p> <p>All fluids are drained from equipment parts prior to disposal.</p> <p>Dry clean-up methods are employed.</p>
8.S.3.1.2 – Minimize the contamination of stormwater from cleaning areas.	Dust and dirt is occasionally sprayed from equipment during the summer, as needed.
8.S.3.1.3 – Minimize the contamination of stormwater runoff from equipment storage areas.	<p>Equipment awaiting maintenance is stored in designated areas, indoors.</p> <p>Drip pans are utilized to collect fluid leaks.</p>

	<p>Equipment is stored indoors the majority of the time.</p> <p>Equipment utilized is relatively new, and kept in proper working order.</p>
8.S.3.1.4 – Maintain material storage areas to prevent or minimize contamination of stormwater.	<p>Material is stored inside when possible or outside in enclosed containers.</p> <p>The vessels of stored materials are clearly labeled and kept in good condition.</p> <p>There is a designated and covered waste disposal location.</p>
8.S.3.1.5 – Minimize the discharge of fuel to the storm sewer/surface waters.	<p>The equipment fuel tanks are relatively new and properly maintained, with an automatic shut-off device.</p> <p>A spill kit is on-site and an SPCC Plan in place.</p>
8.S.3.1.6 – Minimize and where feasible eliminate, the use of urea and glycol-based deicing chemicals.	<p>Mechanical means are used to keep the runway clear of snow and ice, when possible.</p> <p>Sand is used for traction and to stretch deicer use when possible.</p> <p>Urea is primarily utilized when necessary to keep the runway safe due to climatic conditions. When conditions allow, E36 is utilized in small quantities.</p>
8.S.3.1.6.1 – Minimize contamination of stormwater runoff from runways as a result of deicing operations.	<p>Mechanical means are used to keep the runway clear of snow and ice, when possible.</p> <p>Deicing application quantities are tracked and applications are minimal based on the infrequent flight operations on the airport.</p>
8.S.3.1.7 – Where deicing operations occur, implement a program to control or manage contaminated runoff to minimize the amount of pollutants being discharged from the site.	<p>Stormwater drains off the gently sloped impervious areas (runway, taxiways, and apron) directly, with minimal concentrating conveyances through vegetated swales which provide velocity dissipation, filtration and settling of deicing chemicals.</p>

<p>8.S.3.2 – Determine the seasonal timeframe during which deicing activities typically occur at the facility. Implementation of control measures, facility inspections and monitoring must be conducted with particular emphasis through the defined deicing season.</p>	<p>The deicing season typically runs from mid-October through mid-May.</p> <p>No monitoring occurs on the airport: deicing chemical usage falls below the usage threshold (100,000 gallons glycol and/or 100 tons of urea) required for benchmark monitoring.</p> <p>Facility inspections occur monthly during the deicing season as required under 8.S.5.1. In the event that deicing is required outside the defined timeframe, monthly inspections would continue.</p>
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3.9 Employee Training

Storm water training for airport staff will take place annually during the deicing season and will coincide with an inspection of the airport facility. In addition to training on the inspection process, training will include any updates to MSGP requirements, procedures for Quarterly Visual Assessment and discussion of operational activities at the airport facility. Training for airport staff will also include fuel handling and spill reporting procedures as required by the SPCC plan in Appendix K, page 17. Besides scheduled annual training, new staff will be trained on an as-needed basis. Staff training logs are found in Appendix G. Fuel Handling and Spill related training shall also be documented in on SPCCC forms in Appendix K.

The level of training provided will be commensurate with each worker's assignments and responsibilities. Training may be accomplished in a number of ways:

- Through workshops, classes, working groups, conference calls, and/or shop level tailgate briefings.
- Through discussions and presentations at pollution prevention team meetings, periodic environmental compliance briefings, and similar group gatherings.
- Through signs/posters posted in significant locations in facilities.
- Through providing written copies of BMPs.
- Through online training such as EPA webcasts.

3.10 Non-Stormwater Discharges

Sector S, Airport Operations allows for stormwater discharges associated with airport/aircraft deicing and the maintenance and fueling of air transportation vehicles and equipment, including support equipment, and the maintenance of runways and taxiways. ADOT&PF makes reasonable efforts to reduce and eliminate allowable non-stormwater discharges. According to the MSGP the following are allowable discharges associated with airport operations:

- Discharges from fire-fighting activity;
- Fire hydrant flushing;
- Pavement wash waters where no detergents are used and no spills or leaks of toxic or hazardous materials have occurred (unless all spilled material has been removed);
- Uncontaminated ground or spring water;
- Discharges that are associated with vehicle maintenance (including vehicle rehabilitation, mechanical repairs, painting, fueling and lubrication); and
- Equipment cleaning operation or deicing operations.

Below is a table that summarizes the types of industrial activities and the location of their use and associated outfalls. All unauthorized stormwater discharges are to be eliminated or coverage under an appropriate permit should be obtained.

Allowable Non-Stormwater Discharges Under the MSGP

Allowable Discharge	Location
Tenant deicer, aviation fuel, diesel fuel, and lubricants associated with vehicle maintenance.	Watershed B and C and associated outfalls
Deicer, diesel fuel, lubricants associated with vehicle maintenance, Purple-K, paints, paint thinner, asphalt, crack sealant	Watershed G, D and I for storage and Watersheds A-J for application.

Areas of special concern that should be documented on inspection forms include:

- The airport is constructed on peat soils which results in a mild discoloration and deposition of organics that are suspended in the drainage.
- The dirt driveway and parking area at the SREB building, located in watershed H, is used and shared by the Alaska Department of Natural Resources Forest Service. Additionally, the runoff at this location tends to be sheet flow with some minor concentrations during large storm and melt events. This runoff enters the ditch adjacent to the property and the roadway. No outfall is identified at this location because the flow is not concentrated prior to entering the ditch, where comingled runoff would prevent isolating DOT&PFs contribution to any contamination that may be present.
- The sand pile at the Managers office sits adjacent to the roadway and the storage building in Watershed I. The pile is uncovered and should be monitored to ensure the pile does not migrate.

3.11 Waste, Garbage and Floatable Debris

Wastes and debris are covered and/or stored indoors prior to landfill disposal. Garbage is stored in covered dumpsters and picked up weekly. Outside areas around the airport are kept clear of debris and clutter. Shop waste water passes through an oil/water separator and then is treated through the Homer

municipal waste water treatment facility. The oil/water separator is cleaned by the State Facilities crew. Human waste is also treated through the municipal facility.

Best Management Practices: Waste Management

Training	
	Train employees on proper waste control and disposal procedures.
Waste, Garbage, and Floatable Debris	
	Waste and debris are stored in cover containers or indoors and removed regularly.
	The oil water separator is cleaned out annually.
	Maintenance and airport areas are kept clear of debris and clutter.
	Human waste and all water is treated through a waste water facility.

3.12 Dust Generation and Vehicle Tracking of Industrial Materials

Airport runway, taxiways, and apron areas are paved. Some access roads and areas are gravel. Transition areas between gravel and pavement are swept clear of rocks and debris that could damage aircraft. Airport maintenance equipment remains on the airport with the exception of light duty passenger vehicles and there is limited potential for tracking of materials as deicing chemicals are restricted to runway use.

3.13 Control Measures

All structural control measures such as vegetated swales, buildings, and drainage ways, were designed, constructed and/or installed to reduce concentrated flows, dissipate velocity and retain/filter stormwater by engineers and in accordance with good engineering practice. All implemented control measures, such as BMPs for spill monitoring, were selected to reduce exposure and prevent non-stormwater discharges based on agency (EPA and DEC) recommendations as well as industry standards.

In the event control measures are not achieving their intended effect, they will be modified/ maintained as soon as possible (within economic feasibility). Upon discovery of failed control measures, including failure to implement control measures, the need for corrective action will be documented in the SWPPP in Appendix F within 24 hours and corrective action will be initiated within 14 days. Many actions can be completed within the 14 day time period and completion dates shall be documented in Appendix F. In the event the corrective action cannot be completed in 14 days, this will be documented. As control measures are added, modified or removed this SWPPP will be updated and documentation of updates will be summarized in Section 8, SWPPP Modifications with name, date, and signature. The location within the SWPPP that requires modification can be changed by hand and should be dated and initialed.

SECTION 4: SCHEDULES AND PROCEDURES FOR MONITORING

1. **Sample Locations:** Sampling locations are all concentrated flows – Outfalls A,B, C, D, F, G that are likely to contain deicing chemicals and petroleum products. However, the airport does not exceed limitations for deicing chemicals as described in the MSGP. Analytical sampling is not currently required for permit coverage of airport operations.
2. **Pollutant Parameters to be Sampled:** Sector S parameters of concern are Biological Oxygen Demand (BOD), Chemical Oxygen Demand (COD), Ammonia, and pH. Threshold limits can be found in table 8.S-1 of the 2008 MSGP. Benchmark monitoring is not applicable for this facility as deicing quantities do not exceed 100,000 gallons of glycol-based deicing chemicals and/or 100 tons or more of urea on an average annual basis for the entire airport (single permittee or combination of permitted facilities) (MSGP, Part 6).
3. **Monitoring Schedules:** Monitoring related to deicing would occur during the deicing season with a minimum of four samples to meet benchmark sampling requirements. At least one benchmark sample would be taken during a spring melt event as part of the annual effluent limit sample and report. Benchmark monitoring would continue until documentation and/or samples show the Airport is exempt because the average of 4 consecutive samples has not exceeded limits established in the permit.

For any other monitoring requirements, the schedule would be determined based on the MSGP, Part 6 or the instructions of the regulating agency.

4. **Numeric Limitations:** Numeric limits are not applicable to Sector S.
5. **Procedures:** Sampling will be conducted as follows:
 - a. Snow melt sampling procedures:
 - i. Collect a grab sample using clean prescribed containers as part of your sampling kit at a time when a measurable discharge occurs.
 - ii. Identify the date of the sampling event. When adverse weather conditions prevent the collection of samples, take a substitute sample during the next qualifying storm event.
 - iii. Identify the outfall the sample was taken from, all outfalls identified in this SWPPP plan shall be sampled unless otherwise specified.
 - iv. Samples should be sent to a qualified lab in Anchorage, Alaska. Contact the environmental analyst for locations and payment.
 - b. For storm event monitoring:
 - i. Collect a grab sample using clean prescribed containers as part of your sampling kit within the first 30 minutes from a discharge resulting from a measurable storm event or as soon as practicable after the first 30 minutes. If the 30 minute period is exceeded, document it in the SWPPP explaining why it was not possible to take a sample within the first 30 minutes. A measurable storm event is one that results in a discharge from the outfall. The storm event is preceded by at least 72 hours of dry weather (or 72 hours since the last measurable storm event).
 - ii. Identify the outfall the sample was taken from, all outfalls identified in this SWPPP plan shall be sampled unless otherwise specified.

- iii. For each monitoring event, identify the date and duration (in hours) of the rainfall event, rainfall total (in inches) for that rainfall event, and time (in days) since the previous measurable storm event.
 - iv. When adverse weather conditions prevent the collection of samples, take a substitute sample during the next qualifying storm event.
 - v. Samples should be sent to a qualified lab in Anchorage, Alaska. Contact the environmental analyst for locations and payment.
6. **Records Retention:** Records of the above inspections will be kept with this SWPPP in print for a period of 3 years. After that time, they may be electronically archived.

In the event that benchmark limitations are exceeded (per MSGP 6.2.1.2):

- If the average of four quarterly samples exceeds benchmark standards, the control measures associated with the sample area will be reviewed for their selection, design, installation, and implementation and where necessary either modifications will be made or monitoring will continue. If exceedences continue and no further pollutant reductions are achievable because they are technologically or economically impracticable this will be documented and monitoring will continue.
- If average quarterly benchmark monitoring averages exceed benchmark values and it is attributed to natural background pollutant levels, corrective actions are not required and monitoring will cease. This must be documented in the SWPPP.

SECTION 5: Inspections

5.1 Routine Facility Inspections and Annual Report

Routine Facility Inspections and Annual Report procedures include:

1. **Inspectors:** The Airport Manager or the Alternate Airport Manager is responsible for all inspection reports. Inspections can be conducted by the Alternate but should be signed by the Airport Manager unless he not present at the facility.
2. **Inspection Schedule:**
 - a. Routine inspections will take place monthly during the deicing season (typically mid-October through mid-May), as denoted in the table below. In the event the deicing season varies, routine inspections will continue while deicing continues. An additional routine inspection will take place when stormwater discharge is occurring, during the months of July – September as site conditions warrant. The form for routine inspections can be found in Appendix E.
 - b. The Annual Report will take the place of a routine inspection during the deicing season, likely in March or April when day length is longer and sufficient time remains to complete annual reporting (due by end of September of each permit year). The inspection should be conducted during periods of actual deicing operations. If that is not practicable, then conduct during a season when deicing occurs and equipment is in place. The Annual Report form can be found in Appendix H and should be completed and signed by the Airport Manager and sent to the Environmental Analyst for review and submittal to the ADEC. One annual report must be completed per year.

Month	Deicing Season	Inspection Schedule
January	x	Monthly
February	x	during deicing
March	x	Season
April	x	Annual Report
May	x	replaces routine
June		Inspection
July		One
August		routine inspection
September		per quarter
October	x	Monthly
November	x	during deicing
December	x	Season

3. **Inspection Locations:**
 - a. Routine Inspections will cover all areas of the airport where industrial materials or activities are exposed to stormwater, and or stormwater control measures used to comply with effluent limits. Additionally inspections will cover: that are subject to deicing due to aircraft operations will be inspected during each inspection, as will equipment fueling, deicing material storage areas, and

snow storage areas. During the summer routine inspections, any potential discharges and drainages will also be inspected. All outfalls and concentrated flows will be inspected.

- b. Annual Inspections will cover: industrial materials, residue, or trash that may have or could have contact with stormwater; leaks or spills from industrial equipment, drums, tanks and other containers; off-site tracking of industrial waste materials or sediment where vehicles enter/exit site; tracking or blowing of raw, final, or waste materials; control measures needing replacement, maintenance, or repairs (observe control measures to make sure they are functioning properly), areas that are subject to deicing; deicing material storage areas, and snow storage areas; any potential discharges and drainages will also be inspected. All outfalls and concentrated flows will be inspected.
4. **Records Retention:** Records of the above inspections will be kept with this SWPPP in print for a period of 3 years. After that time, they may be electronically archived.

5.2 Quarterly Visual Assessments

Four Quarterly Visual Assessments must be completed every year. The procedures include:

1. **Inspectors:** The Airport Manager or the Alternate Airport Manager is responsible for all inspection reports. Inspections can be conducted by the Alternate but should be signed by the Airport Manager unless he not present at the facility.
2. **Inspection Schedule:** Due to the long winter season and persistent frozen conditions, the four quarterly visual assessments will all take place during the period of April – October, with two in April – June and two in July – October. If frozen conditions persist for an entire quarter, preventing visual inspection two visual inspections will be conducted during the following quarter. If limited rainfall occurs during a quarter when visual assessment must be conducted, then conduct visual assessment during the next quarter and document the reason on the form. One visual assessment must capture snowmelt discharge. If adverse weather conditions prevent collection of samples during the quarter, take substitute samples during next qualifying storm event. Include documentation of rationale.

Month	Visual Assessment Schedule
January	
February	
March	
April	Take break-up plus
May	one quarterly
June	visual assessment
July	Take two
August	quarterly
September	visual assessments
October	
November	
December	

3. **Sample Locations:** Visual assessment samples will be collected outfalls identified in this stormwater plan, see Watershed Map in Appendix A.
4. **Sampling Procedures:**
 - a. Collect a grab sample using clean, clear container in a well lit area. The sample should be inspected for color, odor, clarity, floating solids, settled solids, suspended solids, foam, oil sheen, and other indicators of pollution;
 - b. For the 3 samples associated with storm events, samples should be taken within the first 30 minutes from a discharge resulting from a measurable storm event or as soon as practicable after the first 30 minutes. A measurable storm event is one that results in a discharge from the outfall. The storm event is preceded by at least 72 hours of dry weather (or 72 hours since the last measurable storm event).
 - c. If the 30 minute period is exceeded, document it in the SWPPP explaining why it was not possible to take a sample within the first 30 minutes.
 - d. Identify the outfall the sample was taken from, all outfalls identified in this SWPPP plan shall be sampled unless otherwise specified.
 - e. A separate visual inspection form must be filled out for each outfall inspected (see appendix D for inspection forms. When adverse weather conditions prevent the collection of samples, take a substitute sample during the next qualifying storm event.
5. **Records Retention:** Records of the above inspections will be kept with this SWPPP in print for a period of 3 years. After that time, they may be electronically archived.

5.3 Inspections as required by the Spill Prevention Plan

The SPCC plan in Appendix K requires monitoring and inspections of areas that could be exposed to petroleum products including oil storage and maintenance areas. These inspections include a monthly tank inspection and an annual inspection. Instructions can be found on page 16 of the SPCC Plan in Appendix K and the form can be found in Appendix E.

SECTION 6: DOCUMENTATION TO SUPPORT ELIGIBILITY CONSIDERATIONS UNDER OTHER FEDERAL LAWS

6.1 Documentation Regarding Endangered Species

In checking the ESA Listed Species Consultation Guide – Anchorage, United States Fish and Wildlife Service (USFWS) Field Office, and National Oceanic Atmospheric Association (NOAA) National Marine Fisheries Service (NMS) webpages, it was determined that the Steller's eider, Kittlitz's murrelets and the Cook Inlet beluga whale, all listed species, ranges include Homer, Alaska. Airport maintenance and operations follows BMPs, SWPPP and SPCC plan. Effluent limits for deicing activities under the MSGP states that airports shall not exceed 100 tons of urea and 100,000 gallons of potassium acetate for de-icing activities without conducting analytical sampling for impacts. The Homer Airport uses approximately 40 tons of urea and 5,000 gallons of potassium acetate annually. When possible, mechanized anti-icing activities are utilized in lieu of chemical deicers. Water is diverted through grassy swales and ditches before entering waterways.

Steller's eider and Kittlitz's murrelets may pass through the action area. Airport operation includes wildlife management to reduce wildlife/aircraft collisions and would reduce occurrence of listed species.

The Cook Inlet beluga whale critical habitat and presence is outside of the airport. Any deicing chemicals and sediment that may leave the airport and enter the critical habitat zone of the Cook Inlet is expected to have minimal impact due to the turbid nature of the Inlet and the quantity and distance to waterways. There are no direct discharges of deicing chemicals to the inlet; all discharges pass through vegetated swales and ditches allowing for a great amount of filtration.

DOT&PF has determined that airport activities may affect but is unlikely to adversely affect Steller's Eiders, Kittlitz's murrelets and the Cook Inlet Beluga Whale. Section 7 consultation for MSGP was not initiated, it has been determined that there is no Federal Nexus for conducting this consultation now that ADEC manages the MSGP. However, a copy of the SWPPP was sent to both USFWS and NOAA NMFS for their review and comment. Any comments received will be incorporated into this plan as necessary and can be found in Appendix J. ADOT&PF has determined that Eligibility Criterion E of the MSGP has been met and airport operation is not likely to adversely affect ESA species.

6.2 Documentation Regarding Historic Properties

No subsurface disturbances resulting from building or installing control measures are occurring at this facility, therefore discharge-related activities do not have the potential to have an effect on historic properties. Eligibility Criterion A of the MSGP is met, no further action is required.

6.3 Documentation Regarding NEPA Review

No operations related to New Source Performance Standards (NSPS) take place at this facility.

SECTION 7: SWPPP CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name: Kevin Jones Title: Airport Manager

Signature: Kevin Jones Date: 9/29/11



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**DELEGATION OF SIGNATURE AUTHORITY,
SWPPP AND OTHER NPDES MSGP RELATED REPORTS AND
DOCUMENTS**

Airport Name: Homer

I, Robert A. Campbell, P.E. hereby designate the Airport Manager, Kevin Jones, assigned to Homer Airport to be the DOT&PF duly authorized representative for the purpose of overseeing compliance with the NPDES Multi-Sector General Permit, at the Homer Airport. By signing this authorization, I confirm that I meet the requirements to make such a designation as set forth in Appendix B, Subsection 11.A of EPA's Multi-Sector General Permit (MSGP), and that the designee above meets the definition of a "duly authorized representative" as set forth in Appendix B, Subsection 11.B.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name: Robert A. Campbell, P.E.

Title: Regional Director

Signature: _____

Date: _____

Handwritten signature in blue ink and the date "8-25-11" written in blue ink.

SWPPP APPENDICES

Appendix A – General Location Map & Site Map

Appendix B – Permit

Appendix C – NOI and Acknowledgement of Coverage

Appendix D – Visual Assessments

Appendix E – Routine Inspections

Appendix F – Corrective Action Log

Appendix G – Training

Appendix H – Annual Reports

Appendix I – Deicer Tracking Forms

Appendix J – Miscellaneous

Appendix K – SPCC Plan

Appendix L – Best Management Practices and Typical

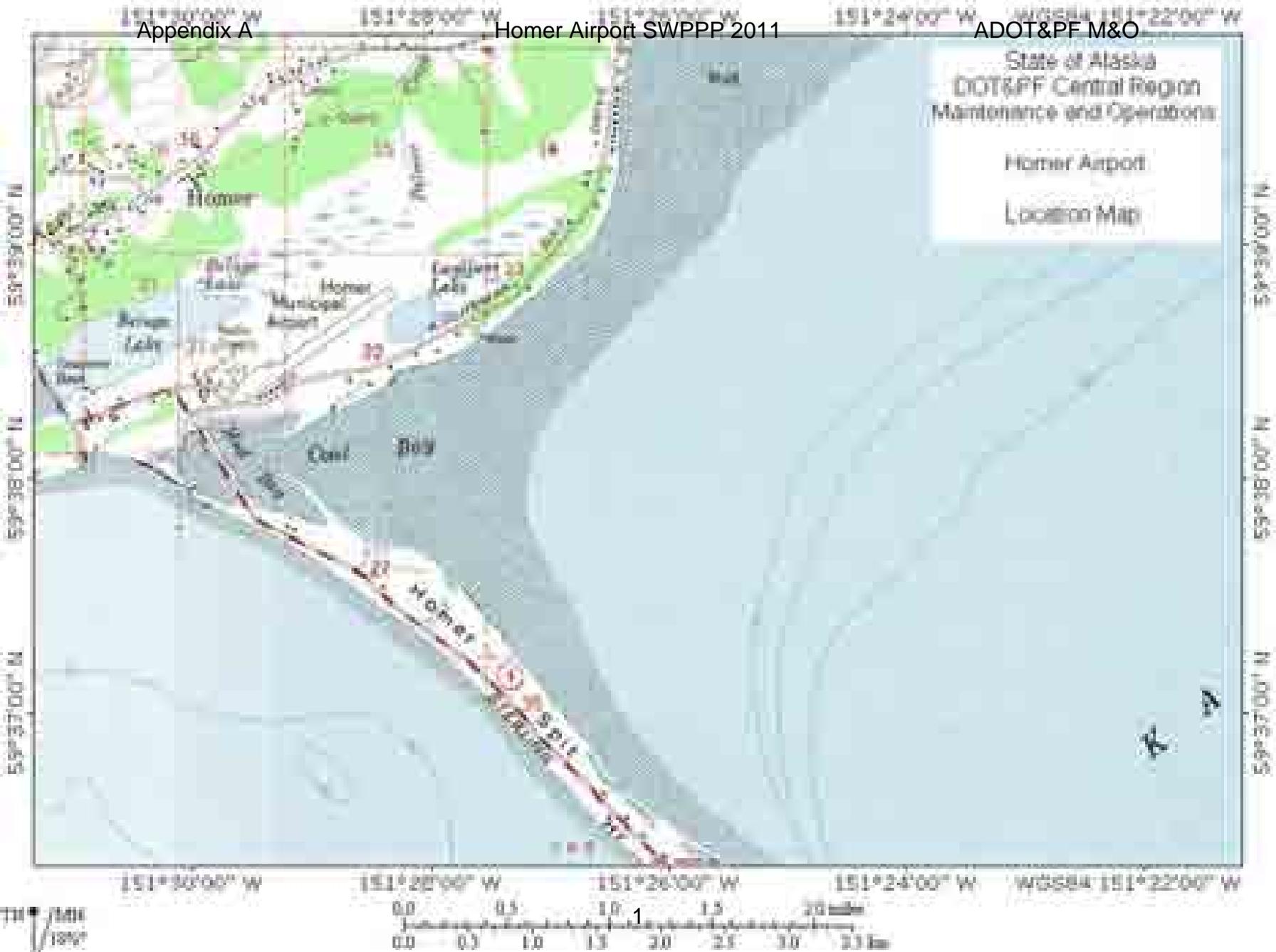
Appendix M – Tenant SWPPPs

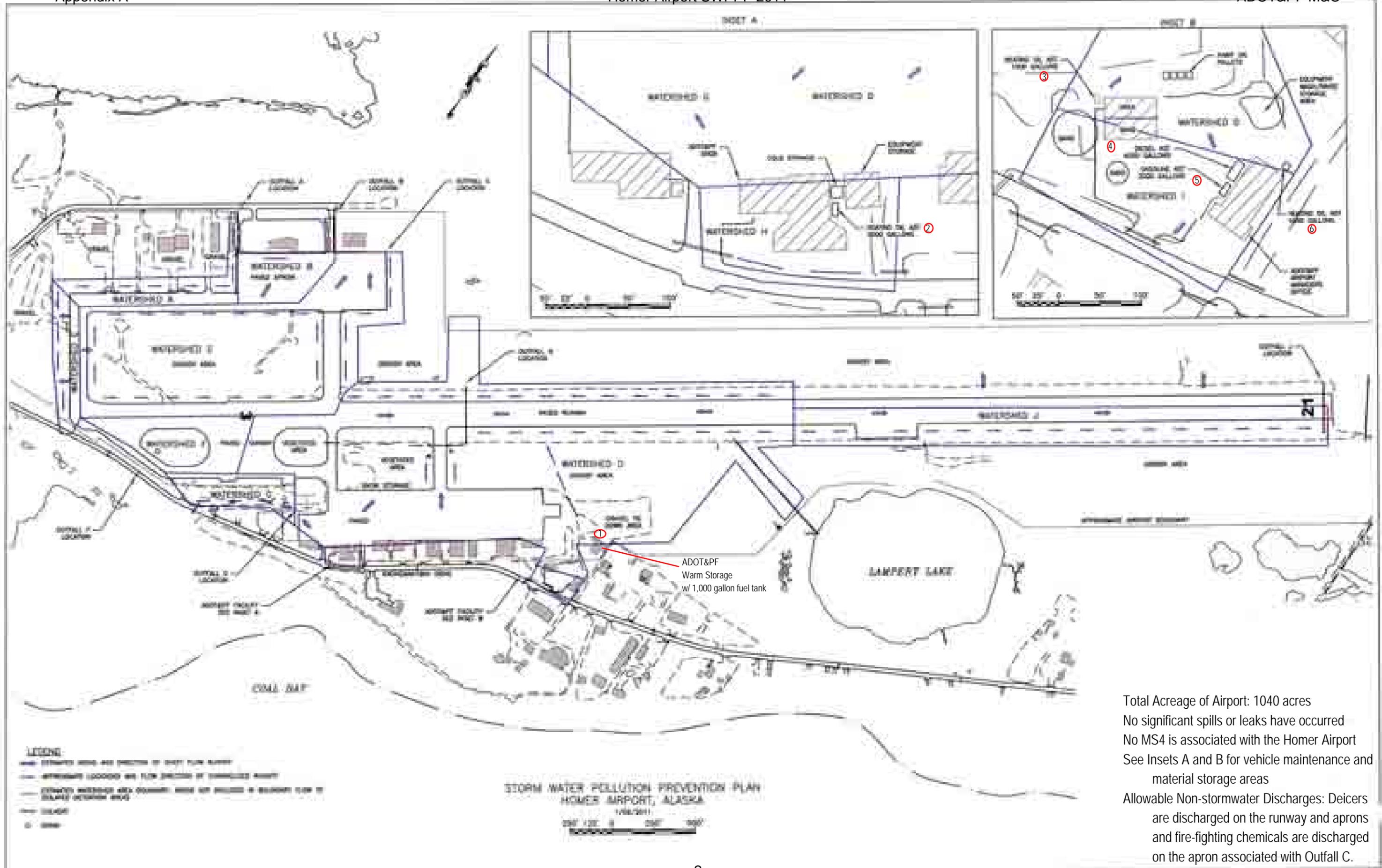
Appendix A – General Location Map & Site Map(s)

Homer State Airport Location Map

Homer Airport Watershed Map

Homer Airport Layout Plan





Total Acreage of Airport: 1040 acres
 No significant spills or leaks have occurred
 No MS4 is associated with the Homer Airport
 See Insets A and B for vehicle maintenance and material storage areas
 Allowable Non-stormwater Discharges: Deicers are discharged on the runway and aprons and fire-fighting chemicals are discharged on the apron associated with Outfall C.



U. S. Department
of Transportation

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

**Federal Aviation
Administration**

December 22, 2005

Mr. Gary Lincoln
Project Manager
State of Alaska, DOT & PF
PO Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Lincoln:

Homer Airport
& BelugaLake Seaplane Base (5BL)
Airport Layout Plan Conditional Approval
Airspace Case # 05AAL-105NRA

We have completed our review of the Homer Airport Layout Plan (ALP) and the Beluga Lake Seaplane Base (5BL) ALP and find it acceptable from a planning standpoint.

No Modifications to Standards are approved with this ALP approval.

The approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA.

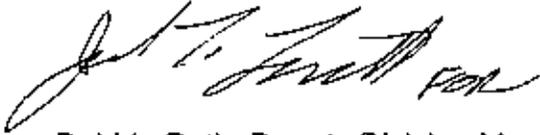
This approval considers only the safety, utility, and efficiency of the airport. We encourage you to work with appropriate agencies to encourage adoption of height and zoning restrictions.

This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the time of the request.

When airport construction, alteration, or deactivation is undertaken, such action requires FAA notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations. In addition, all airport construction must be completed in accordance with FAA Advisory circulars current at the time of construction.

Please attach this letter to the enclosed ALP and retain it in your files for future use.
If you have any questions, please contact Mr. John T. Lovett at 271-5446.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Roth". The signature is fluid and cursive, with a large initial "D" and "R".

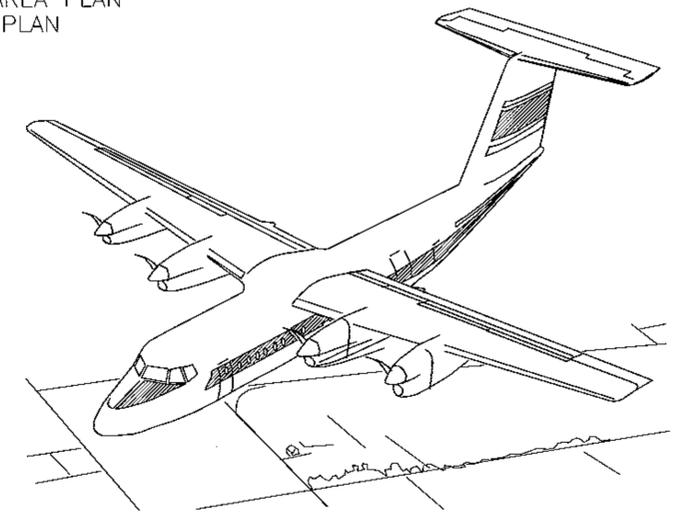
Debbie Roth, Deputy Division Manager
Airports Division

AIRPORT LAYOUT PLAN FOR HOMER AIRPORT (HOM) AND BELUGA LAKE SEAPLANE BASE (5BL)

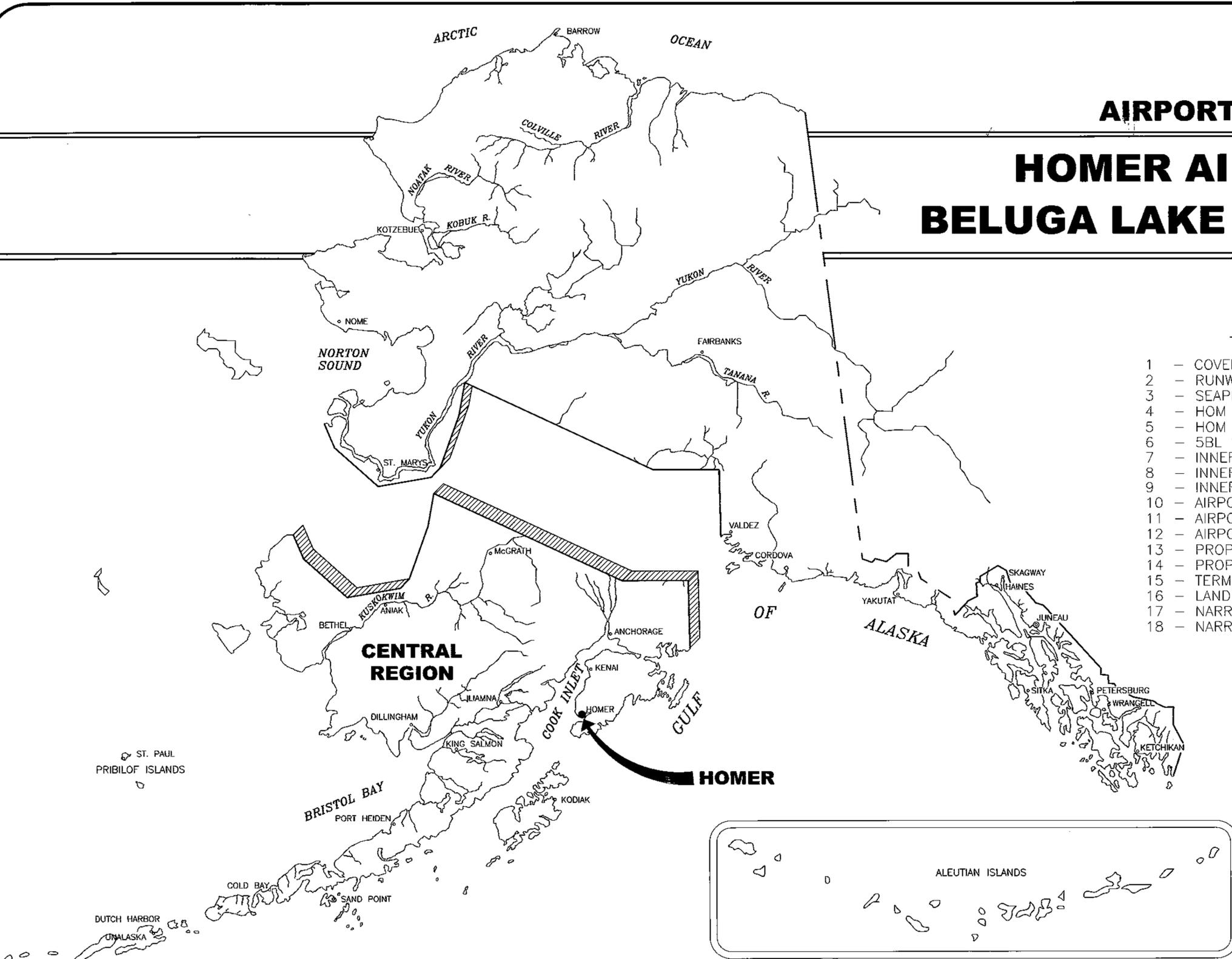
2005

DRAWING INDEX

- 1 - COVER SHEET AND INDEX
- 2 - RUNWAY 3-21 VICINITY MAP, DATA TABLES AND WIND ROSE
- 3 - SEAPLANE BASE VICINITY MAP, DATA TABLES AND WIND ROSE
- 4 - HOM AIRPORT LAYOUT DRAWING - EXISTING
- 5 - HOM AIRPORT LAYOUT DRAWING - ULTIMATE
- 6 - 5BL SEAPLANE BASE LAYOUT DRAWING
- 7 - INNER APPROACH SURFACE PLAN AND PROFILE - RUNWAY 3
- 8 - INNER APPROACH SURFACE PLAN AND PROFILE - RUNWAY 21
- 9 - INNER APPROACH SURFACE PLAN AND PROFILE - SEAPLANE
- 10 - AIRPORT AIRSPACE F.A.R. PART 77 IMAGINARY SURFACES
- 11 - AIRPORT AIRSPACE F.A.R. PART 77 IMAGINARY SURFACES
- 12 - AIRPORT AIRSPACE F.A.R. PART 77 PROFILES
- 13 - PROPERTY PLAN
- 14 - PROPERTY PLAN
- 15 - TERMINAL AREA PLAN
- 16 - LAND USE PLAN
- 17 - NARRATIVE
- 18 - NARRATIVE



1. THIS ALP SUPERSEDES PREVIOUS ALP DATED 1999.



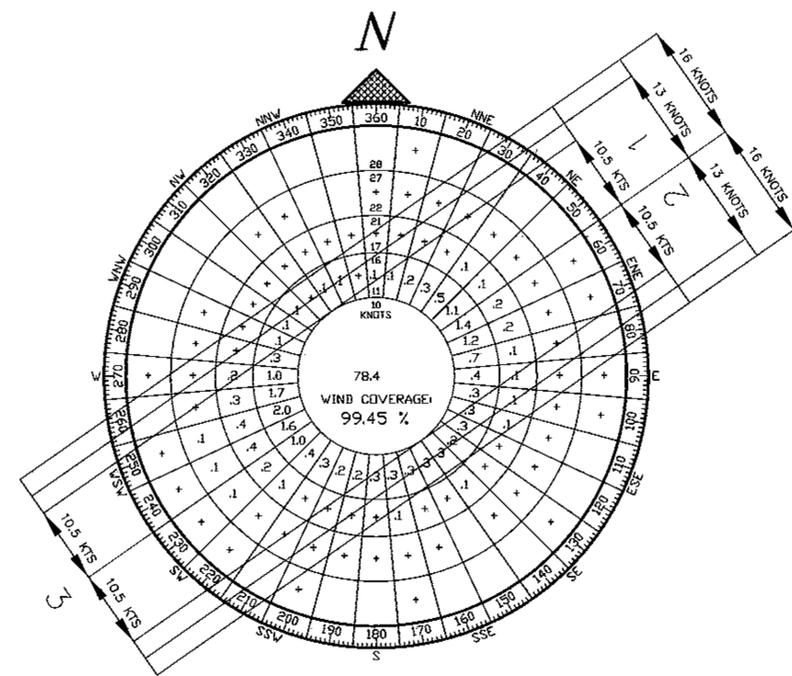
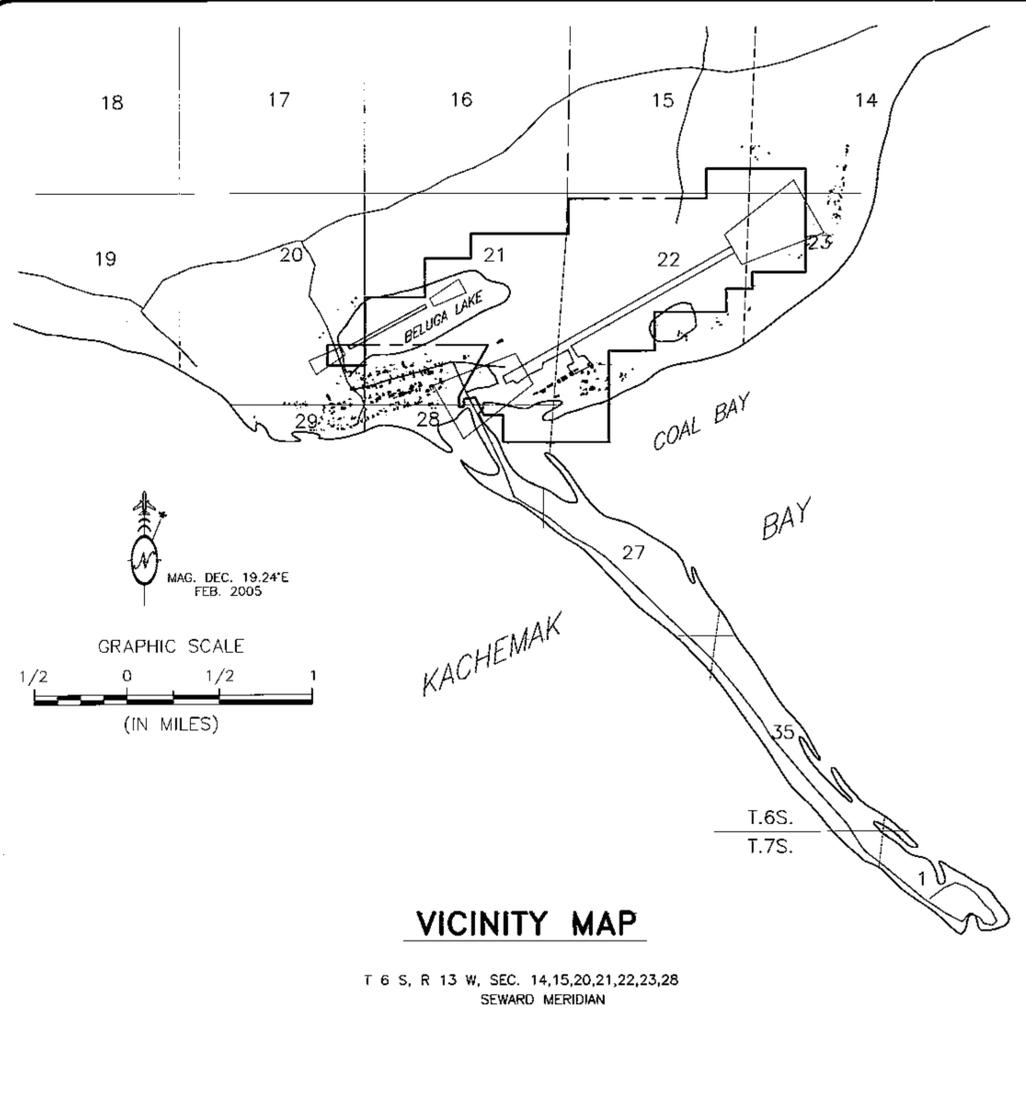
**SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

CONCUR <i>Steven R. Horn</i>	DATE 11/2/05
STEVEN R. HORN, P.E.	CONSTRUCTION & OPERATIONS DIRECTOR
APPROVED <i>Robert A. Campbell</i>	DATE 11-2-05
ROBERT A. CAMPBELL, P.E.	REGIONAL PRECONSTRUCTION ENGINEER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL, SUBJECT TO ALP APPROVAL LETTER DATED 12/22/05 By: <i>[Signature]</i> DATE: 12/22/05 F.A. AIRPORTS DIVISION ALASKAN REGION, AAL-600	F.A.A. AIRSPACE REVIEW NUMBER: 05-ALL-105NRA
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**HOMER AIRPORT
AIRPORT LAYOUT PLAN**

SHEET 1 OF 18



ITEM	RUNWAY 3-21	
	EXISTING	ULTIMATE
APPROACH SURFACES	R/W 3 - 34:1 R/W 21 - 34:1	R/W 3 - 34:1 R/W 21 - 50:1
VISIBILITY MINIMUMS	R/W 3: 1 SM R/W 21: 1 SM	R/W 3: 1 SM R/W 21: 3/4 SM
INSTRUMENT RUNWAY	R/W 3: NPI R/W 21: NPI	R/W 3: NPI R/W 21: PI
RUNWAY SURFACE	BITUM. PVMT.	BITUM. PVMT.
PAVEMENT STRENGTH (LBS.)	S62,T70,ST189,TT130	S62,T70,ST189,TT130
TYPE	OTHER THAN UTILITY	OTHER THAN UTILITY
RUNWAY DIMENSION	150' x 6700'	150' x 6500'
AIRCRAFT APPROACH CATEGORY	B	C
AIRPLANE DESIGN GROUP	III	III
TRUE BEARING	N 55°03'00" E	N 55°03'00" E
EFFECTIVE GRADE	.06%	.09%
TOUCHDOWN ZONE ELEVATION (NAVD88)	83.6' / 84.1'	83.6' / 84.1'
RUNWAY 3 END COORDINATE (LATITUDE)	59°38'25.08"N	59°38'29.58"N
(LONGITUDE)	151°29'29.10"W	151°29'16.40"W
RUNWAY 21 END COORDINATE (LATITUDE)	59°39'2.92"N	59°39'06.26"N
(LONGITUDE)	151°27'42.29"W	151°27'32.75"W
RUNWAY SAFETY AREA (RSA)	300' x 7900'	500' x 8500'
RUNWAY 3 LENGTH BEYOND R/W END	600'	1000'
RUNWAY 21 LENGTH BEYOND R/W END	600'	1000'
RUNWAY PROTECTION ZONES (RPZ) *	R/W 3 RPZ: 1000'x500'x700' R/W 21 RPZ: 1000'x500'x700'	1700'x500'x1010' 2500'x1000'x1750'
RUNWAY OBJECT FREE AREA	800' x 8100'	800' x 8500'
RUNWAY OBSTACLE FREE ZONE	400' x 7100'	400' x 6900'
RUNWAY LIGHTING	H.I.R.L.	H.I.R.L.
RUNWAY MARKING	PRECISION	3: NON-PRECISION 21: PRECISION
RUNWAY VISUAL AND INSTRUMENT NAVAIDS	VASI, DME 3-MALSR, GPS LOCALIZER 21-REIL, MALSF	PAPI, GPS, DME 3-MALSR 21-REIL, MALSF, ILS LOCALIZER

* RPZ DIMENSIONS ARE SHOWN AS LENGTH BY INNER WIDTH BY OUTER WIDTH.

ITEM	EXISTING	ULTIMATE
ELEVATION	70.0'	70.0'
HELIPORT SURFACE	CONCRETE	CONCRETE
APPROACH SURFACES	VISUAL	VISUAL
HELIPORT LIGHTING	YES	YES
HELIPORT MARKING	YES	YES
TOUCHDOWN AND LIFT-OFF AREA		32' x 32'
FINAL APPROACH AND TAKEOFF AREA		65' x 65'
HELIPORT SAFETY AREA		105' x 105'
PROTECTION ZONE DIMENSIONS		32 x 32
LENGTH		280'
INNER WIDTH		65'
OUTER WIDTH		98'

ITEM	EXISTING	FUTURE
PROPERTY LINE		
BUILDING RESTRICTION LINE		BRL
AIRPORT REFERENCE POINT (A.R.P.)		
WIND CONE AND SEGMENTED CIRCLE		
CONTOURS		
ROADWAYS		
BUILDINGS		
ROTATING BEACON		
SHORELINE		
ANTENNA		
VASI		
BLUFF		
FENCE		
MALSF		
REIL		
TAXIWAY		
THRESHOLD		
RUNWAY SAFETY AREA		RSA
OBJECT FREE AREA		OFA
OBSTACLE FREE ZONE		OFZ
LOCALIZER		

ITEM	EXISTING	STANDARD	ULTIMATE
RUNWAY SHOULDERS	NONE	20' WIDE	20' WIDE
BLAST PADS	NONE	140' x 200'	140' x 200'
R/W - GA APRON OFFSET	451'	500'	451'
RUNWAY LINE-OF-SIGHT	DOES NOT COMPLY	SIGHT BETWEEN R/W ENDS ALONG C/L AT +5'	PARALLEL I/W REDUCES REQUIRED LINE-OF-SIGHT TO 1/2 R/W
DISTANCE BETWEEN VERTICAL CURVES *	2,230'	3,060'	3,060'
VERTICAL CURVE LENGTH AT R/W STA: 22+70	1,200'	1,620'	1,620'
VERTICAL CURVE LENGTH AT R/W STA: 45+00	1,000'	1,440'	1,440'

* THE STANDARD FOR DISTANCE BETWEEN VERTICAL CURVES IS BASED ON AC 150/5300-13, CHAPTER 5.

ITEM	EXISTING	FUTURE
IACO AIRPORT IDENTIFIER	PAHO	PAHO
NATIONAL AIRPORT IDENTIFIER	HOM	HOM
AIRPORT ELEVATION (NAVD 88)	84.3	84.3
AIRPORT REFERENCE POINT (A.R.P.)	LAT. 59°38'46.32"N LONG. 151°28'27.82"W	59°38'47.93"N 151°28'24.59"W
AIRPORT REFERENCE CODE	B III	C III
MEAN MAX. TEMPERATURE, HOTTEST MONTH (°F)	60.5'	60.5'
AIRPORT AND TERMINAL NAVIGATION AIDS	VOR, VHF/DF, NDB, DME	VOR, VHF/DF, NDB, DME
AIRPORT LIGHTING	ROTATING BEACON	ROTATING BEACON
TAXIWAY LIGHTING	MIL	MIL
RAMP LIGHTING	NONE	FLOOD
SURVEY SOURCE AND TYPE	DOT, 1996; TYPE ANA PC	
MAGNETIC DECLINATION, YEAR	19.24' E., JAN 1, 2005 18.19' E., JAN 1, 2010	

FILE: K:\JOB\LD03Proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/22/05

By: *[Signature]* DATE: 12/22/05

FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
HARVEY M. DOUTHITT, P.E.

APPROVED: *[Signature]* PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005

DESIGN N.K.

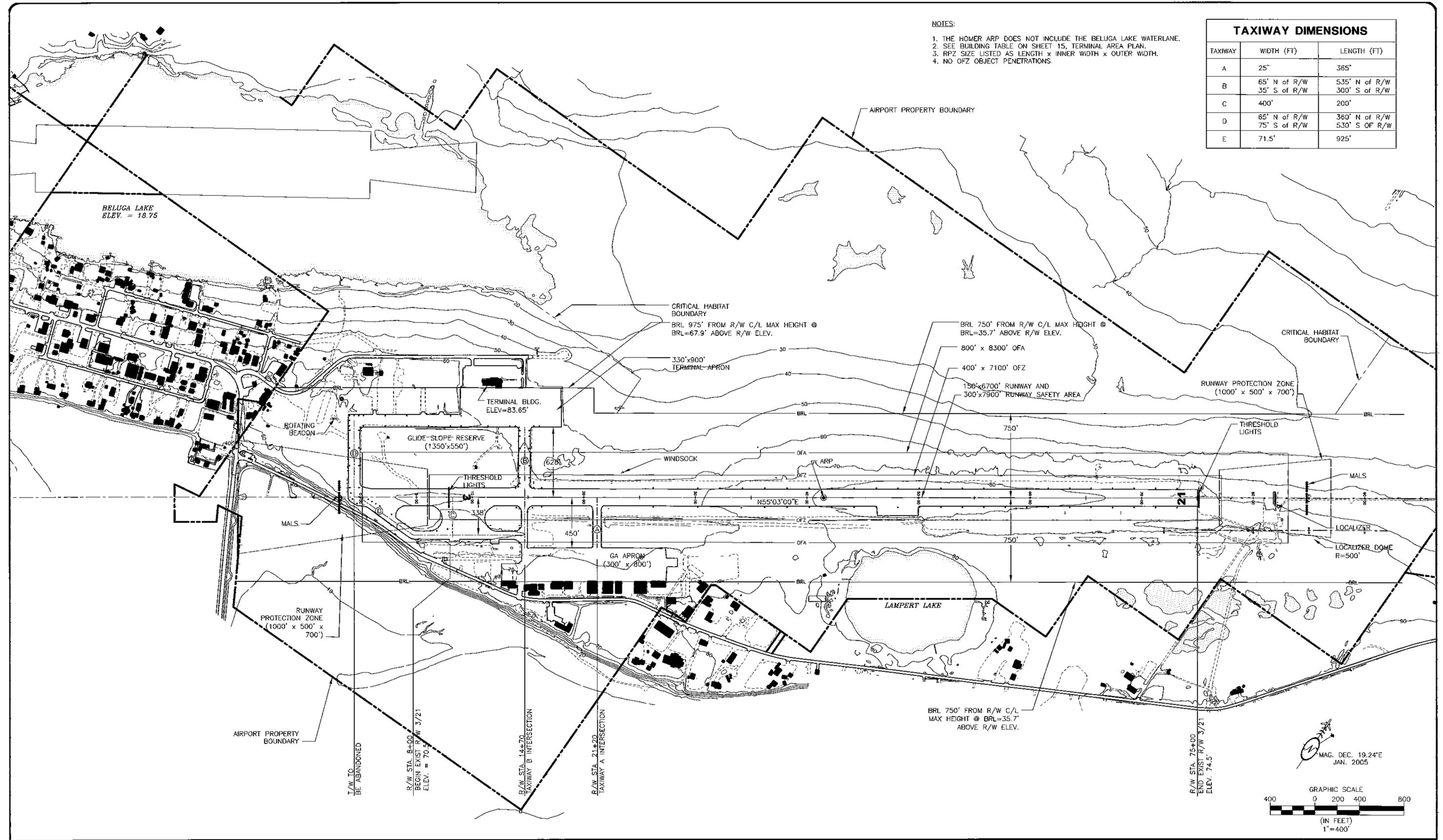
DRAWN J.W.

CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

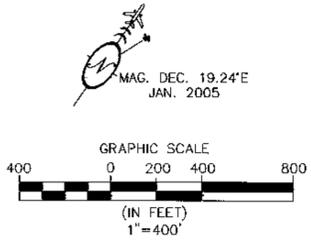
RUNWAY 3-21
VICINITY MAP, DATA TABLES, AND WIND ROSE

SHEET
2
OF
18



- NOTES:**
1. THE HOMER ARP DOES NOT INCLUDE THE BELUGA LAKE WATERLANE.
 2. SEE BUILDING TABLE ON SHEET 15, TERMINAL AREA PLAN.
 3. RPZ SIZE LISTED AS LENGTH x INNER WIDTH x OUTER WIDTH.
 4. NO OFZ OBJECT PENETRATIONS.

TAXIWAY DIMENSIONS		
TAXIWAY	WIDTH (FT)	LENGTH (FT)
A	25'	385'
B	65' N of R/W 35' S of R/W	535' N of R/W 300' S of R/W
C	400'	200'
D	65' N of R/W 75' S of R/W	360' N of R/W 530' S OF R/W
E	71.5'	925'



FILE: K:\JOB\DD3\Proj\4330\NEW ALP
DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 12/2/05

By: *[Signature]* DATE: 12/2/05

FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
CENTRAL REGION

APPROVED: *[Signature]*
HARVEY M. DOUTHETT, P.E. DESIGN SECTION CHIEF

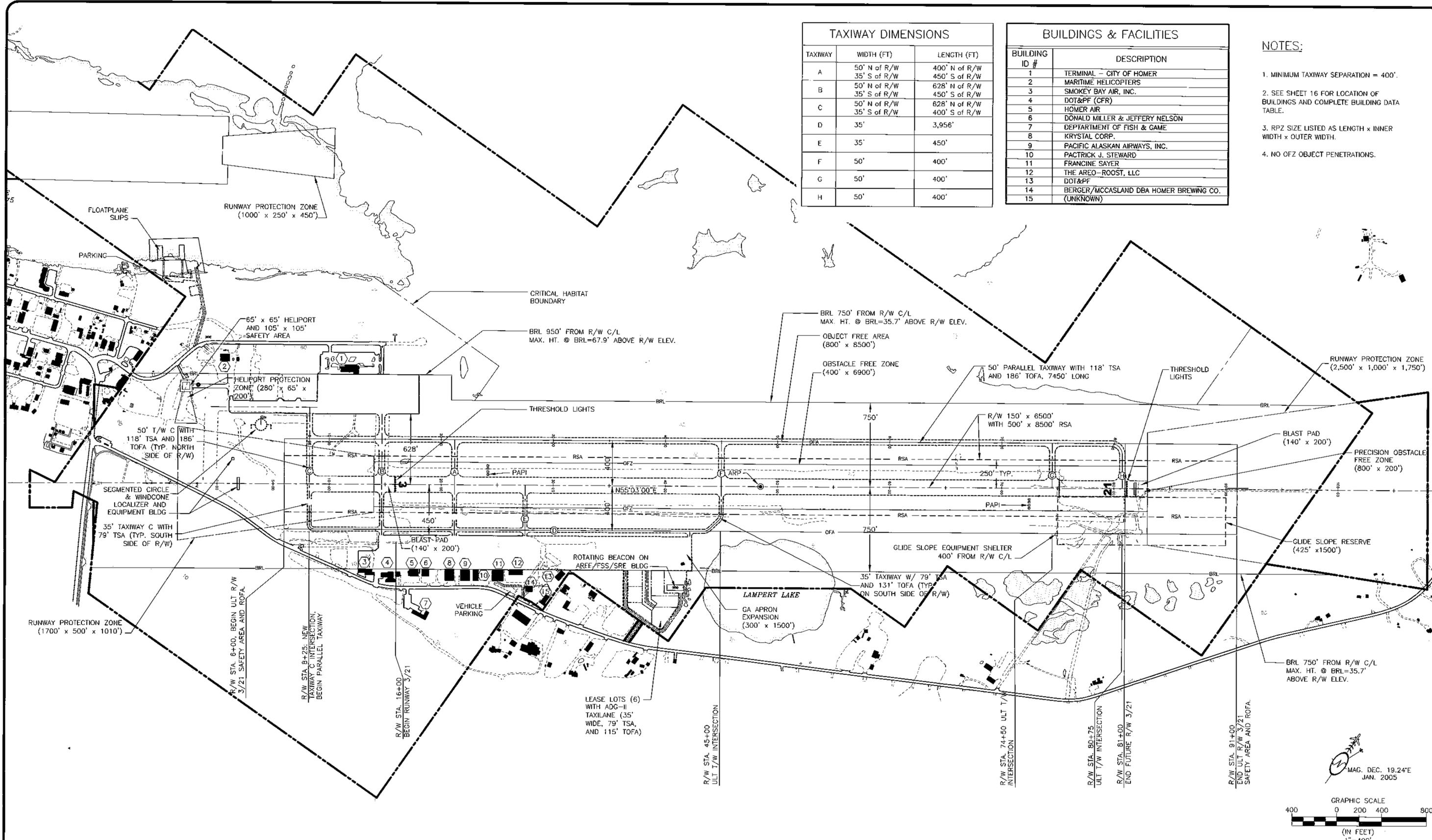
APPROVED: *[Signature]*
GARY LINCOLN, P.E. PROJECT MANAGER

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

HOM AIRPORT LAYOUT DRAWING - EXISTING

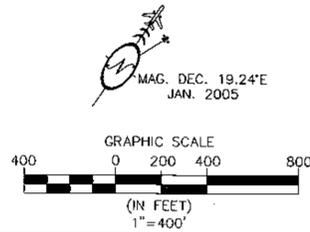
SHEET
4
OF
18



TAXIWAY DIMENSIONS		
TAXIWAY	WIDTH (FT)	LENGTH (FT)
A	50' N of R/W 35' S of R/W	400' N of R/W 450' S of R/W
B	50' N of R/W 35' S of R/W	628' N of R/W 450' S of R/W
C	50' N of R/W 35' S of R/W	628' N of R/W 400' S of R/W
D	35'	3,956'
E	35'	450'
F	50'	400'
G	50'	400'
H	50'	400'

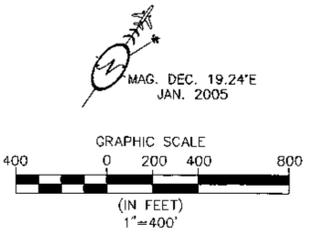
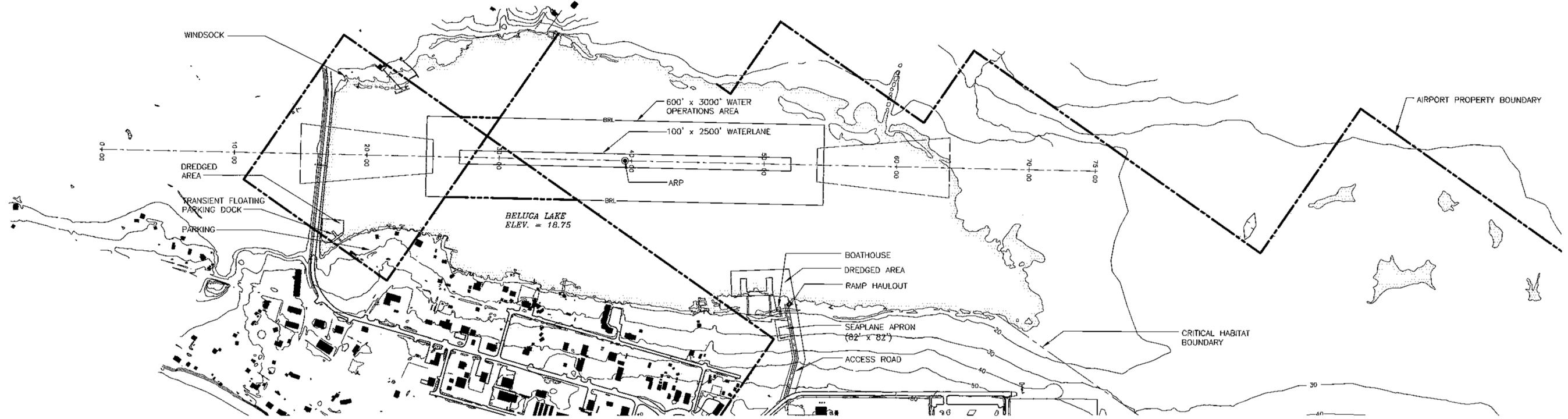
BUILDINGS & FACILITIES	
BUILDING ID #	DESCRIPTION
1	TERMINAL - CITY OF HOMER
2	MARITIME HELICOPTERS
3	SMOKEY BAY AIR, INC.
4	DOT&PF (CFR)
5	HOMER AIR
6	DONALD MILLER & JEFFERY NELSON
7	DEPARTMENT OF FISH & GAME
8	KRYSTAL CORP.
9	PACIFIC ALASKAN AIRWAYS, INC.
10	PATRICK J. STEWARD
11	FRANCINE SAYER
12	THE AREO-ROOST, LLC
13	DOT&PF
14	BERGER/MCCASLAND DBA HOMER BREWING CO. (UNKNOWN)
15	

- NOTES:**
1. MINIMUM TAXIWAY SEPARATION = 400'
 2. SEE SHEET 16 FOR LOCATION OF BUILDINGS AND COMPLETE BUILDING DATA TABLE.
 3. RPZ SIZE LISTED AS LENGTH x INNER WIDTH x OUTER WIDTH.
 4. NO OFZ OBJECT PENETRATIONS.



<p>FILE: K:\JOB\1003Proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005</p> <p>AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>12/22/05</u></p> <p>By: <u>[Signature]</u> DATE: <u>12/22/05</u> FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-800</p> <p>F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>BY</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	BY	DATE	REVISIONS										<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION</p> <p>APPROVED: <u>[Signature]</u> HARVEY M. DOUTHETT, P.E. DESIGN SECTION CHIEF</p> <p>APPROVED: <u>[Signature]</u> GARY LINCOLN, P.E. PROJECT MANAGER</p>	<p>DATE <u>9/9/2005</u></p> <p>DESIGN <u>N.K.</u></p> <p>DRAWN <u>J.W.</u></p> <p>CHECKED <u>S.T.R.</u></p>	<p>HOMER AIRPORT AIRPORT LAYOUT PLAN</p> <p>HOM AIRPORT LAYOUT DRAWING - ULTIMATE</p>	<p>SHEET 5 OF 18</p>
BY	DATE	REVISIONS															

- NOTES:**
1. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 2. NO OFZ OBJECT PENETRATIONS.



FILE: K:\JOB\LD03P\4330\NEW ALP
 DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
 SUBJECT TO ALP APPROVAL LETTER DATED *10/1/05*
 By: *[Signature]* DATE: *10/1/05*
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-600
 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

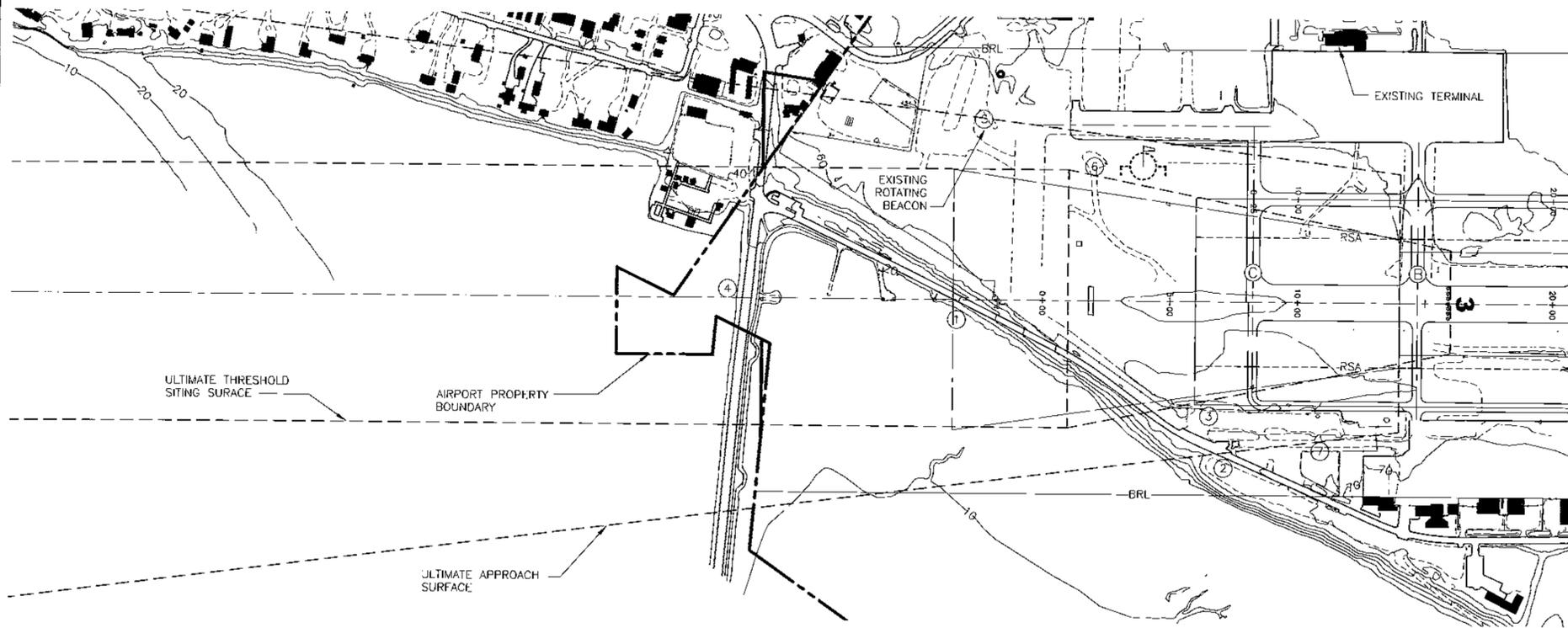
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
 HARVEY M. DOUTHETT, P.E.
 APPROVED: *[Signature]* PROJECT MANAGER
 GARY LINCOLN, P.E.

DATE 9/9/2005
 DESIGN N.K.
 DRAWN J.W.
 CHECKED S.T.R.

HOMER AIRPORT
 AIRPORT LAYOUT PLAN
 SBL SEAPLANE BASE LAYOUT DRAWING

SHEET
 6
 OF
 18

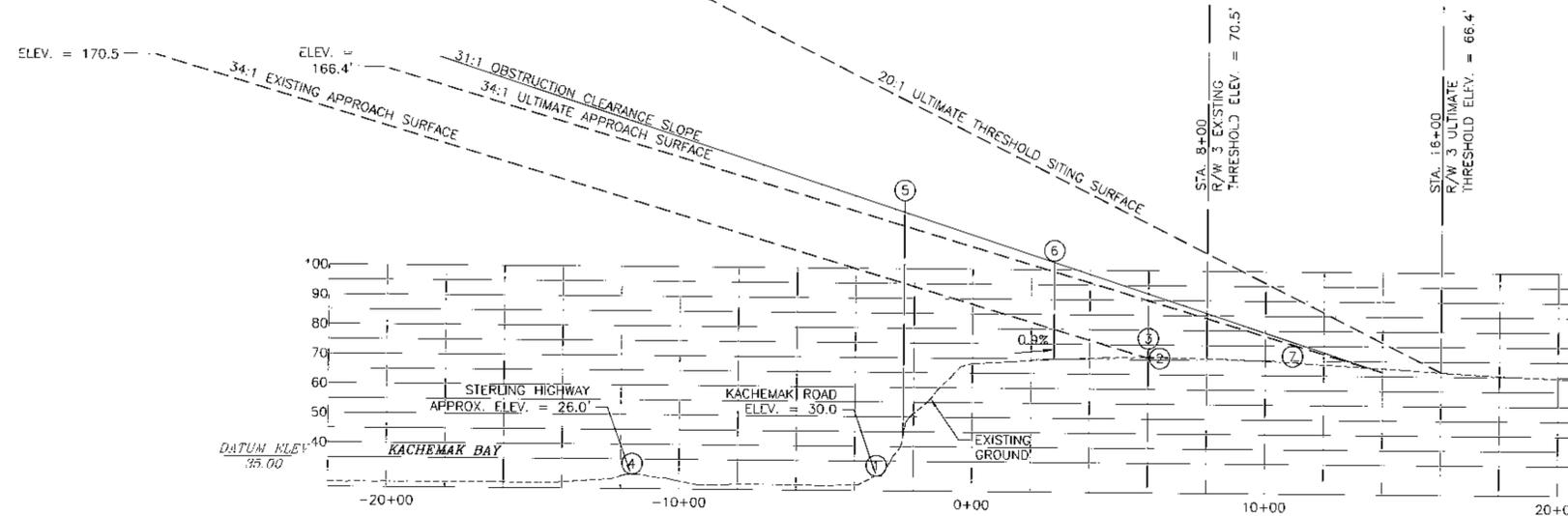


PLAN

OBSTRUCTION ID #	DESCRIPTION	OBSTRUCTION STA/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	AMOUNT OF PENETRATION	DISPOSITION
1	ROAD	-3+15 , 0	30'	NONE	0'	TO REMAIN
2	ROAD	6+39 , 600R	67'	NONE	0'	TO REMAIN
3	FENCE	6+00 , 413R	73.6'	NONE	0'	TO REMAIN
4	ROAD	-11+57 , 0	29.9'	NONE	0'	TO REMAIN
5	BEACON	-2.35 , 700L	123'	34:1 SURFACE	8.5'	TO BE REMOVED
6	ANTENNA	2+78 , 520L	103'	34:1 SURFACE	3.61'	MARK WITH OBSTRUCTION LIGHT
7	FENCE	10+93 , 576R	68'	NONE	0'	TO REMAIN

NOTES:

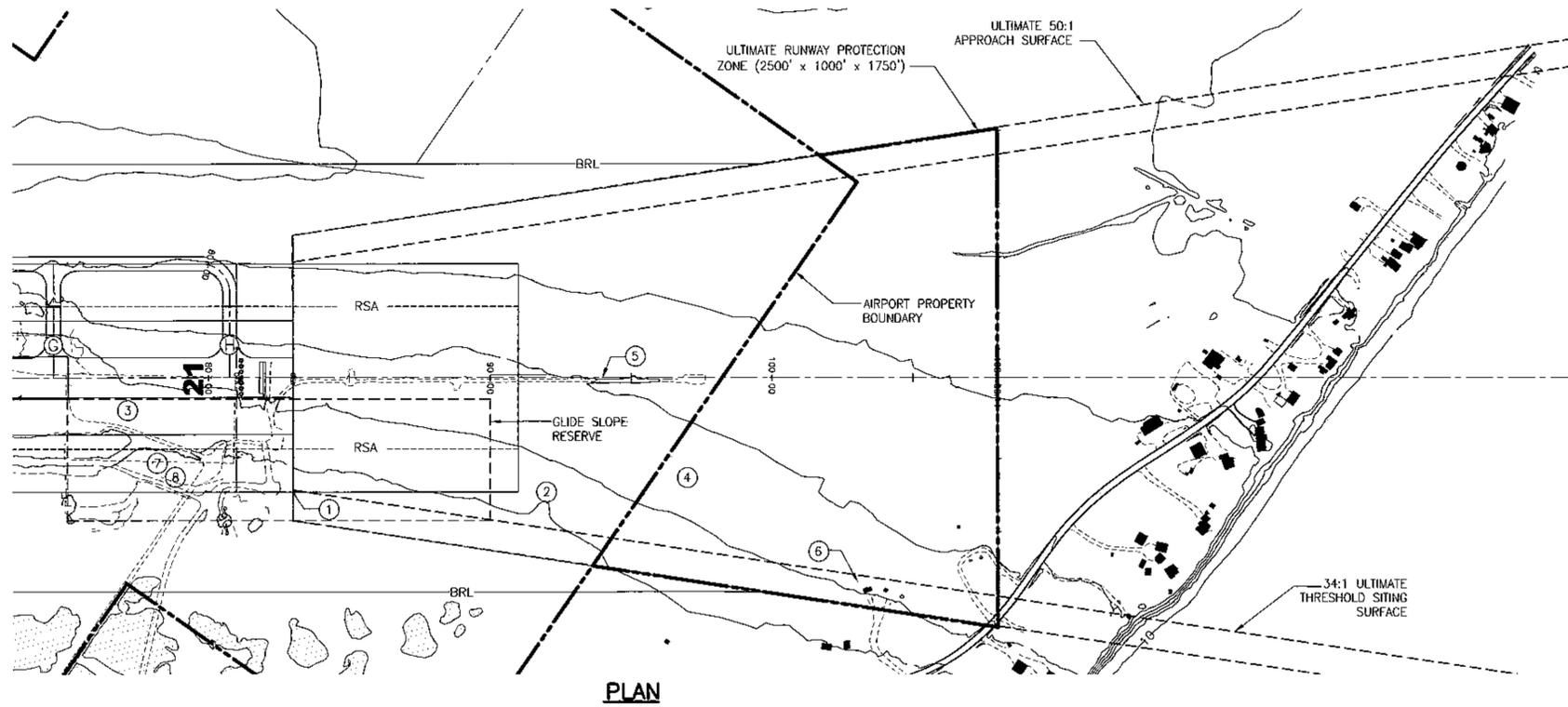
- TOUCHDOWN ZONE ELEVATION = 83.6'
- RUNWAY 3 ELEVATION = 66.4'
- BOTTOM OF OBSTRUCTION NUMBER CIRCLE INDICATES HEIGHT OF OBSTRUCTION.
- 34:1 ULTIMATE APPROACH SURFACE IS PENETRATED 3.61' BY OBSTRUCTION #6 (ANTENNA), THEREFORE ULTIMATE OBSTRUCTION CLEARANCE SLOPE IS 31:1.



PROFILE



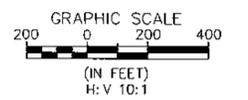
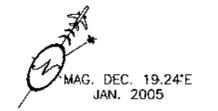
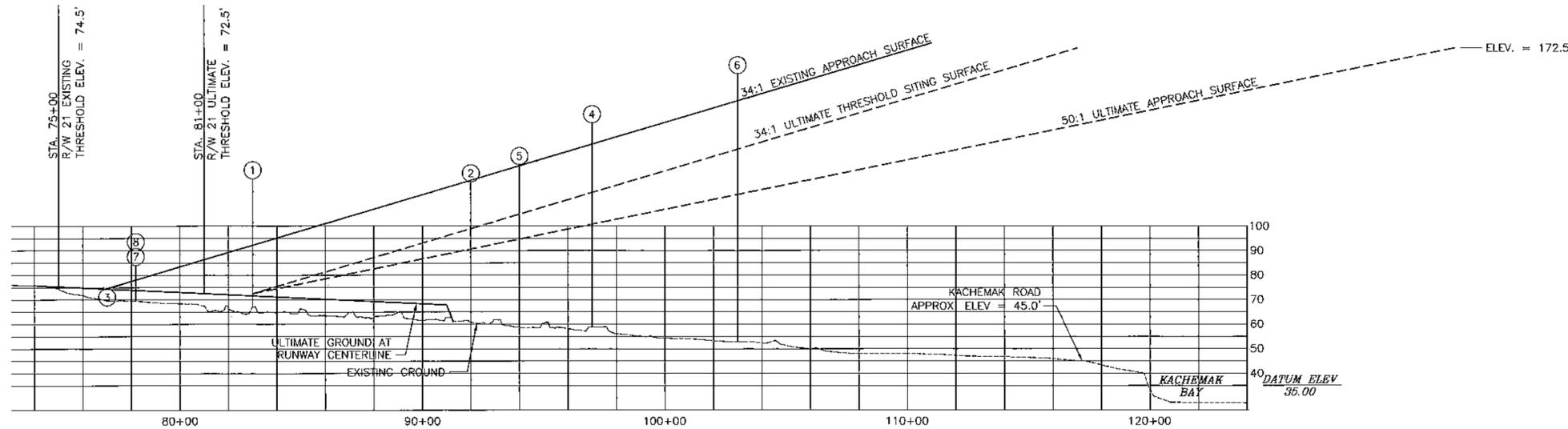
<p>AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>12/21/05</u></p> <p>By: <u>[Signature]</u> DATE: <u>12/21/05</u></p> <p>FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-600</p> <p>F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA</p>	<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION</p> <p>APPROVED: <u>[Signature]</u> DESIGN SECTION CHIEF HARVEY M. DOUHTIT, P.E.</p> <p>APPROVED: <u>[Signature]</u> PROJECT MANAGER GARY LINCOLN, P.E.</p>	<p>DATE <u>9/9/2005</u></p> <p>DESIGN <u>N.K.</u></p> <p>DRAWN <u>J.W.</u></p> <p>CHECKED <u>S.T.R.</u></p>	<p>HOMER AIRPORT AIRPORT LAYOUT PLAN</p> <p>INNER APPROACH SURFACE PLAN AND PROFILE RUNWAY 3</p>	<p>SHEET 7 OF 18</p>
<p>FILE: K:\JOB\LD03Proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005</p>		<p>BY DATE REVISIONS</p>		



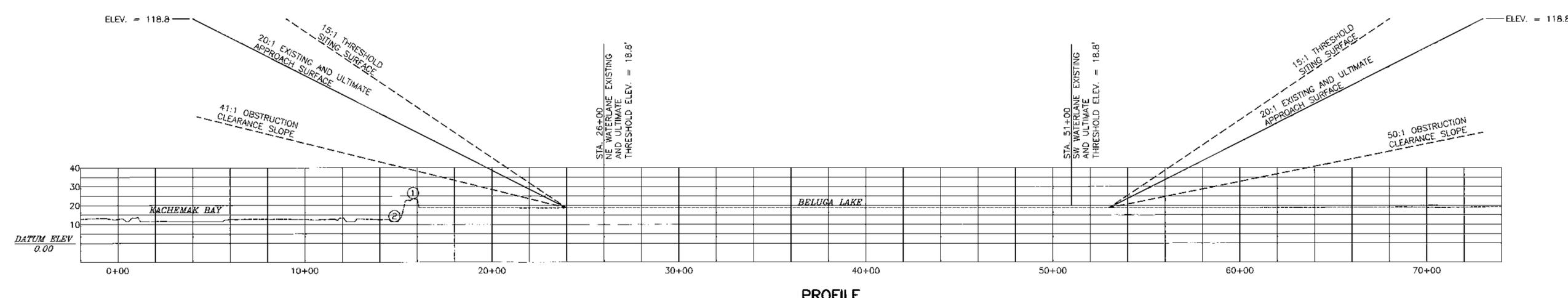
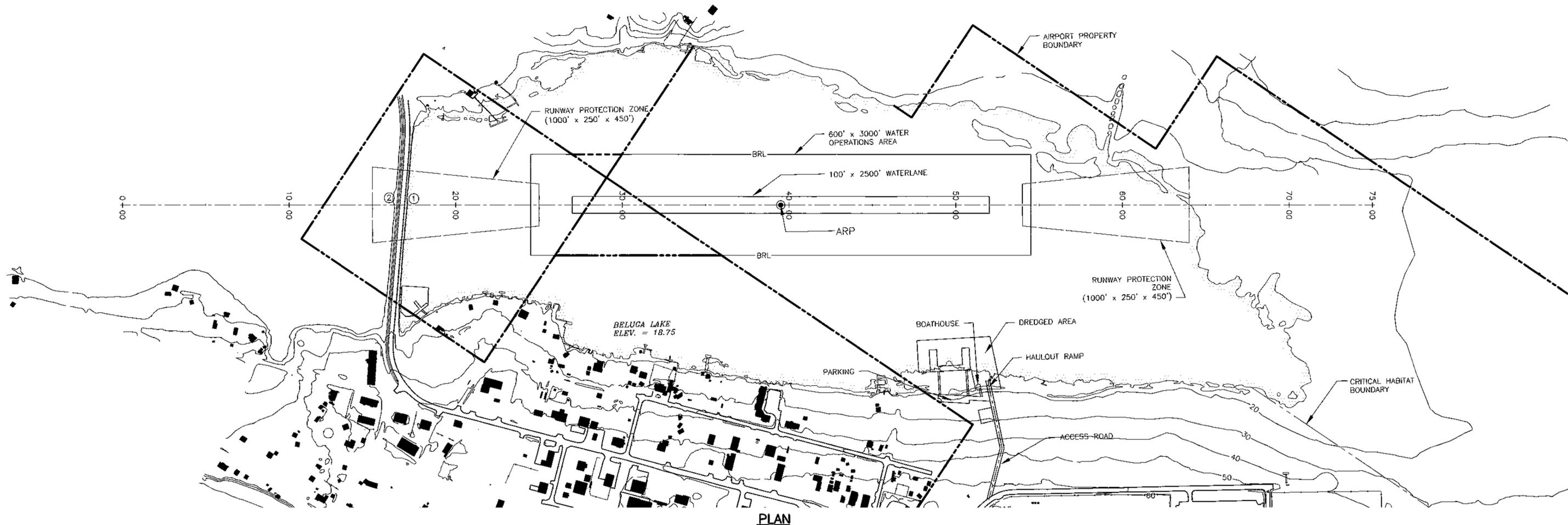
OBSTRUCTION ID #	DESCRIPTION	OBSTRUCTION STA/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	AMOUNT OF PENETRATION	DISPOSITION
1	TREES	83+00 , 400R	119.3'	N/A	35.0'	TO BE REMOVED
2	TREES	92+00 , 400R	118'	N/A	33.7'	TO BE REMOVED
3	ROAD	77+00 , 99R	67.5'	NONE	0'	TO BE REMOVED
4	TREES	97+00 , 350R	142'	N/A	57.7'	TO BE REMOVED
5	TREES	94+00 , 0	125'	N/A	90.3'	TO BE REMOVED
6	TREES	103+00 , 700R	162'	N/A	49.1'	TO BE REMOVED
7	ROAD	78+18 , 299R	84'	NONE	0'	TO BE REMOVED
8	TERRAIN	78+18 , 299R	APPROX. 90'	N/A	APPROX. 6'	TO BE REMOVED

NOTES:

- TOUCHDOWN ZONE ELEVATION = 84.3'.
- R/W 21 ELEVATION = 72.5'.
- THERE ARE NO PENETRATIONS AT A 50:1 APPROACH SURFACE FOR RUNWAY 21 (EXISTING AND ULTIMATE).
- BOTTOM OF OBSTRUCTION NUMBER CIRCLE INDICATES HEIGHT OF OBSTRUCTION.



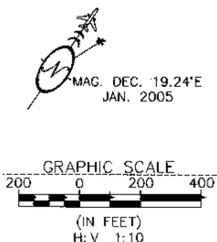
FILE: K:\JOB\1003\proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005	AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <i>2/2/06</i>	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION APPROVED: <i>H.M. Douthitt</i> DESIGN SECTION CHIEF APPROVED: <i>Gary Lincoln</i> PROJECT MANAGER	DATE: 9/9/2005 DESIGN: N.K. DRAWN: J.W. CHECKED: S.T.R.	HOMER AIRPORT AIRPORT LAYOUT PLAN INNER APPROACH SURFACE PLAN AND PROFILE RUNWAY 21	SHEET 8 OF 18
	BY: <i>[Signature]</i> DATE: <i>2/2/06</i> FAA AIRPORTS DIVISION ALASKAN REGION, AAL-600 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA		BY: _____ DATE: _____ REVISIONS: _____		



WATERLANE APPROACH SURFACE OBSTRUCTION TABLE

OBSTRUCTION ID #	DESCRIPTION	OBSTRUCTION STA/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	AMOUNT OF PENETRATION	DISPOSITION
1	STERLING HWY + 15'	17+78.4, 0'	38.8'	NONE	0'	TO REMAIN
2	BELUGA SLOUGH	14+78.7, 0'	12'	NONE	0'	TO REMAIN

NOTES:
 1. TOUCHDOWN ZONE ELEVATION = 18.8'
 2. BOTTOM OF OBSTRUCTION NUMBER CIRCLE INDICATES HEIGHT OF OBSTRUCTION.



FILE: K:\JGB\LD03Pro\4330\NEW ALP DATE: of Last Revision: 9/9/2005	AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <i>12/21/05</i>	BY: <i>[Signature]</i> DATE: <i>12/21/05</i> FAA AIRPORTS DIVISION ALASKAN REGION, AAL-600 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		DATE: 9/9/2005 DESIGN: N.K. DRAWN: J.W. CHECKED: S.T.R.	HOMER AIRPORT AIRPORT LAYOUT PLAN INNER APPROACH SURFACE PLAN AND PROFILE SEAPLANE	SHEET 9 OF 18
	APPROVED: <i>[Signature]</i> HARVEY M. DOUBHIT, P.E. DESIGN SECTION CHIEF		APPROVED: <i>[Signature]</i> GARY LINCOLN, P.E. PROJECT MANAGER				

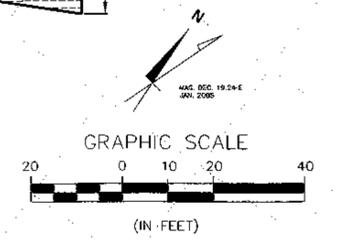
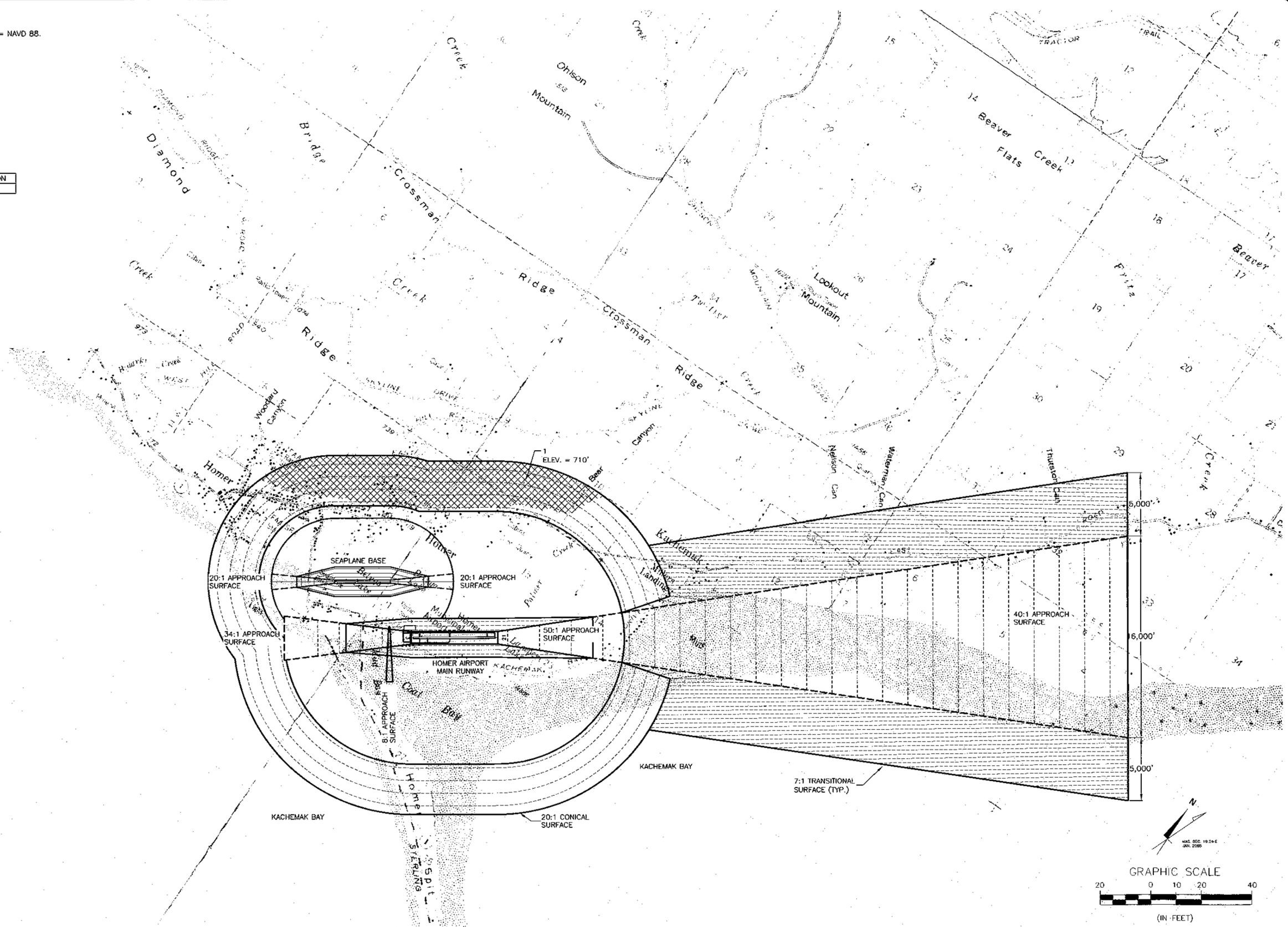
NOTES:

1. VERTICAL DATUM FOR USGS QUAD = NAVD 29; VERTICAL DATUM FOR SURFACES = NAVD 88.
2. ESTABLISHED AIRPORT ELEVATION = 84.3'
3. RUNWAY 3 (ULTIMATE) THRESHOLD ELEVATION = 66.4'
4. RUNWAY 21 (ULTIMATE) THRESHOLD ELEVATION = 72.5'

OBSTRUCTION DATA TABLE

NO.	DESCRIPTION	DISPOSITION	PENETRATION
1	TERRAIN	TO REMAIN	276 FT.

LEGEND



FILE: K:\JOB\LD03Proj\4330\NEW ALP
 DATE: of Last Revision: 9/9/2005

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
 SUBJECT TO ALP APPROVAL LETTER DATED 12/20/05
 By: [Signature] DATE: 12/20/05
 F.A.A. AIRPORTS DIVISION
 ALASKAN REGION, AAL-600
 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION

APPROVED: [Signature] DESIGN SECTION CHIEF
 HARVEY M. OOUTHJ, P.E.

APPROVED: [Signature] PROJECT MANAGER
 GARY LINCOLN, P.E.

DATE: 9/9/2005
 DESIGN: N.K.
 DRAWN: J.W.
 CHECKED: S.T.R.

HOMER AIRPORT
 AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
 F.A.R. PART 77 IMAGINARY SURFACES

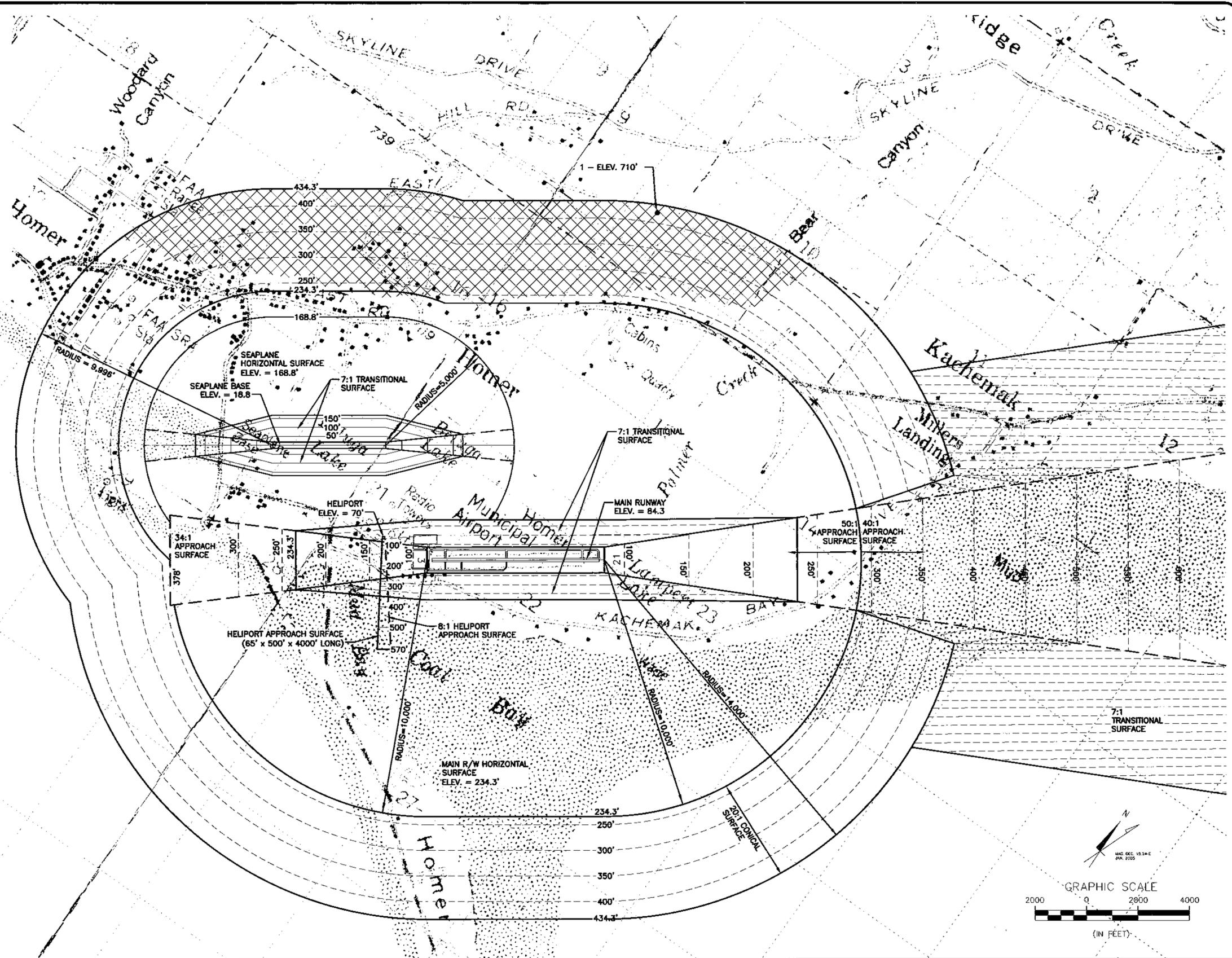
SHEET
 10
 OF
 18

- NOTES:
 1. VERTICAL DATUM FOR USGS QUAD = NAVD 29; VERTICAL DATUM FOR SURFACES = NAVD 88.
 2. ESTABLISHED AIRPORT ELEVATION = 84.3'
 3. RUNWAY 3 (ULTIMATE) THRESHOLD ELEVATION = 86.4'
 4. RUNWAY 21 (ULTIMATE) THRESHOLD ELEVATION = 72.5'
 5. SEE SHEETS 7-10 FOR OBSTRUCTION TABLES AND PENETRATIONS TO THE INNER PORTION OF THE APPROACH SURFACES.

OBSTRUCTION DATA TABLE

NO.	DESCRIPTION	DISPOSITION	PENETRATION
1	TERRAIN	TO REMAIN	276 FT.

 AIRSPACE PENETRATION



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
 SUBJECT TO ALP APPROVAL LETTER DATED 12/10/05
 By: J. L. Smith DATE: 12/10/05
 FAA AIRPORTS DIVISION
 ALASKAN REGION, AAL-600
 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

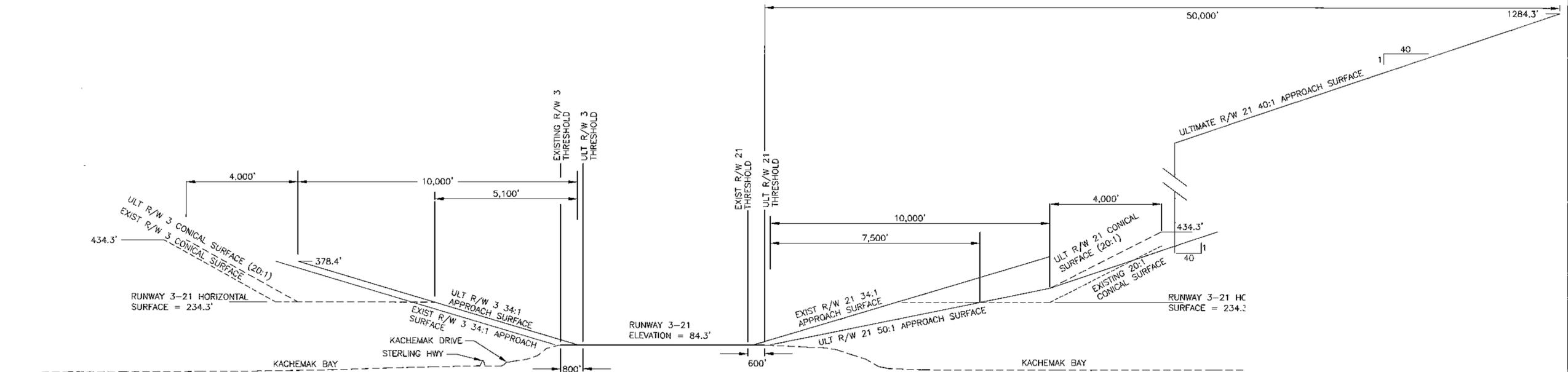
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION
 APPROVED: J. L. Smith DESIGN SECTION CHIEF
 HARVEY M. DOUTHETT, P.E.
 APPROVED: Gary Lincoln PROJECT MANAGER
 GARY LINCOLN, P.E.

DATE: 9/9/2005
 DESIGN: N.K.
 DRAWN: J.W.
 CHECKED: S.T.R.

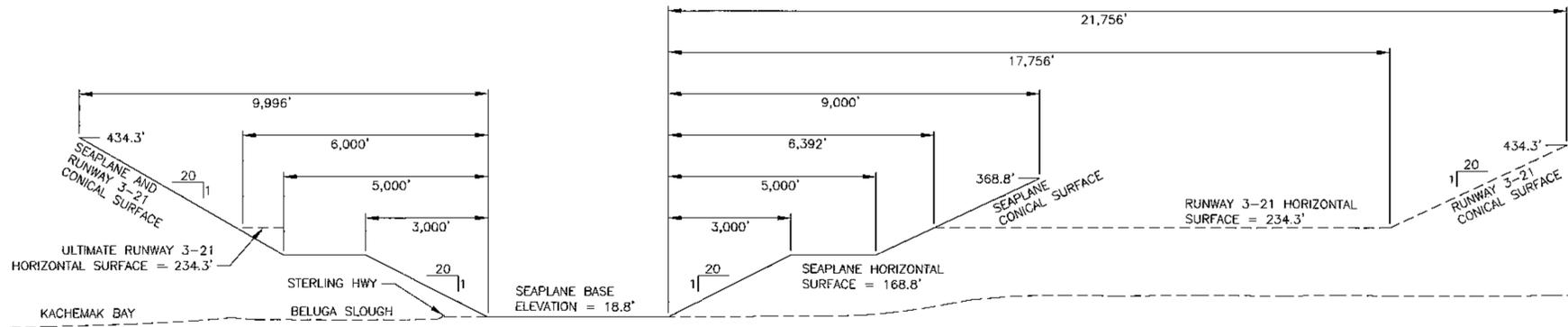
HOMER AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT AIRSPACE
 F.A.R. PART 77 IMAGINARY SURFACES

SHEET
 11
 OF
 18

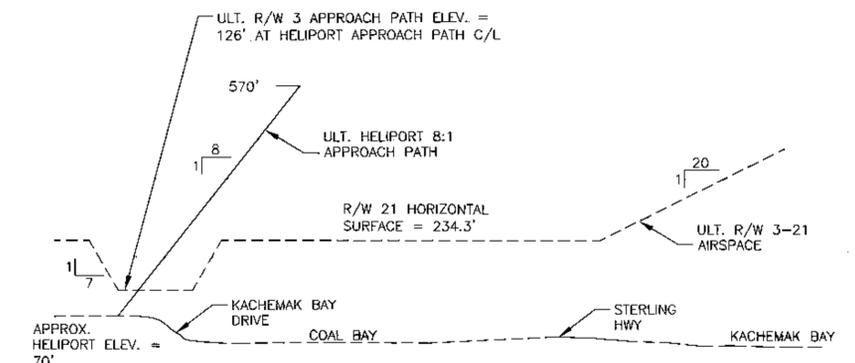
FILE: K:\JOB\LD03\Proj\4330\NEW ALP
 DATE: of Last Revision: 9/9/2005



RUNWAY 3-21 PROFILE - EXISTING & ULTIMATE

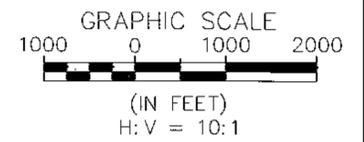


SEAPLANE PROFILE - EXISTING & ULTIMATE



HELIPORT PROFILE - ULTIMATE

NOTES:
1. SEE SHEETS 7-10 FOR OBSTRUCTION TABLES.



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 11/22/10
By: [Signature] DATE: 11/22/10
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600
F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
APPROVED: [Signature] DESIGN SECTION CHIEF
HARVEY M. DOUMIT, P.E.
APPROVED: [Signature] PROJECT MANAGER
GARY LINCOLN, P.E.

