

Port of Friday Harbor

Storm Water

Pollution Prevention Plan

for the

Friday Harbor Airport

February 7, 2024

Storm Water Pollution Prevention Plan

A stylized, handwritten signature in black ink, likely belonging to Todd Nicholson. The signature is fluid and cursive, with a large initial 'T' and 'N'.

Todd Nicholson, Port Executive Director

Section 1 Facility Description and Contact Information

1.1 Emergency Contacts

Port of Friday Harbor
Friday Harbor Airport
800 Franklin Drive
Friday Harbor, WA 98250

Emergency Contact

Todd Nicholson
Title: Port Director

Work phone: 360-378-2688
Cell phone: 360-749-0664

Mike Otis
Title: Airport Manager

Work phone: 360 378-4724
Work Cell: 360-317-8674

1.2 Facility Information

Facility: Friday Harbor Airport
Facility Address: 800 Franklin Dr.
Friday Harbor, WA 98250
Permit Number: WAR001541
Latitude: 48° 31' 30" N
Longitude: 123° 01' 35" W
SIC Code: 4522

Introduction

The Friday Harbor Airport Storm Water Pollution Prevention Plan has been developed in compliance with the provisions of the Washington State Department of Ecology's implementation of the State of Washington's Water Pollution Control Law Chapter 90.48 Revised Code of Washington and the Federal Water Pollution Control Act (the Clean Water Act), Title 33 United States Code, Section 1251 et seq.

Goals

1. To protect fish and wildlife habitat and other resources by reducing or eliminating pollutant discharges from storm water.
2. To prevent the contamination of soils and sediments by reducing or eliminating pollutant discharges from storm water.
3. To prevent the contamination of surface or groundwater by reducing or eliminating pollutant discharges from storm water.

Implementation Strategies:

1. Assess activities and handling of material and equipment on-site that have the potential to cause pollution of storm water.
2. Develop and implement Best Management Practices (BMP's) to prevent surface water, ground water, or sediment contamination.

1.3 Vicinity Map

See Figure 1 in Appendix A.

1.4 Site Map

See Figure 2 in Appendix B

1.5 Pollution Prevention Team

The purpose of the Pollution Prevention Team is to assign resources to tasks needed to comply with the baseline permit. Members of the team are responsible for developing, implementing, maintaining, updating and revising the SWPPP.

The Storm Water Pollution Prevention Team:

Todd Nicholson, Port Director
Mike Otis, Airport Manager

Original Plan Date: March 31, 1996

Updated: April 15, 2009
September 15, 2012
October 2014
July 2016
May 2019
September 12, 2019
February 7, 2024

Responsibilities:

Team leaders	Todd Nicholson
SWPPP Manager	Todd Nicholson
Signatory authority	Todd Nicholson
Employee trainer	Mike Otis
Record keeper	Mike Otis
Site Inspector	Todd Nicholson, Mike Otis
System Manager	Mike Otis

Team Leader:

Assigns facility personnel to the team and coordinates work between the different team members.

SWPPP Manager:

Responsible for the overall development of the SWPPP and oversees the

overall implementation of the actions identified in the SWPPP.

Signatory Authority:

Authority to sign for the SWPPP and other required certifications.

Employee Trainer:

Responsible for the employee training program.

Recordkeeper:

Responsible for keeping all the documents associated with the SWPPP including the site map, inspection reports, maintenance records and spill reports.

Site Inspector:

Conducts investigations necessary to certify the absence of non-storm water discharges. Responsible for conducting and documenting annual site inspections.

Storm Water System Manager:

Responsible for maintenance and operation of the storm water system and the BMPs.

Section 2 Facility Assessment

2.1 Facility Description

Friday Harbor Airport is an active airport facility near the Town of Friday Harbor and is approximately 84 acres of industrial activity that is exposed to storm water. The Friday Harbor Airport is located on the edge of the developed portions of the Town of Friday Harbor and straddles the Town / County boundary. The airport was reconstructed in 1985 and 1986 by the Friday Harbor Port District. The site was developed using Federal Aviation Administration Grant funds, which require the airport to have construction details inspected by a licensed engineer, document all construction and to have “as-built” drawings for all changes and improvements. Because of this, the utility system, including the storm water utility, is of recent design, inspected when it was installed, has not been modified by unauthorized parties, nor does it receive water from undocumented sources. In 2009 the airport underwent a series of storm water improvements. All documentation / permitting has been coordinated through the Dept. of Ecology, San Juan County and the Town of Friday

Harbor. Industrial activities conducted at the site include aircraft fueling, deicing, aircraft washing, maintenance and storage. In 2012 the old De Ice /wash rack was relocated to the south side of the Roy Franklin Terminal. The airport facility operates seven days a week year-round.

