

(c) *Aircraft Servicing*—Typically conducted on the apron area adjacent to the passenger terminal, the servicing of aircraft could potentially contribute pollutants to storm water. As a result of spills or leaks during the servicing of aircraft, fluids such as engine oil, hydraulic fluid, fuel and lavatory waste could potentially enter the storm water system and/or be discharged to receiving waters. All spillage other than potable water should be prevented from entering the storm sewer system.

(d) *Aircraft, Ground Vehicle and Equipment Maintenance and Washing*—Maintenance activities included in this section include both minor and major operations conducted either on the apron adjacent to the passenger terminal, or at dedicated maintenance facilities. Potential pollutant sources from all types of maintenance activities include spills and leaks of engine oils, hydraulic fluids, transmission oil, radiator fluids, and chemical solvents used for parts cleaning. In addition, the disposal of waste parts, batteries, oil and fuel filters, and oily rags also have a potential for contaminating storm water runoff from maintenance areas unless proper management practices and operating procedures are implemented. The spent wash water from aircraft and ground vehicle washing activities could potentially be contaminated with surface dirt, metals, and fluids (fuel, hydraulic fluid, oil, lavatory waste).

(e) *Runway Maintenance*—Over time, materials such as tire rubber, oil and grease, paint chips, and jet fuel can build up on the surface of a runway causing a reduction in the friction of the pavement surface. When the friction level of a runway falls below a specific level, then maintenance must be performed. The Federal Aviation Administration (FAA) recommends several methods for removing rubber deposits and other contaminants from a runway surface including high pressure water, chemical solvents, high velocity particle impact, and mechanical grinding. If not properly managed, the materials removed from the runway surface could be discharged into nearby surface waters. Similarly, if chemical solvents are used in the maintenance operation, improper management practices could result in discharges of the chemical solvents in the storm water runoff from runway areas to nearby surface waters.

(2) *Measures and Controls*. In addition to the common pollution prevention plan requirements discussed in Part VI.C.3. (Measures and Controls), this section specifies that permittees must address particular Best Management Practices (BMP) for

specific areas and operations identified as potential sources of pollutants. This section further specifies that a schedule for implementation shall be provided for each BMP selected. The BMPs specified in this section are not intended to be the only alternative management practices considered by operators, simply the minimum to be considered. In most cases, the BMPs specified are common sense approaches that are already in practice at many airport facilities. As such, operators may only need to include the information in their storm water pollution prevention plan. Specific areas and industrial operations mentioned in this section and the corresponding BMPs for such areas are the following:

(a) *Aircraft, Ground Vehicle and Equipment Maintenance Areas (including aircraft service areas)*—The plan must describe measures that prevent or minimize the contamination of storm water runoff from all areas used for aircraft, ground vehicle and equipment maintenance and servicing. Management practices such as performing all maintenance activities indoors, maintaining an organized inventory of materials used, draining all parts of fluids prior to disposal, prohibiting the practice of hosing down the apron or hangar floor, using dry cleanup methods in the event of spills, and/or collecting the storm water runoff from maintenance and/or service areas and providing treatment, or recycling should be considered.

(b) *Aircraft, Ground Vehicle, and Equipment Cleaning Areas*—The plan must describe measures that prevent or minimize the contamination of the storm water runoff from all areas used for aircraft, ground vehicle, and equipment maintenance. Management practices such as performing all cleaning operations indoors, and/or collecting the storm water runoff from the area and providing treatment or recycling should be considered.

(c) *Aircraft, Ground Vehicle, and Equipment Storage Areas*—The storage of aircraft, ground vehicles, and equipment awaiting maintenance must be confined to designated areas (delineated on the site map). The plan must describe measures that prevent or minimize the contamination of storm water runoff from these areas. Management practices such as indoor storage of aircraft and ground vehicles, the use of drip pans for the collection of fluid leaks, and perimeter drains, dikes or berms surrounding storage areas should be considered.

(d) *Material Storage Areas*—Storage units of all materials (e.g., used oils, hydraulic fluids, spent solvents and

waste aircraft fuel) must be maintained in good condition, so as to prevent contamination of storm water, and plainly labeled (e.g., "used oil," "Contaminated Jet-A," etc.). The plan must describe measures that prevent or minimize contamination of the storm water runoff from storage areas. Management practices such as indoor storage of materials, centralized storage areas for waste materials, and/or installation of berms and dikes around storage areas should be considered for implementation.

(e) *Airport Fuel System and Fueling Areas*—The plan must describe measures that prevent or minimize the discharge of fuels to the storm sewer resulting from fuel servicing activities or other operations conducted in support of the airport fuel system. Where the discharge of fuels into the storm sewer cannot be prevented, the plan shall indicate measures that will be employed to prevent or minimize the discharge of the contaminated runoff into receiving surface waters.

Where above ground storage timers are present, pollution prevention plan requirements shall be consistent with requirements established in 40 CFR 112.7 guidelines for the preparation and implementation of a spill prevention control and countermeasure (SPCC) plan. Where a SPCC plan already exists, the storm water pollution prevention plan may incorporate requirements into the PPP by reference.

(f) *Source Reduction*—This section specifies that facilities which conduct aircraft and/or runway (including taxiways and ramps) deicing/anti-icing operations shall evaluate present operating procedures to consider alternative practices which would reduce the overall amount of deicing/anti-icing chemical used and/or lessen the environmental impact of the pollutant source.

With regard to runway deicing operations, operators should begin by evaluating present chemical application rates to ensure against excessive over application. Devices which meter the amount of chemical being applied to runways help to prevent over application. Operators should also emphasize anti-icing operations which would preclude the need to deice; less chemical is required to prevent the formation of ice on a runway than is required to remove ice from a runway. To further assist in implementing anti-icing procedures, operators should also consider installing runway ice detection systems (RID) otherwise known as "pavement sensors" which monitor runway temperatures. Pavement sensors provide an indication of when runway