DATE 9/9/2005
DESIGN N.K.
DRAWN J.W.
CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
F.A.R. PART 77 PROFILES

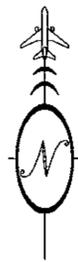
SHEET
12
OF
18

PROPERTY STATUS								
TRACT	PARCEL	ADA NO.	AREA ACRES	GRANTOR	GRANTEE	INTEREST	DATE ACQUIRED	ACQUIRED UNDER A.I.P. No.
TRACT I	A	10392	618.81			ILMT 1-6-64 & AMENDED	10/13/65	
TRACT I	B**	10392	79.7			ILMT 1-6-64 & AMENDED AVIG. AND HAZ. ESMT.	10/13/65	
TRACT I	C**	10392	214			ILMT 1-6-64 & AMENDED AVIG. AND HAZ. ESMT. & NONDEVELOPMENT COVENANT	10/13/65	
TRACT II	A	10172	58.31			QCD GRANTED BY CITY OF HOMER & AMENDED 12/14/76	6/10/75	
TRACT II	B	10172	12.87					
TRACT II	C	10172	2.15					
TRACT III*	A	11262	40.07			20 YR. LEASE FROM FAA, AMENDED	EXPIRES 9/30/2016	
TRACT III*	B		4.92			NOT TO BE ACQUIRED		
TRACT IV	A	11349	9.069			WARRANTY DEED	4/19/79	
TRACT IV	B	11350	0.012			WARRANTY DEED	5/25/79	
TRACT IV	C	11351	2.403			WARRANTY DEED	9/20/85	

LEGEND

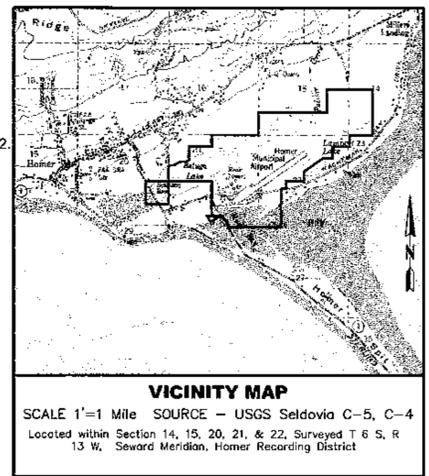
- ⊕ Found Primary Monument
- 1320' Record Dimension, See Note 1
- (ADA) Record Dimension, See Note 2
- Airport Property Boundary
- Parcel Boundary

0 100 200 400
Scale in Feet



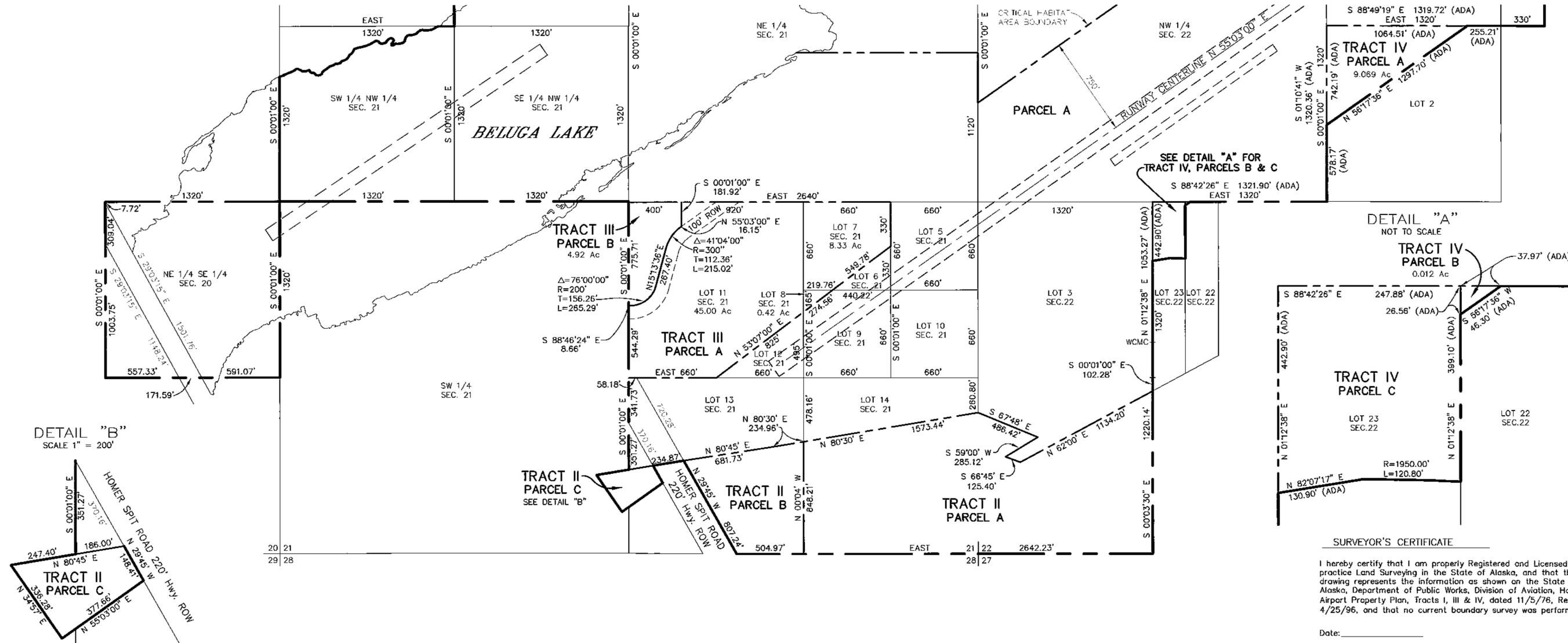
NOTES

- The information used to prepare this Property Plan drawing is from "State of Alaska, Department of Public Works, Division of Aviation, Homer Airport, Property Plan, Tracts I, III & IV, Dated 11/5/76. No current boundary survey was performed for the preparation of this Property Plan.
- Grid bearings and distances from "State of Alaska, Department of Public Works, Division of Aviation, Homer Airport, Property Plan, Tracts I, III & IV, Dated 11/5/76.
- The Beluga Lake shore line shown is based on aerial photography acquired May 17, 2002.
- Section 23 applied for to FAA on 5-27-77 for Parcels A & B. Application rejected by FAA on 8-5-77.



SEE SHEET No. 14

* SECTION 23 APPLIED FOR TO FAA ON 5-27-77 FOR PARCELS A & B. APPLICATION REJECTED BY FAA ON 8-5-77.
** HOMER CRITICAL HABITAT AREA CREATED BY LEGISLATION (SB 198) SIGNED 5/23/96 & EFFECTIVE 8/21/96



SURVEYOR'S CERTIFICATE

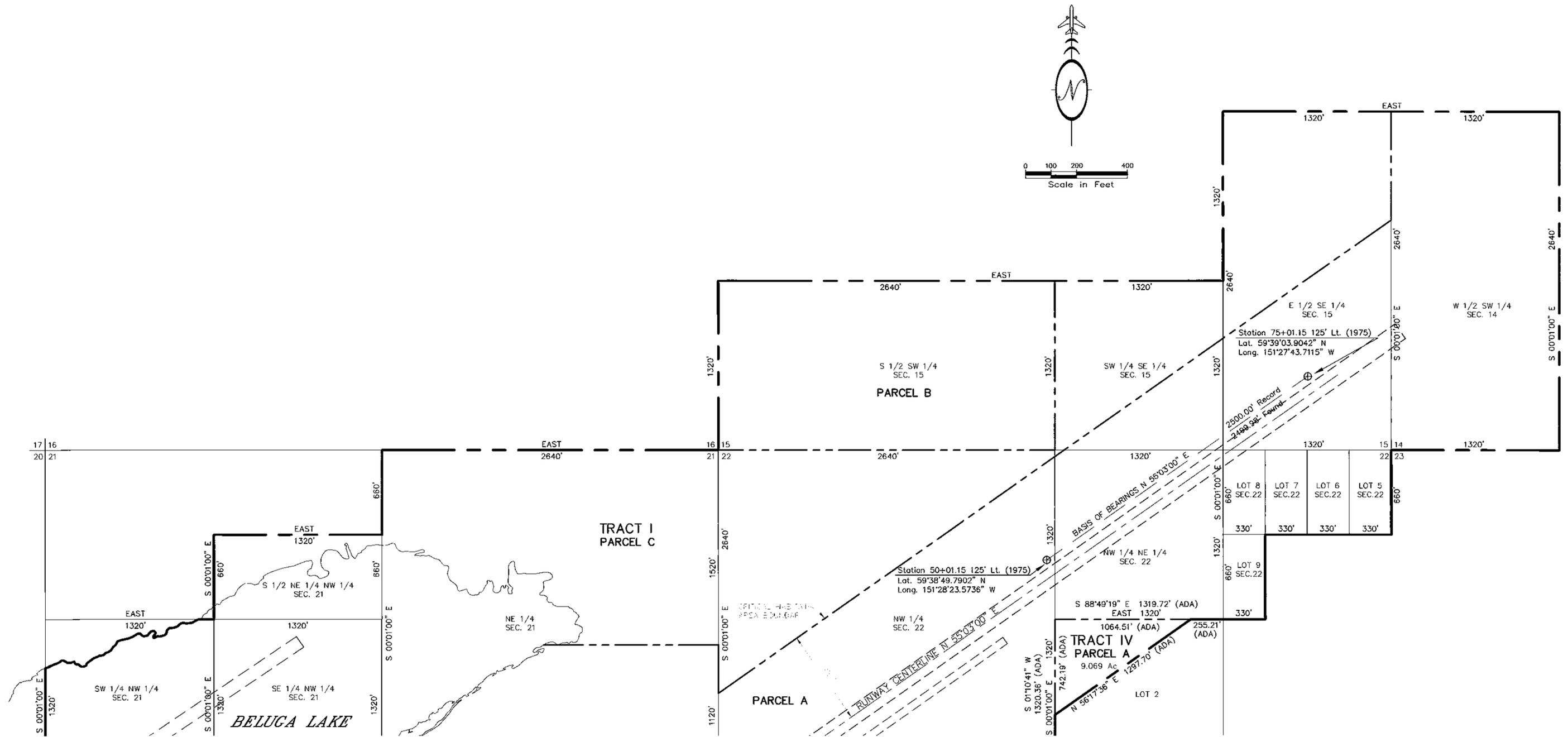
I hereby certify that I am properly Registered and Licensed to practice Land Surveying in the State of Alaska, and that this drawing represents the information as shown on the State of Alaska, Department of Public Works, Division of Aviation, Homer Airport Property Plan, Tracts I, III & IV, dated 11/5/76, Rev. 4/25/96, and that no current boundary survey was performed.

Date: _____

Registered Land Surveyor _____ Registration Number _____

This property plan supersedes Homer Airport Property Plan dated 2/9/66, Rev. 7/24/67.

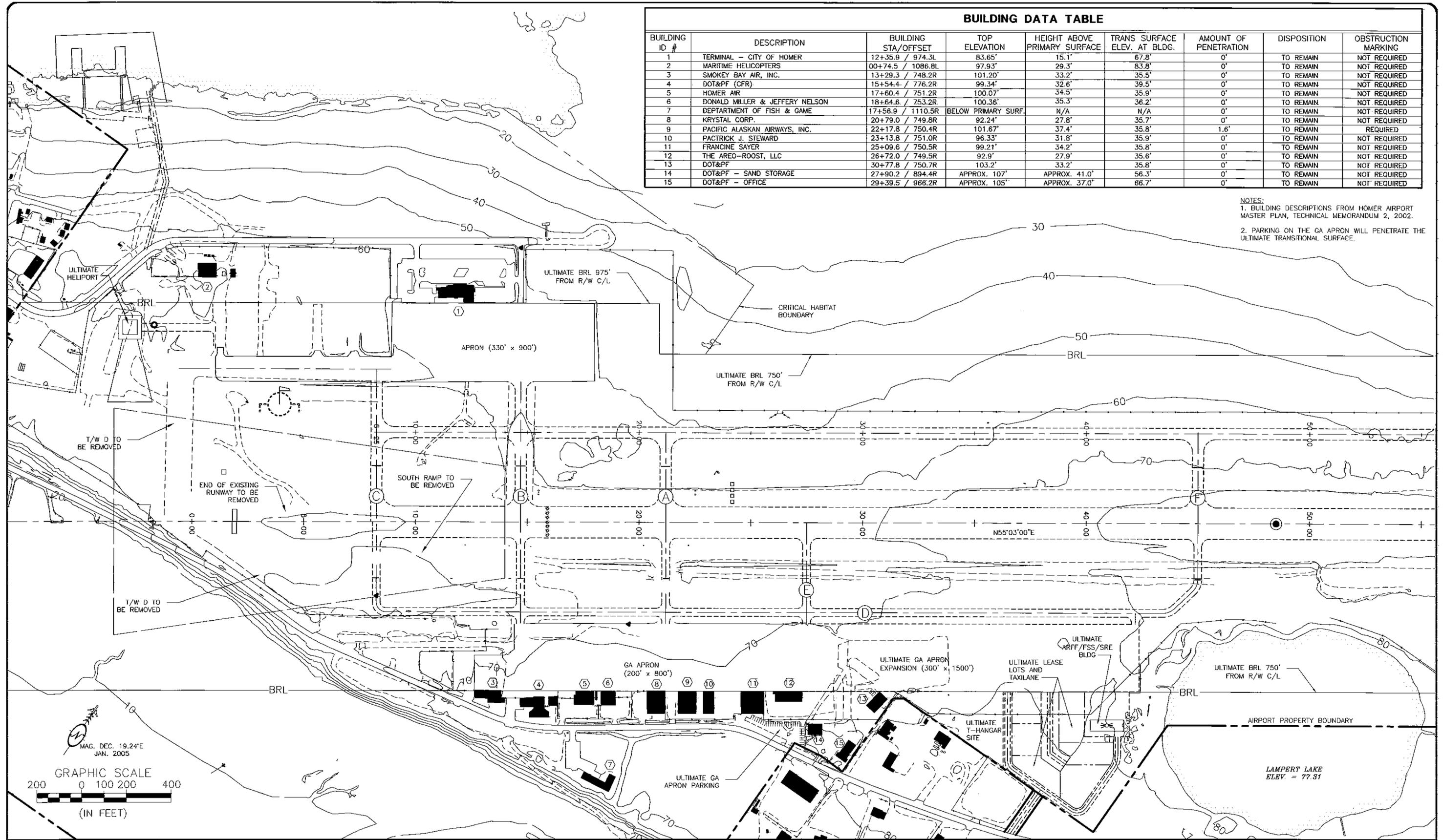
<p>AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO AIP APPROVAL LETTER DATED <u>12/29/03</u></p> <p>By: <u>[Signature]</u> DATE: <u>12/29/03</u></p> <p>FAA AIRPORTS DIVISION ALASKAN REGION, AAL-601</p> <p>F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA</p>	<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION</p> <p>APPROVED: <u>[Signature]</u> HARVEY M. GOUTIN, P.E. DESIGN SECTION CHIEF</p> <p>APPROVED: <u>[Signature]</u> GARY LINCOLN, P.E. PROJECT MANAGER</p>	<p>DATE <u>11/17/03</u></p> <p>DESIGN _____</p> <p>DRAWN <u>WDC</u></p> <p>CHECKED _____</p>	<p>HOMER AIRPORT</p> <p>AIRPORT PROPERTY PLAN</p>	<p>SHEET 13 OF 18</p>
<p>FILE: K:\308\LD03Proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005</p>				



SEE SHEET No. 13

This property plan supersedes Homer Airport Property Plan dated 2/9/66, Rev. 7/24/67.

<p>FILE: K:\JOB\DD3P\4330\NEW ALP DATE: of Last Revision: 9/9/2005</p>	<p>AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>11/22/03</u></p> <p>By: <u>[Signature]</u> DATE: <u>11/22/03</u></p> <p>FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-601</p> <p>F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA</p>	<table border="1"> <thead> <tr> <th>BY</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	BY	DATE	REVISIONS							<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION</p> <p>APPROVED: <u>[Signature]</u> HARVEY M. DOUTHETT, P.E. DESIGN SECTION CHIEF</p> <p>APPROVED: <u>[Signature]</u> GARY LINCOLN, P.E. PROJECT MANAGER</p>	<p>DATE <u>11/17/03</u></p> <p>DESIGN <u> </u></p> <p>DRAWN <u>WDC</u></p> <p>CHECKED <u> </u></p>	<p>HOMER AIRPORT</p> <p>AIRPORT PROPERTY PLAN</p>	<p>SHEET 14 OF 18</p>
BY	DATE	REVISIONS													



BUILDING DATA TABLE

BUILDING ID #	DESCRIPTION	BUILDING STA/OFFSET	TOP ELEVATION	HEIGHT ABOVE PRIMARY SURFACE	TRANS SURFACE ELEV. AT BLDG.	AMOUNT OF PENETRATION	DISPOSITION	OBSTRUCTION MARKING
1	TERMINAL - CITY OF HOMER	12+35.9 / 974.3L	83.65'	15.1'	67.8'	0'	TO REMAIN	NOT REQUIRED
2	MARITIME HELICOPTERS	00+74.5 / 1086.8L	97.93'	29.3'	83.8'	0'	TO REMAIN	NOT REQUIRED
3	SMOKEY BAY AIR, INC.	13+29.3 / 748.2R	101.20'	33.2'	35.5'	0'	TO REMAIN	NOT REQUIRED
4	DOT&PF (CFR)	15+54.4 / 776.2R	99.34'	32.6'	39.5'	0'	TO REMAIN	NOT REQUIRED
5	HOMER AIR	17+60.4 / 751.2R	100.07'	34.5'	35.9'	0'	TO REMAIN	NOT REQUIRED
6	DONALD MILLER & JEFFERY NELSON	18+64.6 / 753.2R	100.36'	35.3'	36.2'	0'	TO REMAIN	NOT REQUIRED
7	DEPARTMENT OF FISH & GAME	17+56.9 / 1110.5R	BELOW PRIMARY SURF.	N/A	N/A	0'	TO REMAIN	NOT REQUIRED
8	KRYSTAL CORP.	20+79.0 / 749.8R	92.24'	27.8'	35.7'	0'	TO REMAIN	NOT REQUIRED
9	PACIFIC ALASKAN AIRWAYS, INC.	22+17.8 / 750.4R	101.67'	37.4'	35.8'	1.6'	TO REMAIN	REQUIRED
10	PATRICK J. STEWARD	23+13.8 / 751.0R	96.33'	31.8'	35.9'	0'	TO REMAIN	NOT REQUIRED
11	FRANCINE SAYER	25+09.6 / 750.5R	99.21'	34.2'	35.8'	0'	TO REMAIN	NOT REQUIRED
12	THE AREO-ROOST, LLC	26+72.0 / 749.5R	92.9'	27.9'	35.8'	0'	TO REMAIN	NOT REQUIRED
13	DOT&PF	30+77.8 / 750.7R	103.2'	33.2'	35.8'	0'	TO REMAIN	NOT REQUIRED
14	DOT&PF - SAND STORAGE	27+90.2 / 894.4R	APPROX. 107'	APPROX. 41.0'	56.3'	0'	TO REMAIN	NOT REQUIRED
15	DOT&PF - OFFICE	29+39.5 / 966.2R	APPROX. 105'	APPROX. 37.0'	66.7'	0'	TO REMAIN	NOT REQUIRED

NOTES:
 1. BUILDING DESCRIPTIONS FROM HOMER AIRPORT MASTER PLAN, TECHNICAL MEMORANDUM 2, 2002.
 2. PARKING ON THE GA APRON WILL PENETRATE THE ULTIMATE TRANSITIONAL SURFACE.

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
 SUBJECT TO ALP APPROVAL LETTER DATED 1/22/05
 By: [Signature] DATE: 1/22/05
 FAA AIRPORTS DIVISION
 ALASKAN REGION, AAL-600
 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY	DATE	REVISIONS

STATE OF ALASKA
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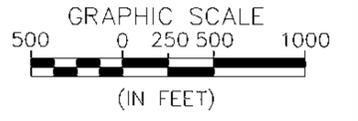
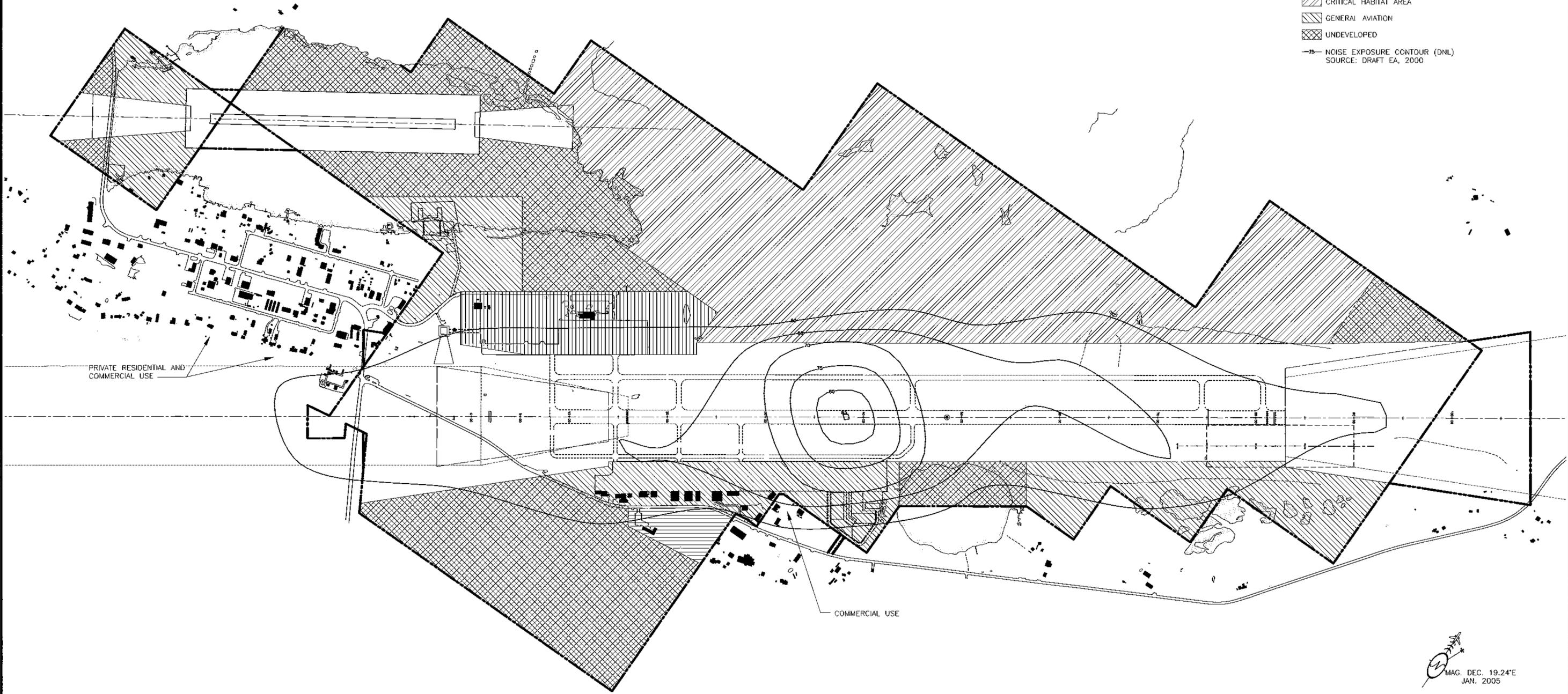
DATE 9/9/2005
 DESIGN N.K.
 DRAWN J.W.
 CHECKED S.T.R.

HOMER AIRPORT
 AIRPORT LAYOUT PLAN
 TERMINAL AREA PLAN

SHEET
15
 OF
18

LEGEND

-  AIR OPERATIONS AREA
-  COMMERCIAL
-  COMMERCIAL AVIATION
-  CRITICAL HABITAT AREA
-  GENERAL AVIATION
-  UNDEVELOPED
-  NOISE EXPOSURE CONTOUR (DNL)
SOURCE: DRAFT EA, 2000



<p>FILE: K:\JOB\LD03Proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005</p>	<p>AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>12/22/05</u></p> <p>By: <u>[Signature]</u> DATE: <u>12/22/05</u></p> <p>FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-600</p> <p>F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>BY</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	BY	DATE	REVISIONS							<p style="text-align: center;">STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION</p> <p>APPROVED: <u>[Signature]</u> DESIGN SECTION CHIEF HARVEY M. DOUTHIT, P.E.</p> <p>APPROVED: <u>[Signature]</u> PROJECT MANAGER GARY LINCOLN, P.E.</p>	<p>DATE <u>9/9/2005</u></p> <p>DESIGN <u>H.K.</u></p> <p>DRAWN <u>J.W.</u></p> <p>CHECKED <u>S.T.R.</u></p>	<p style="text-align: center;">HOMER AIRPORT AIRPORT LAYOUT PLAN</p> <p style="text-align: center;">FUTURE LAND USE PLAN</p>	<p>SHEET 16 OF 18</p>
BY	DATE	REVISIONS													

MASTER PLAN UPDATE SUMMARY

THE HOMER AIRPORT MASTER PLAN UPDATE WAS COORDINATED WITH AIRPORT USERS, MEMBERS OF THE PUBLIC, AND REPRESENTATIVES OF CITY, STATE, AND FEDERAL GOVERNMENT THROUGH NEWSLETTERS AND PUBLIC MEETINGS.

PASSENGER FORECAST

ANNUAL ENPLANED PASSENGERS ARE PROJECTED TO INCREASE OVER THE 20-YEAR PLANNING PERIOD. THE ANNUAL GROWTH RATE OF THE RECOMMENDED FORECAST IS 2.9%. SEE ANNUAL FORECASTS IN THE PEAK DEMAND FORECASTS TABLE.

PASSENGER AIRCRAFT OPERATIONS FORECAST				
	2000	2005	2010	2020
AIR CARRIER AIRCRAFT	0	31	70	128
AIR TAXI AIRCRAFT				
50-seat (Canadair RJ, Convair 580, DHC Dash 8)	400	594	626	725
30-seat Turboprop (DHC-8 Dash 8)	600	989	1,044	1,209
19-seat Turboprop (Beech 1900, DHC-6 Twin Otter)	1,700	1,583	1,670	1,934
9-seat or Smaller	600	791	835	967
Subtotal Air Taxi Aircraft	3,300	3,957	4,176	4,836
TOTAL AIRCRAFT OPERATIONS	3,300	3,988	4,246	4,964

CARGO FORECAST

SCHEDULED CARGO SERVICE IS PROVIDED BY BOTH PASSENGER CARRIERS AND BY ALL-CARGO CARRIERS. HALF OF ALL CARGO CARRIED BY COMMUTER AIRLINES IS MAIL AND HALF IS FREIGHT. THE FORECAST ANNUAL ENPLANED CARGO GROWTH RATE OVER THE 20-YEAR PLANNING PERIOD IS 3.2%. SEE ANNUAL CARGO TONNAGE FORECASTS IN THE PEAK DEMAND FORECASTS TABLE.

ALL-CARGO AIRCRAFT OPERATIONS FORECAST		
YEAR	All-Cargo Air Carrier Aircraft Operations	All-cargo Air Taxi Aircraft Operations
2005	17	809
2010	19	926
2020	25	1,218

Air carrier aircraft are those as large as a 60-seat passenger aircraft. Air taxi aircraft are smaller than a 60-seat passenger aircraft.

BASED AIRCRAFT FORECAST

BASED AIRCRAFT AT HOMER AIRPORT ARE PROJECTED TO GROW FROM 101 IN 2000 TO 117 IN 2020, AN AVERAGE ANNUAL GROWTH RATE OF 0.7%. THE RECOMMENDED FORECAST FOR BASED AIRCRAFT APPLIES THE FAA'S NATIONAL GROWTH RATES BY TYPE OF AIRCRAFT. THE ASSUMPTION IS MADE THAT ONE CORPORATE JET AIRCRAFT WILL BE BASED AT THE AIRPORT BY 2005.

BASED AIRCRAFT	
YEAR	BASED AIRCRAFT
2000	101
2005	106
2010	109
2020	117

BASED AIRCRAFT FLEET MIX				
AIRFRAME	2000	2005	2010	2020
Single Engine	93%	92%	92%	91%
Jet	0%	1%	1%	1%
Multi Engine	4%	4%	4%	4%
Helicopter	3%	3%	3%	4%

GENERAL AVIATION AND AIR TAXI OPERATIONS

HOMER AIRPORT HOSTS A MIX OF GENERAL AVIATION INCLUDING BOTH RECREATIONAL AND TRANSIENT OPERATIONS. THE CURRENT SPLIT BETWEEN LOCAL AND ITINERANT OPERATIONS, 45 PERCENT ITINERANT AND 55 PERCENT LOCAL, IS PROJECTED TO CONTINUE THROUGH THE 20-YEAR PLANNING PERIOD. THE PROJECTED ANNUAL GROWTH FOR GENERAL AVIATION IS 0.8%.

MILITARY AIRCRAFT OPERATIONS

MILITARY AIRCRAFT USE THE AIRPORT TWICE PER WEEK ON AVERAGE. THE MOST COMMON AIRCRAFT ARE THE C-130 AND THE UH-1 HELICOPTER USED BY THE AIR NATIONAL GUARD AND THE COAST GUARD, RESPECTIVELY. THE LARGEST MILITARY AIRCRAFT THAT USES THE AIRPORT IS THE C-130. THERE IS NO INDICATION THAT THE NUMBER OF TRANSIENT MILITARY AIRCRAFT USING THE AIRPORT WILL CHANGE IN THE FUTURE, THEREFORE, THE FORECAST FOR MILITARY OPERATIONS IS 200 PER YEAR THROUGH 2020.

TOTAL AIRCRAFT OPERATIONS

AIRCRAFT OPERATIONS ARE PROJECTED TO GROW AT AN AVERAGE ANNUAL RATE OF 1.0%.

AIRCRAFT OPERATIONS FORECAST				
	2000	2005	2010	2020
ITINERANT OPERATIONS				
Air Carrier Aircraft				
Charter Passenger	0	31	70	128
Charter All-Cargo	0	17	19	25
Subtotal Air Carrier Aircraft	0	48	89	153
Air Taxi Aircraft				
Scheduled Passenger	3,300	3,957	4,176	4,836
Scheduled All-Cargo	540	809	926	1,218
On-Demand Air Taxi	22,660	23,698	24,784	26,443
Subtotal Air Taxi Aircraft	26,500	28,464	29,886	32,497
General Aviation	5,300	5,553	5,808	6,196
Military	100	100	100	100
TOTAL ITINERANT OPERATIONS	31,900	34,165	35,883	38,946
LOCAL OPERATIONS				
General Aviation	6,500	6,788	7,098	7,574
Military	0	100	100	100
TOTAL LOCAL OPERATIONS	6,500	6,888	7,198	7,674
TOTAL AIRCRAFT OPERATIONS	38,400	41,053	43,081	46,620

PEAK DEMAND FORECASTS				
	2000	2005	2010	2020
ENPLANED PASSENGERS				
Annual	24,235	31,238	34,803	42,670
Peak Month	3,151	4,061	4,524	5,547
Design Day	102	131	146	179
Design Hour	43	55	64	76
ENPLANED CARGO (Tons)				
Annual	336	406	482	634
Peak Month	33.6	40.6	48.2	63.4
Design Day	1.08	1.31	1.56	2.05
Design Hour	.325	.393	.467	.614
AIR CARRIER, SCHEDULED AIR TAXI & MILITARY OPERATIONS				
Annual	3,940	5,014	5,391	6,407
Peak Month	394	501	539	641
Design Day	13	16	17	21
Design Hour	5	4	4	5
ON-DEMAND AIR TAXI AIRCRAFT OPERATIONS				
Annual	22,660	23,698	24,784	26,443
Peak Month	3,399	3,555	3,718	3,966
Design Day	110	115	120	128
Design Hour	14	14	15	16
GENERAL AVIATION AIRCRAFT OPERATIONS				
Annual	11,800	12,341	12,906	13,770
Peak Month	1,770	1,851	1,936	2,066
Design Day	57	60	62	67
Design Hour	7	7	8	8
TOTAL AIRCRAFT OPERATIONS				
Annual	38,400	41,053	43,081	46,620
Peak Month	5,563	5,907	6,193	6,673
Design Day	179	191	200	215
Design Hour	24	26	27	29

AIRPORT ROLE

THE ROLE OF THE HOMER AIRPORT IN THE NATIONAL AND STATE AIRPORT SYSTEM IS NOT PROJECTED TO CHANGE OVER THE 20-YEAR PLANNING PERIOD. HOMER IS CLASSIFIED AS A REGIONAL AIRPORT BY THE ALASKA AVIATION SYSTEM PLAN UPDATE AND IS PROJECTED TO REMAIN A REGIONAL AIRPORT IN THE FUTURE. HOMER AIRPORT WILL CONTINUE TO BE CLASSIFIED BY THE FAA AS A NON-HUB PRIMARY COMMERCIAL SERVICE AIRPORT, WHICH IS REGULATED UNDER 49 CFR PART 139.

AIRPORT REFERENCE CODE

HOMER AIRPORT - CURRENTLY, THE CONVAIR 580 QUALIFIES AS THE DESIGN AIRCRAFT AND THE APPROPRIATE ARC FOR THE AIRPORT IS B-III. TO ACCOMMODATE THE TYPES OF AIRCRAFT THAT WILL BE IN REGULAR USE AT THE AIRPORT IN THE FUTURE, SUCH AS THE CANADAIR REGIONAL JET CRJ-200, DHC-8, AND PROJECTED JET TRAFFIC, THE ARC SHOULD BE C-III. ALTHOUGH, THE ARC WILL CHANGE, THE CHANGE IS NOT PROJECTED TO OCCUR FOR SEVERAL YEARS. SPECIFICATIONS FOR THE CANADAIR CRJ-200 INCLUDE AN APPROACH SPEED OF 125 KNOTS, A WINGSPAN OF 61.8 FEET, AND A WEIGHT OF 41,250 LBS. SPECIFICATIONS FOR THE DHC-8 INCLUDE AN APPROACH SPEED OF 90 KNOTS, A WINGSPAN OF 90 FEET, AND A WEIGHT OF 41,100 LBS.

BELUGA LAKE - THE AIRPORT REFERENCE CODE FOR BELUGA LAKE IS CURRENTLY A-I AND SHOULD REMAIN A-I THROUGH THE PLANNING PERIOD. ALTHOUGH THE LARGEST AIRCRAFT THAT NOW USES BELUGA LAKE IS THE DEHAVILLAND DHC-3 OTTER, AN A-II AIRCRAFT, THE NUMBER OF ANNUAL OPERATIONS IS NOT EXPECTED TO EXCEED 500. THE DESIGN AIRCRAFT IS THE DHC-2 BEAVER. THE APPROACH SPEED, WINGSPAN, AND WEIGHT OF THE DHC-2 BEAVER ARE 50 KNOTS, 48.9 FEET, AND 5,100 LBS., RESPECTIVELY.

AIRPORT DESIGN STANDARDS

AIRPORT DESIGN STANDARDS	RUNWAY 3-21 EXISTING DIMENSIONS	RUNWAY 3-21 REQUIRED DIMENSIONS
Airport Reference Code	B-III	C-III
Approach Visibility Minimum		
R/W 3	1 SM	1 SM
R/W 21	< 3/4 SM	< 3/4 SM
Runway Width	150'	100'
Runway Shoulder Width	None	20'
Runway Blast Pad	None	140' x 200'
Runway Safety Area Width	300'	500'
Runway Safety Area Length (beyond runway end)	600'	1,000'
Obstacle Free Zone*	400' x 7,100'	400' x 7,100'
Runway Object Free Area Width	800'	800'
Runway Object Free Area Length (beyond runway end)	800'	1,000'
R/W 3 RPZ	500' x 700' x 1,010'	500' x 1,010' x 1,700'
R/W 21 RPZ	500' x 700' x 1,010'	1,000' x 1,750' x 2,500'

* An Inner Approach Obstacle Free Zone is required for runways with approach lights

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 11/20/05

By: *[Signature]* DATE: 11/20/05
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA

BY DATE REVISIONS

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
CENTRAL REGION

APPROVED: *[Signature]*
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

APPROVED: *[Signature]*
GARY LINCOLN, P.E. PROJECT MANAGER

DATE 9/9/2005

DESIGN N.K.

DRAWN J.W.

CHECKED S.T.R.

HOMER AIRPORT
AIRPORT LAYOUT PLAN

NARRATIVE

SHEET
17
OF
18

CAPITAL IMPROVEMENT PROGRAM

CAPITAL IMPROVEMENT PROJECTS IDENTIFIED BY THE MASTER PLAN UPDATE HAVE BEEN SCHEDULED ACCORDING TO THE ANTICIPATED DEMAND AND ALLOCATED TO ONE OF THREE PHASES:

- PHASE I 0-5 YEARS
- PHASE II 6-10 YEARS
- PHASE III 11-20 YEARS

CAPITAL IMPROVEMENT PROJECT COSTS			
PHASE	PROJECT	COST (\$)	
I.	0 - 5 YEARS		
	Parallel Taxiway	14,296,000	
	Beluga Lake Haulout Road & Dock	786,000	
	Transient Floatplane Parking Dock	271,000	
	GA Apron Expansion and Partial Parallel Taxiway	2,690,000	
	Replacement Airport Rotating Beacon	62,000	
	Taxiway C Improvements	443,000	
	ARFF/FSS/SRE Facility	9,734,000	
	Heliport	169,000	
	GA Vehicle Parking	299,000	
	Obstruction Removal for Future Runway 21 ILS *	32,000	
	Equipment Allowance	0	
	Subtotal	28,782,000	
	II.	6 - 10 YEARS	
		PAPI Installation	54,000
Terminal Apron Gate Replacement		61,000	
Environmental Assessment		112,000	
Taxilane and Access Road to New GA Lease Lots		285,000	
West Terminal Apron Expansion		738,000	
Water Lane Acquisition		204,000	
East Land Acquisition and Obstruction Removal		1,629,000	
Pavement Rehabilitation - Terminal Apron, North Taxiways B & E		926,000	
Equipment Allowance		1,815,000	
Subtotal	5,824,000		
III.	11 - 20 YEARS		
	Master Plan Update	497,000	
	Environmental Assessment	363,000	
	Runway Relocation with Safety Area Upgrade	22,045,000	
	GA Apron Expansion	1,178,000	
	East Terminal Apron Expansion	1,310,000	
	Road Extension at East Terminal Apron	181,000	
	Pavement Reconstruction - GA Apron and South Taxiways A & B	485,000	
	Equipment Allowance	1,892,000	
	Subtotal	27,941,000	
TOTAL	62,547,000		

* ILS Installation By The FAA Programmed Early In Phase II

Notes: All costs are in 2004 dollars.
Costs Include Allowances For Design And Construction Management.

CAPITAL IMPROVEMENT PROJECTS

PROJECT DESCRIPTIONS - PHASE I (1-5 YEARS)

PARALLEL TAXIWAY

A FULL-LENGTH PARALLEL TAXIWAY, 50 FEET WIDE, WITH 20-FOOT WIDE SHOULDERS AND A 118-FOOT WIDE TAXIWAY SAFETY AREA WILL BE BUILT ON THE NORTH SIDE OF RUNWAY 3-21. AN ACCESS TAXIWAY WITH HOLDING BAY WILL BE PROVIDED AT EACH RUNWAY END AND INTERMEDIATE TAXIWAY EXITS WILL BE PROVIDED. THE TAXIWAY WILL HAVE MEDIUM INTENSITY EDGE LIGHTING.

BELUGA LAKE HAULOUT ROAD AND DOCK

A NEW ROAD TO BELUGA LAKE WILL BE DEVELOPED FOR FLOATPLANE ACCESS SO THAT FLOATPLANES CAN BE TRANSPORTED ON AIRPORT ROADS RATHER THAN THE STERLING HIGHWAY. THE ROAD WILL ALSO PROVIDE QUICK ACCESS TO THE LAKE FOR RESCUE PURPOSES. A BOATHOUSE FOR RESCUE AND MAINTENANCE BOATS WILL BE PROVIDED NEAR THE FLOATPLANE RAMP. IN ADDITION, A DOCK WITH SLIPS FOR 11 BASED FLOATPLANES, A RESTROOM, AND VEHICLE PARKING WILL BE BUILT.

TRANSIENT FLOATPLANE PARKING DOCK

A FLOATING DOCK WITH FUEL AND TEMPORARY MOORING FOR TRANSIENT AIRCRAFT WILL ELIMINATE THE NEED TO USE THE GUARDRAIL ALONG THE STERLING HIGHWAY. THE DOCK WOULD BE DESIGNED FOR SEVEN AIRCRAFT WITH ONE OPEN SPACE AVAILABLE FOR FUELING. THE ADOT&PF PROJECT WOULD NOT INCLUDE FUEL STORAGE OR A FUEL DISPENSING SYSTEM, AS A FUEL VENDOR WOULD PROVIDE THESE. THE PROJECT WILL INCLUDE AN ACCESS ROAD TO THE DOCK.

GA APRON EXPANSION AND PARTIAL PARALLEL TAXIWAY

A 300-FOOT DEEP BY 900-FOOT LONG PAVED APRON AREA WILL BE BUILT EAST OF THE EXISTING GA APRON, NEAR THE PROPOSED ARFF/FSS/SRE FACILITY. THE WEST EDGE OF THE EXISTING AND NEW GA APRONS WILL BE DEVELOPED AS A PARTIAL PARALLEL TAXIWAY, WITH A TAXIWAY BUILT IN BETWEEN THE TWO APRONS. THE PARTIAL PARALLEL TAXIWAY WILL BE 35 FEET WIDE WITH 10-WIDE SHOULDERS, AND WILL HAVE MEDIUM INTENSITY EDGE LIGHTING. AIRPORT PERIMETER FENCING WILL BE EXTENDED AROUND THE NEW APRON.

REPLACEMENT AIRPORT ROTATING BEACON

THE BEACON WILL BE REPLACED AND THE NEW LOCATION WILL BE ON THE SOUTH SIDE OF THE RUNWAY, NEAR THE ARFF/FSS/SRE FACILITY, WHERE IT WILL NOT BE TOO CLOSE TO THE PROPOSED SEAPLANE BASE BEACON.

NEW BELUGA LAKE ROTATING BEACON

A SEAPLANE BASE ROTATING BEACON WILL BE INSTALLED FOR BELUGA LAKE, LOCATED NEAR THE PROPOSED BELUGA LAKE HAULOUT ROAD.

TAXIWAY C IMPROVEMENTS

SOUTH TAXIWAY C WILL BE RECONSTRUCTED TO THE APPROPRIATE SIZE (35 FEET WIDE WITH 10-FOOT WIDE) AND EXTENDED NORTH OF THE RUNWAY 3 THRESHOLD TO THE TERMINAL APRON. THE NEW NORTH TAXIWAY WILL BE 50 FEET WIDE WITH 20-FOOT WIDE SHOULDERS. TAXIWAY C WILL HAVE MEDIUM INTENSITY EDGE LIGHTING.

ARFF/FSS/SRE FACILITY

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) EQUIPMENT CANNOT BE ADEQUATELY ACCOMMODATED AT THE EXISTING ADOTPF FACILITY. FOR STAFFING EFFICIENCY, ARFF AND SRE (SNOW REMOVAL EQUIPMENT) WILL BE CO-LOCATED. IN ADDITION, THE FAA WANTS TO RELOCATE THE FLIGHT SERVICE STATION (FSS). A BUILDING THAT COMBINES ALL THREE FUNCTIONS PROVIDES ECONOMIES FOR CONSTRUCTION AND OPERATING COSTS AND ALLOWS THE FSS TO BE LOCATED ON THE UPPER FLOOR FOR A GOOD VIEW OF THE AIRFIELD. THE BUILDING WILL HAVE FIVE EQUIPMENT BAYS. IT WILL ALSO HAVE PUBLIC RESTROOMS THAT CAN BE USED BY GA PILOTS AND PASSENGERS. ASSOCIATED CONSTRUCTION WILL INCLUDE A NEW ACCESS ROAD FROM KACHEMAK DRIVE TO THE FACILITY AND PROVIDE VEHICLE PARKING FOR BUILDING EMPLOYEES AND VISITORS AND FOR USERS OF THE ADJACENT AIRCRAFT TIEDOWNS. THE ACCESS ROAD WILL BE SITUATED SO THAT AN AREA APPROXIMATELY 3/4 -ACRE NEXT TO LAMPERT LAKE WILL BE LEFT UNDEVELOPED OR USED AS A VENDOR-OPERATED CAMPGROUND. THE BUILDING WILL BE LOCATED NEAR LAMPERT LAKE, NEXT TO THE NEW GA APRON, WHERE TRANSIENT GA PARKING WILL BE LOCATED. FENCING WILL ALLOW ACCESS TO THE BUILDING FROM THE SECURE AIRSIDE AND FROM THE LANDSIDE.

HELIPORT

A NEW GENERAL AVIATION HELIPORT WITH VISUAL APPROACHES AND AN ADJACENT PARKING POSITION WILL BE BUILT ON THE NORTH SIDE OF THE RUNWAY TO ACCOMMODATE TRANSIENT HELICOPTERS. THE FINAL APPROACH AND TAKEOFF (FATO) AREA WILL BE 65 FEET BY 65 FEET AND WILL HAVE A 20-FOOT WIDE SAFETY AREA AROUND IT. THE TAKEOFF AND LIFTOFF (TLOF) ARE WITHIN THE FATO WILL BE PAVED AND 37 FEET BY 37 FEET. AN ADJACENT HELICOPTER PARKING PAD WILL BE 15 FEET BY 15 FEET. INCLUDED IN THE PROJECT ARE LIGHTING AND MARKING, FENCING MODIFICATIONS, A SHORT PUBLIC ACCESS ROAD THAT WILL ALSO SERVE AS A VEHICLE PARKING AREA DURING HELICOPTER LOADING AND UNLOADING, AND A SERVICE ROAD ON THE AIRSIDE.

GA VEHICLE PARKING

A NEW 30-SPACE GA PARKING LOT WILL BE PROVIDED FOR THE USERS OF AIRCRAFT TIEDOWNS. THE LOT WILL BE PAVED AND FENCED FOR SECURITY AND TO PREVENT UNAUTHORIZED PARKING. THE PARKING LOT WILL BE DEVELOPED ON THE NORTH SIDE OF KACHEMAK DRIVE, BLOCK 200, LOTS 1 AND 2, WHICH ARE RESERVED FOR AUTO PARKING.

OBSTRUCTION REMOVAL FOR FUTURE RUNWAY 21 ILS

THE FAA PLANS TO INSTALL AN INSTRUMENT LANDING SYSTEM (ILS) FOR RUNWAY 21, BUT THERE ARE 12 TREES THAT WOULD PENETRATE THE APPROACH SURFACE THAT WILL BE REQUIRED FOR THE NEW INSTRUMENT APPROACH. THIS PROJECT REMOVES THE TREES.

AIRPORT NOISE STUDY

A NOISE STUDY IS PROGRAMMED DUE TO THE SIGNIFICANT COMPLAINTS ABOUT AIRPORT NOISE IN THE AREA. THE STUDY WILL INCLUDE MONITORING OF ACTUAL NOISE LEVELS, NOT JUST COMPUTER MODELING.

EQUIPMENT ALLOWANCE

SNOW REMOVAL EQUIPMENT IS EXPECTED TO NEED REPLACEMENT OR AUGMENTATION.

PROJECT DESCRIPTIONS - PHASE II (6-10 YEARS)

PAPI INSTALLATION

CONSISTENT WITH THE FAA'S MODERNIZATION PROGRAM FOR VISUAL GLIDE SLOPE INDICATORS, THE VASIS (VISUAL APPROACH SLOPE INDICATORS) ON RUNWAYS 3 AND 21 WILL BE REPLACED WITH PAPIs (PRECISION APPROACH PATH INDICATORS).

TERMINAL APRON GATE REPLACEMENT

THE EXISTING MANUAL GATE LOCATED NEAR THE TERMINAL APRON WILL BE REPLACED WITH A NEW AUTOMATED GATE DESIGNED WITH REMOTE ACTIVATION AND A SECURITY IDENTIFICATION SYSTEM.

ENVIRONMENTAL ASSESSMENT

THE APRON EXPANSION AND LAND ACQUISITION WILL NEED ENVIRONMENTAL DOCUMENTATION WITHIN FIVE YEARS OF THEIR CONSTRUCTION.

TAXILANE AND ACCESS ROAD TO NEW GA LEASE LOTS

SIX NEW GA LEASE LOTS AND A LOT FOR T-HANGAR DEVELOPMENT ARE PROJECTED NEEDS FOR THE 20-YEAR PLANNING PERIOD. THE T-HANGAR LOT WOULD BE APPROXIMATELY 1.75 ACRES IN SIZE, WHILE EACH OF THE SIX OTHER LOTS WOULD BE AT LEAST ONE-HALF ACRE (APPROXIMATELY 150 FEET BY 200 FEET). THE LEASE LOT EXPANSION WILL REQUIRE BUILDING ADDITIONAL ACCESS ROAD AND A TAXILANE THAT WOULD BE ACCESSIBLE FROM THE REAR OF THE SIX LOTS.

WEST TERMINAL APRON EXPANSION

THE TERMINAL APRON WOULD BE EXPANDED WESTWARD, APPROXIMATELY 340 FEET BY 250 FEET.

WATER LANE ACQUISITION

A PORTION OF THE WATER LANE IN BELUGA LAKE IS NOT OWNED BY ADOT&PF. IT WILL BE ACQUIRED.

FAST LAND ACQUISITION AND OBSTRUCTION REMOVAL

BEFORE THE RUNWAY IS EXTENDED EASTWARD 800 FEET (PHASE III), THE LAND THAT WILL BE WITHIN THE RPZ WILL BE ACQUIRED AND TREES REMOVED FROM THE RELOCATED RUNWAY 21 THRESHOLD SURFACE SITING AND APPROACH SURFACES.

PAVEMENT REHABILITATION - TERMINAL APRON, NORTH TAXIWAYS B & E

IT IS PROJECTED THAT THE TERMINAL APRON, NORTH TAXIWAY B, AND NORTH TAXIWAY E PAVEMENTS WILL NEED REHABILITATION IN THE SECOND FIVE YEARS OF THE PLANNING PERIOD.

EQUIPMENT ALLOWANCE

SNOW REMOVAL EQUIPMENT WOULD NEED REPLACEMENT OR AUGMENTATION.

PROJECT DESCRIPTIONS - PHASE III (11-20 YEARS)

MASTER PLAN UPDATE

A REASSESSMENT OF THE ROLES, ACTIVITY LEVELS, USING FLEETS, AND FACILITY NEEDS AT THE AIRPORT AND BELUGA LAKE SHOULD BE UNDERTAKEN APPROXIMATELY TEN YEARS AFTER COMPLETION OF THE CURRENT MASTER PLAN UPDATE.

ENVIRONMENTAL ASSESSMENT

THE IMPROVEMENTS NEEDED TO UPGRADE THE AIRPORT TO AIRPORT REFERENCE CODE C-III WILL NEED ENVIRONMENTAL DOCUMENTATION.