2.2 Industrial Activity, Materials Inventory, and Potential Sources of Pollutants

Wash water: Wash water is present whenever aircraft, vehicles and equipment are washed. Aircraft washing is currently restricted to the combination de-icing/wash-rack facility on the ramp at the South terminal in Basin 1.

Deicing: De-icing chemical (Hybrid Propylene Glycol) is used in the winter during the rare periods of freezing rain and when aircraft parked outside are covered with heavy frost or snow which might interfere with aircraft control surfaces or disturb the airflow over aircraft wings. The chemicals are used on the de-icing pad/wash rack. De-icing product is stored in a 55-gallon drums west of the taxiway in Basin 2. A single drum is stored under cover with secondary containment next to the mobile deicing unit during the winter months.

Solvent: Solvents and degreasers are used to clean aircraft parts. These are only used inside the aircraft maintenance hangars as indicated on Figure 2.

Asphalt emulsion: Asphalt emulsion is used to seal asphalt runway and taxiway surfaces and to fill cracks in the runway surface. This is distributed over all the asphalt surfaces on the runway. Small amounts of asphalt emulsion are stored in the airport shop building.

Asphalt roofing (three-tab shingle type): Three-tab asphalt roofing is used on the Old Terminal building, and the Airport Office. All other roofing surfaces are either metal or membrane roofs.

Metal roofing

Most of the buildings onsite have metal roofing which could be a potential source of metal pollutants.

Dumpster Bins: Dumpsters are located south of the terminal building, next to Aeronautical Services Old Maintenance Hangar, at the San Juan Island Animal Shelter, near Island Air and the Port Maintenance shop. Dumpsters are equipped with lids that are kept closed when not in use.

Herbicides: Herbicides are used to control plant growth around signs, lights and pavement edging over the entire runway and taxiway area. This is used in spots only. The only herbicide that has been used to date is Round-up. Round-up is stored in the airport shop which is fully enclosed.

Gasoline: Small amounts of regular gasoline for some equipment at the airport are stored in the airport shop in an enclosed cabinet with secondary containment. There is a potential for spills during fueling of equipment by hand, using fuel jugs.

Gasoline (100LL): Gasoline (100LL) is used for aircraft. There is potential for spills during fueling of aircrafts. Gasoline is delivered in bulk, stored and sold to individual aircraft at the fuel island just west of the north end of the runway. Two types of de minimis fuel spills occur at the airport although neither is condoned by the Port. 1) Very small amounts of fuel and water are drawn from aircraft fuel tanks as part of pre-flight checks as a way to prevent water from condensing in and contaminating aircraft fuel. Some pilots throw this fuel onto the surface next to the aircraft where it evaporates, although for many this practice has been replaced by strainers which allow the pilot to return the tested fuel to the aircraft. 2) Aircraft sometimes spill fuel from the vents in the fuel tank due to the warming and expansion of fuel in the tanks. The fuel spills occur in the open tie-down spaces which are on both the east and west sides of the runway.

Diesel fuel: Diesel fuel is used by a few maintenance vehicles at the airport. It is also used in 2 emergency generators which is located next to the passenger terminal. The generator is fueled by a mobile fueling truck. Diesel fuel is stored in an enclosed cabinet within the Port shop.

Lubricating oil (new and used): New engine oil is stored in many of the hangars where aircraft are garaged and in the two maintenance hangars west of the north end of the runway. Engine oil is usually kept in one-quart containers or four-quart containers when it is stored in hangars used by single aircraft. Oil is stored in bulk in the maintenance hangars. Used engine oil is drained from aircraft most often under the cover of a hangar enclosure. Used oil is collected in a secondary contained waste oil tank. Used oil is emptied from the tank by Safety Klean Corp. or disposed of at the county transfer facility.