RUNWAY RELOCATION WITH SAFETY AREA UPGRADE

AVIATION DEMAND FORECASTS INDICATE THAT TURBOJET AND LARGE AIRCRAFT OPERATIONS WILL INCREASE TO THE LEVEL THAT THE AIRPORT REFERENCE CODE FOR THE AIRPORT WILL INCREASE FROM B-III TO C-III. WHEN THIS OCCURS, A LARGER RUNWAY SAFETY AREA WILL BE REQUIRED, 500 FEET WIDE AND EXTENDING 1,000 FEET BEYOND RUNWAY ENDS. TO ACCOMPLISH THIS WITHOUT ADVERSELY AFFECTING THE ROAD AND PROPERTY WEST OF THE RUNWAY, THE RUNWAY WILL BE RELOCATED 800 FEET TO THE EAST; THE RUNWAY 3 THRESHOLD WILL BE MOVED EAST 800 FEET AND THE RUNWAY WILL BE EXTENDED 800 FEET FARTHER EAST. SINCE THE LAST RUNWAY RECONSTRUCTION WAS IN 1997, THE RUNWAY WILL BE NEEDING REHABILITATION. DETERIORATED ABANDONED RUNWAY PAVEMENT WEST OF THE CURRENT RUNWAY 3 THRESHOLD AND THE DETERIORATED TAXIWAY D PAVEMENT SHOULD BE REMOVED AND COULD BE RECYCLED AS PART OF THE RUNWAY RELOCATION PROJECT. SHOULDERS, 20- FEET WIDE, AND BLAST PADS, 140 FEET WIDE BY 200 FEET LONG, WILL BE ADDED TO THE RUNWAY, ALONG WITH THE DISTANCE REMAINING SIGNS RECOMMENDED FOR TURBOJET TRAFFIC. THE PARALLEL TAXIWAY WILL NEED TO BE EXTENDED 800 FEET TO SERVE THE RELOCATED RUNWAY 19 THRESHOLD. APPROACH LIGHTING SYSTEMS AND NAVAIDS WILL BE RELOCATED. THE HIGH INTENSITY RUNWAY EDGE LIGHTS WILL BE EXTENDED AND AIRFIELD FENCING WILL BE RELOCATED, EXTENDED, AND REPLACED AS REQUIRED.

GA APRON EXPANSION

A 20,000 SQUARE YARD PAVED GA APRON EXPANSION, 600 FEET BY 300 FEET, WILL BE BUILT WHERE THE GRAVEL-SURFACED APRON IS NOW LOCATED.

EAST TERMINAL APRON EXPANSION

AN APRON EXPANSION OF 350 FEET BY 350 FEET WILL BE BUILT EAST OF THE EXISTING TERMINAL APRON.

ROAD EXTENSION AT EAST TERMINAL APRON

THE ROAD TO THE TERMINAL BUILDING WOULD BE EXTENDED FARTHER EAST TO SERVE THREE NEW LEASE LOTS NORTH OF THE EAST TERMINAL APRON EXPANSION.

PAVEMENT RECONSTRUCTION - GA APRON AND SOUTH TAXIWAYS A & B

THE GA APRON AND TAXIWAY A AND B PAVEMENTS PLACED IN 2001 ARE PROJECTED TO HAVE A USEFUL LIFE OF APPROXIMATELY 20 YEARS, SO THAT THEY WILL NEED REHABILITATION LATE IN THE THIRD PHASE OF THE PLANNING PERIOD.

EQUIPMENT ALLOWANCE

SNOW REMOVAL AND ARFF EQUIPMENT IS EXPECTED TO NEED REPLACEMENT OR AUGMENTATION.

FILE: K:\JOB\1003\proj\4330\NEW ALP DATE: of Last Revision: 9/9/2005	AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>12/22/05</u>				STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION APPROVED: <u>[Signature]</u> HARVEY M. DOUTHETT, P.E. DESIGN SECTION CHIEF APPROVED: <u>[Signature]</u> GARY LINCOLN, P.E. PROJECT MANAGER	DATE <u>9/9/2005</u> DESIGN <u>N.K.</u> DRAWN <u>J.W.</u> CHECKED <u>S.T.R.</u>	SHEET HOMER AIRPORT AIRPORT LAYOUT PLAN NARRATIVE 18 OF 18
	BY: <u>[Signature]</u> DATE: <u>12/22/05</u> FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-600 F.A.A. AIRSPACE REVIEW NUMBER: 05-AAL-105NRA	BY _____ DATE _____ REVISIONS _____					

Appendix B –Multi-Sector General Permit

Sector S Specifications from MSGP

A disc with an electronic version of the 2008 MSGP is located in the back of this binder or can be found at:

http://www.epa.gov/npdes/pubs/msgp2008_finalpermit.pdf

STATE OF ALASKA

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
DIVISION OF WATER
WASTEWATER DISCHARGE AUTHORIZATION PROGRAM

SEAN PARNELL, GOVERNOR
555 Columbia Street
Anchorage, Alaska 99501-2017
Phone: (907) 269-6283
Fax: (907) 264-2414
<http://www.dec.alaska.gov>

September 27, 2011

Company: Alaska Department of Transportation
and Public Facilities (DOT&PF)

ATTN: Robert Campbell

P.O. Box 196900

Anchorage, AK 99519

Facility:

Homer Airport

2336 Kachemak Drive

Homer, AK 99603

SUBJECT: Acknowledgement of Coverage /Assigned Permit Number

HIGH IMPORTANCE: Your Permit Number is AKR05DB59

This letter acknowledges that you have submitted a complete Notice of Intent form to be covered under the Alaska Pollutant Discharge Elimination System (APDES) Multi-Sector General Permit for Stormwater Discharges associated with industrial activity (MSGP) on September 9, 2011. Coverage under this permit begins at the conclusion of your waiting period, on October 26, 2011. This is not a determination of the validity of the information you provided which your eligibility for coverage under the MSGP is based on. An important aspect of certification requires that you correctly determine whether you are eligible for coverage under this permit. Your signature on the Notice of Intent certifies that you have read, understand, and are implementing all of the applicable requirements.

The Multi-Sector General Permit requires you to have developed and begun implementing a Storm Water Pollution Prevention Plan (SWPPP) and outlines important inspection and record keeping requirements. You must also comply with any additional location-specific requirements applicable to your area. A copy of the MSGP must be kept with your SWPPP. An electronic copy of this permit and additional guidance materials can be viewed and downloaded at <http://www.dec.state.ak.us/water/wrpspc/stormwater/stormwater.htm>.

If you have general questions regarding the storm water program or your responsibilities under the MSGP, please call (907) 269-6283.

Thank you and sincerely,



Ronni Wilcock for William Ashton



Notice of Intent (NOI) For Storm Water Discharges Associated With Industrial Activity Under the APDES Multi-Sector General Permit

Submission of this completed Notice of Intent (NOI) constitutes notice that the operator identified in Section I of this form requests authorization to discharge pollutants to waters of the United States from the facility or site identified in Section III under Alaska's APDES Storm Water Multi-Sector General Permit (MSGP) for industrial storm water. Submission of this NOI constitutes your notice to ADEC that the facility identified in Section III of this form meets the eligibility conditions of Part 1.1 of the MSGP. Please read and make sure you comply with all eligibility requirements, including the requirement to prepare a storm water pollution prevention plan. Refer to the instructions at the end of this form to complete your NOI.

Section I. Operator Information	
Organization:	
Contact Person:	
Mailing Address:	Street (PO Box):
	City: State: Zip:
	Phone: Fax(optional):
	Email:
Section II Billing Contact Information	
Organization:	
Contact Person:	
Mailing Address:	Street (PO Box):
[] Check here if same as Operator Information	City: State: Zip:
	Phone: Fax(optional):
	Email:
Section III. Facility Information	
Facility Name:	
Have storm water discharges from your site been covered previously under an NPDES or APDES Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No	
a. If Yes, provide the Tracking Number if you have coverage under EPA's MSGP 2000 or the NPDES permit number if you had coverage under an EPA individual permit.	
b. If no, was your facility in operation and discharging storm water prior to October 30, 2005? <input type="checkbox"/> Yes <input type="checkbox"/> No	
c. If no to "b", did your facility commence discharging after October 30, 2005 and before January 5, 2009? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Location Address:	
Street:	
City: State: Alaska Zip:	
Borough or similar government subdivision:	
Latitude: Longitude:	
Determined By: <input type="checkbox"/> GPS <input type="checkbox"/> USGS topographic map <input type="checkbox"/> Other	
If you used a USGS topographic map, what was the scale?	
Estimated area of industrial activity at your site exposed to storm water: (acres)	
Is this a federal facility? <input type="checkbox"/> Yes <input type="checkbox"/> No	

Section IV. Discharge Information				
Does your facility discharge into a Municipal Separate Storm Sewer System (MS4)? <input type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, name of MS4 operator: _____				
Receiving Water and Wetlands information: (if additional space is needed for this question, fill out Attachment 1.)				
a. What is the name(s) of your receiving water(s) that receive storm water directly and/or through a MS4? If your receiving water is impaired, then identify the name of the impaired segment, if applicable, in parenthesis following the receiving water name.	b. Are any of your discharges directly into any segment of an "impaired" water?	c. If you answered yes to question b, then answer the following three questions:		
		i. What pollutant(s) are causing the impairment?	ii. Are the pollutant(s) causing the impairment present in your discharge?	iii. Has the TMDL been completed for the pollutant(s) causing the impairment?
	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Water Quality Standards (for new dischargers only)				
Are any of your discharges into any portion of a receiving water designated by the state under its antidegradation policy as a Tier 2 (or Tier 2.5) water (water quality exceeds levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water)? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Has the receiving water(s) been designated by the state under its antidegradation policy as Tier 3 water (Outstanding Natural Resource Water)? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Federal Effluent Limitation Guidelines and Sector-Specific Requirements				
a. Are you requesting permit coverage for any storm water discharges subject to effluent limitation guidelines? <input type="checkbox"/> Yes <input type="checkbox"/> No				
b. If yes, which effluent limitation guidelines apply to your storm water discharge?				
40 CFR Part/Subpart	Eligible Discharges	Affected MSGP Sector	Check if applicable	
Part 411, Subpart C	Runoff from material storage piles at cement manufacturing facilities.	E	<input type="checkbox"/>	
Part 418, Subpart A	Runoff from phosphate fertilizer manufacturing facilities that comes into contact with any raw materials, finished products, by-products, or waste products (SIC 2874).	C	<input type="checkbox"/>	
Part 423	Coal pile runoff at steam electric generating facilities.	O	<input type="checkbox"/>	
Part 429, Subpart I	Discharges resulting from spray down or intentional wetting of logs at wet deck storage areas.	A	<input type="checkbox"/>	
Part 436, Subpart B, C, or D	Mine dewatering discharges at crushed stone mines, construction sand and gravel mines, or industrial sand mines.	J	<input type="checkbox"/>	
Part 443, Subpart A	Runoff from asphalt emulsion facilities.	D	<input type="checkbox"/>	
Part 445, Subparts A & B	Runoff from hazardous waste and non-hazardous waste landfills.	K,L	<input type="checkbox"/>	
c. If you are a Sector S (Air Transportation) facility, do you anticipate using more than 100,000 gallons of glycol-based deicing/anti-icing chemicals and/or 100 tons or more of urea on an average annual basis? <input type="checkbox"/> Yes <input type="checkbox"/> No				

Identify the 4-digit Standard Industrial Classification (SIC) code or 2-letter Activity Code that best represents the products produced or services rendered for which your facility is primarily engaged, as define in MSGP:					
Primary SIC Code:		Or		Primary Activity Code:	
Identify the applicable sector(s) and subsector(s) of industrial activity, including co-located industrial activity, for which you are requesting permit coverage.					
a. Sector:	Subsector:	b. Sector:	Subsector:	c. Sector:	Subsector:
d. Sector:	Subsector:	e. Sector:	Subsector:	f. Sector:	Subsector:
Is your site presently inactive or unstaffed? <input type="checkbox"/> Yes <input type="checkbox"/> No					
a. If yes, is your site expected to be inactive and unstaffed for the entire permit term? <input type="checkbox"/> Yes <input type="checkbox"/> No					
b. If no to a, then indicate the length of time that you expect your facility to be inactive and unstaffed.					
Section V. Storm water Pollution Prevention Plan (SWPPP) Contact Information					
SWPPP Contact Name:					
Phone:			Email:		
URL of SWPPP (if applicable):					
Section VI. Endangered Species Protection					
Using the instructions in Appendix E of the MSGP, under which criterion listed in Part 1.1.4.5 are you eligible for coverage under this permit?					
<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F					
If you select criterion E from Part 1.1.4.5:					
What federally-listed species or federally-designated critical habitat are in your "action area"?					
List the pollutants expected to be present in your discharge:					
If you are an existing discharger, do you have effluent monitoring data from EPA's MSGP 2000 or another previous NPDES permit? <input type="checkbox"/> Yes <input type="checkbox"/> No					
1. If no, why not? <input type="checkbox"/> No monitoring required for my sector <input type="checkbox"/> Inactive/unstaffed site <input type="checkbox"/> Other:					
2. Do you have any other data characterizing pollutants in your storm water (describe)?					
3. If you have benchmark monitoring data, did you exceed any of the applicable benchmarks? <input type="checkbox"/> Yes <input type="checkbox"/> No					
4. Did you exceed any applicable effluent limitation guideline or cause or contribute to an exceedance of a state water quality standard? <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. If you answered "yes" to either question 3 or 4 above, for what pollutant(s)?					
Attach documentation supporting criterion E eligibility. Documentation should address species and habitat listed above and the potential effects of pollutants in your discharge on the listed species and habitat.					
If you select criterion F from Part 1.1.4.5, provide the operator's NPDES Tracking Number under which you are certifying eligibility:					
Section VII. Historic Preservation					
Using the instructions in Appendix F of the MSGP, under which criterion listed in Part 1.1.4.6 are you eligible for coverage under this permit? <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D					

Section VIII. Certification Information

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Printed Name: _____ Title: _____

Signature: _____ Date: _____ Email: _____

NOI Preparer (Complete if NOI was prepared by someone other than the certifier)

Prepared By: _____

Organization: _____

Phone: _____ Email: _____

Instructions for Completing the Notice of Intent for Storm water Discharges Associated with INDUSTRIAL ACTIVITY under the Multi-Sector General Permit (MSGP)

NOI Submittal Deadlines/Discharge Authorization Dates		
Category	NOI Deadline	Discharge Authorization Date¹
Existing Dischargers - in operation as of October 30, 2005 and authorized for coverage under MSGP 2000.	No later than May 27, 2009.	30 days after ADEC posts your NOI. Your authorization under the MSGP 2000 is automatically continued until you have been granted coverage under this permit, or coverage is otherwise terminated.
New Dischargers or New Sources - have commenced discharging between October 30, 2005 and May 27, 2009.	As soon as possible but no later than May 27, 2009.	30 days after ADEC posts your NOI.
New Dischargers or New Source - commence discharging after May 27, 2009	A minimum of 60 days prior to commencing operation of the facility or a minimum of 30 days if your SWPPP is posted on the Internet during this period and the Internet address (i.e., URL) to your SWPPP is provided on the NOI form.	If you post your SWPPP on the Internet, 30 days after ADEC posts your NOI. Otherwise, 60 days after ADEC posts your NOI.
New Owner/Operator of Existing Discharger - transfer of ownership and/or operation of a facility whose discharge is authorized under this permit.	A minimum of 30 days prior to date that the transfer will take place to the new owner/operator.	30 days after ADEC posts your NOI.
Other Eligible Dischargers - in operation prior to October 30, 2005 but not covered under the MSGP 2000 or another APDES permit.	Immediately, to minimize the time discharges from the facility will continue to be unauthorized.	If you post your SWPPP on the Internet, 30 days after ADEC posts your NOI. Otherwise, 60 days after ADEC posts your NOI.

- discharges storm water associated with industrial activities, identified in Appendix D of the MSGP;
- meets the eligibility requirements in Part 1.1 of the permit;
- develops a storm water pollution prevention plan (SWPPP) in accordance with Part 5 of the MSGP; and
- installs and implements control measures in accordance with Part 2 to meet numeric and non-numeric effluent limits.

If you are unsure if you need an APDES storm water permit, contact your APDES storm water permit program. Contacts are listed at:

<http://www.dec.state.ak.us/water/wnpssc/stormwater/stormwater.htm>

One NOI must be submitted for each facility or site for which you are seeking permit coverage. You do not need to submit separate NOIs for each type of industrial activity present at your facility, provided your SWPPP covers all activities.

When to File the NOI Form

Do not file your NOI until you have obtained and thoroughly read a copy of the MSGP. A copy of the MSGP is located on the EPA website (<http://www.epa.gov/npdes/stormwater/msgp>). The MSGP describes procedures to ensure your eligibility, prepare your SWPPP, install and implement appropriate storm water control measures, and complete the NOI form questions – all of which must be done before you sign the NOI certification statement attesting to the accuracy and completeness of your NOI. You will also need a copy of the MSGP once you have obtained coverage so that you can comply with the implementation requirements of the permit.

Completing the NOI Form

To complete this form, type or print in the appropriate areas only. Please make sure you complete all questions. Make sure you make a photocopy for your records before you send the completed form to the address above. You may also use this paper form as a checklist for the information you will need when filing an NOI electronically via ADEC's OASys system.

Section I. Operator Information

- Provide the name of the contact person and the legal name of the firm, public organization, or any other public entity that operates the facility described in this application. An operator of a facility is a legal entity that controls the operation of the facility.
- Provide the operator's mailing address, telephone number, fax number (optional), and email address. Correspondence will be sent to this address.

Section II Billing Contact Information

- Provide the name of the contact person and the legal name of the firm, public organization, or any other public entity that is responsible for accounts payable for this facility.
- Provide the billing contact's mailing address, telephone, number, fax number (optional), and email address. Correspondence for billing purposes will be sent to this address. If the billing contact address is that same as the operator, check the box and continue to Section III Facility Information. See 18 AAC 72.956 for applicable authorization fee to be paid with the submittal of the NOI.

Section III. Facility Information

- Enter the facility's official or legal name. Unless the name of your facility has changed, please use the same name provided on prior NOIs or permit applications.
- Indicate if industrial storm water discharges from your facility were previously covered by an NPDES or APDES permit.
 - a If your facility was covered by EPA's MSGP-2000, please include the tracking number that you received in your

¹ Based on a review of your NOI or other information, ADEC may delay your authorization for further review, notify you that additional effluent limitations are necessary, or may deny coverage under this permit and require submission of an application for an individual APDES permit, as detailed in MSGP Part 1.6. In these instances, ADEC will notify you in writing of the delay or the request for submission of an individual permit application. ADEC will post these NOIs on its website at: <http://www.dec.state.ak.us/water/wwdp/index.htm>.

Who Must File a Notice of Intent with ADEC?

Under section 402(p) of the Clean Water Act (CWA) and regulations at 40 CFR Part 122.26, adopted by reference at 18 AAC 83.010 (3) storm water discharges associated with industrial activity are prohibited to waters of the United States unless authorized under an Alaska Pollutant Discharge Elimination System (APDES) permit. You can obtain coverage under the MSGP by submitting a completed NOI if you operate a facility that:

- is located in a jurisdiction where ADEC is the permitting authority, listed in Appendix C of the MSGP;

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confirmation letter or email from ADEC's or EPA's Storm water Program. You can find the tracking number assigned to your previous NOI on ADEC's Online Permit Search: www.dec.state.ak.us/water/WaterPermitSearch/Search.aspx Or EPA's NOI Search website www.epa.gov/npdes/noisearch if you submitted your NOI to EPA.

- b If your facility was not previously covered by an NPDES or APDES permit and discharged industrial storm water, then indicate if it was in operation before October 30, 2005 and not covered under the MSGP 2000. If you select "yes" to this question, then you have a 30-day waiting period before you are authorized to discharge.
 - c If you select "no", then indicate if your facility discharged storm water between October 30, 2005 and May 27, 2009. If you select "yes" to this question then you have a 30 day waiting period before you are authorized to discharge. If you select "no" to this question and you post your SWPPP on the Internet and provide the URL, then you have a 30 day waiting period before you are authorized to discharge. If you select "no" to this question, then you have a 60 day waiting period before you are authorized to discharge.
- Enter the street address, including city, state, zip code, borough or similar government subdivision of the actual physical location of the facility. Do NOT use a P.O. Box.
 - Provide the facility latitude and longitude in one of three formats: (1) degrees, minutes, seconds; (2) degrees, minutes, decimal; or (3) degrees decimal. You can obtain your facility's latitude and longitude through Global Positioning System (GPS) receivers, U.S. Geological Survey (USGS) quadrangle or topographic maps, or EPA's web-based siting-tools, among other methods. Refer to <http://www.epa.gov/npdes/stormwater/msgp> for guidance on the use of these methods. For consistency, ADEC requests you take measurements from the location of your facility's storm water outfall. Outfalls are locations where the storm water exits the facility, including pipes, ditches, swales, and other structures that transport storm water. If there is more than one outfall present, measure at the primary outfall (i.e., the outfall with the largest volume of storm water discharge associated with industrial activity).
 - Identify the data source that you used to determine the facility latitude and longitude. If you did not use a USGS quadrangle or topographic map or GPS receivers, then select "Other" and write the method used on the line provided. If you used a USGS quadrangle or topographic map, write the map scale on the line provided. Scale should be identified on the map.
 - Enter the estimated area of industrial activity at your site exposed to storm water, in acres.
 - Indicate if the facility is considered a "federal facility" Federal facilities include any buildings, installations, structures, land, public works, equipment, aircraft, vessels, and other vehicles and property, owned or leased by the federal government.

Section IV. Discharge Information

Discharge to MS4

- Indicate whether storm water from your site will be discharged into a municipal separate storm sewer system (MS4). An MS4 is a conveyance or system of conveyances, including roads with drainage systems, municipal streets, catch basins, storm drains, curbs and gutters, ditches and man-made channels owned or operated by a state, city, town, borough, county, parish, district, association or other public body used to collect or convey storm water. If you check "Yes" then identify the name of the MS4 operator on the line provided. If you are uncertain of the MS4 operator, contact your local government for that information. MS4s are different than combined sewers, which are designed to

convey both storm water and sanitary wastewater. Discharges to combined sewers do not require an APDES permit but may be subject to other CWA requirements (contact the combined sewer operator for more information).

Receiving Waters and Wetlands

- Enter information regarding your discharge. If additional space is needed fill out Attachment 1, as follows.
 - a Indicate in column "a" of the table the name(s) of the receiving water(s) into which storm water from your facility will discharge. Also provide in parentheses the name of the impaired water (and segment, if applicable) into which your storm water is discharged. If you identified more than one receiving water for your facility, indicate the first receiving water and complete question b and c (if applicable), before entering the next receiving water. The EPA's Water Locator Tool can help you identify the closest receiving water to your facility (www.epa.gov/npdes/msgp). Your receiving water may be a lake, stream, river, ocean, wetland or other water body, and may or may not be located adjacent to your facility. Your storm water may discharge directly to the receiving water or indirectly via a storm sewer system, an open drain or ditch, or other conveyance structure. Do NOT list a man-made conveyance, such as a storm sewer system, as your receiving water. Indicate the first receiving water your storm water discharge enters. For example, if your discharge enters a storm sewer system that empties into Trout Creek, which flows into Pine River, your receiving water is Trout Creek, because it is the first water body your discharge will reach. Similarly, a discharge into a ditch that feeds Spring Creek should be identified as "Spring Creek" since the ditch is a manmade conveyance. If you discharge into a MS4, you must identify the water body into which that portion of the storm sewer discharges. That information should be readily available from the operator of the MS4.
 - b Indicate in column "b" of the table whether you discharge directly to an impaired water (lake, stream segment, estuary, etc), listed as "impaired" under section 303(d) of the Clean Water Act. Each state water quality agency maintains a list of waters that are impaired. Most state agencies publish these lists online. You can view the ADEC impaired water body list at: <http://www.dec.state.ak.us/water/wqsar/index.htm> If you discharge into a stream segment that is upstream of a listed impaired water but which is not itself on the state's impaired waters list, answer "no" to this question. In this case, requirements in the MSGP for discharges into impaired waters do not apply to you, unless notified otherwise by ADEC.
- Answer the following three questions only if you answered "Yes" to b:
 - i Provide the pollutant(s) listed as causing the impairment in the water identified in b. Enter each pollutant individually on a separate row in the table.
 - ii Out of the pollutant(s) that you identified in c(i), indicate which pollutants you believe will be present in your discharge. If you do not expect the pollutant(s) to be in your discharge, then select "no."
 - iii Indicate the pollutant(s) that have a Total Maximum Daily Load (TMDL) for the impaired stream segment that you identified in ii. Check with your state water quality agency for lists of waters with approved or established TMDLs.

Water Quality Standards

- If storm water discharges from your facility have not been previously covered under an APDES or NPDES permit, then you are considered a new discharger and must provide this information; otherwise you are considered an existing discharger and may skip this section. State water quality

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agencies are responsible for setting water quality standards for waters within the state's boundaries. Check EPA's website (www.epa.gov/npdes/msgp) to determine if the water(s) that you discharge into are designated as a "Tier 2 (or Tier 2.5) water" (See Appendix A of the MSGP 2008 for definitions of "Tier 2 water" and "Tier 2.5 water"). If you discharge into these waters, ADEC may impose additional permit conditions to ensure that you do not violate the State's antidegradation policy.

- Identify whether your receiving water is designated as a Tier 3 water body. Go to www.epa.gov/npdes/msgp for a list of Tier 3 water bodies. Note that new discharges into designated Tier 3 waters are not eligible for coverage under the MSGP 2008.

Federal Effluent Limitation Guidelines and Sector-Specific Requirements

- Depending on your industrial activities, your facility may be subject to effluent limitation guidelines which include additional effluent limits and monitoring requirements for your facility. Please review these requirements, described in Part 2.1.3 of the MSGP and check any appropriate boxes on the NOI form.
- For Sector S facilities (Air Transportation), indicate whether you anticipate that the entire airport facility will use more than 100,000 gallons of glycol-based deicing/anti-icing chemicals and/or 100 tons or more of urea on an average annual basis. If so, additional effluent limits and monitoring conditions apply to your discharge (see Part 8 Sector S of the MSGP 2008).
- List the four-digit Standard Industrial Classification (SIC) code and/or two character activity code that best describes the primary industrial activities performed by your facility under which you are required to obtain permit coverage. Your primary industrial activity includes any activities performed on-site which are (1) identified by the facility's one SIC code for which the facility is primarily engaged; and (2) included in the narrative descriptions of 40 CFR 122.26(b)(14)(i), (iv), (v), or (vii), and (ix). See Appendix D of the MSGP for a complete list of SIC codes and activities codes.
- If your site has co-located industrial activities that are not identified as your primary industrial activity, identify the sector and subsector codes that describe these other industrial activities. For a complete list of sector and subsector codes, see Appendix D of the MSGP.
- Indicate whether your facility is currently inactive and unstaffed.
 - a If so then indicate whether your facility will be inactive and unstaffed for the entire permit term; or if not, specify the specific length of time in units of days, weeks, months, or years (e.g. 3 months) that you expect the facility to be inactive and unstaffed.

Section V. Storm Water Pollution Prevention Plan (SWPPP) Contact Information

- Identify the name, telephone number, and email address of the person who will serve as a contact for ADEC on issues related to storm water management at your facility. This person should be able to answer questions related to storm water discharges, the SWPPP, and other issues related to storm water permit coverage or have immediate access to individuals with that knowledge. This person does not have to be the facility operator but should have intimate knowledge of storm water management activities at the facility.
- If you are making your SWPPP publicly available on a website, provide the appropriate Internet URL address. (Please note that by posting your SWPPP on the web, you may qualify for a shortened authorization waiting period. See Table 9.10-1 of the MSGP for more information.)

Section VI. Endangered Species Protection

- Based on the instruction provided in Appendix E of the MSGP 2008, indicate which permit criterion (A,B,C,D,E, or F) listed in Part 1.1.4.5 you are using to satisfy your eligibility obligations for protection of endangered and threatened species and designated critical habitat.
- If you select criterion E (not likely to adversely affect), list those federally-listed endangered or threatened species and any federally-listed designated critical habitat expected to exist in proximity to your facility.
- List the pollutants that you expect to be present in your storm water discharge. Include and pollutants that you may have included in Section III c(i) above.
- If you are an existing discharger who was previously covered under the MSGP 2000 or other NPDES or APDES permit, indicate whether you have any previous effluent monitoring data.
 - 1 If you select "No," then indicate why you don't have any data.
 - 2 Also indicate if you have any other data characterizing pollutants in your storm water discharge.
 - 3 If you select "Yes," then indicate whether you exceeded any benchmark.
 - 4 Indicate whether you have exceeded any applicable effluent limitation guideline or caused or contributed to an exceedance of state water quality requirement(s).
 - 5 If you answered "Yes" to either questions 3 or 4, indicate the pollutant parameters for which you exceeded the benchmark, applicable effluent limitation guideline or state water quality requirement(s).
- Attach your supporting rationale for your determination of the applicability of Criterion E for your facility (applies to both new and existing dischargers). Your documentation should address species and habitat listed above and the potential effects of pollutants you provided on the listed species and habitat. This should include consideration of any available data characterizing pollutants in your storm water discharge, or in the discharge of similar facilities if data for you facility is not available, that may be of concern to listed species.
- If you select Criterion F (already addressed in another operator's valid certification), provide the tracking number that the operator received in their confirmation letter or email from ADEC or EPA's NOI Processing Center (see Appendix E of the 2008 MSGP). If you do not know the tracking number, you can find the tracking number assigned to your facility on ADEC's Water Permit Search www.dec.state.ak.us/water/WaterPermitSearch/Search.aspx or EPA's Notice of Intent (NOI) Search website (www.epa.gov/npdes/noisearch) if you submitted your NOI on EPA's website. An example where criterion F may apply includes airports where several individual airlines have applied for coverage under the MSGP, and the entire airport also has applied for or obtained coverage. If the airport has already certified under Appendix E, and that certification addresses any potential impacts from the individual airlines, then the airlines may reference the airport's permit tracking number.

Section VII. Historic Preservation

- Based on the instruction provided in Appendix F of the MSGP 2008, indicate which permit criterion (A, B, C, or D) listed in Part 1.1.4.6 of the MSGP you used to satisfy your eligibility obligations for protection of historic properties.

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Section VIII. Certification Information

The NOIs, must be signed as follows:

(1) For a corporation, a responsible corporate officer shall sign the NOI, a responsible corporate officer means:

(A) a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy- or decision-making functions for the corporation; or

(B) the manager of one or more manufacturing, production, or operating facilities, if

(i) the manager is authorized to make management decisions that govern the operation of the regulated facility, including having the explicit or implicit duty of making major capital investment recommendations, and initiating and directing other comprehensive measures to assure long term environmental compliance with environmental statutes and regulations;

(ii) the manager can ensure that the necessary systems are established or actions taken to gather complete and accurate information for permit application requirements; and

(iii) authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures.

(2) For a partnership or sole proprietorship, the general partner or the proprietor, respectively; or

(3) for a municipality, state, or other public agency, either a principal executive officer or ranking elected official shall sign the application; in this subsection, a principal executive officer of an agency means

(A) the chief executive officer of the agency; or

(B) a senior executive officer having responsibility for the overall operations of a principal geographic unit or division of the agency.

Include the name, title, and email address of the person signing the form and the date of signing. An unsigned or undated NOI form will not be considered valid application for permit coverage.

If the NOI was prepared by someone other than the certifier (for example, if the NOI was prepared by the facility SWPPP contact or a consultant for the certifier's signature), include the name, organization, telephone number, and email address of the NOI preparer.

Where to File the NOI Form

ADEC encourages you to complete the NOI form electronically via the Internet. ADEC's Online Application System (OASys) can be found at <https://myalaska.state.ak.us/dec/water/opa>. Filing electronically is the fastest way to obtain permit coverage and help ensure that your NOI is complete. If you choose not to file electronically, you must send the NOI to the address listed below.

If you file by mail, please submit the original form with a signature in ink. ADEC will not accept a photocopied signature. Remember to retain a copy for your records.

NOIs sent by mail:

Alaska Dept. of Environmental Conservation

Wastewater Discharge Authorization Program

555 Cordova Street

Anchorage, AK 99501

Phone: (907) 269-6285

Your SWPPP needs to be submitted for review as required in Part 9 of the MSGP (State, Territory, and Tribal requirements). You must keep a copy of your SWPPP on-site or otherwise make it available to facility personnel responsible for implementing provisions of the permit.

Appendix D – Visual Assessments

Visual Assessment Instructions and Schedule

Visual Assessment Forms

Visual Assessment Instructions

A visual assessment must be conducted once per quarter, see below table. Each visual assessment needs to be conducted during runoff conditions within the first 30 minutes of a rain event. In the event that the assessment cannot be conducted during the first 30 minutes of a rain event, this should be noted. For example, this could be due to a light drizzle requiring longer than 30 minutes of downfall to have quantifiable runoff. In the unlikely event there is not a rain event resulting in runoff during a quarter, this must be noted and two visual assessments should be taken during the next quarter to ensure the minimum of four visual assessments are taken per year.

There must be four visual assessments taken per year. One of the four assessments must be conducted under “break-up” conditions. If generally no “break-up” conditions exist because of warmer winters and frequent freeze/thaw cycles make note and attempt to capture one melt event. A sample must be taken at each outfall location with a clear glass container.

Month	Visual Assessment Schedule
January	
February	
March	
April	Take two visual assessments
May	One during breakup conditions
June	
July	Take two quarterly
August	visual assessments
September	
October	
November	
December	

QUARTERLY VISUAL ASSESSMENT

Visual assessments needed quarterly for each outfall location, with one sample/year taken from snowmelt runoff. Collect sample using clean, clear container within 30 minutes of beginning of discharge event (if not possible, describe situation below). Examine sample in well lit area and record results below.

Name of Facility		Discharge/Outfall Location	
NPDES Tracking No.		Date & Time	
Name of Inspector(s)		Outfall Name	
Weather Conditions			
Additional Notes			
Nature of Discharge	Runoff (Need 3 annually)	Snow Melt (Need 1 annually)	

Observation	Description (Circle)			Comments and/or Source of Contamination
Color	Clear	Cloudy	Dark	
Odor	Absent	Sewage	Rotten Eggs	
Clarity	Clear	Cloudy	Dark	
Floating Solids	Absent	Present		
Settled Solids	Absent	Present		
Suspended Solids	Absent	Present		
Foam	Absent	Present		
Oil Sheen	Absent	Present	Smell	
Stains at Outfall	Absent	Present	Other	
Dry Weather Flow	Absent	Present		
Dead Vegetation	Absent	Present		
Sample taken in clean, clear container?			Yes	No
Sample inspected in well lit area?			Yes	No

If applicable, describe why it was not possible to take samples within the first 30 minutes of precipitation event:

Inspector Name/Title: _____

Signature: _____

Appendix E – Routine Inspections

Routine Inspection Instructions and Schedule

Routine Inspection Forms

Monthly Tank Inspection Instructions

Monthly Tank Inspections (SPCC)

Routine Facility Inspection Instructions

A routine facility inspection must be conducted once per quarter and monthly during the deicing season, see below table. The inspection is not required to be conducted during runoff conditions or within the first 30 minutes of a rain event, but would be advantageous to conduct simultaneously with quarterly visual assessments and to view areas that may have stormwater control issues. The routine facility inspection should include inspections of fuel tanks and dispensing areas, equipment parking areas, material stockpiles, waste material area, off-site tracking areas, aircraft deicing areas, and any implemented control measures on the airport.

There must be at least four routine facility inspections taken per year. One of the four assessments must be conducted under “break-up” conditions and the annual inspection in Appendix H can be substituted for this routine facility inspection. If generally no “break-up” conditions exist because of warmer winters and frequent freeze/thaw cycles make note and attempt to capture one melt event. At least once per year, a routine facility inspection must be conducted during a period when stormwater discharge is occurring.

Month	Deicing Season	Inspection Schedule
January	x	
February	x	
March	x	
April	x	Comprehensive
May	x	replaces routine
June		inspection
July		One
August		routine inspection
September		per quarter
October	x	
November	x	
December	x	

Monthly Tank Inspection Instructions

A tank inspection must be conducted to fulfill the requirements of the Spill Prevention Control and Countermeasure (SPCC) Plan. The inspection is not required to be conducted during runoff conditions or within the first 30 minutes of a rain event. The annual inspection can be substituted for one monthly inspection. The inspection should document general conditions of tanks, the accumulation of oil in the oil/water separator, the adequacy of spill kits security. Inadequacies and issues should be promptly addressed. For example, if the oil water separator is has greater than 2-inches of oil accumulated an absorbent pad should be used to remove accumulated oil. When action is required, it should be described and documented in the form. When actions are complete, the complete date should also be documented in the form. In the event that aspects of inspection do not apply to the facility, write 'N/A' in the comments section.

ROUTINE FACILITY INSPECTION REPORT

Facility inspections needed quarterly (monthly during deicing season) – annual comprehensive inspection counts for one. Inspections need to include all Industrial areas/activities exposed to stormwater: fuel tanks and dispensing areas, equipment parking areas, material storage/stockpile sites, waste material and trash disposal locations, off-site tracking areas (entrances/exits), aircraft deicing areas, snow dumps, and any implemented control measures.

Name of Facility	Homer Airport			APDES Tracking No.	AKR05DB59
Inspector's Name(s)				Date & Time	
Weather Conditions					
Runoff Occurring	Yes	No	Describe:		

Any previously unidentified discharges of pollutants since last inspection?	Yes	No	If Yes, describe:
Any previously unidentified pollutants in existing discharges?	Yes	No	If Yes, describe:
Evidence of, or potential for, pollutants entering the drainage system?	Yes	No	If Yes, describe:
Evidence of pollutants discharging to receiving waters at outfalls?	Yes	No	If Yes, describe:

Area/Activity Inspected (Brief description)	Control Measures Operating Effectively (Yes or No, and description)	Corrective Action Needed/Notes (Identify needed maintenance and repairs, or control measures needing replacement)
Cooper Building and Warm storage Building: Watershed I and part of Watershed D - Minor maintenance area, sand storage, spill kit, MSDS, fueling and heating oil, material storage (deicer, paint, lubricant), and equipment storage.		
Aircraft Rescue and Fire Fighter (ARFF) Building: Watershed H - Maintenance, storage of equipment, fire response equipment and chemicals, heating fuel, lubricant and solvent storage.		

<p>Paved Apron/North Ramp (tenant use), taxiway and runway: Watershed C, Outfall C- Apron activities: fueling, aircraft storage and maintenance, fuel storage, aircraft deicing. Runway and Taxiway activities: anti-icing and deicing, runway maintenance (painting, plowing, sanding, crack seal) and snow storage.</p>		
<p>North Ramp (tenant use): Watershed B, Outfall B - Airport terminal, parking, aircraft fueling, heating fuel, deicing, aircraft maintenance, apron and parking lot maintenance (plowing, sanding, crackseal, deicing, painting).</p>		
<p>Taxiway and tenant lease lots: Watershed A, Outfall A - Tenant leasing areas: fueling, aircraft storage, maintenance, heating fuel, plowing. Taxiway areas: Plowing, sanding, crackseal, deicing, and painting</p>		
<p>Taxiway and snow storage: Watershed F, Outfall F- Taxiway maintenance: Plowing, sanding, crackseal, deicing, and painting. Snow Storage in vegetated swale near infield drain.</p>		
<p>Taxiway, Watershed E - Taxiway maintenance: Plowing, sanding, crackseal, deicing, painting, and snow storage.</p>		
<p>Runway, tenant leasing areas: Watershed D/J - Tenant leasing areas: fueling, aircraft storage, maintenance, heating fuel, plowing. Taxiway areas: Plowing, sanding, crackseal, deicing, and painting.</p>		
<p>Apron and snow storage: Watershed G - Apron maintenance: Plowing, sanding, crackseal, deicing, and painting. Snow Storage in vegetated area off ramp.</p>		

Notes	
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Inspector Name/Title: _____

Signature: _____

Appendix E - Monthly Inspection Checklist (SPCC)

This inspection record must be completed *each month* except the month in which an annual inspection is performed. Provide further description and comments, if necessary, on a separate sheet of paper and attach to this sheet. *Any item that receives "yes" as an answer must be described and addressed immediately.

	Y*	N	Description & Comments
Storage tanks			
<i>Tank surfaces show signs of leakage</i>			
<i>Tanks are damaged, rusted or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Secondary containment is damaged or stained</i>			
<i>Dike drainage valve is open or is not locked</i>			
Piping			
<i>Valve seals, gaskets, or other appurtenances are leaking</i>			
<i>Pipelines or supports are damaged or deteriorated</i>			
<i>Joints, valves and other appurtenances are leaking</i>			
<i>Buried piping is exposed</i>			
Oil/water separator			
<i>Oil/water separator > 2 inches of accumulated oil</i>			
<i>Oil/water separator effluent has a sheen</i>			
Security			
<i>Fencing, gates, or lighting is non-functional</i>			
<i>Pumps and valves are locked if not in use</i>			
Response Equipment			
<i>Response equipment inventory is complete</i>			

Date: _____

Signature: _____

Appendix F –Corrective Action Log

Corrective Action Log Instructions

Corrective Action Logs

Corrective Action Form Instructions

All corrective actions identified during quarterly and/or annual inspections should be documented in the corrective action log. The action required and the date identified should be documented in the Visual Assessment, Routine Facility Inspection or Annual Inspection form. The action taken and the complete date should be documented in the Corrective Action Form.

Appendix G – Training

Training Instructions

Annual Employee Training Log

Training Log Instructions

All trainings relevant to SWPPP and SPCC elements should be documented in the Training Log. This can include monthly staff briefings where elements and protocols of the stormwater plan or spill prevention plan can be discussed.

TRAINING RECORD

Training Date		
Training Description		
Trainer		
	Employee(s) trained	Employee signature

Training Date		
Training Description		
Trainer		
	Employee(s) trained	Employee signature

Training Date		
Training Description		
Trainer		
	Employee(s) trained	Employee signature

Appendix H – Annual Reports

Annual Reporting Instructions

MSGP Annual Reporting Form

MSGP Monitoring Reporting Form

Annual Facility Inspection Checklist (SPCC)

Annual Facility Inspection Instructions

An annual facility inspection must be conducted once per year. The inspection is preferred during “break-up” conditions; otherwise the inspection should be conducted during within the first 30 minutes of a rain event. The annual facility inspection should include inspections of all outfall locations, concentrated drainages, fuel tanks and dispensing areas, equipment parking areas, material stockpiles, waste material area, off-site tracking areas, aircraft deicing areas, and any implemented control measures on the airport.

One the inspection is completed submit to environmental analyst for review. The environmental analyst will then submit to ADEC.

MSGP Monitoring Reporting Form

The MSGP Monitoring Reporting Form is specifically for airports that are required to conduct analytical and benchmark sampling. At this time, the Homer Airport is not required to complete this testing and a form is not required.

Annual Facility Inspection Checklist (SPCC)

The SPCC plan requires an annual inspection of tanks. This inspection would ideally be conducted during the annual facility inspection required by the DEC as similar aspects of oil storage are reviewed.

Appendix H - Annual Facility Inspection Checklist (SPCC)

This inspection record must be completed *each year*. If any response requires further elaboration, provide comments in Description & Comments space provided. Further description and comments, if necessary, must be provided on a separate sheet of paper and attached to this sheet. *Any item that receives “yes” as an answer must be described and addressed immediately.

	Y*	N	Description & Comments
Storage tanks			
<i>Tank #1</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted or deteriorated</i>			
<i>Bolts, rivets or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Tank #2</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Tank #3</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Tank #4</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted or deteriorated</i>			
<i>Bolts, rivets or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Oil is present in the interstice</i>			
<i>Tank #5</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			

	Y*	N	Description & Comments
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Leakage in exhaust from heating coils</i>			
<i>Tank #6</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Leakage in exhaust from heating coils</i>			
<i>Tank #7</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Leakage in exhaust from heating coils</i>			
<i>Tank #8</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Leakage in exhaust from heating coils</i>			
Piping			
<i>Valve seals or gaskets are leaking</i>			
<i>Pipelines or supports are damaged or deteriorated</i>			
<i>Joints, valves and other appurtenances are leaking</i>			
<i>Buried piping is exposed</i>			
<i>Out-of-service pipes are not capped</i>			
<i>Warning signs are missing or damaged</i>			
Oil/water separator			
<i>Oil/water separator > 2 inches of accumulated oil</i>			
<i>Oil/water separator effluent has a sheen</i>			
Security			
<i>Fencing, gates, or lighting is non-functional</i>			
<i>Pumps and valves are not locked (and not in use)</i>			
Response equipment			

	Y*	N	Description & Comments
<i>Response equipment inventory is incomplete</i>			

Annual reminders:

- Hold SPCC Briefing for all oil-handling personnel (and update briefing log in the Plan);
- Check contact information for key employees and response/cleanup contractors and update them in the Plan as needed;

Additional Remarks:

Date: _____

Signature: _____



Alaska Department of Environmental Conservation

MSGP Annual Reporting Form

Section I. General Information

Facility Name:			
APDES Permit Tracking Number:			
<u>Facility Physical Address</u>			
Street:			
City:	State: Alaska	Zip:	
Lead Inspector's Name:		Title:	
Additional Inspectors Names:			
Contact Person:		Title:	
Phone:		Email:	
Inspection Date:			

Section II. General Inspection Findings

1. As part of this comprehensive site inspection, did you inspect all potential pollutant sources, including areas where industrial activity may be exposed to storm water? Yes No

If NO, describe why not:

Note: Complete Section III of this form for each industrial activity area inspected and included in your SWPPP or as newly defined, in Section II parts 2 and 3 below, where pollutants may be exposed to storm water.

2. Did this inspection identify any storm water or non-storm water outfalls not previously identified in your SWPPP? Yes No

If YES, for each location, describe the sources of those storm water and non-storm water discharges and any associated control measures in place:

3. Did this inspection identify any sources of storm water or non-storm water discharges not previously identified in your SWPPP? Yes No

If YES, describe these sources of storm water or non-storm water pollutants expected to be present in these discharges, and any control measures in place:

4. Did you review storm water monitoring data as part of this inspection to identify potential pollutant hotspots? Yes No NA, no monitoring performed

If YES, summarize the findings of that review and describe any additional inspection activities resulting from this review:

5. Describe any evidence of pollutants entering the drainage system or discharging to surface waters, and the condition of and around outfalls, including flow dissipation measure to prevent scouring:

6. Have you taken or do you plan to take and corrective actions, as specified in Part 3 of the permit, since your last annual report submission (or since you received authorization to discharge under this permit if this is your first annual report), including any corrective actions identified as a result of this annual comprehensive site inspection?

Yes No

If YES, how many conditions requiring review for corrective active as specified in Parts 3.1 and 3.2 of the MSGP were addressed by these corrective actions?

Note: Complete the attached Corrective Action Form (Section IV) for each condition indentified, including any conditions identified as a result of this comprehensive storm water inspection.

Section III. Industrial Activity Area Specific Findings

Complete one block for each industrial activity area where pollutants may be exposed to storm water. Copy this page for additional industrial activity areas.

In reviewing each area, you should consider:

- Industrial materials, residue, or trash that may have or could come into contact with storm water;
- Leaks or spills from industrial equipment, drums, tanks, and other containers;
- Offsite tracking of industrial or waste materials from areas of no exposure to exposed areas; and
- Tracking or blowing of raw, final, or waste material from areas of no exposure to exposed areas.

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Note: Copy this page and attach additional pages as necessary.

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Section V. Annual Report Certification

Compliance Certification

Do you certify that your annual inspection has met the requirements of Part 4.2 of the permit, and that, based upon the results of this inspection, to the best of your knowledge, you are in compliance with the permit? Yes No

If No, summarize why you are not in compliance with the permit:

Annual Report Certification

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name of Authorized Representative: _____ Title: _____

Signature: _____ Date Signed: _____ Email: _____



Alaska Department of Environmental Conservation

MSGP Annual Reporting Form

Section I. General Information

Facility Name:			
APDES Permit Tracking Number:			
<u>Facility Physical Address</u>			
Street:			
City:	State:	Alaska	Zip:
Lead Inspector's Name:		Title:	
Additional Inspectors Names:			
Contact Person:		Title:	
Phone:		Email:	
Inspection Date:			

Section II. General Inspection Findings

1. As part of this comprehensive site inspection, did you inspect all potential pollutant sources, including areas where industrial activity may be exposed to storm water? Yes No

If NO, describe why not:

Note: Complete Section III of this form for each industrial activity area inspected and included in your SWPPP or as newly defined, in Section II parts 2 and 3 below, where pollutants may be exposed to storm water.

2. Did this inspection identify any storm water or non-storm water outfalls not previously identified in your SWPPP? Yes No

If YES, for each location, describe the sources of those storm water and non-storm water discharges and any associated control measures in place:

3. Did this inspection identify any sources of storm water or non-storm water discharges not previously identified in your SWPPP? Yes No

If YES, describe these sources of storm water or non-storm water pollutants expected to be present in these discharges, and any control measures in place:

4. Did you review storm water monitoring data as part of this inspection to identify potential pollutant hotspots? Yes No NA, no monitoring performed

If YES, summarize the findings of that review and describe any additional inspection activities resulting from this review:

5. Describe any evidence of pollutants entering the drainage system or discharging to surface waters, and the condition of and around outfalls, including flow dissipation measure to prevent scouring:

6. Have you taken or do you plan to take and corrective actions, as specified in Part 3 of the permit, since your last annual report submission (or since you received authorization to discharge under this permit if this is your first annual report), including any corrective actions identified as a result of this annual comprehensive site inspection?

Yes No

If YES, how many conditions requiring review for corrective active as specified in Parts 3.1 and 3.2 of the MSGP were addressed by these corrective actions?

Note: Complete the attached Corrective Action Form (Section IV) for each condition indentified, including any conditions identified as a result of this comprehensive storm water inspection.

Section III. Industrial Activity Area Specific Findings

Complete one block for each industrial activity area where pollutants may be exposed to storm water. Copy this page for additional industrial activity areas.

In reviewing each area, you should consider:

- Industrial materials, residue, or trash that may have or could come into contact with storm water;
- Leaks or spills from industrial equipment, drums, tanks, and other containers;
- Offsite tracking of industrial or waste materials from areas of no exposure to exposed areas; and
- Tracking or blowing of raw, final, or waste material from areas of no exposure to exposed areas.

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Note: Copy this page and attach additional pages as necessary.

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Note: Copy this page and attach additional pages as necessary.

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Industrial Activity Area:

1. Brief Description:

2. Are any control measures in need of maintenance or repair? Yes No

3. Have any control measures failed and require replacement? Yes No

4. Are any additional/revised control measures necessary in this area? Yes No

If YES to any of these three questions, provide a description of the problem: (Any necessary corrective actions should be described on the attached Corrective Action Form.)

Section V. Annual Report Certification

Compliance Certification

Do you certify that your annual inspection has met the requirements of Part 4.2 of the permit, and that, based upon the results of this inspection, to the best of your knowledge, you are in compliance with the permit? Yes No

If No, summarize why you are not in compliance with the permit:

Annual Report Certification

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name of Authorized Representative: _____ Title: _____

Signature: _____ Date Signed: _____ Email: _____



Alaska Department of Environmental Conservation

MSGP Industrial Discharge Monitoring Report (MDMR)

Reason(s) for Submission (Check all that apply):		
Submitting monitoring data (fill in all Sections).		
Reporting no discharge for all outfalls for this monitoring period (fill in Sections I, II, III, IV, and VI).		
Reporting that your site status has changed to inactive and unstaffed (fill in Sections I, II, VI and include date of status change in comments field in Section V).		
Reporting that your site status has changed to active (fill in all sections and include date of status change in comments field in Section V).		
Reporting that no further pollutant reductions are achievable for all outfalls and for all pollutants via Part 6.2.1.2 of the MSGP (fill in Sections I, II, and VI).		
Section I. Permit Information		
Permit Tracking Number:		
Section II. Facility Information		
Facility Name:		
<u>Facility Physical Address</u>		
Street:		
City:	State: Alaska	Zip:
Contact Name:	Email:	
MDMR Preparer (Complete if MDMR was prepared by someone other than the person signing the certification in Section VI):		
Prepared By:	Organization:	
Email:	Phone:	
Section III. Discharge Information		
Identify Monitoring Period:	Check here if proposing alternative monitoring periods due to irregular storm water runoff. Identify alternative monitoring schedule and indicate for which alternative period you are reporting monitoring data.	
Quarter 1 (April 1 – June 30)	Quarter 1: From	To
Quarter 2 (July 1 – September 30)	Quarter 2: From	To
Quarter 3 (October 1 – December 31)	Quarter 3: From	To
Quarter 4 (January 1 – March 31)	Quarter 4: From	To
Are you required to monitor for cadmium, copper, chromium, lead, nickel, silver, or zinc?		Yes No (Skip to Section IV)
What is the hardness level of the receiving water?	mg/L	
Section IV. Outfall Information		
How many outfalls are identified in your SWPPP?		List names of outfalls required to be monitored in the table below.
Do any of your outfalls discharge substantially identical effluents?		Yes No
If YES, for each monitored outfall, indicate outfall names that are substantially identical in the table below.		
a. Monitored Outfall Name*	b. Substantially Identical Outfalls [List name(s) of outfall(s) that are substantially identical to outfall in a.]	c. No Discharge?

*Reference attachment if additional space is needed to complete the table.

Instructions for Completing the MSGP Industrial Discharge Monitoring Report (MDMR)

Who Must Submit A Discharge Monitoring Report to ADEC?

An operator or owner of a facility covered under the Multi-Sector General Permit (MSGP or permit) that are required to monitor pursuant to Parts 6.2, 6.3, and 8 of the permit must submit the MSGP Discharge Monitoring Report (MDMR) consistent with the reporting requirements specified in Part 7.1 of the permit.

Completing the Form

Type or print, in the appropriate areas only. "NA" can be entered in areas that are not applicable. If you have any questions about how or when to use this form, contact the ADEC Storm Water Program at (907) 269-6285 or online at <http://www.dec.state.ak.us/water/wnpssc/stormwater/stormwater.htm>.

Reasons for Submission

Indicate your reason(s) for submitting this MDMR by checking all boxes that apply. The reasons for submission are defined as follows:

- *Submitting monitoring data:* For each storm event sampled, submit one MDMR form with data for all outfalls sampled. Select this reason even if you only have monitoring data for some of your outfalls (i.e., some outfalls did not discharge). If you select this reason, you are required to complete all Sections of the form.
- *Reporting no discharge for all outfalls for this monitoring period:* Indicates that there were no discharges from all outfalls during this monitoring period. If you select this reason, you are only required to complete Sections I, II, III, IV, and VI.
- *Reporting that your site status has changed to inactive and unstaffed:* Indicates that your facility is currently inactive and unstaffed (See Part 6.2.1.3 of the permit for more information). If you select this reason, you are only required to complete Sections I, II, and VI and include date of status change in the comment field in Section V.
- *Reporting that your site status has changed from inactive to active:* Indicates that your facility is currently active (See Part 6.2.1.3 of the permit for more information). If you select this reason, you are required to complete all Sections of the form and include date of status change in the comment field in Section V.
- *Reporting that no further reductions are achievable for all outfalls and for all pollutants via Part 6.2.1.2 of the permit:* Indicates that your facility has determined that no further pollutant reductions are technologically and economically practicable in light of best industry practice to meet the technology-based effluent limitations or are necessary to meet the water-quality-based effluent limitations in Parts 2 of the permit (See Part 6.2.1.2 of the permit for more information). If you select this reason, you are required to complete Sections I, II and VI. However, if you can make this finding for some outfalls and pollutants, but not for others, you cannot select this reason; you will instead be able to identify which outfalls and which pollutants you can make this finding for in Section V.

Section I. Permit Tracking Number

Enter the APDES or NPDES tracking number assigned by ADEC's or EPA's Storm water Program to the facility. If you do not know the tracking number, you can find the tracking number assigned to your facility on ADEC's Water Permit Search www.dec.state.ak.us/water/WaterPermitSearch/Search.aspx or EPA's Notice of Intent (NOI) Search website (www.epa.gov/npdes/noisearch) if you submitted your NOI on EPA's website.

Section II. Facility Information

- Enter the facility's official or legal name. Unless the name of your facility has changed, please use the same name provided on your NOI. You can use ADEC's Water Permit Search, www.dec.state.ak.us/water/WaterPermitSearch/Search.aspx or EPA's NOI Search website (www.epa.gov/npdes/noisearch) to view your NOI if you submitted your NOI on the EPA website.
- Enter the street address, including city, state, and zip code of the actual physical location of the facility. Do **not** use a P.O. Box.
- Identify the name, telephone number, and email address of the person who will serve as a contact for ADEC on issues related to monitoring at your facility. This person should be able to answer questions related to storm water discharges and monitoring or have immediate access to individuals with that knowledge. This person does not have to be the facility operator but should have intimate knowledge of monitoring activities at the facility.
- If the form was prepared by someone other than the person who is signing the certification statement in Section VI (for example, if the MDMR was prepared by a member of the facility's storm water pollution prevention team or a consultant for the certifier's signature), include the name, organization, telephone number, and email address of the MDMR preparer.

Section III. Discharge Information

- Indicate the appropriate monitoring period (Quarter 1, 2, 3, or 4) covered by the MDMR. "Alternative" monitoring periods can apply to facilities located in arid and semi-arid climates or in areas subject to snow or prolonged freezing. To use alternative monitoring periods, you must provide a revised monitoring schedule here in the first monitoring report submitted and indicate for which alternative monitoring period you are reporting monitoring data. If using alternative monitoring periods, identify the first day of the monitoring period through the last day of the monitoring period for each of the four periods. The dates should be displayed as month (Mo) / day (Day). See Parts 6.1.6 and 6.1.7 of the permit for more information.
- If you are submitting benchmark monitoring data, identify if your facility is required to collect benchmark samples for one or more hardness-dependent metals (i.e., cadmium, copper, lead, nickel, silver, and zinc). If you select "yes" to this question you must also complete the table in Section III, and if you select "no" to this question, you may skip to Section IV.
- If you selected "yes" for the previous question, then you are required to submit to ADEC with your first benchmark report a hardness level established consistent with the procedures in Appendix J of the permit, which is representative of your receiving water. If your outfalls discharge to more than one receiving water, as reported in your NOI form, you should report hardness for the receiving water with the lowest hardness values. Hardness values must be reported in milligrams per liter (mg/L).

Section IV. Outfall Information

- Enter the total number of outfalls identified in your SWPPP. Outfalls are locations where storm water exits the facility, including pipes, ditches, swales, and other structures used to remove storm water from the facility.
- Indicate if your facility has two or more outfalls that you believe discharge substantially identical effluents (i.e., storm water), based on the similarities of the general industrial activities and control measures, exposed materials that may significantly contribute pollutants to storm water, and runoff coefficients of their drainage areas. See Parts 5.1.5.2 and 6.1.1 of the permit for more information on substantially identical outfalls.
- If you selected "yes" for the previous question, then you must list the outfall name(s) in Column b that you expect to be substantially identical to the corresponding outfall in Column a.
 - a. *Monitored Outfall Name:* List name(s) of outfall(s) you are required to monitor.
 - b. *Substantially Identical Outfalls:* List name(s) of outfall(s) substantially identical to "Monitored Outfall" in Column a. (if applicable).
 - c. *No Discharge:* Check box if you are reporting "No Discharge" for the monitored outfall for the reporting period identified in Section III.

Example:

a. Monitored Outfall Name	b. Substantially Identical Outfall	c. No Discharge
Outfall A	Outfall B; Outfall C	<input type="checkbox"/>
Outfall D		<input checked="" type="checkbox"/>

Reference attachments if additional space is needed to complete the table in Section IV.

Section V. Monitoring Information

- Enter the APDES or NPDES tracking number assigned to the facility reported in Section I.
- For the reported monitoring event, indicate whether the discharge was from a rainfall or snowmelt event. If you select "rainfall", then indicate:
 - a. the duration (in hours) of the rainfall event;
 - b. rainfall total (in inches) for that rainfall event; and
 - c. time (in days) since the previous measurable storm event.
- If the discharge occurs during a period of both rainfall and snowmelt, check both the rainfall and snowmelt boxes and report the appropriate rainfall information in items a-c. To report multiple monitoring events in the same reporting period, copy Page 2 of this Form and enter each monitoring event separately with data for all outfalls sampled.
- For each pollutant monitored at an outfall, you must complete one row in the Table as follows:
 - *Outfall Name:* Provide the outfall name for which you monitored (e.g., Outfall 1, Outfall 2, Outfall 3).
 - *Monitoring Type:* Provide the type of monitoring using the specified codes below:
 - QBM – Quarterly benchmark monitoring;
 - ELG – Annual effluent limitations guidelines monitoring;
 - S – State specific monitoring;
 - I – Impaired waters monitoring; or
 - O – Other monitoring as required by ADEC.

Instructions for Completing the MSGP Industrial Discharge Monitoring Report (MDMR)

- *Parameter(s)*: Enter each "Parameter" (or "pollutant") monitored. For QBM and ELG monitoring, use the same parameter name as in Part 8 of the permit.
- *Quality or Concentration*: Enter sample measurement value for each parameter analyzed and required to be reported. Enter "ND" (i.e., not detected) for any sample results below the method detection limit or "BQL" (i.e., below quantitation limit) for sample results above the detection limit but below the quantitation limit.
- *Units*: Enter the units for sample measurement values (e.g., "mg/L" for milligrams per liter) for each parameter analyzed and required to be reported. For monitoring results reported as ND or BQL, this space will be left blank and the units will be reported under *Results Description*.
- *Results Description*: This section must be completed for any monitoring results reported as ND or BQL in the "Quality or Concentration" column. For ND, report the laboratory detection level and units in this column. For BQL, report the laboratory quantitation limit and units in this column.
- *Collection Date*: Identify the sampling date for each parameter monitoring result reported on this form.
- *Exceedance due to natural background pollutant levels*: Check box if following the first 4 quarters of benchmark monitoring (or sooner if the exceedance is triggered by less than 4 quarters of data) you have determined that the exceedance of the benchmark is attributable solely to the presence of that pollutant in the natural background for that outfall and any substantially identical outfalls. See Part 6.2.4.2 of the permit for more information. Attach supporting rationale for your determination to the submitted MDMR and reference attachment in comments portion of Section V.
- *No further pollutant reductions achievable*: Check box if after collection of 4 quarterly samples (or sooner if the exceedance is triggered by less than 4 quarters of data), the average of the 4 monitoring values for any parameter exceeds the benchmark and you have made the determination that no further pollutant reductions are technologically available and economically practicable and achievable in light of best industry practice to meet the technology-based effluent limitations or are necessary to meet the water-quality-based effluent limitations in Parts 2 of the permit (See Part 6.2.1. of the permit for more information) for that outfall and any substantially identical outfalls. Attach supporting rationale for your determination to the submitted MDMR and reference attachment in comments portion of Section V.
- Where violations of the permit requirements are reported, include a brief explanation to describe the cause and corrective actions taken and reference each violation by date. Also, this section should include any additional comments such as are required when changing site status from inactive and unstaffed to active or vice versa. Attach additional pages if you need more space.

Attach additional copies of Section V as necessary to address all outfalls and parameters.

Section VI. Certification

Enter *Printed Name and Title of Principal Executive Officer or Authorized Agent* with *Signature of Principal Executive Officer or Authorized Agent*, and the *Date* this form was signed and the email address of the "*Principal Executive Officer or Authorized Agent*." If you submit multiple pages of Section V monitoring data, each page must be appropriately signed and certified as described below.

The MDMRs must be signed as follows:

- (1) For a corporation, a responsible corporate officer shall sign the MDMR, a responsible corporate officer means:
 - (A) a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy- or decision-making functions for the corporation; or
 - (B) the manager of one or more manufacturing, production, or operating facilities, if
 - (i) the manager is authorized to make management decisions that govern the operation of the regulated facility, including having the explicit or implicit duty of making major capital investment recommendations, and initiating and directing other comprehensive measures to assure long term environmental compliance with environmental statutes and regulations;
 - (ii) the manager can ensure that the necessary systems are established or actions taken to gather complete and accurate information for permit application requirements; and

(iii) authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures.

(2) For a partnership or sole proprietorship, the general partner or the proprietor, respectively; or

(3) for a municipality, state, or other public agency, either a principal executive officer or ranking elected official shall sign the application; in this subsection, a principal executive officer of an agency means

(A) the chief executive officer of the agency; or

(B) a senior executive officer having responsibility for the overall operations of a principal geographic unit or division of the agency.

Include the name, title, and email address of the person signing the form and the date of signing. An unsigned or undated MDMR will not be considered valid.

Where to File the MDMR Form

Monitoring data collected pursuant to Parts 6.2, 6.3, and 8 of the permit must be reported on the paper MDMR form and sent to the following address:

If you file by mail, please submit the original form with a signature in ink. ADEC will not accept a photocopied signature. Remember to retain a copy for your records.

MSMRs sent by mail:

Alaska Dept. of Environmental Conservation
Wastewater Discharge Authorization Program
555 Cordova Street
Anchorage, AK 99501
Phone: (907) 269-6285

Appendix I – Deicer Tracking Forms

Airport Deicer Tracking Form

Tenant Deicer Tracking Form

Airport Deicing Form Instructions

To ensure that the airport is functioning within the established discharge limits of the MSGP, the use of deicing chemicals of both DOT and tenants must be tracked. The DOT use of deicing chemicals should be tracked on the Monthly Runway Deicer Tracking Form. To track tenant usage, the Airport Manager should distribute the Monthly Deicing Fluid Tracking Form to tenants for reporting and recording purposes. Having this data available with the SWPPP will create a record of chemical use.

Monthly Deicing Fluid Tracking Form

Report for Month of _____

Facility Name _____

Facility Contact _____

Facility Contact Telephone Number _____

1) Deicing fluid used: _____
(propylene or ethylene glycol and Type I, Type IV, or other)

2) Gallons of deicing fluid used during month: _____
(REPORT PURE PRODUCT ONLY, not mixed amount)

3) Was there any time during the month where more than 5000 pounds
(approximately 555 gallons) of **pure product** was used in a 24 hour
period? _____ Yes/No

If yes, what day(s) did this occur and how much pure glycol was used?

Certification

I HEREBY CERTIFY THAT THIS INFORMATION IS TRUE AND CORRECT TO
THE BEST OF MY KNOWLEDGE.

Signature of Preparer: _____

Please submit completed forms by the 5th day the following month (i.e. deicing
activities for month of October reported by November 5th) via fax to: Homer
Airport Manager at 907-235-2498

Questions regarding this form may be directed to:
Homer Airport Manager at 907-235-8872
M&O Environmental Analyst (Anchorage) at 907-269-0714

Thank you!

Appendix J – Miscellaneous

Airport Tennant Letter – 2011

Airport Tennant Letter – 11/9/2010

SWPPP Staff Title and Responsibility Table

Alternate Authority Authorization Letter

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE OFFICE OF AVIATION LEASING

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, AK 99519-6900
(907) 269-0450 FAX: (907) 243-5092

October 27, 2009

Dear Airport Tenant:

As you may already be aware, the U.S. Environmental Protection Agency (EPA) regulations on stormwater runoff from specific industrial operations have been revised. The EPA Multi-Sector General Permit (MSGP) specifies stormwater management requirements for industrial operations, including Air Transportation (Sector S). As required by these EPA regulations, the Department of Transportation and Public Facilities (DOT&PF) has applied for the EPA general stormwater permit for operation of the airport and common areas. The primary requirement is to write a storm water pollution prevention plan (SWPPP).

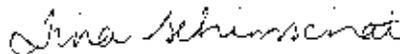
The SWPPP we have developed only covers DOT&PF activities, not your activity. Therefore, it is your responsibility to research and determine if a stormwater permit is required for your operations and if so, to comply with the EPA rules and the Clean Water Act. Failure to comply could result in a significant penalty.

To assist you in determining your responsibilities, we have attached an EPA fact sheet. You will also need to review the regulations at <http://cfpub.epa.gov/npdes/stormwater/msgp.cfm>. Each regulated tenant must develop a SWPPP, apply for permit coverage, and implement the SWPPP. The MSGP permit requires various inspections and training requirements. For you information, Alaska is located within Region 10 for EPA.

If you decide that you are regulated and intend to file for the permit, please check with your airport manager as it is recommended that we coordinate our SWPPPs. Also, if you perform deicing, the airport manager will be contacting you regarding a monthly reporting requirement.

If you prepare a SWPPP, please send a copy of the final plan to our office. Thank you.

Sincerely yours,



Tina Schimschat
Chief, Central Region Aviation Leasing

cc: Airport Manager
Matt Decaro, Environmental Analyst (269-0714)
Attachment: EPA Industrial Stormwater Fact Sheet (9 pages)

INDUSTRIAL STORMWATER

FACT SHEET SERIES

Sector S: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities



U.S. EPA Office of Water
EPA-833-F-06-034
December 2006

What is the NPDES stormwater permitting program for industrial activity?

Activities, such as material handling and storage, equipment maintenance and cleaning, industrial processing or other operations that occur at industrial facilities are often exposed to stormwater. The runoff from these areas may discharge pollutants directly into nearby waterbodies or indirectly via storm sewer systems, thereby degrading water quality.

In 1990, the U.S. Environmental Protection Agency (EPA) developed permitting regulations under the National Pollutant Discharge Elimination System (NPDES) to control stormwater discharges associated with eleven categories of industrial activity. As a result, NPDES permitting authorities, which may be either EPA or a state environmental agency, issue stormwater permits to control runoff from these industrial facilities.

What types of industrial facilities are required to obtain permit coverage?

This fact sheet specifically discusses stormwater discharges from airports, airport terminals, airline carriers, and establishments as defined by Standard Industrial Classification (SIC) Major Group 45. Facilities and products in this group fall under the following categories, all of which require coverage under an industrial stormwater permit:

- ◆ Servicing, repairing, or maintaining aircraft and ground vehicles
- ◆ Equipment cleaning and maintenance (including vehicle and equipment rehabilitation mechanical repairs, painting, fueling, lubrication)
- ◆ Deicing/anti-icing operations which conduct the above described activities

The operator and the tenants of the airport that conduct industrial activities as described above and which have stormwater discharges are required to apply for coverage under an NPDES stormwater permit for the discharges from their areas of operation. The airport management and tenants of the airport are encouraged to apply as co-permittees under a permit, and to work in partnership in the development and implementation of a stormwater pollution prevention plan.

Non-stormwater discharges, including discharges from aircraft, ground vehicle and equipment washwaters, dry weather discharges from airport deicing/anti-icing operations, and dry weather discharges resulting from runway maintenance are not required to obtain coverage under an industrial stormwater permit. Dry weather discharges are generated from processes other than those described in the definition of stormwater. The definition of stormwater includes stormwater runoff, snow melt runoff, and surface runoff and drainage.

What does an industrial stormwater permit require?

Common requirements for coverage under an industrial stormwater permit include development of a written stormwater pollution prevention plan (SWPPP), implementation of control measures, and submittal of a request for permit coverage, usually referred to as the Notice of Intent or NOI. The

Sector 5: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

SWPPP is a written assessment of potential sources of pollutants in stormwater runoff and control measures that will be implemented at your facility to minimize the discharge of these pollutants in runoff from the site. These control measures include site-specific best management practices (BMPs), maintenance plans, inspections, employee training, and reporting. The procedures detailed in the SWPPP must be implemented by the facility and updated as necessary, with a copy of the SWPPP kept on-site. The industrial stormwater permit also requires collection of visual, analytical, and/or compliance monitoring data to determine the effectiveness of implemented BMPs. For more information on EPA's industrial stormwater permit and links to State stormwater permits, go to www.epa.gov/npdes/stormwater and click on "Industrial Activity."

What pollutants are associated with my facilities activities?

Pollutants conveyed in stormwater discharges from air transportation facilities will vary. Generally, the concern with the use of ethylene and propylene glycols is that they exert high oxygen demands when released into receiving waters. Additionally, the concentration of nitrogen and possibly ammonia are the concern with the respect to deicing/anti-icing operations where urea is used. There are a number of factors that influence to what extent industrial activities and significant materials can affect water quality.

- ◆ Geographic location
- ◆ Topography
- ◆ Hydrogeology
- ◆ Extent of impervious surfaces (e.g., concrete or asphalt)
- ◆ Type of ground cover (e.g., vegetation, crushed stone, or dirt)
- ◆ Outdoor activities (e.g., material storage, loading/unloading, vehicle maintenance)
- ◆ Size of the operation
- ◆ Type, duration, and intensity of precipitation events

The activities, pollutant sources, and pollutants detailed in Table 1 are commonly found at air transportation facilities.

Table 1. Common Activities, Pollutants Sources, and Associated Pollutants at Air Transportation Facilities

Activity	Pollutant Source	Pollutant
Aircraft deicing/anti-icing	Runoff of spent deicing chemicals (e.g. ethylene glycol or propylene glycol) from aircraft exteriors	Biochemical oxygen demand (BOD)
Runway deicing/anti-icing	Runoff of spent deicing chemicals (e.g. ethylene or propylene glycol, urea, potassium or sodium acetate, potassium or sodium formate) from deicing areas	BOD, nitrogen, ammonia
Aircraft servicing	Spills or leaks during servicing	Engine oil, hydraulic fluid, fuel, lavatory waste
Aircraft fueling	Spills and leaks during fuel transfer, spills due to "topping off" tanks, runoff from fueling areas, washdown of fueling areas, leaking storage tanks	Jet fuel, fuel additives, oil, lubricants, heavy metals
Aircraft, ground vehicle, and equipment maintenance and washing	Spills and leaks during maintenance	Engine oils, hydraulic fluids, transmission oil, radiator fluids, and chemical solvents
	Disposal of waste parts	Batteries, oil, fuel filters, oily rags
	Spent washwater	TSS, metals, fuel, hydraulic fluid, oil, lavatory waste
Runway maintenance	Materials removed from runway surface	Tire rubber, oil and grease, paint chips, jet fuel
	Chemicals used to clean the runway surface	Chemical solvents

What BMPs can be used to minimize contact between stormwater and potential pollutants at my facility?

A variety of BMP options may be applicable to eliminate or minimize the presence of pollutants in stormwater discharges from air transportation facilities. You will likely need to implement a combination or suite of BMPs to address stormwater runoff at your facility. Your first consideration should be for pollution prevention BMPs, which are designed to prevent or minimize pollutants from entering stormwater runoff and/or reduce the volume of stormwater requiring management. Prevention BMPs can include regular cleanup, collection and containment of debris in storage areas, and other housekeeping practices, spill control, and employee training. It may also be necessary to implement treatment BMPs, which are engineered structures intended to treat stormwater runoff and/or mitigate the effects of increased stormwater runoff peak rate, volume, and velocity. Treatment BMPs are generally more expensive to install and maintain and include oil-water separators, wet ponds, and proprietary filter devices.

BMPs must be selected and implemented to address the following:

Good Housekeeping Practices

Good housekeeping is a practical, cost-effective way to maintain a clean and orderly facility to prevent potential pollution sources from coming into contact with stormwater. It includes establishing protocols to reduce the possibility of mishandling materials or equipment and training employees in good housekeeping techniques. Common areas where good housekeeping practices should be followed include trash containers and adjacent areas, material storage areas, vehicle and equipment maintenance areas, and loading docks. Good housekeeping practices must include a schedule for regular pickup and disposal of garbage and waste materials and routine inspections of drums, tanks, and containers for leaks and structural conditions. Practices also include containing and covering garbage, waste materials, and debris. Involving employees in routine monitoring of housekeeping practices has proven to be an effective means of ensuring the continued implementation of these measures.

Minimizing Exposure

Where feasible, minimizing exposure of potential pollutant sources to precipitation is an important control option. Minimizing exposure prevents pollutants, including debris, from coming into contact with precipitation and can reduce the need for BMPs to treat contaminated stormwater runoff. It can also prevent debris from being picked up by stormwater and carried into drains and surface waters. Examples of BMPs for exposure minimization include covering materials or activities with temporary structures (e.g., tarps) when wet weather is expected or moving materials or activities to existing or new permanent structures (e.g., buildings, silos, sheds). Even the simple practice of keeping a dumpster lid closed can be a very effective pollution prevention measure.

Erosion and Sediment Control

BMPs must be selected and implemented to limit erosion on areas of your site that, due to topography, activities, soils, cover, materials, or other factors are likely to experience erosion. Erosion control BMPs such as seeding, mulching, and sodding prevent soil from becoming dislodged and should be considered first. Sediment control BMPs such as silt fences, sediment ponds, and stabilized entrances, trap sediment after it has eroded. Sediment control BMPs should be used to back-up erosion control BMPs.

Management of Runoff

Your SWPPP must contain a narrative evaluation of the appropriateness of stormwater management practices that divert, infiltrate, reuse, or otherwise manage stormwater runoff so as to reduce the discharge of pollutants. Appropriate measures are highly site-specific, but may include, among others, vegetative swales, collection and reuse of stormwater, inlet controls, snow management, infiltration devices, and wet retention measures.

INDUSTRIAL STORMWATER FACT SHEET SERIES

Sector 5: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

A combination of preventive and treatment BMPs will yield the most effective stormwater management for minimizing the offsite discharge of pollutants via stormwater runoff. Though not specifically outlined in this fact sheet, BMPs must also address preventive maintenance records or logbooks, regular facility inspections, spill prevention and response, and employee training.

All BMPs require regular maintenance to function as intended. Some management measures have simple maintenance requirements, others are quite involved. You must regularly inspect all BMPs to ensure they are operating properly, including during runoff events. As soon as a problem is found, action to resolve it should be initiated immediately.

Implement BMPs, such as those listed below in Table 2 for the control of pollutants at air transportation facilities, to minimize and prevent the discharge of pollutants in stormwater. Identifying weaknesses in current facility practices will aid the permittee in determining appropriate BMPs that will achieve a reduction in pollutant loadings. BMPs listed in Table 2 are broadly applicable to air transportation facilities; however, this is not a complete list and you are recommended to consult with regulatory agencies or a stormwater engineer/consultant to identify appropriate BMPs for your facility.

Table 2. BMPs for Potential Pollutant Sources at Air Transportation Facilities

Pollutant Source	BMPs
Deicing/anti-icing aircraft	<ul style="list-style-type: none"> <input type="checkbox"/> Establish a centralized aircraft deicing station with containment of surface and subsurface drainage. <input type="checkbox"/> To reduce deicing fluid applied: <ul style="list-style-type: none"> - Forced-air deicing systems - Computer-controlled fixed-gantry systems - Infrared technology - Hot water - Varying glycol content to air temperature - Enclosed-basket deicing trucks - Mechanical methods - Solar radiation - Hangar storage - Aircraft covers - Thermal blankets for MD-80s and DC-9s <input type="checkbox"/> Apply deicing fluid and anti-icer to planes on deicing pads if available. <input type="checkbox"/> Apply anti-icer to aircraft that will be parked overnight to make it easier to remove accumulated snow and ice in the morning. <input type="checkbox"/> Apply anti-icer to aircraft immediately after deicing to provide extended hold-over time prior to take-off. <input type="checkbox"/> Ensure that stormwater inlets are blocked when deicing/anti-icing during dry weather. <input type="checkbox"/> Use mechanical vacuum systems or other devices to collect aircraft deicing runoff from the apron surface for proper disposal. <input type="checkbox"/> Dispose collected aircraft deicing runoff to sanitary sewage facility (if allowed by sewer authority), on-site treatment, or recycle (resell or reuse). <input type="checkbox"/> Use portable tanks, retention and detention ponds for temporary storage of collected deicing runoff. <input type="checkbox"/> Collect contaminated runoff in a wet pond for biochemical decomposition (be aware of attracting wildlife that may prove hazardous to flight operations). <input type="checkbox"/> Recover and recycle/dispose of unused deicing fluids in deicing trucks. <input type="checkbox"/> Recover deicing materials when applied during non-precipitation events (e.g., covering storm sewer inlets, using booms, installing absorptive interceptors in the drains, etc.) to prevent materials from later contaminating stormwater.

INDUSTRIAL STORMWATER FACT SHEET SERIES

Sector 5: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

Table 2. BMPs for Potential Pollutant Sources at Air Transportation Facilities (continued)

Pollutant Source	BMPs
Deicing/anti-icing runways and pads	<ul style="list-style-type: none"> <input type="checkbox"/> Evaluate and optimize present chemical application rates <input type="checkbox"/> Use sand where possible to enhance friction. <input type="checkbox"/> Plow and broom runways prior to application of deicing chemicals. <input type="checkbox"/> Heat solid deicers and sand prior to application. <input type="checkbox"/> Install and calibrate devices to meter the amount of pavement deicer being applied. <input type="checkbox"/> Emphasize anti-icing operations which minimize the need to deice. <input type="checkbox"/> Install runway ice detection systems ("pavement sensors") to monitor pavement temperatures. <input type="checkbox"/> Pre-wet with liquid deicers to improve adhesion of solid deicers to the iced surface. <input type="checkbox"/> Use deicers which have less of an environmental impact (e.g. sodium formate and potassium acetate as opposed to urea and glycol). <input type="checkbox"/> Ensure proper handling and disposal of unused deicing chemicals in vehicles. <input type="checkbox"/> Use ice detection systems. <input type="checkbox"/> Use airport traffic flow strategies and departure slot allocation systems.
Aircraft, ground vehicle, and equipment maintenance areas (including aircraft service areas)	<p>Good Housekeeping</p> <ul style="list-style-type: none"> <input type="checkbox"/> Eliminate floor drains that are connected to the storm or sanitary sewer; if necessary, install a sump that is pumped regularly. Collected wastes should be properly treated or disposed of by a licensed waste disposal company. <input type="checkbox"/> Prevent and contain spills and drips. <input type="checkbox"/> Do all cleaning at a centralized station so the solvents stay in one area. <input type="checkbox"/> Remove any parts that are dipped in liquid slowly to avoid spills. <input type="checkbox"/> Use drip pans, drain boards, and drying racks to direct drips back into a fluid holding tank for reuse. <input type="checkbox"/> Drain all parts of fluids prior to disposal. Oil filters can be crushed and recycled. <input type="checkbox"/> Transfer used fluids to the proper container promptly; do not leave full drip pans or other open containers around the shop. Empty and clean drip pans and containers. <input type="checkbox"/> Clean up leaks, drips, and other spills without using large amounts of water. Use absorbents for dry cleanup whenever possible. <input type="checkbox"/> Prohibit the practice of hosing down an area where the practice would result in the discharge of pollutants to a stormwater system. <input type="checkbox"/> Prohibit pouring liquid waste into floor drains, sinks, outdoor storm drain inlets, or other storm drains or sewer connections. <input type="checkbox"/> Maintain an organized inventory of materials. <input type="checkbox"/> Eliminate or reduce the number and amount of hazardous materials and waste by substituting nonhazardous or less hazardous materials. <input type="checkbox"/> Label and track the recycling of waste material (e.g., used oil, spent solvents, batteries). <input type="checkbox"/> Store batteries and other significant materials inside. <input type="checkbox"/> Dispose of greasy rags, oil filters, air filters, batteries, spent coolant, and degreasers in compliance with RCRA regulations.

INDUSTRIAL STORMWATER FACT SHEET SERIES

Sector S: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

Table 2. BMPs for Potential Pollutant Sources at Air Transportation Facilities (continued)

Pollutant Source	BMPs
<p>Aircraft, ground vehicle, and equipment maintenance areas (including aircraft service areas) (continued)</p>	<p>Minimizing Exposure</p> <ul style="list-style-type: none"> <input type="checkbox"/> Perform all cleaning operations indoors or under covering when possible. Conduct the cleaning operations in an area with a concrete floor with no floor drainage other than to sanitary sewers or treatment facilities. <input type="checkbox"/> If operations are uncovered, perform them on a concrete pad that is impervious and contained. <input type="checkbox"/> Park vehicles and equipment indoors or under a roof whenever possible and maintain proper control of oil leaks/spills. <input type="checkbox"/> Check vehicles closely for leaks and use pans to collect fluid when leaks occur. <p>Management of Runoff</p> <ul style="list-style-type: none"> <input type="checkbox"/> Use berms, curbs, grassed swales, or other diversion measures to ensure that stormwater runoff from other parts of the facility does not flow over the maintenance area. <input type="checkbox"/> Collect the stormwater runoff from the cleaning area and provide treatment or recycling. <input type="checkbox"/> Discharge vehicle wash or rinse water to the sanitary sewer (if allowed by sewer authority), wastewater treatment, a land application site, or recycle on-site. DO NOT discharge washwater to a storm drain or to surface water. <p>Inspections and Training</p> <ul style="list-style-type: none"> <input type="checkbox"/> Inspect the maintenance area regularly to ensure BMPs are implemented. <input type="checkbox"/> Train employees on waste control and disposal procedures. <input type="checkbox"/> Inspect the maintenance area regularly for proper implementation of control measures. <input type="checkbox"/> Train employees on proper waste control and disposal procedures.
<p>Aircraft, ground vehicle, and equipment cleaning areas</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Perform all cleaning operations indoors. <input type="checkbox"/> Confine activities to designated areas outside drainage pathways and away from surface waters. <input type="checkbox"/> If washing outdoors, cover the cleaning operation and ensure that all washwaters drain to the intended collection system. <input type="checkbox"/> Use phosphate-free biodegradable detergents. <input type="checkbox"/> Contain and recycle washwaters. <input type="checkbox"/> Collect stormwater runoff from the cleaning area and provide treatment or recycling. <input type="checkbox"/> Inspect cleaning area regularly to ensure BMPs are implemented and maintained. <input type="checkbox"/> Train employees on proper washing procedures.
<p>Aircraft, ground vehicle, and equipment storage areas</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Store aircraft, ground vehicles and equipment indoors. <input type="checkbox"/> Cover the storage area with a roof. <input type="checkbox"/> Store aircraft, ground vehicles, and equipment awaiting maintenance in designated areas only. <input type="checkbox"/> Park leaking deicing trucks in contained areas. <input type="checkbox"/> Install perimeter drains, berms, and dikes around storage areas to limit run-on. <input type="checkbox"/> Use absorbents for dry cleanup for spills and leaks. <input type="checkbox"/> Use drip pans under all vehicles and equipment for the collection of fluid leaks. <input type="checkbox"/> Clean pavement surface to remove oil and grease without using large amounts of water.

INDUSTRIAL STORMWATER FACT SHEET SERIES

Sector 5: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

Table 2. BMPs for Potential Pollutant Sources at Air Transportation Facilities (continued)

Pollutant Source	BMPs
Aircraft, ground vehicle, and equipment storage areas (continued)	<ul style="list-style-type: none"> <input type="checkbox"/> Regularly sweep area to minimize debris on the ground. <input type="checkbox"/> Provide dust control if necessary. When controlling dust, sweep and/or apply water or materials that will not impact surface or ground water. <input type="checkbox"/> Inspect the storage yard for filling drip pans regularly to ensure BMPs are implemented. <input type="checkbox"/> Train employees on procedures for storage and inspection items.
Material storage areas	<ul style="list-style-type: none"> <input type="checkbox"/> Store materials indoors. <input type="checkbox"/> Maintain good integrity of all storage containers (e.g., used oils, hydraulic fluids, spent solvents, waste aircraft fuel). <input type="checkbox"/> Create a centralized storage area for waste materials. <input type="checkbox"/> Cover and/or enclose chemical storage areas (including temporary cover such as a tarp that prevents contact with precipitation). <input type="checkbox"/> Provide secondary containment around chemical storage areas. <input type="checkbox"/> If containment structures have drains, ensure that the drains have valves, and that valves are maintained in the closed position. Institute protocols for checking/testing stormwater in containment areas prior to discharge. <input type="checkbox"/> Locate storage areas away from high traffic areas and surface waters. <input type="checkbox"/> Inspect storage tanks and piping systems (pipes, pumps, flanges, couplings, hoses, and valves) for failures or leaks and perform preventive maintenance. <input type="checkbox"/> Plainly label all containers. <input type="checkbox"/> Maintain an inventory of fluids to identify leakage. <input type="checkbox"/> Provide fluid level indicators. <input type="checkbox"/> Properly dispose of chemicals that are no longer in use. <input type="checkbox"/> Store and handle reactive, ignitable, or flammable liquids in compliance with applicable local fire codes, local zoning codes, and the National Electric Code. <input type="checkbox"/> Provide drip pads/pans where chemicals are transferred from one container to another to allow for recycling of spills and leaks. <input type="checkbox"/> Develop and implement spill plans or spill prevention, containment, and countermeasure (SPCC) plans, if required for your facility. <input type="checkbox"/> Train employees in spill prevention and control and proper materials management.
Airport fuel system and fueling areas	<ul style="list-style-type: none"> <input type="checkbox"/> Conduct fueling operations (including the transfer of fuel to tank trucks) on an impervious or contained pad and under a roof or canopy where possible. Covering should extend beyond spill containment pad to prevent rain from entering. <input type="checkbox"/> When fueling in uncovered area, use concrete pad (asphalt is not chemically resistant to the fuels being handled). <input type="checkbox"/> Develop and implement a system to report any spill exceeding 5 feet in any direction or which has entered the storm drainage system. <input type="checkbox"/> Use drip pans and absorptive materials beneath aircraft during fueling operations where leaks or spills of fuel can occur and where making and breaking hose connections. <input type="checkbox"/> Use fueling hoses with check valves to prevent hose drainage after filling. <input type="checkbox"/> Insure that storm water valves, plugs and similar appurtenances are closed during fuel transfer operations.

INDUSTRIAL STORMWATER FACT SHEET SERIES

Sector 5: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

Table 2. BMPs for Potential Pollutant Sources at Air Transportation Facilities (continued)

Pollutant Source	BMPs
Airport fuel system and fueling areas (continued)	<ul style="list-style-type: none"> <input type="checkbox"/> Provide spill kits on all fuel trucks, at fueling stations, in each hangar and at strategic locations. Each kit should have at a minimum, loose absorbent, pails, broom and shovel. Store used materials in individual sealed container and labeled to ensure proper handling and disposal as a hazardous material. <input type="checkbox"/> Keep spill cleanup materials readily available. <input type="checkbox"/> Clean up spills and leaks immediately. <input type="checkbox"/> Use dry cleanup methods for fuel areas rather than hosing down the fuel area. Sweep up absorbents as soon as spilled substances have been absorbed. <input type="checkbox"/> Use spill and overflow protection devices. <input type="checkbox"/> Minimize run-on of stormwater into the fueling area by grading the area such that stormwater only runs off. <input type="checkbox"/> Collect stormwater runoff and provide treatment or recycling. <input type="checkbox"/> Provide curbing or posts around fuel pumps to prevent collisions from vehicles. <input type="checkbox"/> Regularly inspect and perform preventive maintenance on fuel storage tanks to detect potential leaks before they occur. <input type="checkbox"/> Inspect the fueling area for leaks and spills. <input type="checkbox"/> Do not allow "topping off" of the fuel in the receiving equipment. <input type="checkbox"/> Train personnel on vehicle fueling BMPs.
Storing liquid fuels	<ul style="list-style-type: none"> <input type="checkbox"/> If area is uncovered, connect sump outlet to sanitary sewer (if allowed by the sewer authority) or an oil/water separator, catch basin filter, etc. If connecting to a sanitary sewer check with the system operator to ensure that the discharge is acceptable. If implementing separator or filter technologies ensure that regular inspections and maintenance procedures are in place. <input type="checkbox"/> Develop and implement spill plans. <input type="checkbox"/> Train employees in spill prevention and control. <p>Above ground tanks</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide secondary containment, such as dikes, with a height sufficient to contain a spill (the greater of 10 percent of the total enclosed tank volume or 110 percent of the volume contained in the largest tank). <input type="checkbox"/> If containment structures have drains, ensure that the drains have valves, and that valves are maintained in the closed position. Institute protocols for checking/testing stormwater in containment areas prior to discharge. <input type="checkbox"/> Use double-walled tanks with overflow protection. <input type="checkbox"/> Keep liquid transfer nozzles/hoses in secondary containment area. <p>Portable containers/drums</p> <ul style="list-style-type: none"> <input type="checkbox"/> Store drums indoors when possible. <input type="checkbox"/> Store drums, including empty or used drums, in secondary containment with a roof or cover (including temporary cover such as a tarp that prevents contact with precipitation). <input type="checkbox"/> Provide secondary containment, such as dikes or portable containers, with a height sufficient to contain a spill (the greater of 10 percent of the total enclosed tank volume or 110 percent of the volume contained in the largest tank). <input type="checkbox"/> Clearly label drum with its contents.
Deicing chemical loading areas	<ul style="list-style-type: none"> <input type="checkbox"/> Store bulk aircraft deicing fluids in contained areas. <input type="checkbox"/> Load deicing trucks in contained areas.

What if activities and materials at my facility are not exposed to precipitation?

The industrial stormwater program requires permit coverage for a number of specified types of industrial activities. However, when a facility is able to prevent the exposure of ALL relevant activities and materials to precipitation, it may be eligible to claim no exposure and qualify for a waiver from permit coverage.

If you are regulated under the industrial permitting program, you must either obtain permit coverage or submit a no exposure certification form, if available. Check with your permitting authority for additional information as not every permitting authority program provides no exposure exemptions.

Where do I get more information?

For additional information on the industrial stormwater program see www.epa.gov/npdes/stormwater/msgp.

A list of names and telephone numbers for each EPA Region or state NPDES permitting authority can be found at www.epa.gov/npdes/stormwatercontacts.

References

Information contained in this Fact Sheet was compiled from EPA's past and current Multi-Sector General Permits and from the following sources:

- ◆ City of Phoenix, Street Transportation Department. 2004. *Best Management Practices for Section 5 - Vehicle Maintenance Equipment Cleaning, or Deicing at Air Transportation Facilities*. <http://phoenix.gov/STREETS/vehmnt2.pdf>
- ◆ Orange County, California, Watershed & Coastal Resources Division. "Airplane Maintenance and Repair." www.ocwatersheds.com/StormWater/documents_bmp_existing_development.asp
- ◆ Pierce County Washington Public Works and Utilities. 2002. "Stormwater Pollution Prevention Manual: A Guide to Best Management Practices for Industries, Businesses, and Homeowners." www.co.pierce.wa.us/pc/services/home/envIRON/water/wq/bmpmanual.htm
- ◆ Switzenbaum, et. al., 1999. Workshop: *Best Management Practices for Airport Deicing Stormwater*: Publication 173. www.umass.edu/tei/wrrc/WRRC2004/pdf/Switz173.pdf
- ◆ U.S. EPA. 1992. *Stormwater Management for Industrial Activities: Developing Pollution Prevention Plans and Best Management Practices*. EPA 832-R-92-006 www.epa.gov/npdes/stormwater
- ◆ U.S. EPA, Office of Science and Technology. 1999. *Preliminary Data Summary of Urban Stormwater Best Management Practices*. EPA-821-R-99-012 www.epa.gov/OST/stormwater/
- ◆ U.S. EPA, Office of Water. 2002. *Source Water Protections Practices Bulletin: Managing Aircraft and Airfield Deicing Operations to Prevent Contamination of Drinking Water*. EPA-816-F-02-018. www.epa.gov/safewater/sourcewater/pubs/fs_swpp_deicingair.pdf
- ◆ U.S. EPA, Office of Wastewater Management. *NPDES Stormwater Multi-Sector General Permit for Industrial Activities (MSGP)*. www.epa.gov/npdes/stormwater/msgp

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

MAINTENANCE & OPERATIONS – CENTRAL REGION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519
TEXT: (907) 269-0473
PHONE: (907) 248-1573
FAX: (907) 269-0760

**In Reply Refer To:
Dillingham Airport SWPPP**

January 28, 2011

Dear Airport Tenant,

As you may already be aware from the letter dated October 27, 2009 which you should have received from the DOT&PF Aviation Leasing Division, the U.S. Environmental Protection Agency (EPA) regulations on stormwater runoff from specific industrial operation have been revised and permitting authority is being transferred to the Alaska Department of Environmental Conservation (ADEC). The Multi-Sector General Permit (MSGP) specifies stormwater management requirements for industrial operations, including Air Transportation (Sector S). As required by these regulations, the Department of Transportation and Public Facilities (DOT&PF) has applied for the general stormwater permit for operation of the airport and common areas. The primary requirement is to write a Stormwater Pollution Prevention Plan (SWPPP).

The SWPPP we have developed for the Dillingham Airport only covers DOT&PF activities, not your activity. Therefore, it is your responsibility to research and determine if a stormwater permit is required for your operations and if so, to comply with the EPA/ADEC rules and the Clean Water Act. Failure to comply could result in a significant penalty.

To assist you in determining your responsibilities, we have attached an EPA fact sheet on stormwater. You will also need to review the regulations at <http://cfpub.epa.gov/npdes/stormwater/msgp.cfm>. Each regulated tenant must develop a SWPPP, apply for permit coverage through the Alaska Department of Environmental Conservation (ADEC), and implement the SWPPP. The MSGP permit requires various inspections and training requirements. More information can be found at <http://www.dec.state.ak.us/water/wnpssc/stormwater/MultiSector.htm>.

If you decide that you are regulated and intend to file for the permit, please check with your airport manager as it is recommended we coordinate our SWPPPs. We are working to have our SWPPP electronically available on the DOT&PF website at <http://dot.alaska.gov/stwdav/SWPPP.shtml>, the SWPPP should be available no later than March 1, 2011. Also, if you perform deicing, the airport manager will be contacting you regarding monthly reporting requirements.

If you prepare a SWPPP, please send an electronic copy of the final plan to our office (either via email or CD). Please call with any questions you may have (907)269-0714 or email me at jennifer.hillman@alaska.gov.

Sincerely yours,

Environmental Impact Analyst, Maintenance and Operations

Attachments:

EPA Stormwater Factsheet

cc:

Norman Heyano, Dillingham Airport Manager
Misty Ott, Cold Bay Airport Leasing Specialist



REPLY TO
ATTENTION OF.

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
REGULATORY DIVISION
P.O. BOX 6698
JBER, ALASKA 99506-0898

APR 06 2012

Regulatory Division
POA-2012-165

Alaska Department of Transportation
and Public Facilities
Attention: Ms. Jennifer Lindberg
Post Office Box 196900
Anchorage, Alaska 99519

Dear Ms. Lindberg:

This letter responds to your February 28, 2012, request for a Department of the Army (DA) permit for mowing aquatic vegetation in Beluga Lake. It has been assigned number POA-2012-165, Beluga Lake, which should be referred to in all correspondence with us. The project site is located within Section 21, T. 6 S., R. 13 W., Seward Meridian; USGS Quad Map Soldovia C-5; Latitude 59.6403° N., Longitude 151.5159° W.; Kenai Peninsula Borough; near the Seaplane Base on Beluga Lake; in Homer, Alaska.

Based on our review of the information you provided we have determined that although the subject property contains waters of the United States (U.S.), your proposed project would not involve an activity we regulate. Therefore, a DA permit is not required. However, a permit may be required if you alter the method, scope, or location of your proposed work. You should contact us if you make changes to your project.

Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Please contact me via email at heather.l.boyer@usaco.army.mil, by mail at the address above, by phone at (907) 753-2877, or toll free from within Alaska at (800) 478-2712, if you have questions.

Sincerely,

A handwritten signature in cursive script that reads "Heather Boyer".

Heather Boyer
Project Manager

Enclosures

BCF:

Appendix J – Staff Title and Responsibilities

Title	Staff Name
DISTRICT SUPERINTENDENT	Carl High
AIRPORT MANAGER	Kevin Jones
AIRPORT MANAGER ALTERNATE	Mike Traver
CENTRAL REGION M&O ENVIRONMENTAL SPECIALIST	Jennifer Linberg

Appendix K – SPCC Plan

Spill Prevention Control and Countermeasure Plan

Alaska Department of Transportation and Public Facilities
Anchorage, Alaska

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

Homer Airport and Facilities

Homer, Alaska

September 2011

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- B: Substantial Harm Determination
- C: Facility Inspection Checklists
- D: Record of Discharge Prevention Briefings and Training
- E: Records of Tank Integrity and Pressure Tests
- F: Emergency Contacts
- G: Discharge Notification Form
- H: Discharge Response Equipment Inventory
- I: Agency Notification Standard Report

LIST OF ACRONYMS AND ABBREVIATIONS

ARFF	Airport Rescue and Fire Fighting
AST	Aboveground Storage Tank
CFR	Code of Federal Regulations
EPA	U.S. Environmental Protection Agency
ADEC	Alaska Department of Environmental Conservation
ADOT&PF	Alaska Department of Transportation and Public Facilities
M&O	Maintenance and Operations
NPDES	National Pollutant Discharge Elimination System
PE	Professional Engineer
RA	Regional Advisor
SPCC	Spill Prevention, Control, and Countermeasure
STI	Steel Tank Institute
SWPPP	Stormwater Pollution Prevention Plan
UST	Underground Storage Tank

INTRODUCTION

Purpose

The purpose of this Spill Prevention, Control, and Countermeasure (SPCC) Plan is to describe measures implemented by Alaska Department of Transportation and Public Facilities (ADOT&PF) to prevent oil discharges from occurring, and to prepare ADOT&PF to respond in a safe, effective, and timely manner to mitigate the impacts of a discharge at the Homer State Airport and Facilities.

This Plan has been prepared to meet the requirements of Title 40, *Code of Federal Regulations*, Part 112 (40 CFR part 112), and supersedes the plan developed in 2000 to meet provisions in effect since 1974.

In addition to fulfilling requirements of 40 CFR part 112, this SPCC Plan is used as a reference for oil storage information and testing records, as a tool to communicate practices on preventing and responding to discharges with employees, as a guide to facility inspections, and as a resource during emergency response. It is the policy of ADOT&PF to prevent the discharge of oil and hazardous substances and to provide for prompt and coordinated response to contain and cleanup spills, should they occur.

ADOT&PF has determined that this facility does not pose a risk of substantial harm under 40 CFR part 112, as recorded in the "Substantial Harm Determination" included in Appendix B of this Plan.