Jet A - used in the many turbo prop aircraft now operating at FHR. One certified Mobil

fuel truck at north end (Approximately 250 gallons). Three – Five-gallon cans with Jet A at Kenmore / Fed Ex parking.

Hydraulic fluid: Hydraulic fluid is used in aircraft landing gear and in some of the construction equipment on the airport. Aircraft and ground equipment can occasionally drip hydraulic oil on the paved surfaces. This pollutant source is dispersed over the entire airport. Hydraulic oil is stored in bulk in the aircraft maintenance hangars.

2.3 Spills and Leaks

Location	Outfalls
Port shop	Outfall 1
Fuel Island	Outfall 1
Hanger housing used oil storage	Outfall 1
Hanger housing de-icing chemical	Outfall 2

Section 3 Best Management Practices (BMPs)

3.1 Site Specific Operational Source Control BMPs

Aircraft de-icing applications are performed in the designated wash rack area. The wash rack area is completely paved and drains into a collection sump that discharges to the city sanitary sewer. De-icing chemicals are not used on the runways or taxiways. De-icing chemicals are stored outdoors in 55-gallon drum that is stored undercover alongside the mobile deicing unit during winter months. De-icing chemicals are used in the winter during the rare periods of freezing rain and when aircraft parked outside are covered with heavy frost or snow which might interfere with aircraft control surfaces or disturb the airflow over aircraft wings. (See S405 of the SMMWW Appendix D). Aircraft are also washed in the designated wash rack area.

New or substantially remodeled fueling stations are required to be constructed on an impervious concrete pad equipped with emergency spill control including a shut off valve for drainage from the fueling area. Treatment BMPs are required for contaminated storm water and wastewaters in the fueling containment area. The fuel station at Friday Harbor airport was constructed before these BMPs were adopted into the SMMWW. When the fuel station at Friday Harbor airport is remodeled, these mandatory BMPs will be included in the remodel design (See S409 of the SMMWW Appendix D). The current fueling station is on a paved surface, which is part concrete and part asphalt and not equipped with emergency spill control.

Metal roofing on site are a potential source of metal contaminates in storm water. If elevated levels of metals are detected during storm water monitoring, then runoff from building areas will be sampled and analyzed to determine the source. If confirmed, applicable BMPs as described in section S424 of the SMMWW (Appendix D) will be implemented.

3.2 Mandatory Operational Source Control BMPs required by Condition S3. of the Industrial Storm water General Permit:

Good Housekeeping

A good housekeeping program is effective in preventing or significantly reducing pollutants in storm water runoff. Good housekeeping involves a common sense approach to improving and maintaining a clean and orderly work environment. The following procedures are adhered to in meeting these goals:

- Fod Boss approved by Department of Ecology to remove accumulated pollutants a minimum of once per quarter.
- Identify and control all on-site sources of dust to minimize storm water contamination from the deposition of dust on areas exposed to precipitation.
- Keep all dumpsters under cover or fit with a lid that must remain closed when not in use.
- Maintain well organized work areas.
- Store materials so there is little potential for a release of pollutants into storm water.
- Keep areas which may come into contact with storm water clean.
- Promptly clean up spills and leaks, use dry cleanup methods, dispose of residue properly.
- Be careful not to spill, use drip pans in problem areas.
- Use indoor maintenance facilities (where feasible) to perform vehicle and equipment maintenance, oil changes, lubrication etc.- Segregate wastes and recycle.
- Label storm inlets, containers, chemicals and hazardous wastes.
- Do not pour liquids down storm drains.
- Do not hose down paved areas or stored equipment.

- Wash vehicles and equipment in designated areas only.
- Substitute liquids and materials with less hazardous properties where feasible
- Recycle or dispose of greases, oils, anti-freeze, brake fluid, cleaning solutions, hydraulic fluid, solvents, filters, batteries, etc.
- Keep outdoor storage containers in good condition, inspect regularly for damage and leaks.
- Provide well marked and covered trash and waste disposal containers.
- Remove trash and waste.
- Minimize wash water volumes.
- Prevent washing with solvents.
- Do not discharge brush or equipment cleaning water to storm drain.
- Use impermeable ground cloths when painting, mixing paint, sandblasting, wire brushing or grinding.
- Keep paint, thinner, solvents, fuel and all hazardous materials in their proper containers.
- Immediately report damaged or leaking hoses and connections, seals and any other source or fluid discharge on vehicles and equipment.