This Plan has been developed for ADOT&PF above ground storage tanks (ASTs) at the Homer State Airport and Facilities and provides guidance on activities that ADOT&PF must perform to comply with the SPCC rule:

- Complete monthly and annual site inspections as outlined in the Inspection, Tests, and Records section of this Plan (Section 3.7) using the inspection checklists included in Appendix C.
- Perform preventive maintenance of equipment, secondary containment systems, and discharge prevention systems described in this Plan as needed to keep them in proper operating conditions.
- Conduct annual employee training as outlined in the Personnel, Training, and Spill Prevention Procedures section of this Plan (Section 3.8) and document them on the log included in Appendix E.
- If either of the following occurs, submit the SPCC Plan to the EPA Region 10 Regional Administrator (RA) and the Alaska Department of Environmental Conservation (ADEC), along with other information as detailed in Section 5.4 of this Plan:

- The facility discharges more than 1,000 gallons of oil into or upon the navigable waters of the U.S. or adjoining shorelines in a single spill event; or
- The facility discharges oil in quantity greater than 42 gallons in each of two spill events within any 12-month period.

- Review the SPCC Plan at least once every five (5) years and amend it to include more effective prevention and control technology, if such technology will significantly reduce the likelihood of a spill event and has been proven effective in the field at the time of the review. Plan amendments, other than administrative changes discussed above, must be recertified by a Professional Engineer on the certification page in Section 1.2 of this Plan.

- Amend the SPCC Plan within six (6) months whenever there is a change in facility design, construction, operation, or maintenance that materially affects the facility's spill potential. The revised Plan must be recertified by a Professional Engineer (PE).

- Review the Plan on an annual basis. Update the Plan to reflect any "administrative changes" that are applicable, such as personnel changes or revisions to contact information, such as phone numbers. Administrative changes must be documented in the Plan review log of Section 1.4 of this Plan, but do not have to be certified by a PE.

Part 1: Plan Administration

1.1 Management Approval and Designated Person (40 CFR 112.7)

ADOT &PF is committed to preventing discharges of oil to navigable waters and the environment, and to maintaining the highest standards for spill prevention control and countermeasures through the implementation and regular review and amendment to the Plan. This SPCC Plan has the full approval ADOT&PF. ADOT&PF has committed the necessary resources to implement the measures described in this Plan.

The Airport Manager is the Designated Person Accountable for Oil Spill Prevention at the facility and has the authority to commit the necessary resources to implement this Plan.

Authorized Facility Representative (facility response coordinator):

Signature:

Title:

Date:

Kevin Jones
Kevin Jones
Homer Airport
Manager
9/24/11

1.2 Professional Engineer Certification (40 CFR 112.3(d))

The undersigned Registered Professional Engineer is familiar with the requirements of Part 112 of Title 40 of the *Code of Federal Regulations* (40 CFR part 112) and has visited and examined the facility, or has supervised examination of the facility by appropriately qualified personnel. The undersigned Registered Professional Engineer attests that this Spill Prevention, Control, and Countermeasure Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards and the requirements of 40 CFR part 112; that procedures for required inspections and testing have been established; and that this Plan is adequate for the facility. [40 CFR 112.3(d)]

This certification in no way relieves the owner or operator of the facility of his/her duty to prepare and fully implement this SPCC Plan in accordance with the requirements of 40 CFR part 112. This Plan is valid only to the extent that the facility owner or operator maintains, tests, and inspects equipment, containment, and other devices as prescribed in this Plan.

Signature: *Jennifer Reed*
Name: Jennifer Reed
Company: *ADOT & PF*

Professional Engineer Registration Number:

Title: *M.E.*

Senior Engineer

Date: *11/21/11*



1.3 Location of SPCC Plan (40 CFR 112.3(e))

In accordance with 40 CFR 112.3(e), a complete copy of this SPCC Plan is maintained at the Homer Manager's office in the office building as part of the Storm Water Pollution Prevention Plan (SWPPP). The office is attended whenever the facility is operating.

1.4 Plan Review (40 CFR 112.3 and 112.5)

1.4.1 Changes in Facility Configuration

In accordance with 40 CFR 112.5(a), ADOT&PF periodically reviews and evaluates this SPCC Plan for any change in the facility design, construction, operation, or maintenance that materially affects the facility's potential for an oil discharge, including, but not limited to:

- commissioning of containers;
- reconstruction, replacement, or installation of piping systems;
- construction or demolition that might alter secondary containment structures; or
- changes of product or service, revisions to standard operation, modification of testing/inspection procedures, and use of new or modified industry standards or maintenance procedures.

Amendments to the Plan made to address changes of this nature are referred to as technical amendments, and must be certified by a PE. Non-technical amendments can be done (and must be documented in this section) by the facility owner and/or operator. Non-technical amendments include the following:

- change in the name or contact information (i.e., telephone numbers) of individuals responsible for the implementation of this Plan; or
- change in the name or contact information of spill response or cleanup contractors.

ADOT&PF must make the needed revisions to the SPCC Plan as soon as possible, but no later than six months after the change occurs. The Plan must be implemented as soon as possible following any technical amendment, but *no later than six months* from the date of the amendment. The Airport Manager is responsible for initiating and coordinating revisions to the SPCC Plan.

1.4.2 Scheduled Plan Reviews

In accordance with 40 CFR 112.5(b), ADOT&PF will review this SPCC Plan at least once every five years (in the past, such reviews were required every three years). Revisions to the Plan, if needed, are made within six months of the five-year review. A registered Professional Engineer certifies any technical amendment to the Plan, as described above, in accordance with 40 CFR 112.3(d). The last SPCC review occurred in *July 2000*. This Plan is dated *January 2011*. The next plan review is therefore scheduled to take place on or prior to *January 2016*.

1.4.3 Record of Plan Reviews

Scheduled reviews and Plan amendments are recorded in the Plan Review Log (Table 1-1). This log must be completed even if no amendment is made to the Plan as a result of the review. Unless a technical or administrative change prompts an earlier review of the Plan, the next scheduled review of this Plan must occur by *September 2016*.

Table 1-1: Plan Review Log

By	Date	Activity	PE certification required?	Comments

* Previous PE certifications of this Plan are summarized below.

1.5 Cross-Reference with SPCC Provisions (40 CFR 112.7)

This SPCC Plan does not follow the exact order presented in 40 CFR part 112. Section headings identify, where appropriate, the relevant section(s) of the SPCC rule. Table 1-2 presents a cross-reference of Plan sections relative to applicable parts of 40 CFR part 112.

ADOT&PF Homer Airport and Facilities SPCC Plan, Homer, Alaska

Date	Scope	PE Name	Licensing State and Registration No.
6/15/1999	Previous SPCC	Donald Chancey	AK EP-9240

Table 1-2: SPCC Cross-Reference

Provision	Plan Section	Page
112.3(d)	Professional Engineer Certification	3
112.3(e)	Location of SPCC Plan	4
112.5	Plan Review	4 Table 1-1
112.7	Management Approval	3
112.7	Cross-Reference with SPCC Rule	Table 1-2
112.7(a)(3)	Part 2: General Facility Information Appendix A: Site Plan and Facility Diagram	8 Appendix A
112.7(a)(4)	5.4 Discharge Notification	25 Appendix G Appendix I
112.7(a)(5)	Part 5: Discharge Response	23
112.7(b)	3.4 Potential Discharge Volumes and Direction of Flow	11
112.7(c)	3.5 Containment and Diversionary Structures	14
112.7(d)	3.6 Practicability of Secondary Containment	15
112.7(e)	3.7 Inspections, Tests, and Records	15 Appendix C
112.7(f)	3.8 Personnel, Training and Discharge Prevention Procedures	17
112.7(g)	3.9 Security	18
112.7(j)	3.10 Conformance with Applicable State and Local Requirements	18
112.8(b)	4.1 Facility Drainage	19
112.8(c)(1)	4.2.1 Construction	20
112.8(c)(2)	4.2.2 Secondary Containment	20
112.8(c)(4)	4.2.3 Corrosion Protection	21
112.8(c)(6)	4.2.4 Inspection Appendix B - Facility Inspection Checklists	21 Appendix B

ADOT&PF Homer Airport and Facilities SPCC Plan, Homer, Alaska

Provision	Plan Section	Page
112.8(c)(8)	4.2.5 Overfill Prevention System	22
112.8(c)(10)	4.2.6 Visible Discharges	22
112.8(d)	4.3 Transfer Operations, Pumping and In-Plant Processes	22
112.20(e)	Certification of Substantial Harm Determination	Appendix B

* Only selected excerpts of relevant rule text are provided. For a complete list of SPCC requirements, refer to the full text of 40 CFR part 112.

Part 2: General Facility Information

Name:	Alaska Department of Transportation and Public Facilities, Homer Airport and Facilities
Address:	236 Kachemak Homer, Alaska 99603 (907) 235-8872
Type:	Airport and Facilities
Owner/Operator:	Alaska Department of Transportation and Public Facilities P.O. Box 196900 4111 Aviation Drive Anchorage, Alaska 99519
Primary contact:	Kevin Jones , Airport Manager Work: (907) 235-8872 Cell (24 hours): (907) 399-4069

2.1 Facility Description (40 CFR 112.7(a)(3))

2.1.1 Location and Activities

The Homer Airport is located in Homer, AK, on Kachemak Drive (Appendix A). The facility consists of one 6,700-foot-long asphalt-surfaced runway (3/21) and a facility for floatplanes on nearby Beluga Lake. There are a total of 5 paved taxiways ranging from 200 feet to 925 feet in length. Other facilities include a terminal building, several hangars, and a heliport. DOT&PF buildings include: the ARFF/M&O/Crash (SREB) building, Manager's office, and several storage buildings on the airport including a warm storage building behind the Manager's office. Leased areas are located along the apron to the south of the runway. Equipment fueling and deicing activities including other winter storm practices occur outside, while equipment maintenance takes place indoors. Maintenance of runways includes: sweeping, deicing, paving, crack sealing, painting, and other light maintenance. Limited operations occur at the state owned floatplane airport: DOT&PF performs de-weeding activities during the summer months, tenants maintain docks and spaces and no winter maintenance occurs on the lake.

Drainage patterns for the Homer Airport are shown on figure(s) in Appendix A. In general, stormwater runoff from the runway, taxiways, and apron areas enters grassy low areas and ditches via sheet flow. Runoff travels in vegetated ditches around the perimeter of runways and aprons with concentrated flows leaving the airport on the southwest and western end.

2.1.2 Oil Storage

Oil storage at the facility consists of 6 ASTs, a waste oil burner, and 2 lubricant dispensers. At the Manager's Building there is a 1k gallon heating oil AST, a 3k gallon gasoline AST, a 250 gallon waste oil burner and a 480 gallon lubricant dispenser located within the garage of the managers building, a 4k gallon diesel AST and adjacent to the Urea/Sand storage building there

is a 1k heating oil AST (see Figure 2 inset B). At the SREB Building there is a 3k gallon heating oil AST and 480 gallon lubricant dispense located indoors. The warm storage building has a 1k gallon heating oil tank.

The capacities of oil containers present at the site are listed below and are also indicated on the facility diagram in Figure 2. All containers with capacity of 55 gallons or more are included. The capacity of the oil/water separator is not included in the total storage capacity for the facility since it is used to treat storm water and as a means of secondary containment for areas of the facility with potential for an oil discharge.

Table 2-1: Oil Containers

ID	Storage capacity	Content	Description
Fixed Storage			
1	1,000 gallons	Heating oil	Double walled aboveground horizontal tank elevated on built-in saddles
2	3,000 gallons	Heating Oil	Double walled aboveground horizontal tank elevated on built-in saddles
3	1,000 gallons	Heating oil	Double walled aboveground horizontal tank elevated on built-in saddles
4	4,000 gallons	Diesel	Double walled aboveground horizontal tank elevated on built-in saddles
5	3,000 gallons	Gasoline	Double walled aboveground horizontal tank elevated on built-in saddles
6	1,000 gallons	Heating Oil	Double walled aboveground horizontal tank elevated on built-in saddles
N/A	480 gallons	Lubricants – oil, hydraulic oil, transmission fluid, lubricating grease.	Single walled, steel, elevated, stored indoors
N/A	250 gallon	Waste Oil	Single walled tank
N/A	480 gallons	Lubricants – oil, hydraulic oil, transmission fluid, lubricating grease.	Single walled, steel, elevated, stored indoors

Total Oil Storage: 14, 215 gallons +

Other containers: There are 2 - 50 gallon oil/water separators, one in each building.

Note: The oil/water separator is used to treat facility drainage (i.e., wastewater) prior to treatment at the Homer municipal waste water treatment plant. This equipment is used to meet certain secondary containment requirements under 40 CFR part 112, as described later in this Plan. Thus, the capacity of the oil/water separator is not counted towards the facility total storage capacity.

2.2 Evaluation of Discharge Potential

2.2.1 Distance to Navigable Waters and Adjoining Shorelines and Flow Paths

The nearest navigable water bodies that would be impacted by a spill from this facility are Beluga Lake, Lampert Lake, Mud Bay, Coal Bay, and Kachemak Bay. Note: Lampert Lake is not included in the water bodies as it is in an upland location. A release at the SREB or Manager's Office would flow west and north through a series of culverts and vegetated ditches. A release at the SREB building would be within watershed G and could be contained by damming the ditch at outfall G. A release on the south side of the Manager's building would flow south into the relatively flat ditch along Kachemak Rd (watershed I), which flows east and west: a release on the north side would flow towards Outfall D through a series of vegetated ditches. A release on the runways from aircraft or equipment would be mostly contained in the large, low vegetated areas before entering concentrated flow areas.

2.2.2 Discharge History

There have been no significant or reportable spills or leaks within the last three years. If this facility has a greater than 1,000 gallon release to the water, or two federally reportable spills in a 12 month period, then the SPCC Plan must be submitted to the EPA Regional Administrator and ADEC.

PART 3: Discharge Prevention - General SPCC Provisions

The following measures are implemented to prevent oil discharges during the handling, use, or transfer of oil products at the facility. Oil-handling employees have received training in the proper implementation of these measures.

3.1 Compliance with Applicable Requirements (40 CFR 112.7(a)(2))

This facility uses an oil/water separator as part of its drainage system to contain oil discharged. The separator provides environmental protection equivalent to the requirements under 112.8(b)(3) to use ponds, lagoons, or catchment basins to retain oil at the facility in the event of an uncontrolled discharge. As described in Section 3.5 of this Plan, the operational and emergency oil storage capacity of the oil/water separator is sufficient to handle the quantity of oil expected to be discharged from tank overfills or transfer operations. All tanks are double walled and have overflow protection to prevent spills.

3.2 Facility Layout Diagram (40 CFR 112.7(a)(3))

Figure 1, in Appendix A, shows the general location of the facility on a U.S. Geological Survey topographic map. Figure 2, in Appendix A, presents a layout of the facility and the location of storage tanks and drums. The diagram also shows the location of storm water drain inlets and the direction of surface water runoff. As required under 40 CFR 112.7(a)(3), the facility diagram indicates the location and content of ASTs.

3.3 Spill Reporting (40 CFR 112.7(a)(4))

The discharge notification form included in Appendix I will be completed upon immediate detection of a discharge and prior to reporting a spill to the proper notification contacts.

3.4 Potential Discharge Volumes and Direction of Flow (40 CFR 112.7(b))

Table 3-1 presents expected volume, discharge rate, general direction of flow in the event of equipment failure, and means of secondary containment for different parts of the facility where oil is stored, used, or handled.

Table 3-1: Potential Discharge Volumes and Direction of Flow

Potential Event	Maximum volume released (gallons)	Maximum discharge rate	Direction of Flow	Secondary Containment
Heating Oil – Warm Storage				
Failure of aboveground tank (collapse or puncture below product level)	1,000	Gradual to instantaneous	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Tank overflow	1-55	55 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Pipe failure	1,000	20 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Leaking pipe or valve packing	1,000	3-5 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Heating Oil – Managers Office				
Failure of aboveground tank (collapse or puncture below product level)	1,000	Gradual to instantaneous	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Tank overflow	1-55	55 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Pipe failure	1,000	20 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Leaking pipe or valve packing	1,000	3-5 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Gasoline – Manager’s Office				
Failure of aboveground tank (collapse or puncture below product level)	3,000	Gradual to instantaneous	Watershed I - South and west towards outfall I	Double walled construction and ditch
Tank overflow	1 to 55	55 gal/min	Watershed I - South and west towards outfall I	Double walled construction and ditch
Pipe failure	100	32 gal/min	Watershed I - South and west towards outfall I	Double walled construction and ditch
Leaking pipe or valve packing	100	3-8 gal/min	Watershed I - South and west towards outfall I	Double walled construction and ditch
Lubricant Dispenser – Manager’s Office				

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Potential Event	Maximum volume released (gallons)	Maximum discharge rate	Direction of Flow	Secondary Containment
Leak or failure of Dispenser	1 to 480	Gradual to instantaneous	Stored indoors – flow into oil/water separator or maintained by structure	
Tank overfill	1 - 5	2 gal/min	Stored indoors – flow into oil/water separator or maintained by structure	
Pipe failure	N/A	N/A	N/A	N/A
Leaking pipe or valve packing	N/A	N/A	N/A	N/A
Waste Oil – Managers Office				
Leak or failure of dispenser	1 to 250	Gradual to instantaneous	Stored indoors – flow into oil/water separator or maintained by structure	
Tank overfill	1 - 5	2 gal/min	Stored indoors – flow into oil/water separator or maintained by structure	
Pipe failure	N/A	N/A	N/A	N/A
Leaking pipe or valve packing	N/A	N/A	N/A	N/A
Heating Oil – Manager’s Office				
Failure of aboveground tank (collapse or puncture below product level)	4,000	Gradual to instantaneous	Watershed I - South and west towards outfall I	Double walled construction
Tank overfill	1 - 55	55 gal/min	Watershed I - South and west towards outfall I	Double walled construction
Pipe failure	4,000	32 gal/min	Watershed I - South and west towards outfall I	Double walled construction
Leaking pipe or valve packing	4,000	3-8 gal/min	Watershed I - South and west towards outfall I	Double walled construction
Heating Oil – Manager’s Office Urea/Sand Storage				
Failure of aboveground tank (collapse or puncture below product level)	1,000	Gradual to instantaneous	Watershed D -West to vegetated ditches and outfall D	Double walled construction

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Potential Event	Maximum volume released (gallons)	Maximum discharge rate	Direction of Flow	Secondary Containment
Tank overfill	1-55	55 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Pipe failure	1,000	20 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Leaking pipe or valve packing	1,000	3-8 gal/min	Watershed D -West to vegetated ditches and outfall D	Double walled construction
Heating Oil - SREB				
Failure of aboveground tank (collapse or puncture below product level)	3,000	Gradual to instantaneous	Watershed G -West to vegetated ditches and outfall G	Double walled construction
Tank overfill	1 to 55	55 gal/min	Watershed G -West to vegetated ditches and outfall G	Double walled construction
Pipe failure	100	32 gal/min	Watershed G -West to vegetated ditches and outfall G	Double walled construction
Leaking pipe or valve packing	100	3-8 gal/min	Watershed G -West to vegetated ditches and outfall G	Double walled construction
Lubricant Dispenser - SREB				
Leak or failure of dispenser	1 to 480	Gradual to instantaneous	Stored indoors – flow into oil/water separator or maintained by structure	
Tank overfill	1 - 5	2 gal/min	Stored indoors – flow into oil/water separator or maintained by structure	
Pipe failure	N/A	N/A	N/A	N/A
Leaking pipe or valve packing	N/A	N/A	N/A	N/A
Barrels - stored indoors				
Failure of barrel	55	Gradual to instantaneous	Stored indoors – flow into oil/water separator or maintained by structure	

Potential Event	Maximum volume released (gallons)	Maximum discharge rate	Direction of Flow	Secondary Containment
Puncture or leak	1-55	Variable	Stored indoors – flow into oil/water separator or maintained by structure	

3.5 Containment and Diversionary Structures (40 CFR 112.7(c))

Methods of secondary containment at this facility include a combination of structures drainage systems (e.g., oil/water separator), and land-based spill response (e.g., drain covers, sorbents) to prevent oil from reaching navigable waters and adjoining shorelines:

- For bulk storage containers (refer to Section 4.2.2 of this Plan):
 - **Double-wall tank construction.** Tanks are designed to contain 108% of the maximum capacity of each tank.
 - **Sorbent material.** Spill cleanup kits that include absorbent material, booms, and other portable barriers are located inside the maintenance building and in the equipment storage building. The spill kits are located within close proximity of the oil product storage and handling areas for rapid deployment should a spill occur. Sorbent material, booms, and other portable barriers are stored for quick deployment in the event of a discharge during loading/unloading activities or any other accidental discharges. The response equipment inventory for the facility is listed in Appendix H of this Plan. The inventory is checked regularly to ensure that used material is replenished.
 - **Oil/water separator.** The oil/water separator is designed to separate and retain oil at the facility. The oil/water separator in each building has a static holding capacity for oil/water mixture of 100 gallons, 50 gallon internal oil storage, and a design flow rate of 75 gallons per minute. Best Management Practices are used to minimize the amount of solids and oil that flow into the oil/water separator. Facility personnel are instructed to avoid and address small spills using sorbents to minimize runoff of oil into the oil/water separator. The oil/water separator is inspected monthly as part of the scheduled inspection to check the level of water within the separator and measure the depth of bottom sludges and floating oils. Floating oil is removed on an annual basis and as necessary.

3.6 Practicability of Secondary Containment (40 CFR 112.7(d))

ADOT&PF management has determined that secondary containment is practicable at this facility. Secondary containment is achieved with all double walled tanks which have secondary containment equal to 108% of the hold capacity.

3.7 Inspections, Tests, and Records (40 CFR 112.7(e))

As required by the SPCC rule, ADOT&PF performs the inspections, tests, and evaluations listed in the following table. Table 3-2 summarizes the various types of inspections and tests performed at the facility. The inspections and tests are described later in this section, and in the respective sections that describe different parts of the facility (e.g., Section 4.2.6 for bulk storage containers).

Table 3-2: Inspection and Testing Program

Facility Component	Action	Frequency/Circumstances
Aboveground container	Visual inspection Inspect outside of container for signs of deterioration and discharges.	Following a regular schedule (monthly, annual, and during scheduled inspections) and whenever material repairs are made.
Container supports and foundation	Inspect container's supports and foundations.	Following a regular schedule (monthly, annual, and during scheduled inspections) and whenever material repairs are made.
Liquid level sensing devices (overfill)	Test for proper operation.	Annually

3.7.1 Daily Inspection

A DOT&PF employee generally perform a complete walk-through of the facility each day. This daily visual inspection involves: (1) looking for tank/piping damage or leakage, stained or discolored soils; (2) observing shop drains, ditches, and low lying areas for oil stains and the presence of oil. No documentation of this is required or maintained.

3.7.2 Monthly Inspection

The checklist provided in Appendix C is used for monthly inspections by ADOT&PF personnel. The monthly inspections cover the following key elements:

- Observing the exterior of aboveground storage tanks, pipes, and other equipment for signs of deterioration, leaks, corrosion, and thinning.
- Observing the exterior of portable containers for signs of deterioration or leaks.
- Observing tank foundations and supports for signs of instability or excessive settlement.
- Observing the tank fill and discharge pipes for signs of poor connection that could cause a discharge, and tank vent for obstructions and proper operation.
- Verifying the proper functioning of overflow prevention systems.
- Checking the inventory of spill response kits.
- Observing the quantity of accumulated oil within the oil/water separator to ensure within capacity.

All problems regarding tanks, piping, containment, or spill response kits must immediately be reported to the Airport Manager. Visible oil leaks from tank walls, piping, or other components must be repaired as soon as possible to prevent a larger spill or a discharge to navigable waters or adjoining shorelines. Pooled oil is removed immediately upon discovery.

Written monthly inspection records are signed by the Airport Manager and maintained with this SPCC Plan for a period of three years.

3.7.3 Annual Inspection

Facility personnel perform a more thorough inspection of facility equipment on an annual basis. This annual inspection complements the monthly inspection described above and is performed during the summer (coupled with the SWPPP annual inspection if possible) each year using the checklist provided in Appendix C of this Plan.

The inspection will preferably take place after a large storm event to observe drainage ditches and oil/water separator functioning.

Written annual inspection records are signed by the Airport Manager and maintained with this SPCC Plan for a period of three years.

3.7.4 Periodic Integrity Testing

Tanks that exceed 5,000 gallon capacity are required to be inspected by a certified inspector to test shell integrity both internally and externally. All tanks under 5,000 gallon capacity are exempt. There are no tanks that exceed 5,000 gallons and no testing is required at this facility.

3.8 Personnel, Training, and Discharge Prevention Procedures (40 CFR 112.7(f))

The Airport Manager is the facility designee and is responsible for oil discharge prevention, control, and response preparedness activities at this facility.

ADOT&PF management has instructed facility personnel in the operation and maintenance of oil pollution prevention equipment, discharge procedure protocols, applicable pollution control laws, rules and regulations, general facility operations, and the content of this SPCC Plan. Any new facility personnel are provided with this same training.

Annual discharge prevention briefings are held by the Airport Manager for all facility personnel involved in oil operations. The briefings are aimed at ensuring continued understanding and adherence to the discharge prevention procedures presented in the SPCC Plan. The briefings also highlight and describe known discharge events or failures, malfunctioning components, and recently implemented precautionary measures and best practices. Facility operators and other personnel will have the opportunity during the briefings to share recommendations concerning health, safety, and environmental issues encountered during facility operations.

Future training exercises will be periodically held to prepare for possible discharge responses.

Records of the briefings and discharge prevention training are kept on the form shown in Appendix E and maintained with this SPCC Plan for a period of three years.

3.9 Security (40 CFR 112.7(g))

Security issues addressed in the SPCC regulations include vandalism, accidental damage from vehicles or foot traffic, unauthorized or inappropriate access, and safety precautions for equipment that is not in service. Accordingly, security measures should be implemented to control access, emphasize operational safety, and enhance spill prevention efforts. Specific features referenced in the regulations consist of fences, locks, lighting, and protective barriers.

Tanks are stored in well lit areas to detect spills in darkness. All tanks have guard posts in front to prevent collision, locks on fuel dispensing tanks and lighting. This lighting around tanks is adequate to observe the tanks, see potential spills in darkness, and discourage vandalism.

When tanks are in non-operating or standby status, valves that allow outward flow of fuel are to be securely closed in non-operating status.

3.10 Conformance with State and Local Applicable Requirements (40 CFR 112.7(j))

All bulk storage tanks at this facility are in conformance with local and state laws. If regulations or standards change this plan will be modified to achieve compliance.

PART 4: Discharge Prevention – SPCC Provisions for Onshore Facilities

4.1 Facility Drainage (40 CFR 112.8(b))

Any potential discharge from ASTs and discharges occurring during loading/unloading operations will be contained by the oil/water separator, drainage ditches or low lying areas. The maintenance station is approximately 0.10 miles from surface waters which allows buffering capacity for spills. The facility includes a drainage system and an oil/water separator, which are used as containment for spill sources on paved and indoor areas. This separator provides environmental protection equivalent to ponds, lagoons, or catchments basins required under 40 CFR 112.8(b)(3) and (4), as allowed in 40 CFR 112.7(a)(2). Discharges outside the containment areas, such as those occurring in the fuel dispensing area or while unloading heating oil, will flow by gravity into vegetated ditches and low-lying areas where oil will be retained until it can be pumped out.

4.2 Bulk Storage Containers (40 CFR 112.8(c))

Table 4-1 summarizes the construction, volume, and content of bulk storage containers at the Homer Airport and associated facilities.

Table 4-1: List of Oil Containers

Tank	Location	Type (Construction Standard)	Capacity (gallons)	Content	Discharge Prevention & Containment
#1	Warm Storage	UL listed Above Ground Fire Guard Secondary Containment Storage Tank	1,000	Heating Oil	Double walled tank with liquid level gauge, overfill protection and interstitial monitoring.
#2	SREB	UL listed Above Ground Fire Guard Secondary Containment Storage Tank	3,000	Heating Oil	Double walled tank with liquid level gauge, overfill protection and interstitial monitoring.
#3	Manager's Office	UL listed Above Ground Fire Guard Secondary Containment Storage Tank	1,000	Heating Oil	Double walled tank with liquid level gauge, overfill protection and interstitial monitoring.

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#4	Manager's Office	UL listed Above Ground Fire Guard Secondary Containment Storage Tank	4,000	Diesel	Double walled tank with liquid level gauge, overfill protection and interstitial monitoring.
#5	Manager's Office	UL listed Above Ground Fire Guard Secondary Containment Storage Tank	3,000	Gasoline	Double walled tank with liquid level gauge, overfill protection and interstitial monitoring.
#6	Manager's Office	UL listed Above Ground Fire Guard Secondary Containment Storage Tank	1,000	Heating Oil	Double walled tank with liquid level gauge, overfill protection and interstitial monitoring.
	Manager's Office	Lubricant Dispense	480	Variable Lubricants	Single walled steel tank raised and stored indoors.
	SREB	Lubricant Dispense	480	Variable Lubricants	Single walled steel tank raised and stored indoors.
	Manager's Office	Waste Oil Burner	250	Waste Oil	Single wall, stored indoors.
	Inside warm storage and Equipment Storage Building	Steel drums	55	Motor oil and used oil	Single walled steel drums

4.2.1 Construction (40 CFR 112.8 (c)(1))

All oil tanks used at this facility are constructed of steel, in accordance with industry specifications as described above. The design and construction of all bulk storage containers are compatible with the characteristics of the oil product they contain, and with temperature and pressure conditions.

Piping between fixed aboveground bulk storage tanks is made of steel and placed aboveground on appropriate supports designed to minimize erosion and stress.

4.2.2 Secondary Containment (40 CFR 112.8(c)(2))

All ASTs are double walled tanks with overfill protection and liquid level gauges. In the event of a spill oil will flow to low vegetated areas isolated from waterways until it is able to be retrieved.

The 55-gallon drums are stored indoors when possible and the drain system and oil water separators in the SEF and warm storage buildings serve as a source of secondary containment.

4.2.3 Corrosion Protection (40 CFR 112.8(c)(4))

Most tanks are coated with White Chemline Polyurethane to prevent corrosion. Tanks are monitored and inspected regularly for leaks and wear. All piping is above ground and is made of black iron

4.2.4 Inspections and Tests (40 CFR 112.8(c)(6))

Visual inspections of ASTs by facility personnel are performed according to the procedure described in this SPCC Plan. Leaks from tank seams, gaskets, rivets, and bolts are promptly corrected. Records of inspections and tests are signed by the inspector and kept at the facility for at least three years.

Annual inspections by facility personnel are conducted according to the procedure described in this SPCC Plan. Leaks from tank seams, gaskets, rivets, and bolts are promptly corrected. Records of inspections and tests are signed by the inspector and kept at the facility for at least three years.

No shell comparison test or integrity testing is conducted at this facility as all oil storage is below the 5,000 gallon tank requirement.

Table 4-2 summarizes inspections and tests performed on bulk storage containers (“EE” indicates that an environmentally equivalent measure is implemented in place of the inspection/test, as discussed in Section 3.1 of this Plan).

Table 4-2: Scope and Frequency of Bulk Storage Containers Inspections and Tests

Inspection/Test	Tank ID						Drums
	#1	#2	#3	#4	#5	#6	
Visual inspection by facility personnel (as per checklist of Appendix C)	M	M	M	M	M	M	M
	A	A	A	A	A	A	A

Legend: M: Monthly
A: Annual

4.2.5 Overfill Prevention Systems (40 CFR 112.8(c)(8))

All tanks are equipped with a liquid level gauge. General secondary containment is provided in the event of overfills, as described in this Plan.

Facility personnel are present, when possible, throughout the filling operations to monitor the product level in the tanks.

4.2.6 Visible Discharges (40 CFR 112.8(c)(10))

Visible discharges from any container or appurtenance – including seams, gaskets, piping, pumps, valves, rivets, and bolts – are quickly corrected upon discovery.

Oil is promptly removed and disposed of according to the waste disposal method described in Part 5 of this Plan.

4.3 Transfer Operations, Pumping, and In-Plant Processes (40 CFR 112.8(d))

Transfer operations at this facility include:

- The filling of heating oil to storage tanks.
- The filling of operations vehicles.

All piping at this facility is aboveground and cathodically protected against corrosion and is provided with a protective wrapping and coating. All pipes are visually inspected on a monthly basis. Inspection includes aboveground valves, piping, appurtenances, expansion joints, valve glands and bodies, catch pans, pipeline supports, locking of valves, and metal surfaces. Observations are noted on the monthly inspection checklist provided in this Plan. If corrosion damage is found, additional examination and corrective action must be taken as deemed appropriate considering the magnitude of the damage.

Lines that are not in service or are on standby for an extended period of time are capped or blank-flanged and marked as to their origin.

All pipe supports are designed to minimize abrasion and corrosion and to allow for expansion and contraction. Pipe supports are visually inspected during the monthly inspection of the facility.

Warning signs are posted at appropriate locations throughout the facility to prevent vehicles from damaging aboveground piping and appurtenances as well as barriers to prevent collision.

Part 5: Discharge Response

This section describes the response and cleanup procedures in the event of an oil discharge. The uncontrolled discharge of oil to groundwater, surface water, or soil is prohibited by state and federal laws. Immediate action must be taken to control, contain, and recover discharged product.

In general, the following steps are taken:

- Eliminate potential spark sources;
- If possible and safe to do so, identify and shut down source of the discharge to stop the flow;
- Contain the discharge with sorbents, berms, fences, trenches, sandbags, or other material;
- Contact the Airport Manager or his/her alternate;
- Contact regulatory authorities and the response organization; and
- Collect and dispose of recovered products according to regulation.

For the purpose of establishing appropriate response procedures, this SPCC Plan classifies discharges as either “minor” or “major,” depending on the volume and characteristics of the material released.

A list of Emergency Contacts is provided in Appendix F. A list of discharge response material kept at the facility is included in Appendix H.

5.1 Response to a Minor Discharge

A “minor” discharge is defined as one that poses no significant harm (or threat) to human health and safety or to the environment. Minor discharges are generally those where:

- The quantity of product discharged is small (e.g., may involve less than 10 gallons of oil);
- Discharged material is easily stopped and controlled at the time of the discharge;
- Discharge is localized near the source;
- Discharged material is not likely to reach water;
- There is little risk to human health or safety; and
- There is little risk of fire or explosion.

Minor discharges can usually be cleaned up by ADOT&PF personnel. The following guidelines apply:

- Immediately notify the Airport Manager.
- Under the direction of the Airport Manager, contain the discharge with discharge response materials and equipment. Place discharge debris in properly labeled waste containers.
- The Airport Manager will complete the discharge notification form (Appendix G) and attach a copy to this SPCC Plan.
- If the discharge involves between 1 and 10 gallons of oil, the Airport Manager will notify the ADEC in writing within 10 days.
- If the discharge involves between 10 and 55 gallons of oil, the Airport Manager will notify the ADEC within 48 hours.
- If the discharge involves more than 55 gallons of oil, the Airport Manager will notify the ADEC immediately.

5.2 Response to a Major Discharge

A “major” discharge is defined as one that cannot be safely controlled or cleaned up by facility personnel, such as when:

- The discharge is large enough to spread beyond the immediate discharge area;
- The discharged material enters water;
- The discharge requires special equipment or training to clean up;
- The discharged material poses a hazard to human health or safety; or
- There is a danger of fire or explosion.

In the event of a major discharge, the following guidelines apply:

- All workers must immediately evacuate the discharge site via the designated exit routes and move to the designated staging areas at a safe distance from the discharge. Exit routes are included on the facility diagram and posted in the maintenance building, in the office building, and on the outside wall of the outside shed that contains the spill response equipment.
- If the Airport Manager is not present at the facility, the senior on-site person notifies the Airport Manager of the discharge and has authority to initiate notification and response. Certain notifications are dependent on the circumstances and type of discharge.
- The Airport Manager (or senior on-site person) must call for medical assistance if workers are injured.
- The Airport Manager (or senior on-site person) must notify local response teams including fire and police departments, as applicable.
- The Airport Manager (or senior on-site person) must call the spill response and cleanup contractors listed in the Emergency Contacts list in Appendix F.
- The Airport Manager (or senior on-site person) must immediately contact the ADEC.

- The Airport Manager (or senior on-site person) must record the call on the Discharge Notification form in Appendix I and attach a copy to this SPCC Plan.
- The Airport Manager (or senior on-site person) coordinates cleanup and obtains assistance from a cleanup contractor or other response organization as necessary.

If the Airport Manager is not available at the time of the discharge, then the next highest person in seniority assumes responsibility for coordinating response activities.

5.3 Waste Disposal

Wastes resulting from a minor discharge response will be contained in impervious bags, drums, or buckets. The Airport Manager will characterize the waste for proper disposal and ensure that it is removed from the facility by a licensed waste hauler within two weeks, or what is most practicable.

Wastes resulting from a major discharge response will be removed and disposed of by a cleanup contractor.

5.4 Discharge Notification

Any size discharge (i.e., one that creates a sheen, emulsion, or sludge) that affects or threatens to affect navigable waters or adjoining shorelines must be reported immediately to the National Response Center (1-800-424-8802). The Center is staffed 24 hours a day.

A summary sheet is included in Appendix I to facilitate reporting. The person reporting the discharge must provide the following information:

- Name, location, organization, and telephone number
- Name and address of the party responsible for the incident
- Date and time of the incident
- Location of the incident
- Source and cause of the release or discharge
- Types of material(s) released or discharged
- Quantity of materials released or discharged
- Danger or threat posed by the release or discharge
- Number and types of injuries (if any)
- Media affected or threatened by the discharge (i.e., water, land, air)
- Weather conditions at the incident location
- Any other information that may help emergency personnel respond to the incident

Contact information for reporting a discharge to the appropriate authorities is listed in Appendix F and is also posted in prominent locations throughout the facility (e.g. in the maintenance building and the ARFF building).

In addition to the above reporting, 40 CFR 112.4 requires that information be submitted to the United States Environmental Protection Agency (EPA) Regional Administrator and the appropriate state agency in charge of oil pollution control activities (see contact information in Appendix H) whenever the facility discharges (as defined in 40 CFR 112.1(b)) *more than 1,000 gallons of oil in a single event*, or discharges (as defined in 40 CFR 112.1(b)) *more than 42 gallons of oil in each of two discharge incidents within a 12-month period*. The following information must be submitted to the EPA Regional Administrator and to MADEP within 60 days:

- Name of the facility;
- Name of the owner/operator;
- Location of the facility;
- Maximum storage or handling capacity and normal daily throughput;
- Corrective action and countermeasures taken, including a description of equipment repairs and replacements;
- Description of facility, including maps, flow diagrams, and topographical maps;
- Cause of the discharge(s) to navigable waters and adjoining shorelines, including a failure analysis of the system and subsystem in which the failure occurred;
- Additional preventive measures taken or contemplated to minimize possibility of recurrence; and
- Other pertinent information requested by the Regional Administrator.

A standard report for submitting the information to the EPA Regional Administrator and to ADEC is included in Appendix K of this Plan.

Appendix A Site Plan and Facility Diagram

Figure 1: Site Plan.

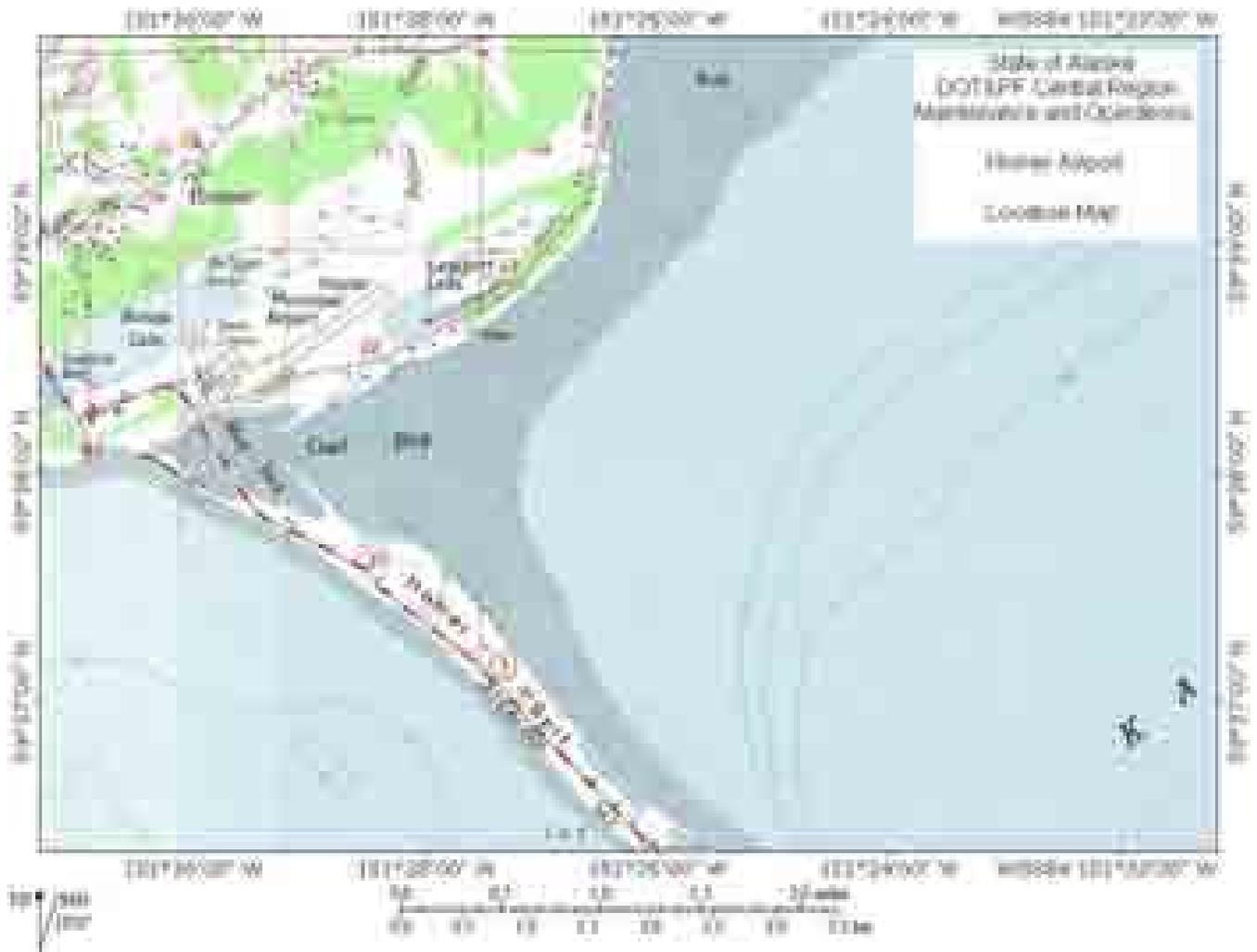
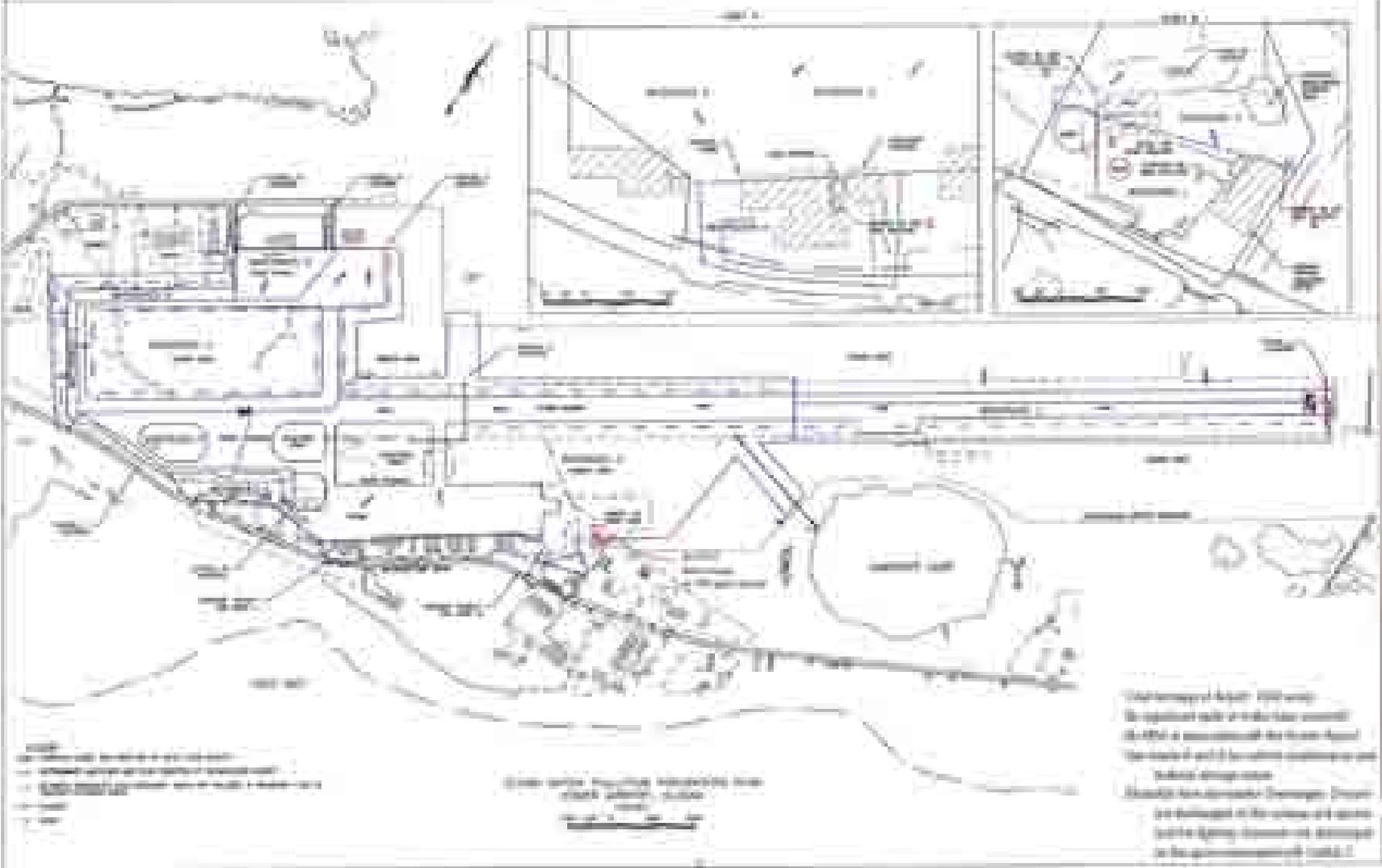


Figure 2: Facility Diagram.



Appendix B Substantial Harm Determination

Facility Name: Homer Airport and Facilities

Facility Address: 2336 Kachemak Drive
Homer, Alaska 99603

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?

Yes **No**

2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground storage tank area?

Yes **No**

3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR part 112 Appendix C, Attachment C-III or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?

Yes **No**

4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR part 112 Appendix C, Attachment C-III or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake?

Yes **No**

5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years?

Yes **No**

Certification

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Signature 
Kevin Jones
Name (type or print)

Homer Airport Manager
Title
9/20/11
Date

APPENDIX C

Facility Inspection Checklists

The following checklists are to be used for monthly and annual facility-conducted inspections. Completed checklists must be signed by the inspector and maintained at the facility, with this SPCC Plan, for at least three years.

Monthly Inspection Checklist

This inspection record must be completed *each month* except the month in which an annual inspection is performed. Provide further description and comments, if necessary, on a separate sheet of paper and attach to this sheet. *Any item that receives “yes” as an answer must be described and addressed immediately.

	Y*	N	Description & Comments
Storage tanks			
<i>Tank surfaces show signs of leakage</i>			
<i>Tanks are damaged, rusted or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Secondary containment is damaged or stained</i>			
Piping			
<i>Valve seals, gaskets, or other appurtenances are leaking</i>			
<i>Pipelines or supports are damaged or deteriorated</i>			
<i>Joints, valves and other appurtenances are leaking</i>			
<i>Buried piping is exposed</i>			
Oil/water separator			
<i>Oil/water separator > 2 inches of accumulated oil</i>			
<i>Oil/water separator effluent has a sheen</i>			
Security			
<i>Fencing, gates, or lighting is non-functional</i>			
<i>Pumps and valves are locked if not in use</i>			
Response Equipment			
<i>Response equipment inventory is complete</i>			

Date: _____

Signature: _____

Annual Facility Inspection Checklist

This inspection record must be completed *each year*. If any response requires further elaboration, provide comments in Description & Comments space provided. Further description and comments, if necessary, must be provided on a separate sheet of paper and attached to this sheet. *Any item that receives “yes” as an answer must be described and addressed immediately.

	Y*	N	Description & Comments
Storage tanks			
<i>Tank #1</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted or deteriorated</i>			
<i>Bolts, rivets or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Tank #2</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Tank #3</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Tank #4</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted or deteriorated</i>			
<i>Bolts, rivets or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Oil is present in the interstice</i>			
<i>Tank #5</i>			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			

	Y*	N	Description & Comments
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Leakage in exhaust from heating coils</i>			
Tank #6			
<i>Tank surfaces show signs of leakage</i>			
<i>Tank is damaged, rusted, or deteriorated</i>			
<i>Bolts, rivets, or seams are damaged</i>			
<i>Tank supports are deteriorated or buckled</i>			
<i>Tank foundations have eroded or settled</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Leakage in exhaust from heating coils</i>			
Piping			
<i>Valve seals or gaskets are leaking</i>			
<i>Pipelines or supports are damaged or deteriorated</i>			
<i>Joints, valves and other appurtenances are leaking</i>			
<i>Buried piping is exposed</i>			
<i>Out-of-service pipes are not capped</i>			
<i>Warning signs are missing or damaged</i>			
Oil/water separator			
<i>Oil/water separator > 2 inches of accumulated oil</i>			
<i>Oil/water separator effluent has a sheen</i>			
Security			
<i>Fencing, gates, or lighting is non-functional</i>			
<i>Pumps and valves are not locked (and not in use)</i>			
Response equipment			
<i>Response equipment inventory is incomplete</i>			

Annual reminders:

- Hold SPCC Briefing for all oil-handling personnel (and update briefing log in the Plan);
- Check contact information for key employees and response/cleanup contractors and update them in the Plan as needed;

Additional Remarks:

Date: _____

Signature: _____

APPENDIX E

Records of Tank Integrity and Pressure Tests

In the event that tank capacity exceeds 5k gallons, integrity testing would be conducted and result maintained with the SPCC for 3 years. At this time the facility is exempt.

APPENDIX F Emergency Contacts

Designated person responsible for spill prevention: *Kevin Jones, Airport Manager*
907-399-4069

EMERGENCY TELEPHONE NUMBERS:

Facility

Kevin Jones, Airport Manager 907-235-8872
(cell) 907-399-4069

First Response Cleanup Contractors

Homer Fire Department 911 or (907) 235-3155
Homer Police Department 911 or (907) 235-3150

Notification

Alaska Department of Environmental Conservation 907-465-5250 or 800-478-9300 (24 hour number)
National Response Center 800-424-8802 (24 hour number)
United States Environmental Protection Agency, Region 10 206-553-1263 (24 hour emergency number)

APPENDIX G Discharge Notification Form

Part A: Discharge Information		
General information when reporting a spill to outside authorities: Name: Homer Airport and Facilities Address: 2336 Kachemak Drive Homer, Alaska 99603 Telephone: (907) 5235-8872 Owner/Operator: ADOT&PF P.O. Box 196900 Anchorage, Alaska 99516 Primary Contact: Kevin Jones, Airport Manager Work: (907)235-8872 Cell (24 hrs): (907)399-4069		
Type of oil:	Discharge Date and Time:	
Quantity released:	Discovery Date and Time:	
Quantity released to a waterbody:	Discharge Duration:	
Location/Source:		
Actions taken to stop, remove, and mitigate impacts of the discharge:		
Affected media: <ul style="list-style-type: none"> <li style="width: 50%;">• air <li style="width: 50%;">• storm water sewer/POTW <li style="width: 50%;">• water <li style="width: 50%;">• dike/berm/oil-water separator <li style="width: 50%;">• soil <li style="width: 50%;">• other: _____ 		
Notification person:	Telephone contact: Business: 24-hr:	
Nature of discharges, environmental/health effects, and damages:		
Injuries, fatalities or evacuation required?		
Part B: Notification Checklist		
	Date and time	Name of person receiving call
Discharge in any amount		
Kevin Jones, Airport Manager Work: (907)235-8872 Cell (24 hrs): (907)399-4069		
Discharge in amount exceeding 10 gallons and <i>not affecting a waterbody or groundwater</i>		
Fire/Emergency Response 911		
Alaska Department of Environmental Conservation (907)465-5250 or (800)-478-9300 (24 hour no.)		

Discharge in any amount and affecting (or threatening to affect) a waterbody		
Fire/Emergency Response		
Alaska Department of Environmental Conservation (907)465-5250 or (800)-478-9300 (24 hour no.)		
National Response Center (800) 424-8802		

APPENDIX H

Discharge Response Equipment Inventory

The discharge response equipment inventory is verified during the monthly inspection and must be replenished as needed. This list is not all inclusive.

Maintenance and Equipment Storage Buildings

- Loose absorbent material
- Absorbent pads
- Neoprene gloves
- Cat litter
- Booms

APPENDIX I

Agency Notification Standard Report

Information contained in this report, and any supporting documentation, must be submitted to the EPA Region 1 Regional Administrator, and to MADEP, within 60 days of the qualifying discharge incident.

Facility:	<i>Homer Airport and Facilities</i>
Operator:	ADOT&PF P.O. Box 196900 Anchorage, Alaska 99516
Name of person filing report:	
Location:	2336 Kachemak Drive Homer, Alaska 99603
Maximum storage capacity:	<i>1,320 gallons</i>
Nature of qualifying incident(s):	Discharge to navigable waters or adjoining shorelines exceeding 1,000 gallons Second discharge exceeding 42 gallons within a 12-month period.
Description of facility (attach maps, flow diagrams, and topographical maps):	
<p>The Homer Airport is located in Homer, AK, on Kachemak Drive (Appendix A). The facility consists of one 6,700-foot-long asphalt-surfaced runway (3/21) and a facility for floatplanes on nearby Beluga Lake. There are a total of 5 paved taxiways ranging from 200 feet to 925 feet in length. Other facilities include a terminal building, several hangars, and a heliport. DOT&PF buildings include: the ARFF/M&O/Crash (SREB) building, Manager's office, and several storage buildings on the airport. Leased areas are located along the apron to the south of the runway. Equipment fueling and deicing activities including other winter storm practices occur outside, while equipment maintenance takes place indoors. Maintenance of runways includes: sweeping, deicing, paving, crack sealing, painting, and other light maintenance. Limited operations occur at the state owned floatplane airport: DOT&PF performs de-weeding activities during the summer months, tenants maintain docks and spaces and no winter maintenance occurs on the lake.</p> <p>Drainage patterns for the Homer Airport are shown on figure(s) in Appendix A. In general, stormwater runoff from the runway, taxiways, and apron areas enters grassy low areas and ditches via sheet flow. Runoff travels in vegetated ditches around the perimeter of runways and aprons with concentrated flows leaving the airport on the southwest and western end.</p>	

Agency Notification Standard Report (cont'd)

Cause of the discharge(s), including a failure analysis of the system and subsystems in which the failure occurred:

Corrective actions and countermeasures taken, including a description of equipment repairs and replacements:

Additional preventive measures taken or contemplated to minimize possibility of recurrence:

Other pertinent information:

Appendix L –Best Management Practices and Typical

Best Management Practices – Summary Table

Example Typical for Stormwater Pollution Prevention

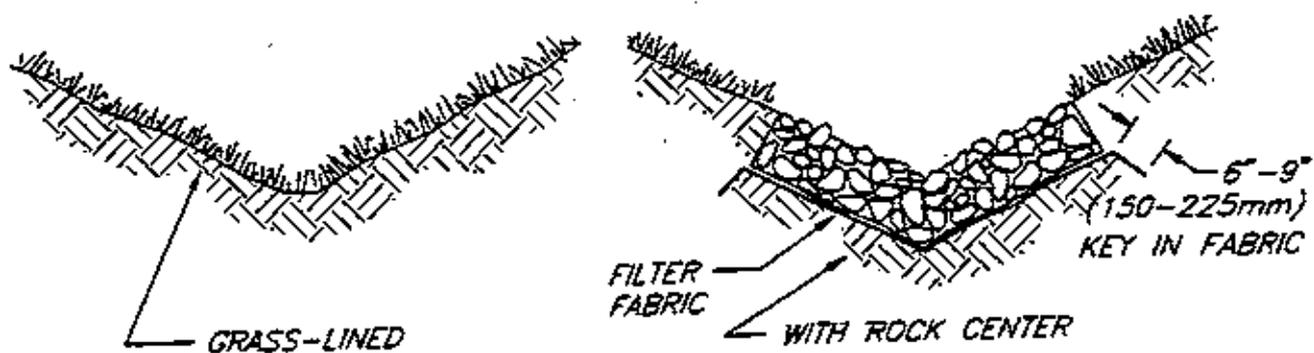
Best Management Practices – Summary Table

Best Management Practice (BMP)	
Minimizing Exposure – Vehicle and Equipment Maintenance Areas	<ol style="list-style-type: none"> 1. Perform all cleaning operations indoors or under covering when possible. Conduct the cleaning operations in an area with a concrete floor with no floor other than those to approved disposal methods (including sanitary sewers or treatment facilities, oil/water separators, etc.) 2. Park vehicles and equipment indoor or under a roof whenever possible and maintain proper control of oil leaks/spills. 3. Check vehicles closely for leaks and use pans to collect fluid when leaks occur. 4. Use berms, curbs, grassed swales, or other diversion measures to ensure that stormwater runoff from other parts of the facility does not flow over the maintenance area. 5. Discharge vehicle wash or rinse water to the sanitary sewer (if allowed by sewer authority), wastewater treatment, a land application site, or recycle on-site. Do not discharge washwater to a storm drain or to surface water. 6. Inspect the maintenance area regularly to ensure BMPs are implemented. 7. Train employees on waste control and disposal procedures. 8. Inspect the maintenance area regularly for proper implementation of control measures.
Minimizing Exposure – Vehicle and Equipment Storage Areas	<ol style="list-style-type: none"> 1. Store vehicles and equipment indoors. 2. Store vehicles and equipment awaiting maintenance in designated areas only. 3. Park leaking deicing trucks in designated area. 4. Use absorbents to cleanup spills and leaks. 5. Use drip pans under all vehicles and equipment for the collection of fluids. 6. Clean pavement surfaces to remove oil and grease without using large amounts of water. 7. Regularly seep area to minimize debris on the ground. 8. Provide dust control if necessary. When controlling dust, sweep and/or apply water or materials that will not impact surface or ground water. 9. Train employees on procedures for storage and inspection items.

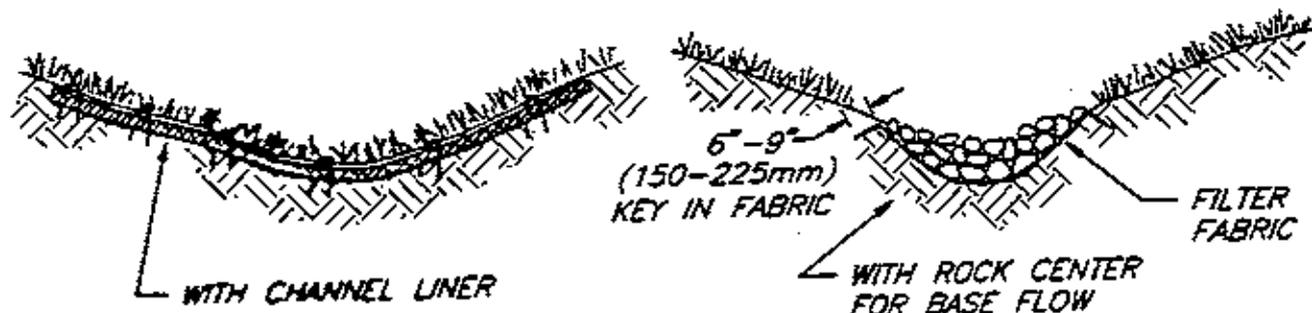
<p>Minimizing Exposure –Materials Storage Areas</p>	<ol style="list-style-type: none"> 1. Store materials indoors. 2. Maintain good integrity of all storage containers (e.g., used oil, hydraulic fluids, solvents, waste aircraft fuel). 3. Create a centralized storage area for waste materials. 4. Provide secondary containment around chemical storage areas. 5. Locate storage areas away from high traffic area and surface waters. 6. Inspect storage tanks and piping systems (pipes, pumps, flanges, couplings, hoses, and valves) for failures or leaks and perform preventative maintenance. 7. Plainly label containers. 8. Provide fluid level indicators. 9. Properly dispose of chemicals that are no longer in use. 10. Store and handle reactive, ignitable, or flammable liquids in compliance with applicable local fire codes, local zoning codes, and the National Electric Code. 11. Develop and implement spill plans or spill prevention, containment and countermeasure (SPCC plans). 12. Train employees in spill prevention and proper materials management.
<p>Minimizing Exposure – Fuel System and Fueling Areas</p>	<ol style="list-style-type: none"> 1. Develop and implement a system to report any spill exceeding 5 feet in any direction or which has entered the storm drainage system. 2. Use fueling hoses with check valves to prevent hose draining after filling. 3. Provide spill kits on all fuel trucks, at fueling stations, in each hangar and at strategic locations. Each kit should be properly stocked and maintained. Store used materials in individual sealed container and labeled to ensure proper handling and disposal as a hazardous material. 4. Keep spills cleanup materials readily available. 5. Clean up spills and leaks immediately. 6. Use dry cleanup methods for fuel areas rather than hosing down the fuel area. Sweep up absorbents as soon as spilled substances have been absorbed. 7. Use spill and overflow protection devices. 8. Provide curbing or posts around fuel pumps to prevent collisions from vehicles. 9. Regularly inspect and perform preventative maintenance on fuel storage tanks to detect potential leaks before they occur. 10. Inspect the fueling area for leaks and spills.

	<ol style="list-style-type: none"> 11. Do not allow "topping off" of the fuel in the receiving equipment. 12. Train personnel on vehicle fueling BMPs.
Minimizing Exposure – Storing Liquid Fuels	<ol style="list-style-type: none"> 1. Develop and implement spill plans. 2. Train employees in spill prevention and control. 3. For ASTs – provide secondary containment, such as dikes, with a height sufficient to contain a spill. 4. For ASTs – use double walled tanks with overflow protection. 5. For ASTs – Keep liquid transfer nozzle/hoses in secondary containment area. 6. Store drums indoors when possible. 7. Clearly label drums with contents.
Minimizing Exposure – Equipment Cleaning Areas	<ol style="list-style-type: none"> 1. Confine activities to designated areas outside drainage pathways and away from surface waters. 2. If washing outdoors, cover the cleaning operation and ensure that all wash waters drain to the intended collection system.
Good Housekeeping – Vehicle and Equipment Maintenance Areas	<ol style="list-style-type: none"> 1. Eliminate floor drains that are connected to the storm or sanitary sewer. 2. Prevent and contain spills and drips 3. Perform all cleaning at a centralized station so the solvents stay in one area. 4. Remove any parts that are dipped in liquid slowly to avoid spills. 5. Use drip pans, drain boards, and drying racks to direct drips back into fluid holding tank for reuse. 6. Drain all parts of fluids prior to disposal. Oil filters can be crushed and recycled. 7. Transfer used fluids to the proper container promptly; do not leave full drip pans or other containers around the shop. Empty and clean drip pans and containers. 8. Clean up leaks, drips, and other spills without using large amounts of water. Use absorbents for dry cleanup whenever possible. 9. Prohibit the practice of hosing down an area where the practice would result in the discharge of pollutants to a stormwater system. 10. Prohibit pouring liquid waste into floor drains, sinks, outdoor storm drain inlets, or other storm drains or sewer connections. 11. Maintain an organized inventory of materials. 12. Eliminate or reduce the number and amount of hazardous materials and waste by substituting nonhazardous or less hazardous waste materials. 13. Store batteries and other significant materials inside. 14. Dispose of greasy rags, oil filters, air filters, batteries, spent coolant, and degreasers in compliance with environmental regulations.

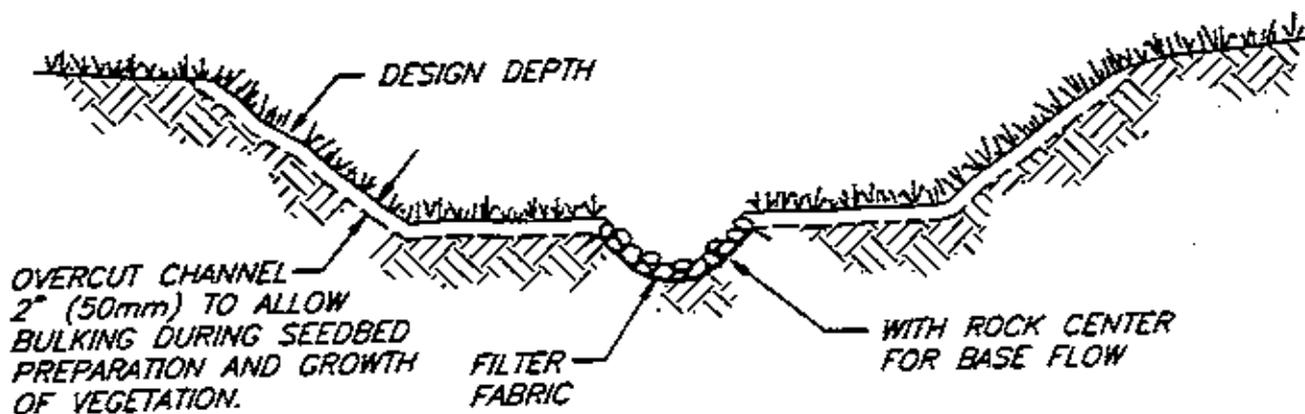
<p>Maintenance – Vehicle and Equipment Monitoring and Repairs</p>	<ol style="list-style-type: none"> 1. Regularly inspect vehicles for leaks and maintenance 2. Vehicles are kept in good working condition and monitored for leaks to prevent discharges 3. Leaking equipment is kept indoors until repairs can be made with drip pans and absorbents in place as necessary. 4. Equipments maintenance is conducted indoors 5. All storage containers are monitored for leaks and stored indoors when possible. 6. Fuel tanks are inspected regularly for leaks and integrity.
<p>Maintenance – Deicing/anti-icing runways and pads</p>	<ol style="list-style-type: none"> 1. Evaluate and optimize present chemical application rates. 2. Use sand where possible to enhance friction. 3. Plow and broom runways prior to application of deicing chemicals. 4. Heat solid deicers and sand prior to application. 5. Install and calibrate devices to meter the amount of pavement deicer being applied. 6. Emphasize anti-icing operations which minimize the need to deice. 7. Pre-wet with liquid deicers to improve adhesion of solid deicers to the iced surface. 8. When possible, use deicers which have less of an environmental impact (e.g. sodium formate and potassium acetate opposed to urea and glycol.) 9. Ensure proper handling and disposal of unused deicing chemicals in vehicles. 10. Use ice detection systems. 11. Use airport traffic flow strategies and departure slot allocation systems.
<p>Management of Runoff</p>	<ol style="list-style-type: none"> 1. Maintain as much vegetation as possible in maintenance areas and areas where stormwater leaves impermeable surfaces. 2. Utilize velocity dissipaters such as; vegetation, rock outfalls, and check dams. 3. Create opportunities for filtration and settling such as gently sloped vegetated ditches.
<p>Waste, Garbage, and Floatable Debris</p>	<ol style="list-style-type: none"> 1. Waste and debris are stored in cover containers or indoors and removed regularly. 2. Maintenance and airport areas are kept clear of debris and clutter. 3. The oil water separator is cleaned out annually. 4. Human waste and all water is treated through a waste water facility.



**TYPICAL V-SHAPED CHANNEL
CROSS-SECTION**

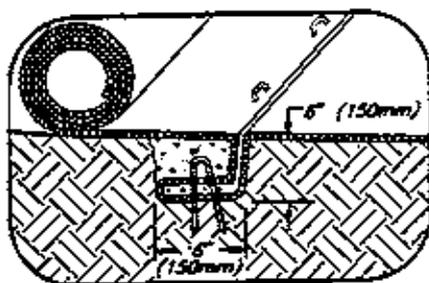
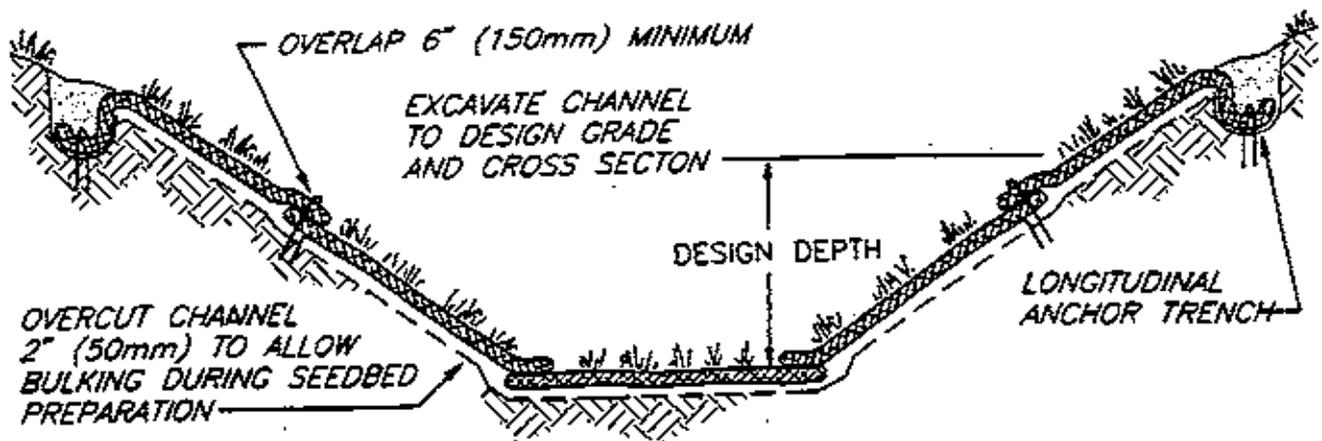


**TYPICAL PARABOLIC CHANNEL
CROSS-SECTION**



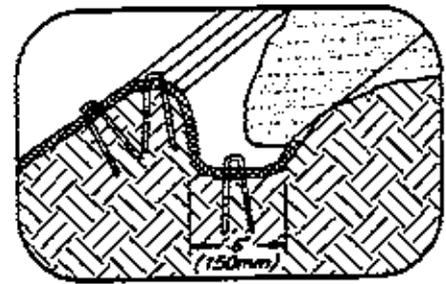
**TYPICAL TRAPEZOIDAL CHANNEL
CROSS-SECTION**

**GRASS-LINED CHANNEL
TYPICAL CROSS SECTIONS**



INTERMITTENT CHECK SLOT

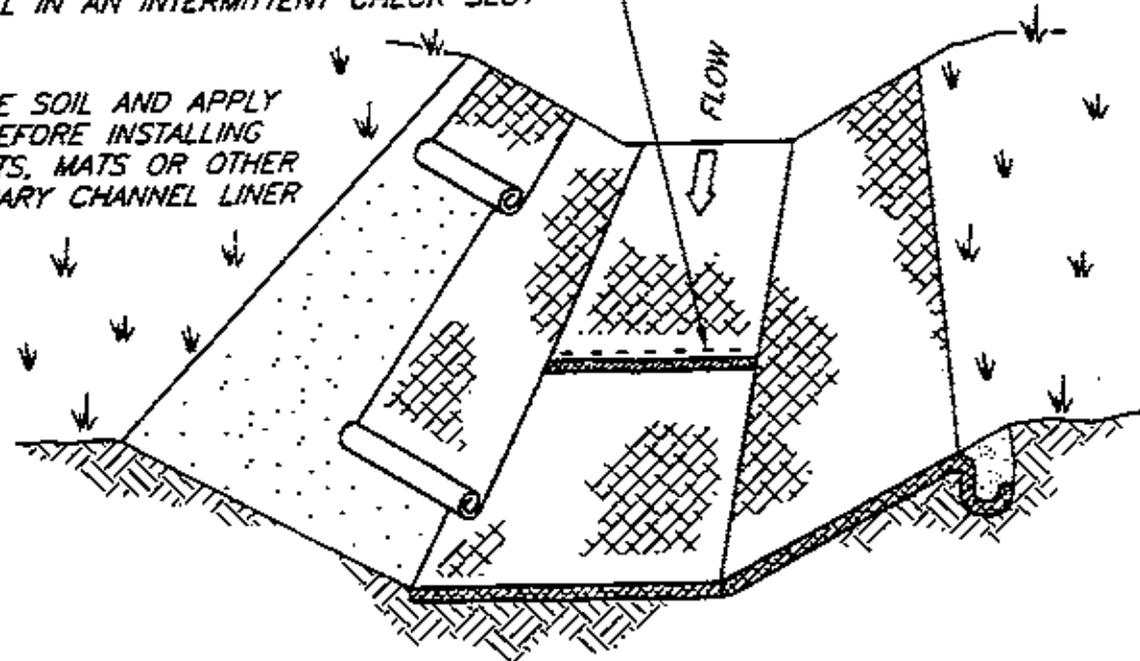
TYPICAL INSTALLATION WITH EROSION CONTROL BLANKETS OR TURF REINFORCEMENT MATS



LONGITUDINAL ANCHOR TRENCH

SHINGLE-LAP SPLICED ENDS OR BEGIN NEW ROLL IN AN INTERMITTENT CHECK SLOT

PREPARE SOIL AND APPLY SEED BEFORE INSTALLING BLANKETS, MATS OR OTHER TEMPORARY CHANNEL LINER SYSTEM

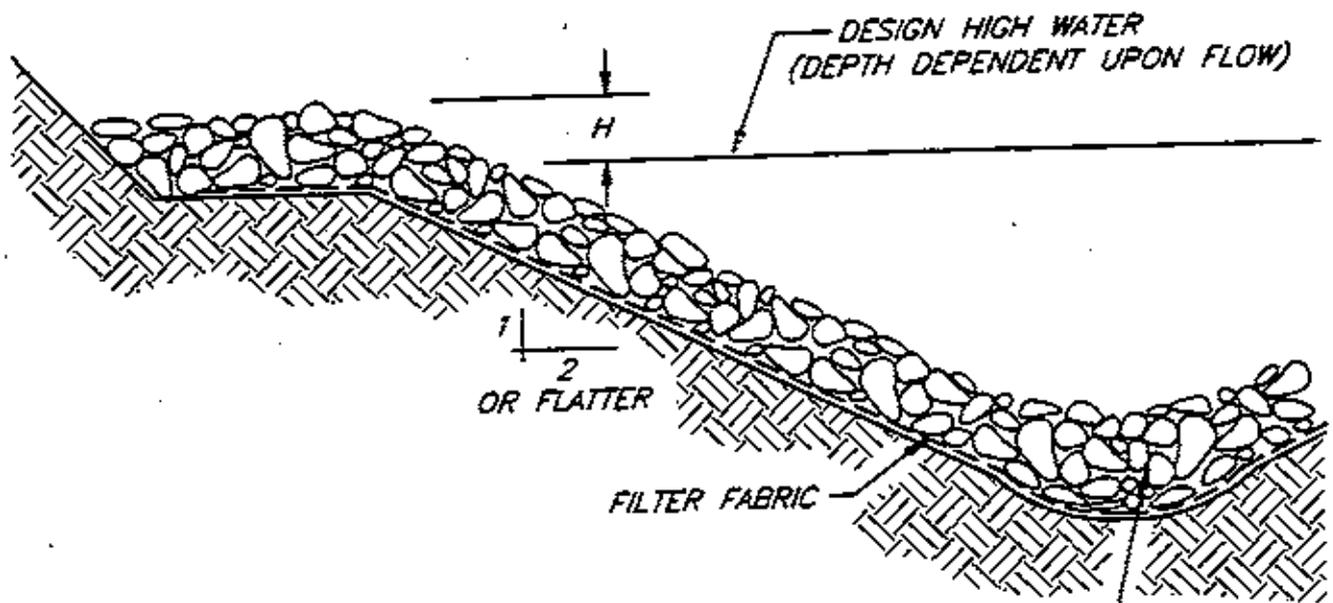


- NOTES:
1. DESIGN VELOCITIES EXCEEDING 2 FT/SEC (0.5m/sec) REQUIRE TEMPORARY BLANKETS, MATS OR SIMILAR LINERS TO PROTECT SEED AND SOIL UNTIL VEGETATION BECOMES ESTABLISHED.
 2. GRASS-LINED CHANNELS WITH DESIGN VELOCITIES EXCEEDING 6 FT/SEC (2m/sec) SHOULD INCLUDE TURF REINFORCEMENT MATS.

NOT TO SCALE

**GRASS-LINED CHANNEL
TYPICAL INSTALLATION**

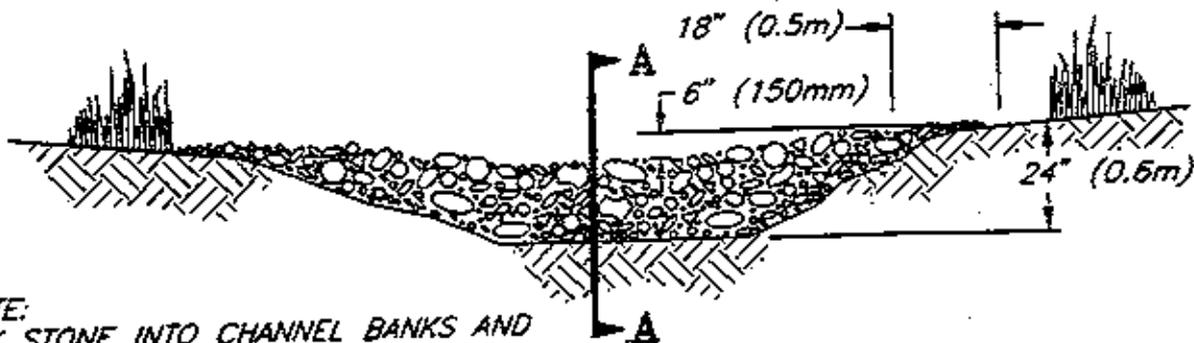
DESIGN HEIGHT (H), WIDTH AND STONE SIZE SHALL
BE DETERMINED BY THE ENGINEER



MINIMUM 6" (150mm) THICK LAYER OF 2" (50mm) MINIMUM
DIAMETER DRAIN ROCK. LARGER STONE SHALL BE USED
DEPENDENT UPON GRADIENT, SOIL TYPE, AND DESIGN FLOW.

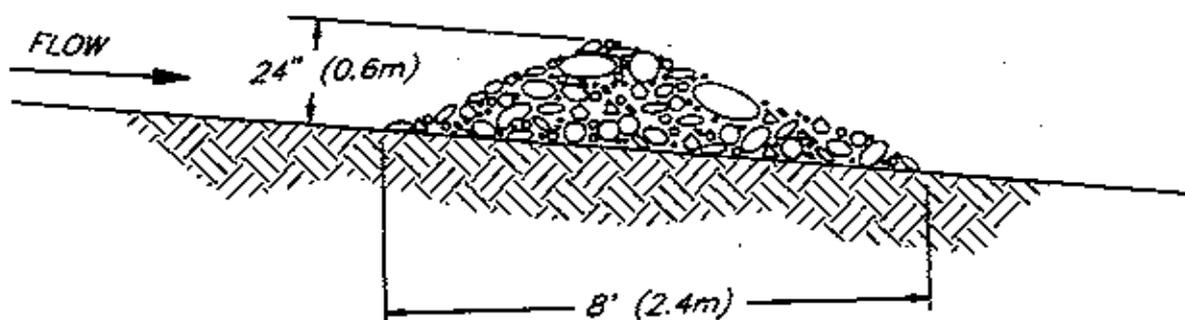
TYPICAL SECTION

**ROCK LINED
CHANNEL**



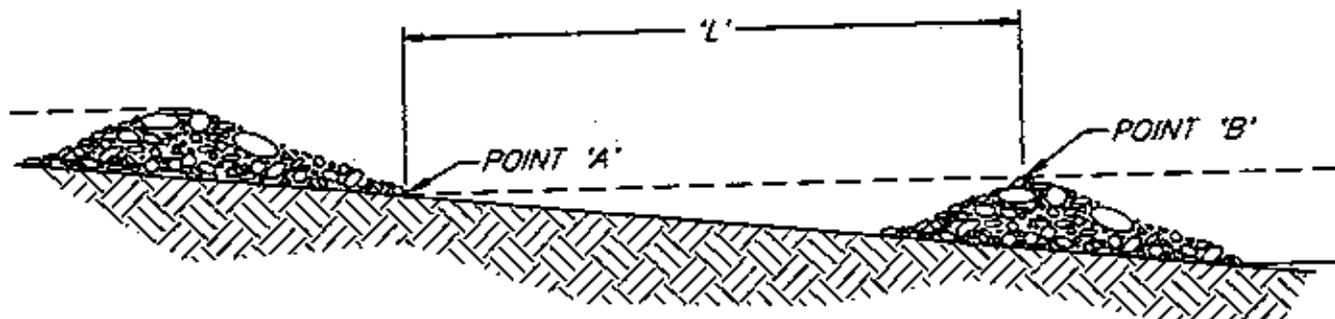
NOTE:
KEY STONE INTO CHANNEL BANKS AND
EXTEND IT BEYOND THE ABUTMENTS A
MINIMUM OF 18" (0.5m) TO PREVENT
FLOW AROUND DAM.

VIEW LOOKING UPSTREAM



SECTION A - A

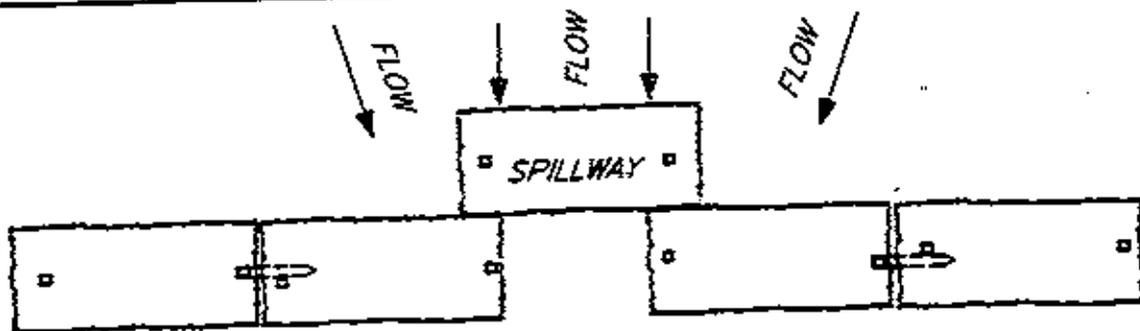
'L' = THE DISTANCE SUCH THAT POINTS 'A' AND
'B' ARE OF EQUAL ELEVATION.



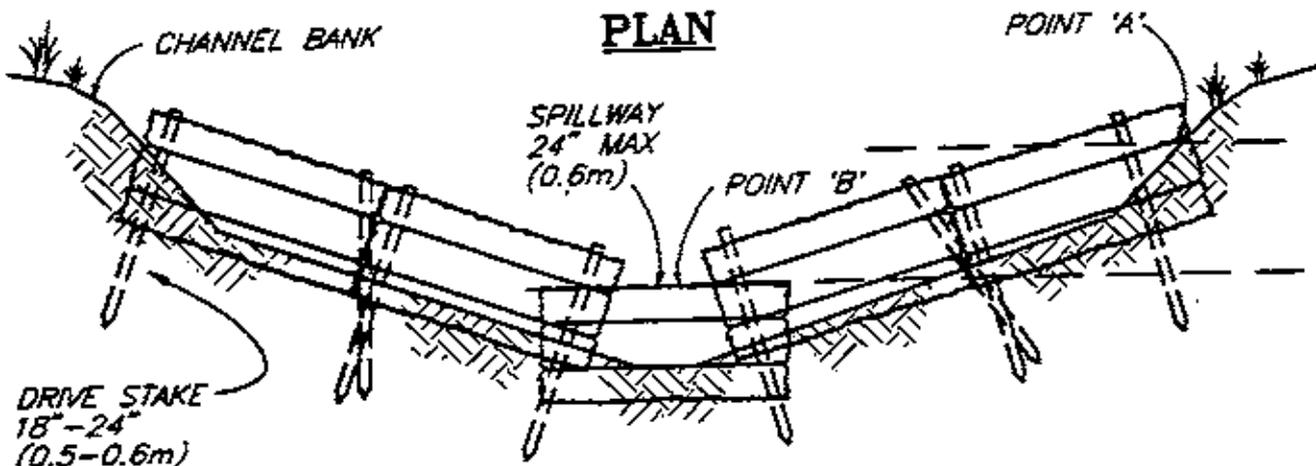
SPACING BETWEEN CHECK DAMS

NOT TO SCALE

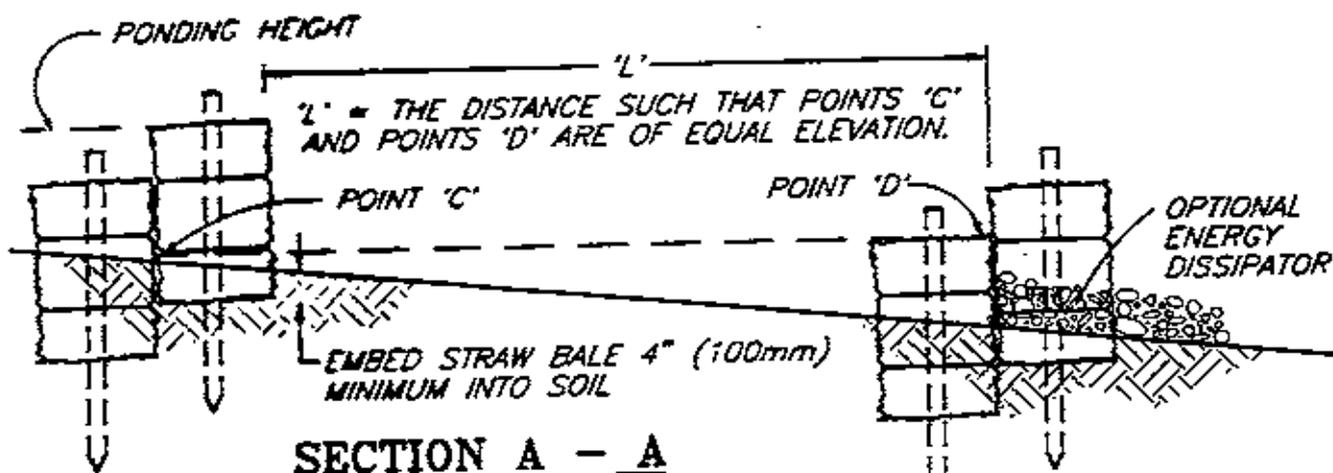
**ROCK
CHECK DAM**



PLAN



VIEW LOOKING UPSTREAM



SECTION A - A
SPACING BETWEEN CHECK DAMS

NOTES:

1. EMBED BALES 4" (100mm) INTO THE SOIL AND 'KEY' BALES INTO THE CHANNEL BANKS.
2. POINT 'A' MUST BE HIGHER THAN POINT 'B': (SPILLWAY HEIGHT)
3. PLACE BALES PERPENDICULAR TO THE FLOW WITH ENDS TIGHTLY ABUTTING.
4. SPILLWAY HEIGHT SHALL NOT EXCEED 24" (0.6m).
5. INSPECT AFTER EACH SIGNIFICANT STORM, MAINTAIN AND REPAIR PROMPTLY.

NOT TO SCALE

**STRAW BALE
CHECK DAM**

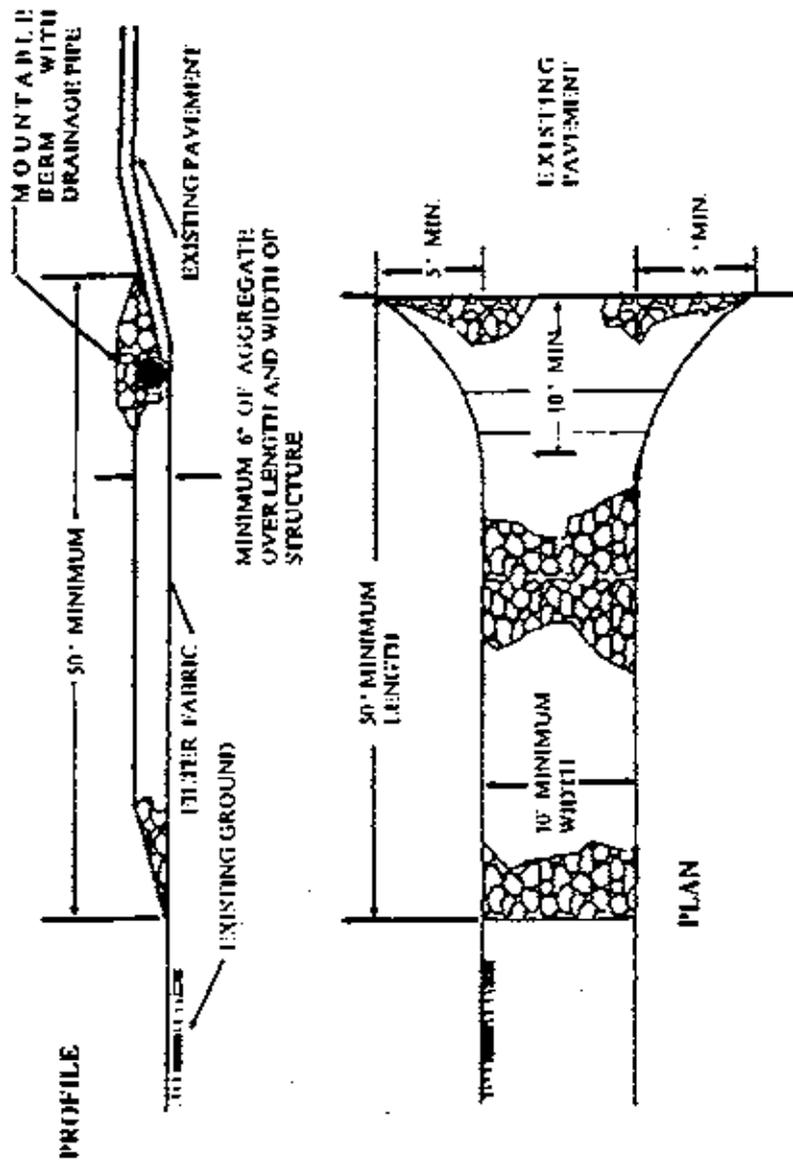


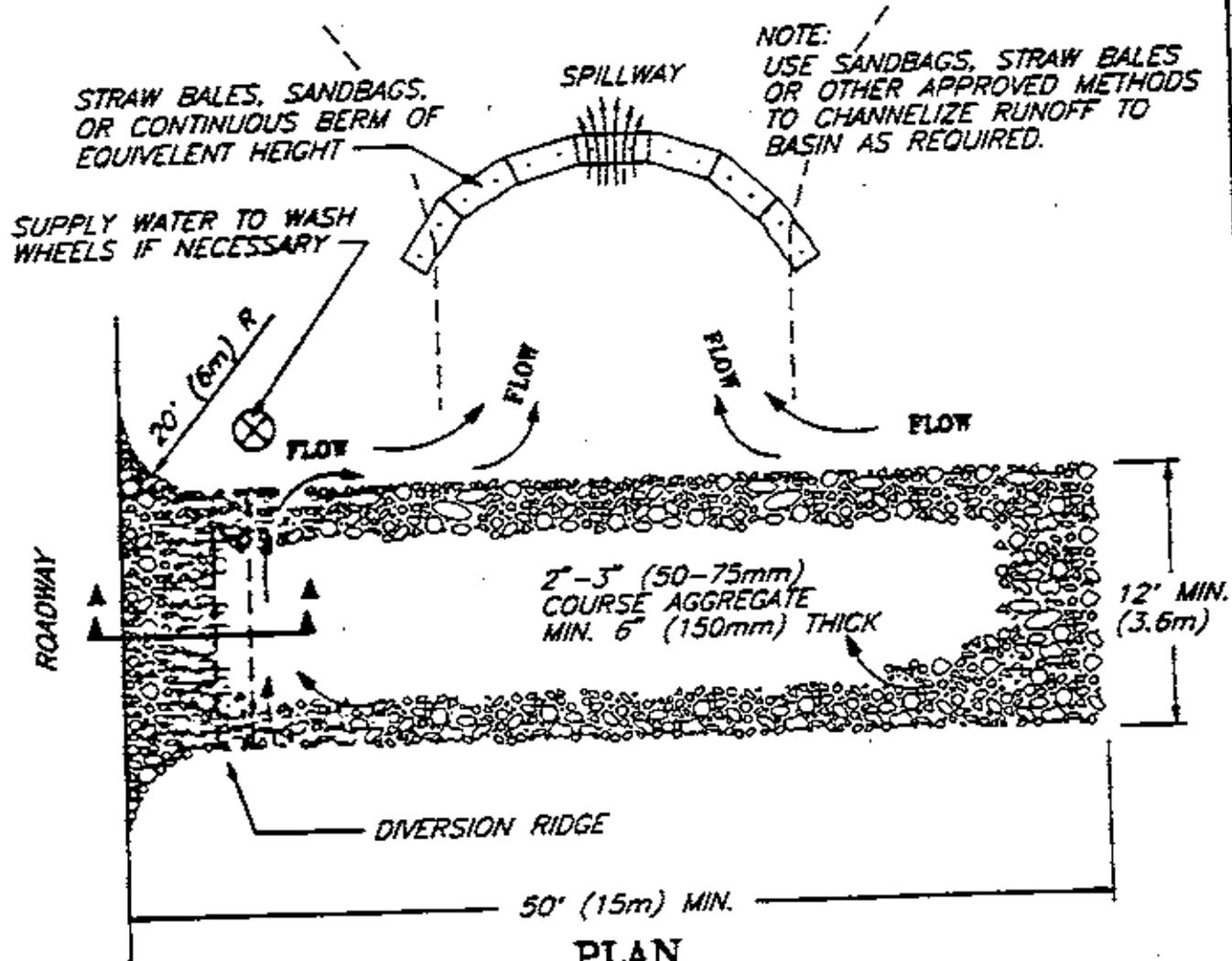
Figure 4-7
Stabilized Construction Exit

DIVERSION RIDGE REQUIRED
WHERE GRADE EXCEEDS 2%

2% OR GREATER



SECTION A - A



NOTE:
USE SANDBAGS, STRAW BALES
OR OTHER APPROVED METHODS
TO CHANNELIZE RUNOFF TO
BASIN AS REQUIRED.

STRAW BALES, SANDBAGS,
OR CONTINUOUS BERM OF
EQUIVALENT HEIGHT

SUPPLY WATER TO WASH
WHEELS IF NECESSARY

2'-3" (50-75mm)
COURSE AGGREGATE
MIN. 6" (150mm) THICK

12' MIN.
(3.6m)

50' (15m) MIN.

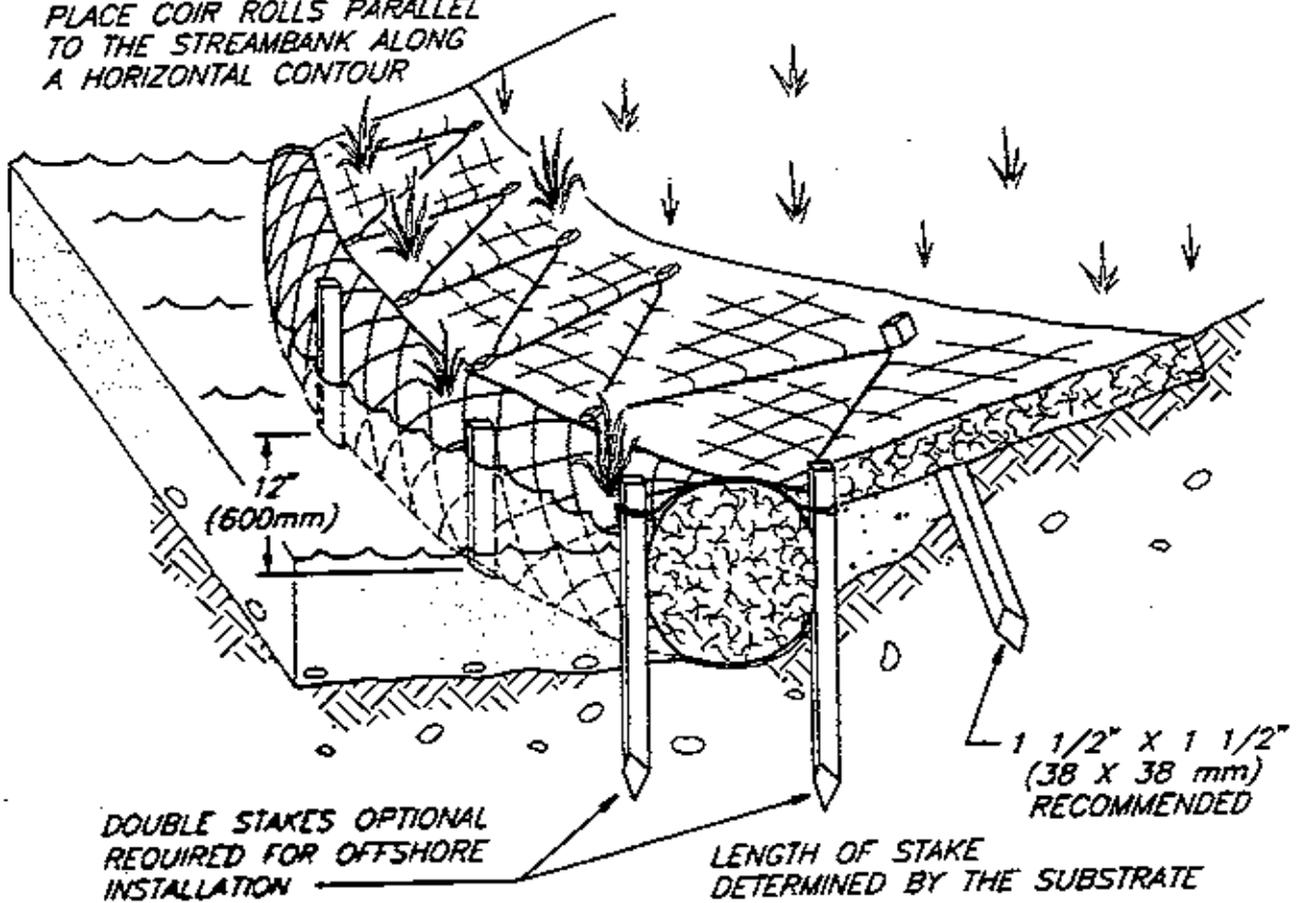
PLAN

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

**TEMPORARY
GRAVEL
CONSTRUCTION
ENTRANCE/EXIT**

PLACE COIR ROLLS PARALLEL TO THE STREAMBANK ALONG A HORIZONTAL CONTOUR

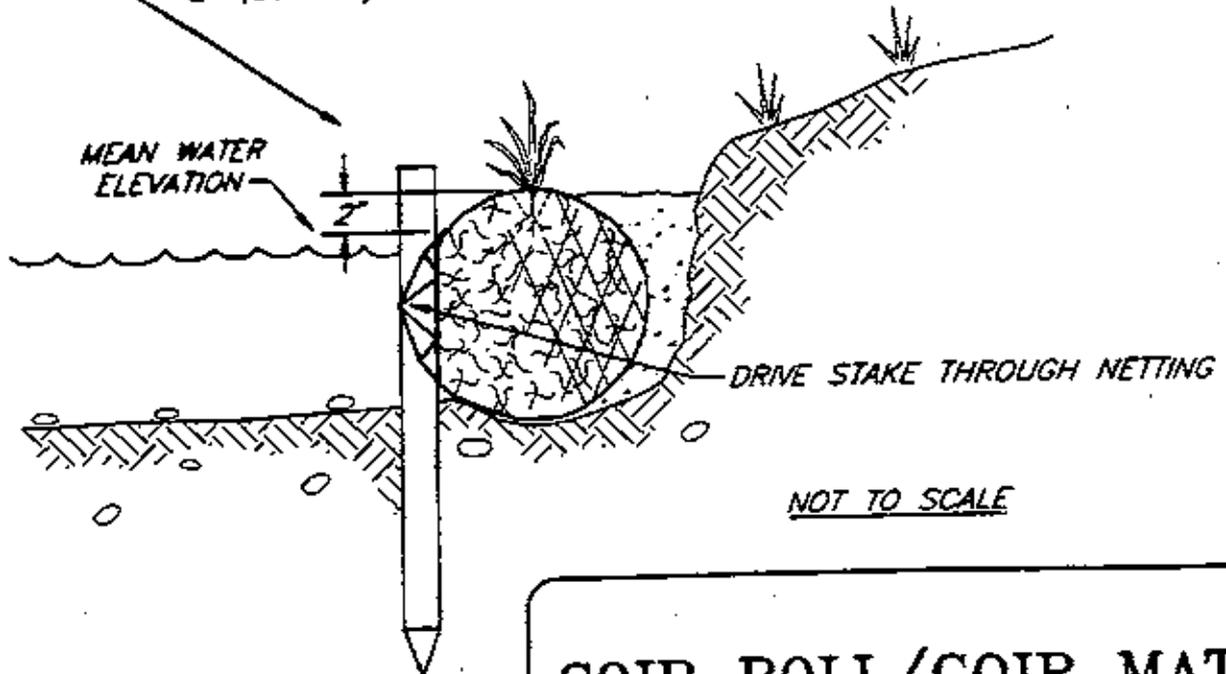


DOUBLE STAKES OPTIONAL
REQUIRED FOR OFFSHORE
INSTALLATION

LENGTH OF STAKE
DETERMINED BY THE SUBSTRATE

1 1/2" X 1 1/2"
(38 X 38 mm)
RECOMMENDED

PLACE COIR ROLL SUCH THAT THE ROLL EXTENDS
2" (50 mm) ABOVE MEAN WATER ELEVATION



MEAN WATER
ELEVATION

DRIVE STAKE THROUGH NETTING

NOT TO SCALE

COIR ROLL/COIR MATS

GALVANIZED WIRE MESH,
GEOTEXTILE REINFORCEMENT
MATS OR COIR MATS

SIDE VIEW

BIND AND/OR SPIKE
LOGS TOGETHER
ANCHOR ROD 3/4" X 6"
(20mm X 2m)

TYPICAL LOG CRIBBING

SOME BASAL ENDS OF LIVE
BRANCH CUTTINGS SHOULD
REACH UNDISTURBED SOIL
AT THE BACK OF CRIB
STRUCTURE

BACKFILL WITH
ROCK AND SOIL

$W =$ CHANNEL WIDTH

$\frac{W}{2}$ MAXIMUM

MEAN HIGH WATER
PLUS 12" (300mm)

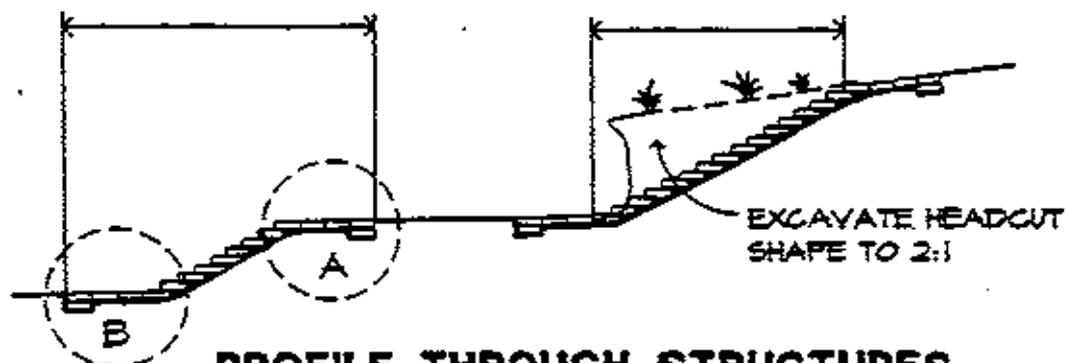
NORMAL
STREAM LEVEL
6" (150mm)

$D =$ EXPECTED DEPTH OF SCOUR
PLUS 2' (0.6m) OR 12" (300mm) MINIMUM

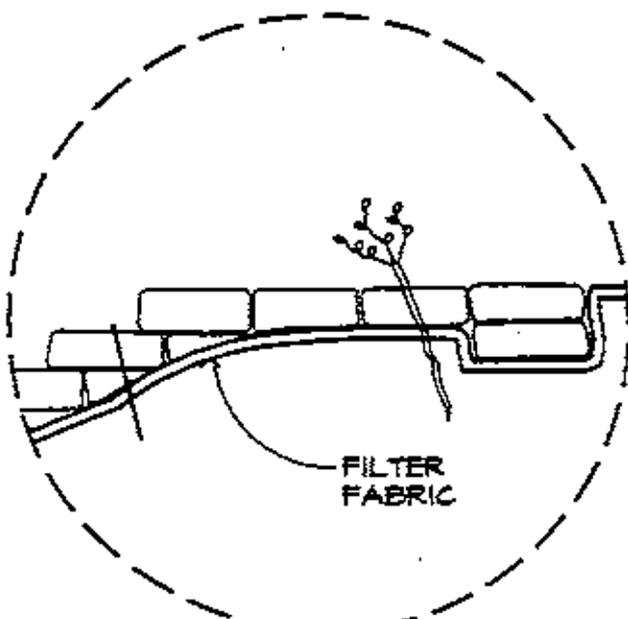
FILTER FABRIC ALONG BASE

TYPICAL GABION DEFLECTOR

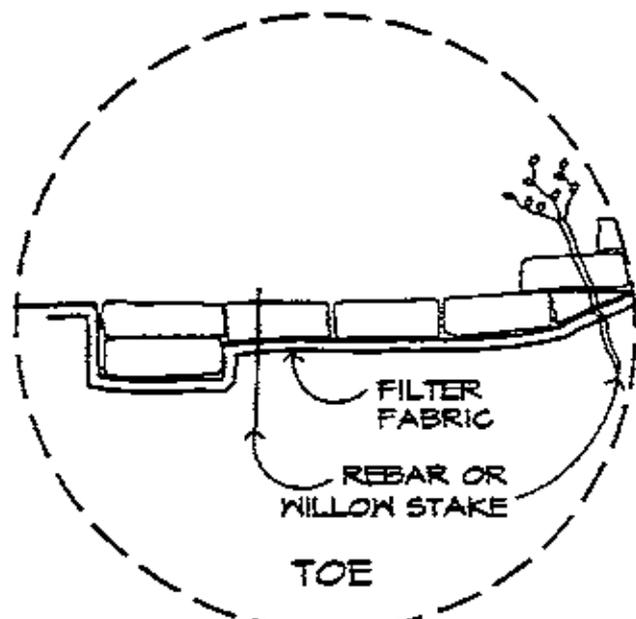
**STREAMBANK
STABILIZATION**



PROFILE THROUGH STRUCTURES

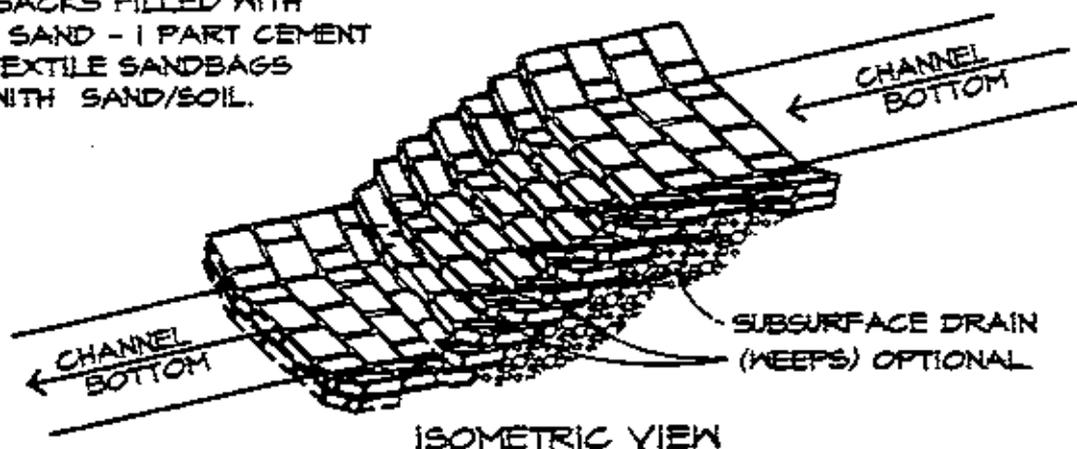


DETAIL - 'A'



DETAIL - 'B'

BURLAP SACKS FILLED WITH
4 PARTS SAND - 1 PART CEMENT
OR GEOTEXTILE SANDBAGS
FILLED WITH SAND/SOIL.