- Cover outside storage of treated piling, poles, bark etc with tarps.
- Follow all cautions and directions and MDS instructions on herbicide containers.

Preventative Maintenance

- Catch basins are cleaned when the depth of debris reaches 60% of the sump depth and maintain debris at least six inches below the outlet of the pipe.
- All maintenance and construction equipment which enters the airport with exposed hydraulic equipment on it are inspected for leaks. Leaking equipment and vehicles are taken out of service to prevent leaks from spilling on the ground during repair.
 - Spills and leaks are clean up immediately (e.g., using absorbents, vacuuming, etc.) to prevent the discharge of pollutants.

Spill Prevention and Emergency Cleanup

Spill prevention is generally covered in this plan under good housekeeping and is currently practiced by Friday Harbor Airport Employees. The primary risk areas are the refueling area, maintenance hangar area and around used oil trailer. Each of these areas should be supplied with emergency spill containment and clean-up supplies. The kits should be in a visible and easily accessed location. Procedures regarding the kits' use should be clearly posted with each kit. Each airport vehicle should carry storm drain plugs, absorbent pads and a spill kit. Each employee should be trained in the location and proper use of these kits. All kits should be inspected twice a year and replenished as needed. Spills should be recorded on a form (provided in this plan). A "typical" emergency clean-up procedure may consist of the following elements:

1. Identify spill/leak source and potential health hazard of source.
2. If situation is deemed safe, stop the leak or spill.
3. Contain the spill with absorbent material and block catch basins/inlets/run-off channels so the material cannot enter the storm water system.
4. Notify the Sheriff's Dispatch and others on the emergency notification schedule of the spill.
5. Place material contaminated with the spilled material ("kitty litter" soils, absorbent materials) in the lined waste drum.
6. Complete spill response reporting form (Appendix F).
7. Arrange for property disposal of waste and record such disposal.

BMPs and procedures which are used to minimize the potential for leaks, spills and other releases include:

- All liquids, fluids, and petroleum products are stored on an impervious

- surface that is surrounded with containment berm or dike that is capable of containing 10% of the total enclosed tank volume or 100% of the volume contained in the largest tank, whichever is greater.
- Prevent precipitation from accumulating in containment areas with a roof or equivalent structure
 - Spill kits are located within 25 feet of all stationary fueling stations, fuel transfer stations, and mobile units. Spill kit include:
 - o ample absorbent materials capable of absorbing 15 gallons of fuel
 - o storm drain plug kit
 - o a non-water containment boom (minimum 10 feet in length and 12-gallon absorbent capacity)
 - o two five-gallon buckets with lids
 - o non-metallic shovel
 - Shut-off fueling valves are not locked in the open position and pilots are instructed to not "top off" tanks
 - Block, plug or cover storm drains that receive runoff from areas where fueling, during fueling
 - Drip pans or equivalent containment measures are used during all petroleum transfer operations
 - Materials, equipment, and activities are located so that leaks are contained in existing containment ns diversion systems
 - Drip pans or absorbents are used under leaky vehicles and equipment or stored indoors where feasible. Fluids are drained from equipment and vehicles prior to on-site storage or disposal.
 - A spill log is maintained that includes the following information: date/ time, amount, locations, and reason for spill, date/time clean-up completed, notifications made, and staff involved.
 - No formal spill prevention or emergency clean-up plan exists at the Friday Harbor Airport. The Port District is a member of the Islands Oil Spill Association and relies on them for spill assessment, spill response and clean-up for oil and chemical spills. Joe Wheeler, Marina Facilities Manager, is a member of IOSA and can be reached at (360) 770 -5075
 - NOTE: USE NO DETERGENTS OR DISPERSANTS TO CLEAN-UP SPILLED OIL OR FUEL.