ISOMETRIC VIEW

SANDBAG HEADCUT STRUCTURE

25:

1. GEOTEXTILE SANDBAGS MAY BE STAKED WITH LIVE WILLOW STAKES, REBAR OR 'SNAP TIE' STAKES SHOULD BE USED WITH CEMENT SANDBAGS.
2. ROCK RIPRAP MAY BE USED IN PLACE OF SANDBAGS.

**SANDBAG
HEADCUT
STRUCTURE**

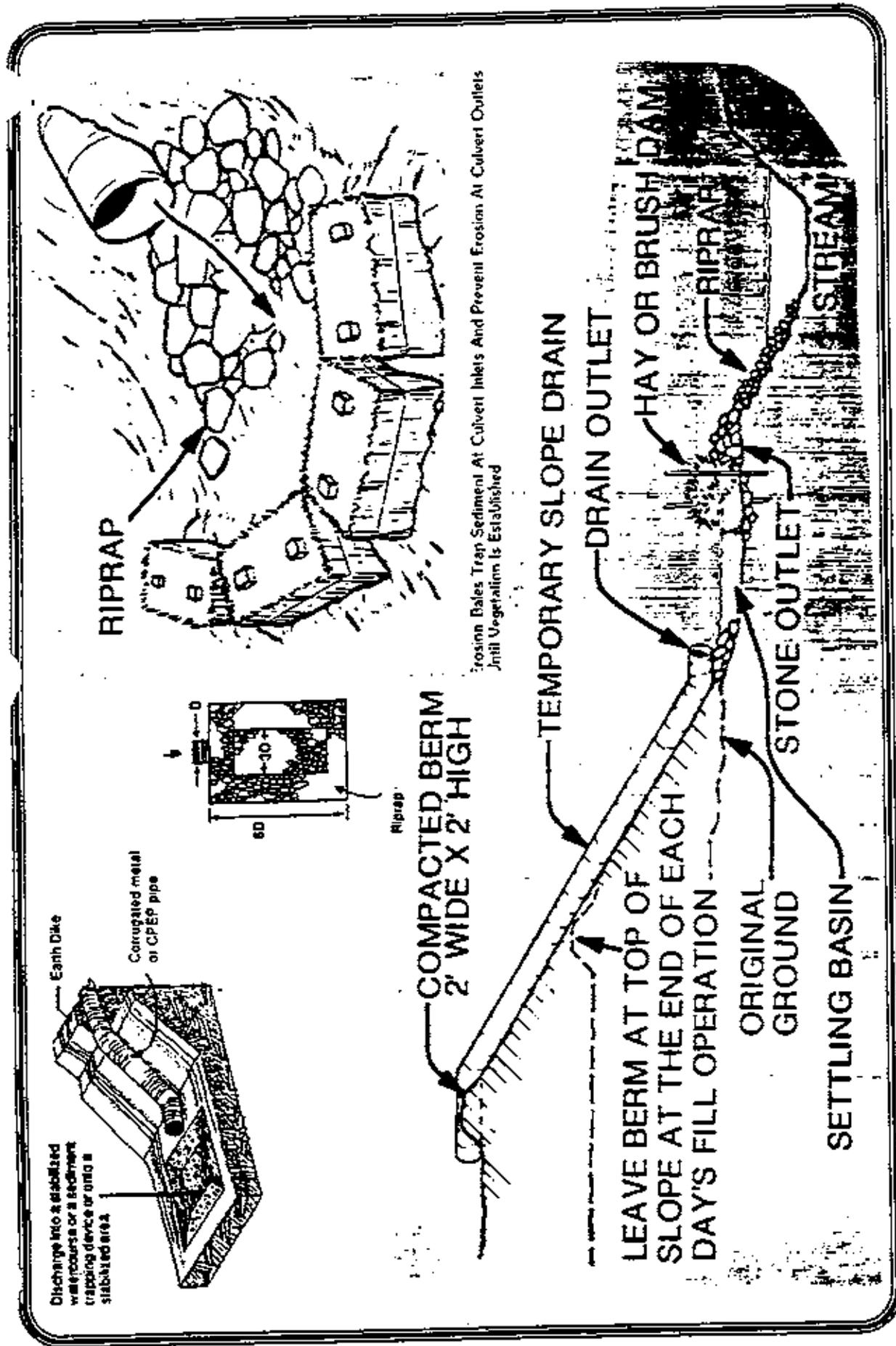
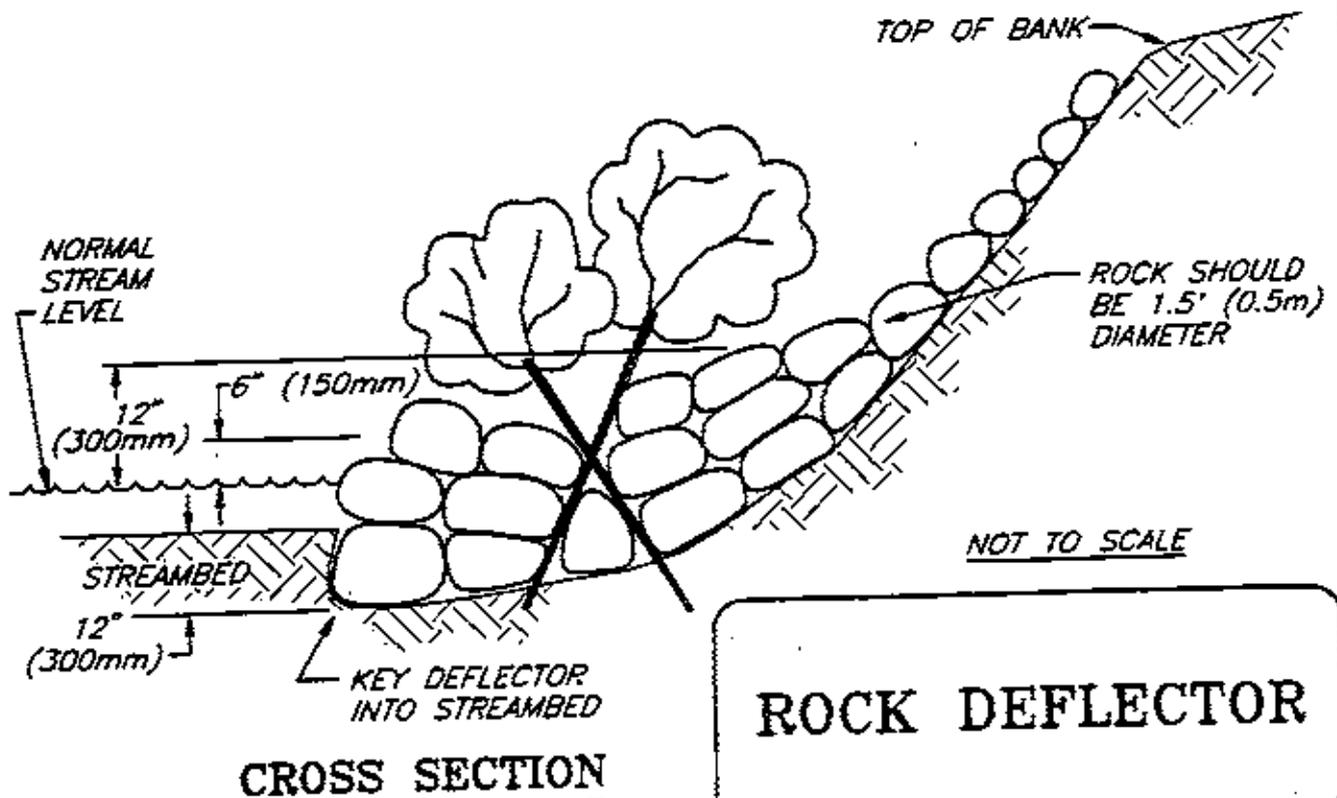
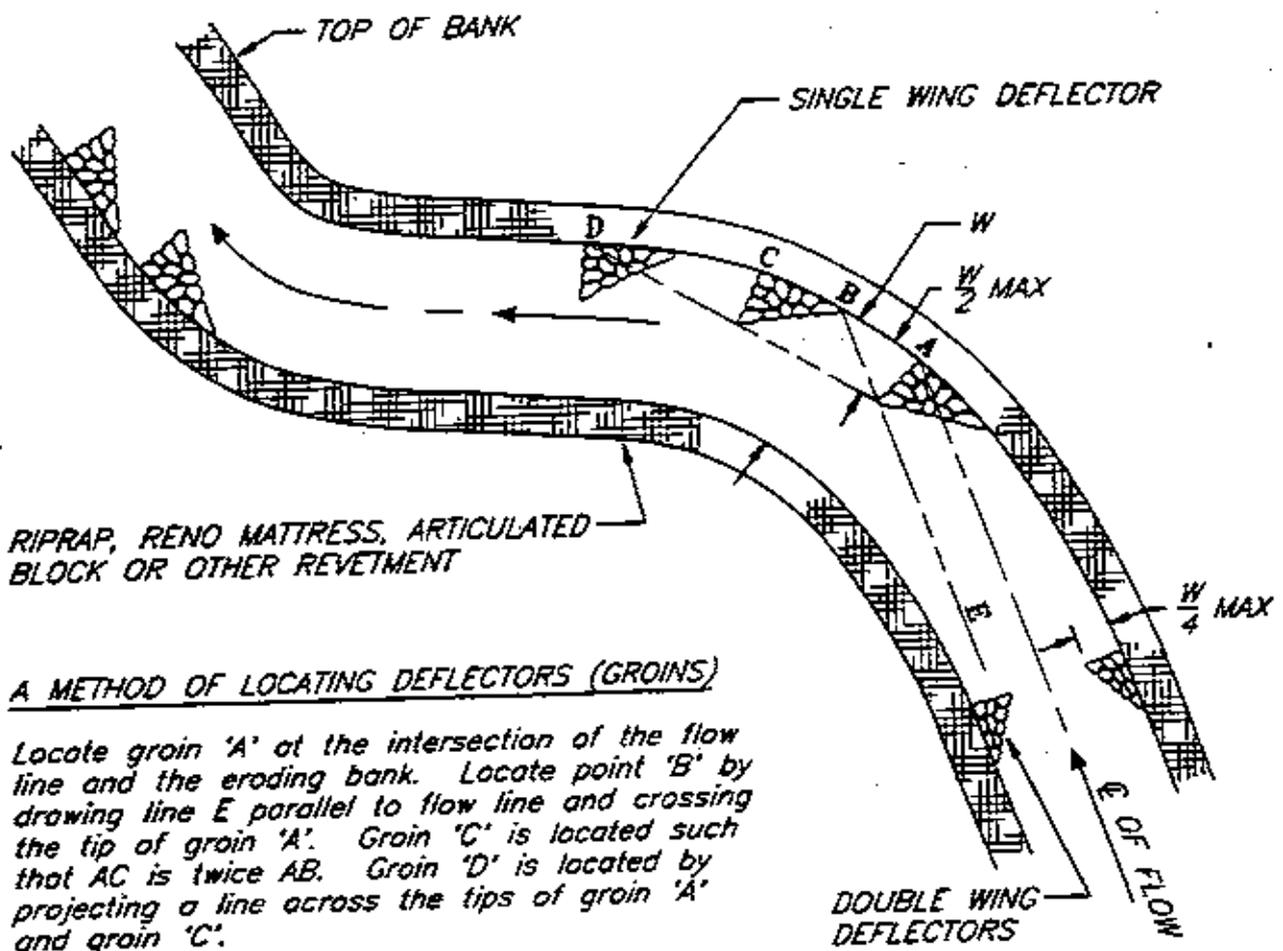
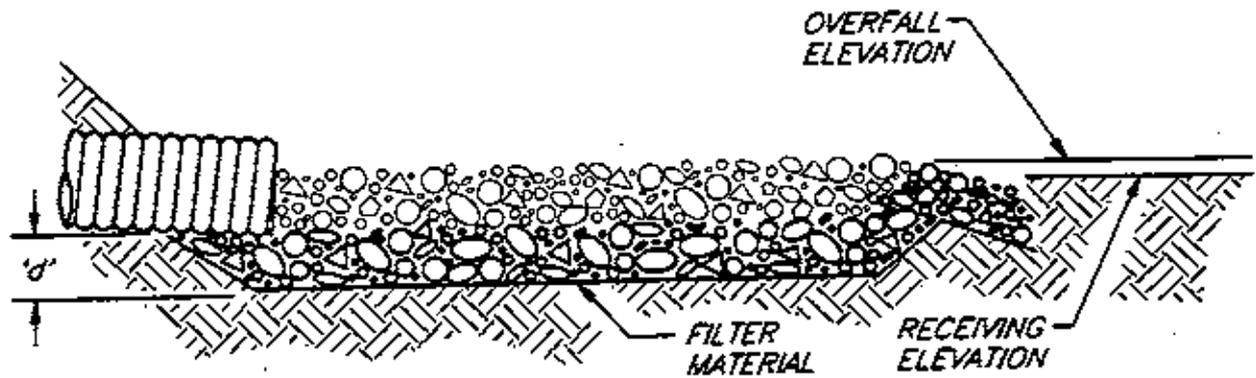


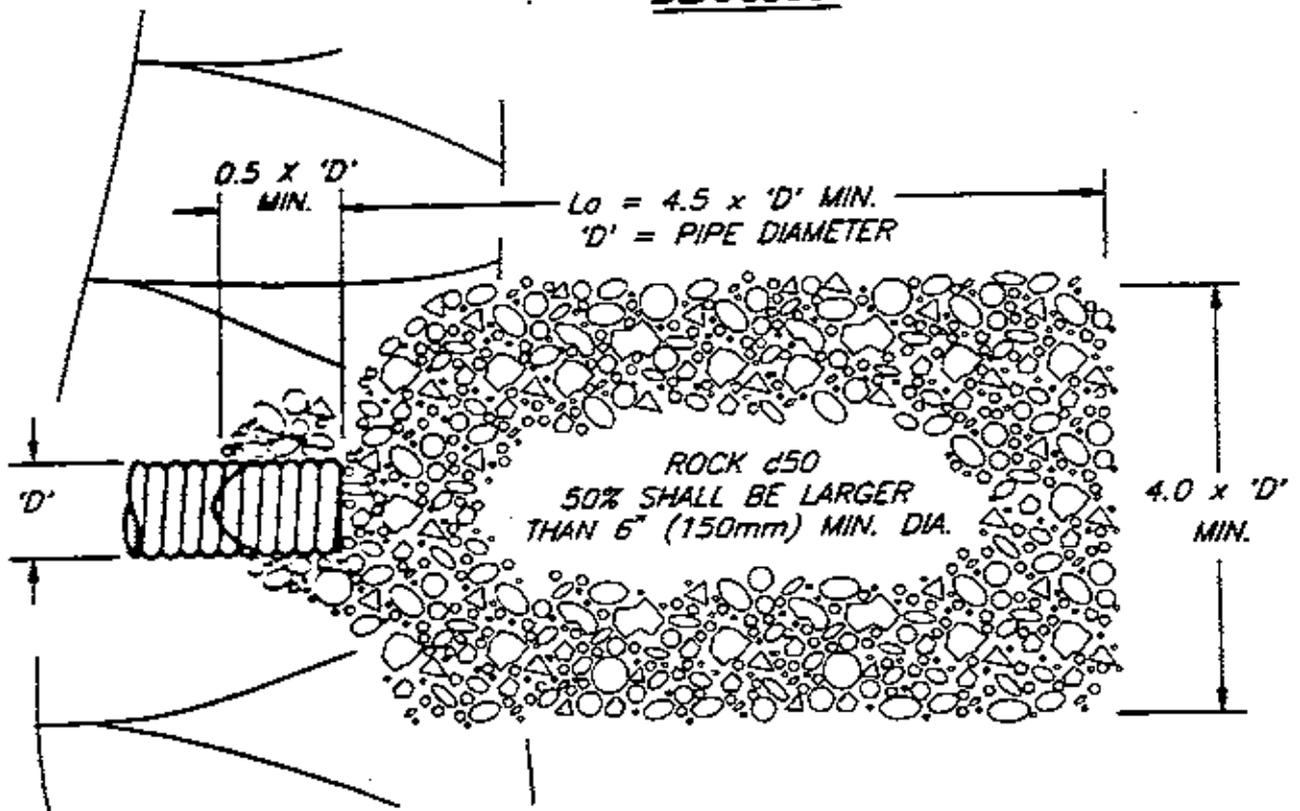
Figure 4-11
Outlet Protection





THICKNESS (d) = 1.5 x MAX. ROCK DIAMETER - 6" (150mm) MIN.

SECTION



PLAN

NOTES:

1. ' L_o ' = LENGTH OF APRON. DISTANCE ' L_o ' SHALL BE OF SUFFICIENT LENGTH TO DISSIPATE ENERGY.
2. APRON SHALL BE SET AT A ZERO GRADE AND ALIGNED STRAIGHT.
3. FILTER MATERIAL SHALL BE FILTER FABRIC OR 6" (150mm) THICK MINIMUM GRADED GRAVEL LAYER.

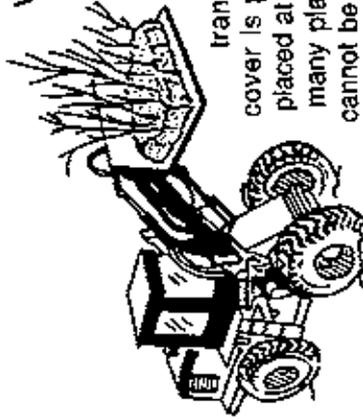
**ENERGY
DISSIPATOR**

Transplanting is a revegetation technique that removes a plant, or plants containing roots and shoots from one site to be replanted at another. Transplanting can take several forms generally distinguished by size: vegetation mats, plugs, sprigs and transplants (single plants). All forms require careful selection and handling in order for the transplanting effort to be successful. Refer to *Streambank Revegetation Plant Species Selection List* for plant material suggestions.

Locate a donor site and obtain permission to harvest plants. In cases where plants are going to be destroyed by construction, consider salvaging the plants that would otherwise be lost. The conditions of the donor site need to be relatively similar to those at the transplanting site. The best time to transplant is when plants are dormant. It is essential that the plant materials do not dry out while in transport and after planting. Transplanting efforts can be mechanized.

VEGETATIVE MAT

A vegetative mat is the largest transplant. Dimensions of the mats vary from one to several feet square and may contain woody and/or herbaceous vegetation. The greatest benefit of this transplanting technique is that vegetative cover is provided immediately after the mat is placed at the new location. The mats often contain many plant species, especially native plants that cannot be obtained elsewhere. Often, the cost will be for labor and machinery for moving and installing the mat.



Harvest a vegetative mat by cutting the shoots and root/soil mass into a block. The root/soil mass is cut as deeply as possible. The mat is then lifted from the ground by hand or with mechanized equipment and transported to the planting site.

Prepare the planting site by creating a depression in the soil that will accommodate the dimensions of the mat. The sides of the mat should be covered by soil. If the mat is placed directly on the surface with other mats immediately adjacent to each other, make sure that the edges of the mat are not left exposed to the air which would cause damage to the roots. If needed, soil should be placed in the spaces between mats to cover the roots.

PLUGS

Plugs are smaller than vegetative mats and not necessarily, contain only one plant species and can be harvested from a donor community tools and transported easily to the planting site particularly well suited for planting in wetlands, using grass rolls or being divided into sprigs.

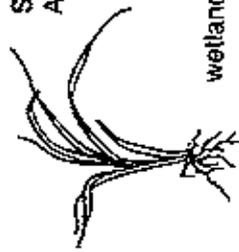


Dig a plug with a shovel. A plug may range from 2 to 4 inches in diameter. It is important to include as many roots and as much soil as possible with each plug.

Plant plugs so that the new soil level matches the soil level of the donor site. If the planting site is dry, the plug should be planted in the center of a small depression that will catch and retain water. The soil around the plug should be pressed firmly into place.

SPRIGS

A sprig is the smallest transplant unit, consisting of a single shoot and roots. Grasses and sedges are often transplanted as sprigs. Species with a rhizomatous (underground stem) growth form are most suited for sprigging. Sprigs are often planted in wetlands or into coir logs.

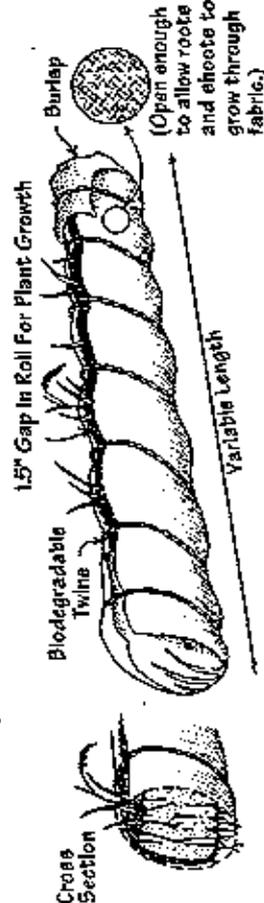


Prepare a sprig from a small plug that contains one plant species. The plug can be separated into sprigs either at the donor site or the planting site. The important point is to keep the plant material moist, removed from direct sunlight and wind while preparing the sprigs and transporting them to the planting site. Harvest only the number of sprigs that can be planted the same day.

Plant a sprig by sticking a shovel in the ground perpendicularly; push it forward to create a small opening; place the sprig in the opening, remove the shovel and then firm the ground around the sprig. Care should be taken to ensure that the entire root system is covered by soil. A more extensive discussion of the sprigging is found in *Beach Wildfire: Planting Guide for Alaska* (Wright, 1994).



GRASS ROLLS

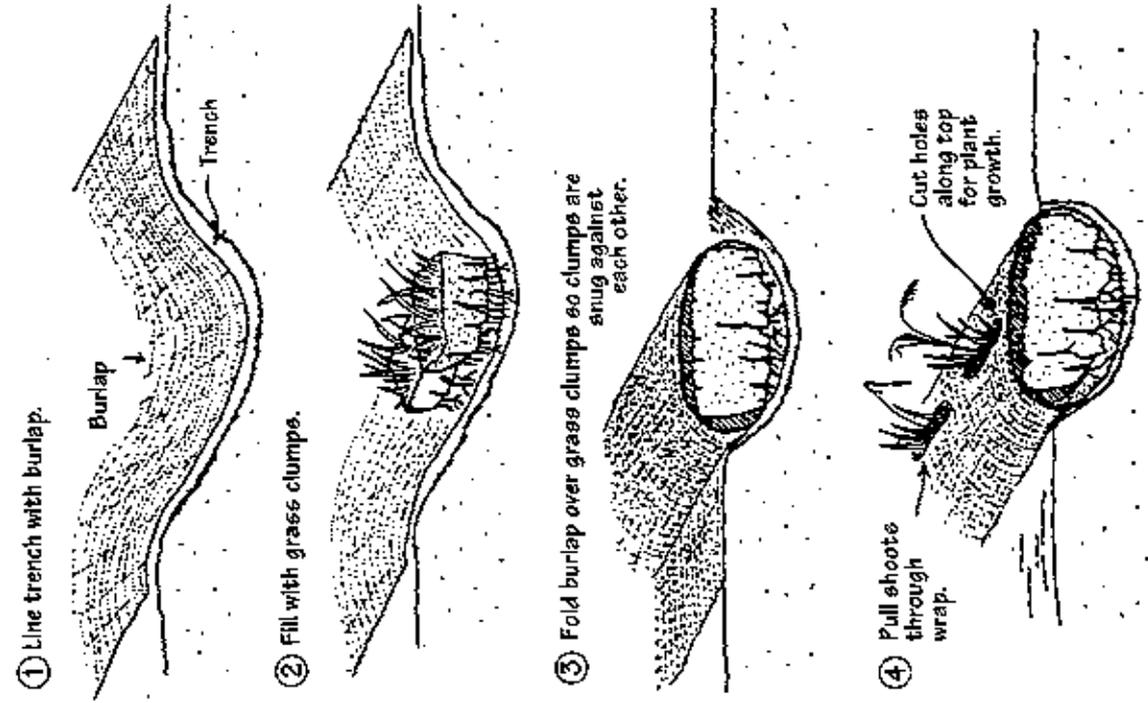


Grass rolls are often used to revegetate shorelines and streambanks where grasses and grass-like plants have been the primary vegetation type and where seeding is impractical due to fluctuating water levels or other site conditions. Clumps of grass sod are placed tightly together, side by side with shoots pointing up, in a sausage like structure and held together with burlap and twine. The roll is then anchored in place. This technique reintroduces herbaceous vegetation to a site while simultaneously providing some structural stability. Ultimately, the sod will form a dense root system along the streambank and provide structural protection to the site. When the grasses die back at the end of each growing season, their leaves hang over the streambank and provide rearing habitat for fish.

Construct a grass roll by laying out a length of burlap, place clumps of sod tightly together in the middle of the burlap. Bluejoint reedgrass, *Calamagrostis canadensis*, is the primary grass used for this technique and should be collected from sites away from streambanks. Beach wildrye, *Leymus mollis*, has also been used for streambank plantings, and although it produces a strong rhizome it does not form the dense sod characteristic of Bluejoint.

Wrap the sides of the burlap over the sod clumps to make a sausage-like roll. Tie the roll every few inches with twine. Cut holes in the burlap wrap to expose the sod shoots. Try to create the grass roll onsite so that the length of the roll or rolls match the length of the area being planted.

Constructing Grass Rolls



① Line trench with burlap.

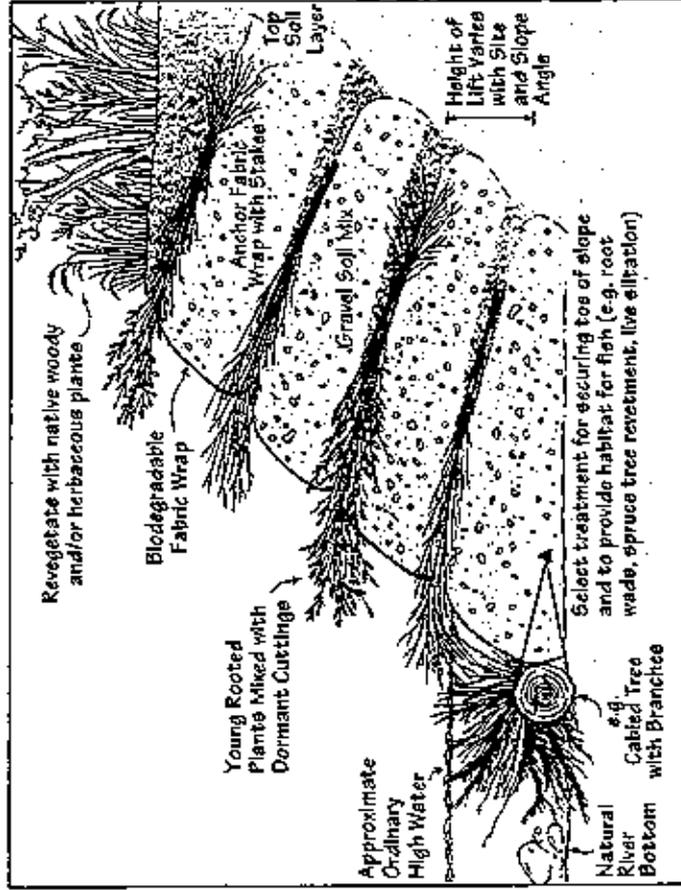
② Fill with grass clumps.

③ Fold burlap over grass clumps so clumps are snug against each other.

④ Pull shoots through wrap.



HEDGE BRUSH LAYERING



Hedge brush layering is a revegetation technique which combines layers of plant material, both dormant cuttings and rooted plants, with soil to revegetate and stabilize a streambank. Greater plant diversity can be provided with a hedge brush layer than with a simple brush layer. Rooted plants of species that do not root readily, such as alder, scouler and bebb willow, can be included in the plant layer. A mixture of species may allow the revegetation project to blend with existing vegetation.

Branches and transplants are placed on horizontal benches that follow the contour of the slope and provide reinforcement to the soil. The transplants will add stability quickly as their roots become anchored. Relatively steep slopes can be stabilized with this technique if a biodegradable revegetation fabric is used to hold the soil in place between the plant layers. The front of the wrapped soil layer can be lightly seeded with grasses to increase soil stability while the woody plants become established. Overhanging branches provide fish habitat.

Select plant species suitable for site conditions (see *Stream Revegetation Plant Species Selection List, Shrubs and Trees*). Results dig transplants in spring or late summer and plant them the day. If possible root prune the plants several weeks prior to transplant. Select plants less than 5 to 6 feet tall and root prune the plant to the shovel width. After the soil slightly outside of the drip line. Skip the shovel width. After the plant has been dug for transplanting, trim branches to compensate for root loss.

Collection, storage and planting information is described in the *Dormant Cuttings and Transplanting* sections. A hedge layer, which uses all rooted plants can be planted throughout the growing season from spring through early fall.

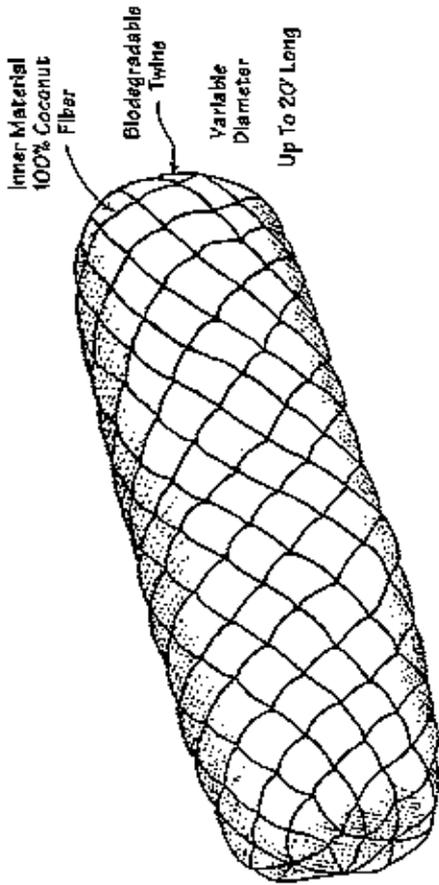
Choose a technique to secure the toe of the slope. Begin layering at the bottom of the slope. Along a water body, the first layer is typically installed at the ordinary high water (OHW) level. Brush layers may be installed below OHW to provide cover and fish habitat. These plants probably will not root and become established.

Excavate the first bench two to three feet deep so that it angles slightly down and into the slope (see *Hedge Brush Layering/Brush Layering, Step by Step*). Lay branches and transplants on the bench, slightly crisscrossing them. Place the cut ends of the branches and the roots of the transplants into the slope with the tips or shoots extending beyond the edge of the bench no more than $\frac{1}{4}$ the total branch length. Plant 20 to 25 stems per yard. Higher density plantings are needed for more erosive sites and if the diameter of the plant material is small. Fill the newly planted bench with 2 to 4 inches of soil and tamp into place. Continue building layers until the desired bank height is reached. The spacing between layers will vary with the erosion potential of the site. Sites with a shallow slope and low erosion potential can have wider spacing than sites with a steep slope and higher erosion potential. This technique can be easily mechanized, layer by layer, if it is installed during construction of a fill slope. On cut slopes and existing banks each layer must be excavated.

Hedge brush layering is a variation of brush layering (see *Brush Layering*).



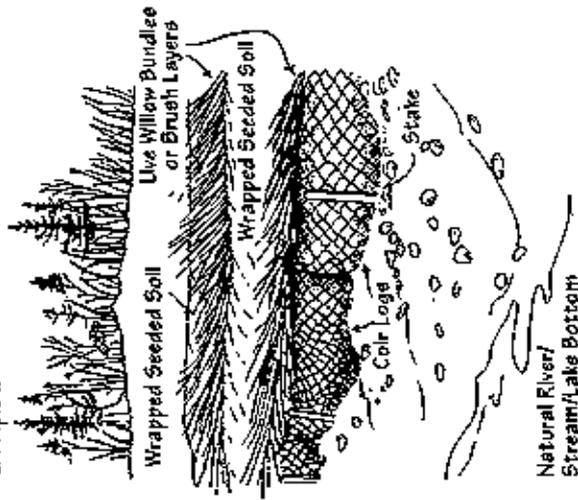
COIR LOG



Coir logs are constructed of interwoven coconut fibers that are bound together with biodegradable netting. Commercially produced coir logs come in various lengths and diameters. The product needs to be selected specifically for the site. Fiber logs composed of other sturdy biodegradable materials may function equally as well.

Applications for coir logs occur in many streambank, wetland and upland environments. The log provides temporary physical protection to a site while vegetation becomes established and biological protection takes over. The logs can provide a substrate for plant growth, protect plants growing adjacent to the log, can be used as a transition from one revegetation technique to another, and used to secure the toe of a slope. Both the upstream and downstream ends of the coir log(s) need to transition smoothly into a stable streambank to reduce the potential to wash out.

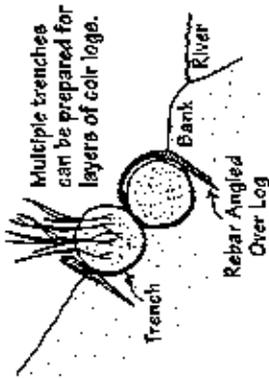
Example 1.



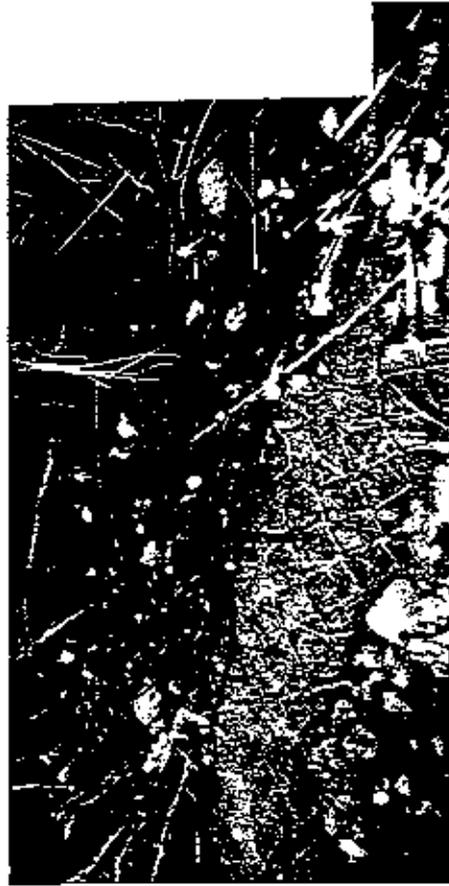
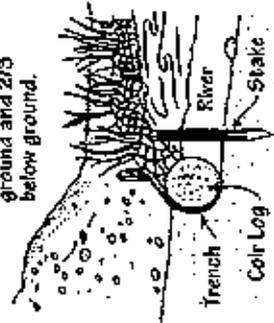
Install the logs to ensure contact with soil along the entire length. In most cases, excavate a shallow trench to partially bury the log. At no time should the coir log span any open space that may occur between rocks, logs or uneven ground. Tie logs together that have been placed end to end and stake into place. Flowing streams, particularly those carrying ice during breakup, could rip the log out of the streambank, if it is not adequately anchored. Wooden stakes, curved rebar and earth anchors have all been used to securely anchor these logs.

Sod or sprig coir logs when they are placed in locations that will provide adequate moisture for plant growth. Small holes can be created in the surface of the logs and sprigs, or small plugs of suitable plant species can be transplanted into the log (see Streambank Revegetation Plant Species Selection List, Grasses and Sedges). These plantings should be fertilized (see Fertilizer section).

Example 2.
Logs biodegrade as plant roots develop.



Coir Log is 1/3 above ground and 2/3 below ground.



Partially buried coir log with live siltation immediately behind.

Appendix J: Breif Overview on Sampling Methods from: EPA’s NPDES Storm Water Sampling Guidance Document, EPA 833-8-92-001.

Sampling Points Selection

The first step in selecting sampling points is to consider the areas draining the facility. The site map in the [SWPPP](#) should show the drainage areas. Areas of particular concern are those where raw materials or finished product are exposed to rainfall and/or runoff, and areas where leaking fluids such as petroleum products and hydraulic fluids have the potential to enter stormwater runoff.



Source: Image of Department of Ecology, Washington State

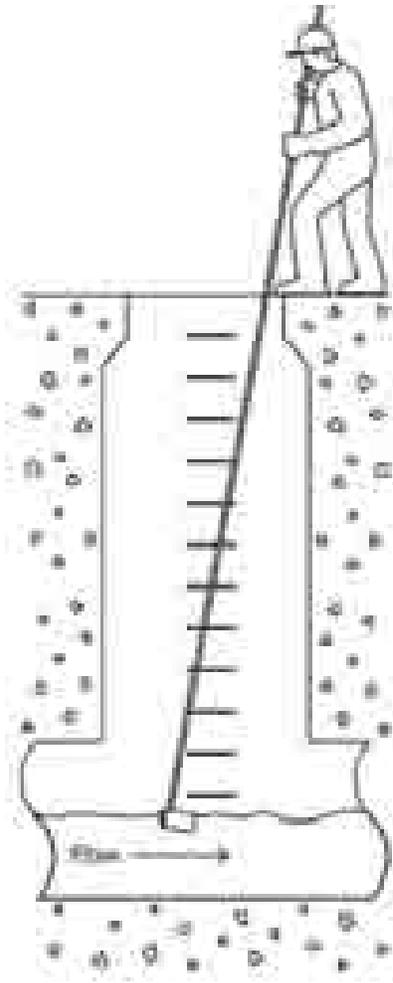
The next step is to determine where the runoff from each drainage area is discharged from your facility. If there are separate drainage areas with separate discharge points, stormwater sampled at one discharge sampling point may not represent the facility’s stormwater quality overall.

Making a determination of whether a discharge is likely to have stormwater quality that differs from other discharges and requires separate sampling requires a review of the site map in the SWPPP with consideration to sources of pollutants in each drainage area. This should be followed up with an on site assessment of activities, sources and quantities of pollutants in each drainage area. This information will help the operator to document the decision as to whether two or more drainage areas can be represented by a single sample site.

Common Sampling Points

- Pipes discharging a facility’s stormwater offsite
- Ditches carrying a facility’s stormwater offsite
- Manhole access to storm sewer carrying a facility’s stormwater, so sampling personnel can lower a sample bottle attached to a pole into the manhole

In general, manhole access on a facility own property may be simpler and safer than access off property and more readily verifiable as carrying only a facility’s stormwater. These three types of sampling points are not too difficult to access and the flow within them tends to be fast enough, with enough turbulence, to allow collection of well mixed, representative samples.



When sampling from a manhole, use a pole to safely sample from above ground. Avoid touching the sides of the manhole or pipes with the bottle to prevent contamination. Please the opening of the bottle upstream so that the flow enters the bottle directly.

Source: Image of Depa

Sampling Preparation

Obtaining Supplies for Sampling

Before the sampling event, the following supplies need to be prepared:

- Sampling bottles, labels, and chain-of-custody forms from the laboratory, including a few extra of each type
- Sampling pole to hold sample bottles and filament strapping tape
- Powder-free disposable nitrile or latex gloves (sold by medical and laboratory suppliers). Do not use powdered gloves as the powder may contain metals that could contaminate metals samples such as zinc
- Foul-weather gear
- Coolers and ice
- A bound field notebook to keep records concerning sampling. Use waterproof ink pens and an additional bounded field notebook to keep sampling related data.

How to Fill the Sampling Bottle

- **Do not** touch the open bottle. Keep bottles clean to prevent contamination



- **Do not** allow bottle lids to touch ground. Keep lids clean to prevent contamination.



- **Do not** sample in stagnant area with little flow. Do not stir up bottom sediments or allow foreign materials to enter the sample bottle. (Do be careful to grab a clean sample in cases where stormwater runoff is shallow.) If the runoff is so shallow that it is not possible to sample without the sample being contaminated in the process, then find an alternative way to sample.



- **Do not** allow water to overfill the bottle, particularly not for sample bottles with preservative. Oil and grease samples should be collected from water falling into the bottle when possible, or otherwise in a single swoop.



- **Do** attach a bottle to a pole for sampling in manholes or when a hand sample would be in stagnant water. A boathook is used in this example and the bottle is attached to it with filament strapping tape.



- If the water is too shallow to sample with the bottle upright on the pole, try taping it on sideways, but tilted up slightly.



- **Do** collect samples without overfilling the bottles.



Selecting a Storm Event for Sampling

A successful sampling is to collect the runoff at the right storm event and at the right time. The general permit recommends that the storm event to be sampled must meet the following two conditions:

- Be preceded by at least 24 hours of no greater than trace precipitation
- Have an intensity of at least 0.1 inches of rainfall (depth) of rain in a 24-hour period

The general permit also recommends that the grab sample be collected within the first 30 minutes after discharge from the facility to a point off site, not from when rainfall begins. It is important that the staff are at the ready status for the sampling event by doing the following:

- Evaluate weather forecasts before deciding whether or not to sample a particular rain event. The [National Weather Service](#) is an excellent source of information on upcoming storms or some commercial websites such as <http://www.weather.com/>, [Netscape](#), and [Yahoo](#) also provide weather information and forecasts
- Spend time observing rain events at the facility site with attention (attention) to how rain intensity relates to stormwater discharges from the site, before conducting a real field sampling

Sampling a Snowmelt Event

If a facility is located in an area that is covered by a standing snow pack for days at a time during a year of normal precipitation, the operator may alternatively sample a snowmelt event during the winter or spring quarter. The recommended sampling conditions for a snowmelt event are as follows:

- It is preceded by at least 24 hours of no greater than trace precipitation
- The snowmelt is generated by a rainfall or warm weather melt-producing event on a standing snow pack of at least one inch in depth
- The sample is collected during the first hour of discharge from your facility that was produced by the melting snow. Keeping up with the weather forecast and planning so that sampling can be carried out on short notice are the keys to successful sampling

Sample Documentation

It is critical to submit the following information with the sample to the laboratory to ensure the proper sample handling by the laboratory. The information includes:

- Unique Sample or Log Number - All samples should be assigned a unique identification number. If there is a serial number on the transportation case, the sampling personnel should add this number to the field records
- Date and Time of Sample Collection - Date and time of sample collection (including notation of a.m. or p.m.) must be recorded. In the case of composite samples, the sequence of times and aliquot size should be noted
- Source of Sample, including Utility Name and Address - Use the outfall identification number from the site map with a narrative description; a diagram referring to the particular site where the sample was taken should be included
- Name of Sampling Personnel - The names and initials of the persons taking the sample must be indicated. For a composite sample, the names of the persons installing the sampler and names of the persons retrieving the sample should be included.
- Sample Type - Each sample should indicate whether it is a [grab sample](#) or [composite sample](#). If the sample is a composite, the volume and frequency of individual aliquots should be noted
- Preservation Used - Any preservatives (and the amount) added to the sample should be recorded. The method of preservation (e.g., refrigeration at 4°C) should be indicated
- Analysis Used - All parameters for which the sample must be analyzed at the laboratory should be specified

Recording Field Notebook

It is required to record the following information into the field notebook for stormwater samples. They are:

- Time of the rainfall began
- Sampling locations
- Date of the sampling
- Time of the sampling
- Describe the way samples are collected, e.g., took samples from ditch/pipe/manhole by hand/bottle on a pole, etc.
- Name of the sampler(s)

- Number, types (parameters) of samples collected
- Field measurement results, such as pH, temperature
- Unusual circumstances that may affect the sample results

The field notebook should be written with waterproof ink. If there is any mistake in writing data, it should be crossed out rather than erased or whited out. Number the pages of the field book consecutively. Do not rip out pages from the field notebook to ensure that the bound field book is a complete record of sampling procedures.

It is not required but suggested by the general permit to record the following information for each storm event sampled:

- Number of dry days before the day the sample was collected, or a statement that there was at least one day of no greater than trace precipitation before sampling
- Inches of rainfall during a 24-hour period of the storm event
- Date and time of the sampling
- Date and time the rainfall began
- Date and time the discharge began at the sampling site
- Duration of the storm in hours

The information recorded above will help permittees to document whether they meet the recommended criteria for stormwater sampling specified in the general permit or not. When the criteria cannot be met, it is required by the general permit that the permittee must still collect and submit stormwater sampling results, and must include an explanation with the monitoring report identifying what recommended criteria were not met and why.