Employee Training

The Industrial Storm Water General Permit requires that all Port employees with duties in area of industrial activity be trained annually. The maintenance and operations personnel are the only Port employees with duties in areas of industrial activity. Therefore, all maintenance and operations personnel are trained annually in using this SWPPP. All maintenance and operations new hires are trained in using this SWPPP.

Training includes:

- An overview of the contents of this SWPPP
- How employees make a difference in complying with the SWPPP and preventing contamination to storm water
- Spill response procedures, good housekeeping, maintenance requirements, and material management practices.

Training is arranged by the airport manager. A copy of the employee training log is included in Appendix G. Records of the personnel trained will be maintained onsite.

Inspections, Reporting, and Recordkeeping

Members of the Storm water Pollution Prevention Team are responsible for visually inspecting the site on a monthly basis. Any issues observed during monthly inspections are noted on the inspection form, along with the date it was addressed. A blank copy of the inspection report is included in Appendix E. The scope of the inspection is documented during each inspection along with the date the inspection was completed, observations relating to the implementation of the SWPPP, any changes made to the SWPPP as a result of the inspection and the form is certified by the inspector and the person with authorized signatory authority.

An annual report will be submitted to Ecology no later than May 15th of each year. The annual report will include corrective action documentation or description of the status if not yet complete.

The Permittee shall retain the following documents onsite for a minimum of five years:

1. A copy of this permit.
2. A copy of the permit coverage letter.
3. Records of all sampling information specified in Condition S4.B.3.
4. Inspection reports including documentation specified in Condition S7.
5. Any other documentation of compliance with permit requirements.
6. All equipment calibration records.
7. All BMP maintenance records.
8. All original recordings for continuous sampling instrumentation.
9. Copies of all laboratory reports as described in Condition S4.B.4.
10. Copies of all reports required by this permit.
11. Records of all data used to complete the application for this permit.

The Port shall extend the period of records retention during the course of any unresolved litigation regarding the discharge of pollutants by the Permittee, or when requested by Ecology.

The Port shall make all plans, documents and records required by this permit immediately available to Ecology or the local jurisdiction upon request; or within 14 days of a written request from Ecology.

Illicit Discharges.

Process water from washing aircraft and spent deicer are discharged to the sanitary sewer system and do not comeingle with storm water or enter the storm water system.

Each monthly site inspection includes a search for signs of illicit discharges, especially during dry weather when storm water isn't discharging from the site. Each monthly site inspections includes:

- Observations made at storm water sampling locations and areas where storm water associated with industrial activity is discharges off-site, or discharged to waters of the state, or to a storm sewer system that drains to waters of the state
- Observations for the presence of floating materials, visible oil sheen, discoloration, turbidity, odor, etc. in the storm water discharge(s).
- Observations for the presence of illicit discharges such as domestic wastewater, noncontact cooling water, or process wastewater (including leachate)
 - o If an illicit discharge is discovered, the Friday Harbor airport personnel shall notify Ecology within seven days.
 - o The Friday Harbor personnel shall eliminate the illicit discharge within 30 days.

3.3 Structural Source Control BMPs

Grading, berming, or curbing is used to prevent runoff of contaminated flows and divert run-on away from manufacturing, processing, and material storage areas. All wash water and spent deicer runoff drains to a collection sump and are either discharged to the sanitary sewer system or to a holding tank. Wash water and spent deicer is then pumped and properly disposed of at an approved facility.

Aircraft maintenance is performed in completely enclosed maintenance hangers.

3.4 Treatment BMPs

Three vegetated swales run along the eastern edge of the site. One swale treats storm water from the southern portion of Basin 1 and two swales treat runoff from the eastern portion of Basin 2. These swales filter out metals, oil and grease and solids in storm water runoff before it leaves the site.

Structure: Vegetated Swales

Date of Implementation: Unknown

Discharge Point: Outfalls 1 and 2

Area(s) Treated: Basins 1 and 2

Pollutants Removed: Solids, metals, oil and grease

Maintenance Requirement(s): Mowing Frequency: Annual

3.5 Sediment and Erosion Control

The following BMPs are employed to minimize sediment:

- Areas that are not paved are covered with well-maintained vegetation that prevent soil erosion
- Impervious areas are not curbed to promote sheet flow onto vegetated areas
- A detention pond is used to treat storm water discharged from Basin 1.
- Ditch cleaning - Placement of silt barriers and hay bales to prevent sedimentation and erosion.
- Settling basins on the storm water outfalls

Section 4 Sampling Plan

4.1 Discharge Locations

There are three discharge points on the Friday Harbor Airport site: outfall 1, outfall 2, and outfall 3 (See Figure 2). Storm water from Basin 1 discharges at outfall 1 which feeds into a series of detention ponds after it leaves the site and discharging into North Bay. Most of the storm water from Basin 2 discharges at Outfall 2, with a small portion discharging at Outfall 3. Outfall 3 primarily receives run-on from the un-developed property to the west of the site, this run-on then combines with a small amount of runoff from very southern non-paved portion of Basin 2. Both Outfalls 2 and 3 feed into road-side conveyance ditches that discharge into North Bay.

Storm water is sampled immediately upstream of Outfall 1. Outfall 2 is not sampled as it is substantially identical to Outfall 1. Outfall 3 is not sampled, as it primarily receives storm water run-on from off the airport operating area. The volume of potential

pollutants is higher at Outfall 1 because of maintenance, fueling and de-icing activities. Outfalls at the Friday Harbor airport and their characteristics are shown in the following table:

Substantially Identical Outfall Exception

Outfall	Location	General industrial activities	BMPs	Exposed materials' significant contributors of pollutants	Impervious surfaces
1 (sampling point immediately upstream of outfall) catch basin 1G-2	East (central)	De-icing, aircraft fueling, aircraft maintenance, aircraft parking, taxiway and runway	Sweeping, Vegetated swale	De-icing chemical, gasoline, diesel fuel, taxiway, metal roofing	Taxiway, runway, hanger areas
2	Southeast corner	De-icing chemical storage, aircraft parking, taxiway and runway	Sweeping, Vegetated swale	De-icing chemical, taxiway, metal roofing	Taxiway, runway, hangar buildings
3	Southeast corner	NA (Run-on from undeveloped property west of site)	NA	NA	NA

4.2 Staff Responsible for Sampling

Members of the Storm water Pollution Prevention Team are responsible for conducting storm water sampling at the site.

4.3 Sample Collection and Handling

Samples are collected within the first 12 hours of a storm water discharge event, if possible. If it is not possible to obtain the sample in the first 12 hours of discharge, take a sample anyway and note on the DMR the reason for the sample timing. Because of the remoteness of the site, the samples must be taken Monday through Wednesday in order for the sample to be able to be received and analyzed by the laboratory within the sample holding time. A representative grab sample is taken from the Sampling Point (See Figure 2) at the catch basin 1G-2 immediately upstream of Outfall 1. A member of the storm water pollution prevention team will send samples to the Port's contracted laboratory for analysis. Laboratory reports are retained for Ecology review.

4.4 Sampling Parameters

As of the permit modification date of July 1, 2012, any parameters that have met the consistent attainment criteria under the original permit will have to analyze those parameters for four more consecutive quarters in order for Friday Harbor Airport to re-

qualify for consistent attainment. See S4.B.6 of the permit for more information. Sample and laboratory documentation requirements listed in conditions S4.B.3 and S4.B.4 of the Industrial Storm water General Permit are referenced in section 3.2 in the subpart entitled Inspections, Reporting and Recordkeeping of this SWPPP.

Sampling parameters are included in the table below:

Benchmarks and Sampling Requirements Applicable to All Facilities

Parameter	Units	Benchmark Value	Analytical Method	Laboratory Quantitation Level ^a	Minimum Sampling Frequency ^b
Turbidity	NTU	25	EPA 180.1 Meter	0.5	1/quarter
pH	Standard Units	Between 5.0 and 9.0	Field Test - Meter/Paper ^c	±0.5	1/quarter
Oil Sheen	Yes/No	No Visible Oil Sheen	N/A	N/A	1/quarter
Copper, Total	µg/L	Western WA: 14 Eastern WA: 32	EPA 200.8	2.0	1/quarter
Zinc, Total	µg/L	117	EPA 200.8	2.5	1/quarter

a. The Permittee shall ensure that laboratory results comply with the quantitation level specified in the table. However, if a Permittee knows that an alternate, less sensitive (higher detection level and quantitation level) method from 40 CFR Part 136 will provide measurable results in its effluent, it may use that method for analysis.

b. 1/quarter means 1 sample taken each quarter, year-round

c. Permittees shall use either a calibrated pH meter or narrow-range pH indicator with a resolution not greater than +/- 0.5 SU.

4.5 Submitting Sample Results to Ecology

Sampling data for each reporting period is submitted to Ecology electronically on Discharge Monitory Report (DMR). Results are submitted within 45 days of the end of each reporting period. Reporting dates are included in the table below:

Reporting Dates and DMR Due Dates

Reporting Period	Months	DMR Due Date
1 st	January-March	May 15
2 nd	April-June	August 14
3 rd	July-Sept	November 14

4 th	October-December	February 14
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DMRs are submitted for each reporting period, whether or not the Friday Harbor Airport has discharged storm water from the site. Samples are collected during regular operating hours and during safe conditions. If discharges occur during operating hours, and during safe conditions but no sample was collected during the entire quarter, a DMR form indicating “no sample obtained” will be submitted. If no discharges occurred during the entire quarter or the discharges during the quarter occurred outside normal working hours or during unsafe conditions, a DMR indicating “no discharge” will be submitted. If sampling for a parameter has been suspended because of consistent attainment, a DMR will be submitted indicating the Friday Harbor Airport has achieved consistent attainment for that parameter.

DMRs shall be submitted using Ecology’s WWebDMR system or by mail to the following address:

Department of Ecology, Water Quality Program – Industrial Stormwater
PO Box 47696
Olympia, Washington 98504-7696

4.6 Summary of Permit Requirements

Sampling Quarter	Month	Permit Requirements				Operation and Maintenance	
1st Quarter	January		Discharge After January 1st		Monthly Inspection	Sweep Paved Areas with Vacuum Sweeper	
	February		↓	4th Quarter DMR Due (February 14)	Monthly Inspection		
	March				Monthly Inspection		
2nd Quarter	April		Discharge After April 1st		Monthly Inspection	Sweep Paved Areas with Vacuum Sweeper	
	May	Annual Report Due (May 15th)	↓	1st Quarter DMR Due (May 15)	Monthly Inspection		
	June				Monthly Inspection		
3rd Quarter	July		Discharge After July 1st		Monthly Inspection	Sweep Paved Areas with Vacuum Sweeper	
	August		↓	2nd Quarter DMR Due (August 14)	Monthly Inspection		Third Party Annual Inspection
	September				Monthly Inspection		Catch Basin Inspection Program
4th Quarter	October		First Discharge After October 1st		Monthly Inspection	Sweep Paved Areas with Vacuum Sweeper	
	November		↓	3rd Quarter DMR Due (November 14)	Monthly Inspection		
	December				Monthly Inspection		

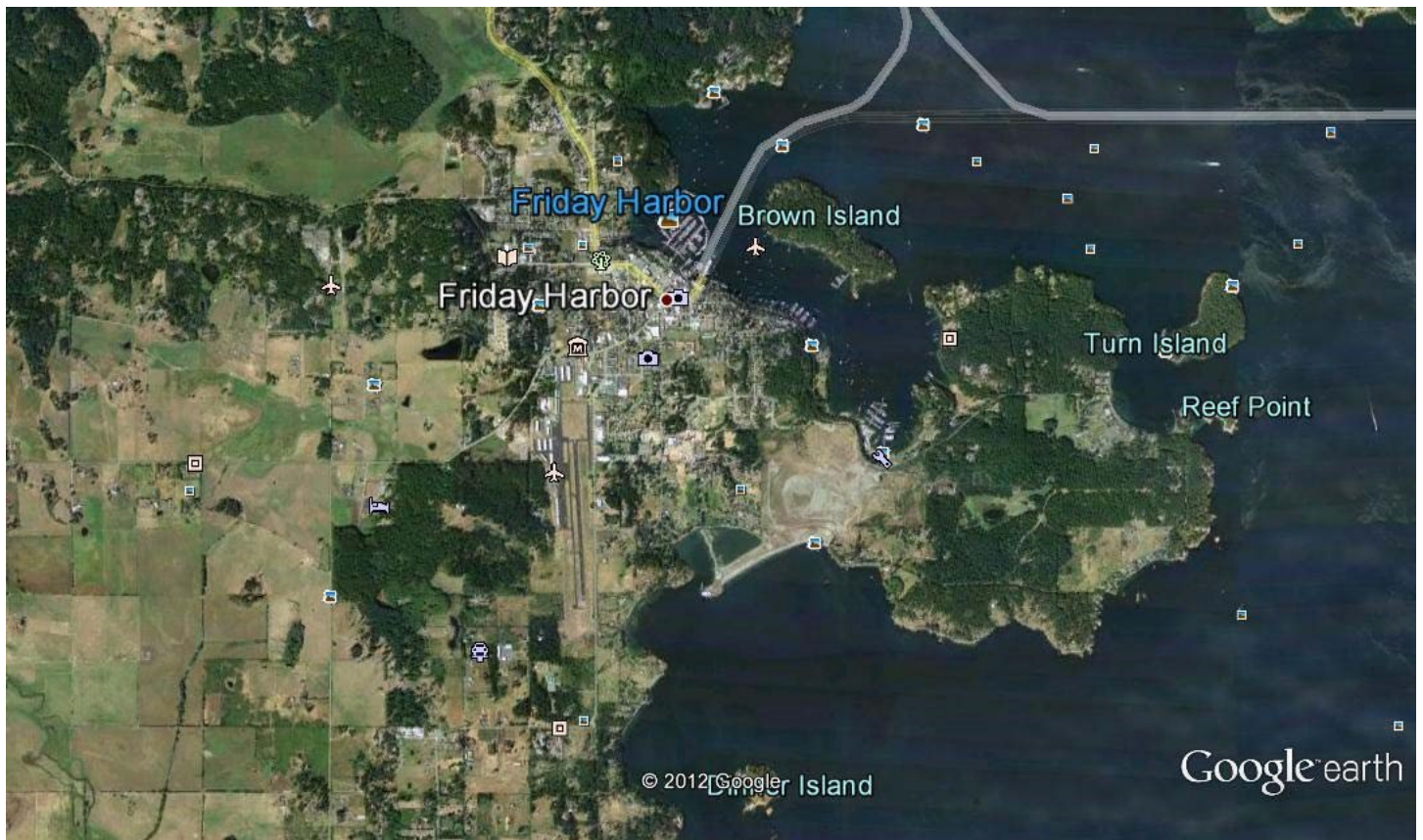
SWPPP Certification

A copy of the SWPPP Certification Form is available in Appendix C of this SWPPP.

Each time a Level 1, 2, or 3 Corrective Action is required, this form needs to be re-signed and re-certified and attached to the SWPPP.

APPENDIX A

FIGURE 1 - FRIDAY HARBOR VICINITY
MAP



Google earth

miles
km



APPENDIX B

FIGURE 2 – SITE MAP



LEGEND:

- STORM DRAIN LINE
- UNDERDRAIN LINE
- CULVERT
- SWALE
- DIRECTION OF FLOW
- RIPRAP
- CATCH BASIN, TYPE 1
- CATCH BASIN, TYPE 2
- SD MANHOLE OR CONTROL STRUCTURE
- CLEANOUT
- STRUCTURE IDENTIFICATION
- SPILL KIT
- OUTFALL 1
- OUTFALL 2
- OUTFALL 3
- SAMPLING POINT
- PRIVATE AIRCRAFT MAINTENANCE
- PORT SHOP
- FUEL ISLAND
- WASH RACK AND DE-ICING
- USED OIL CONTAINMENT AREA
- DE-ICING CHEMICAL STORAGE
- ASPHALT EMULSION, PETROLEUM PRODUCTS, HERBICIDE STORAGE

SCALE IN FEET
200 0 200 400

NORTH BAY

Runway 16/34

Basin 1

Basin 2

NOTE: IF "L" DOES NOT MEASURE 1" ADJUST SCALES ACCORDINGLY.

DATE: SEP 2012

FIGURE 2 - SITE MAP