STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

for:

Port of Bremerton
Bremerton National Airport
8850 SW State Highway 3
Bremerton, Washington 98367
(360) 674-2381

Industrial Stormwater General Permit Number WAR-000901

Issuance Date:	December 02, 2024
Effective Date:	January 01, 2025
Expiration Date:	December 31, 2029

SWPPP Contact(s):

Arne Bakker, Chief Operations Officer
8850 SW State Highway 3
Bremerton, Washington 98367
(360) 674-2381
arneb@portofbremerton.org

SWPPP Preparation Date: JANUARY 2025

Prepared By:
Struck Environmental, Inc.

STORMWATER POLLUTION PREVENTION PLAN CERTIFICATION FORM
PORT OF BREMERTON, WASHINGTON

[Note: This certification form and accompanying instructions have been re-printed verbatim from the Permit.]

The Permittee shall use this form to sign and certify that the Stormwater Pollution Prevention Plan (SWPPP) is complete and in compliance with Conditions S3 and S8 of the Industrial Stormwater General Permit (ISGP). Each time a Level 1, 2, or 3 Corrective Action is required, this form needs to be re-signed and re-certified by the Permittee, and attached to the SWPPP.

Is this SWPPP certification in response to a Level 1, 2 or 3 Corrective Action? Yes X No
If Yes:

- Type of Corrective Action?: Level 1 Level 2 Level 3
- Date SWPPP update/revision completed: _____

"I certify under penalty of law that this SWPPP 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 information to determine compliance with the Industrial Stormwater General Permit. Based on my inquiry of the person or persons who are responsible for stormwater management at my facility, this SWPPP is, to the best of my knowledge and belief, true, accurate, and complete, and in full compliance with Permit Conditions S3 and S8, including the correct Best Management Practices from the applicable Stormwater Management Manual. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Arne Bakker — Operators Printed Name

Chief Operations Officer — Title

_____ — Operator's Signature *

_____ — Date

*Federal regulations require this document to be signed for a municipality, state, federal, or other public facility, by either a principal executive officer or ranking elected official.

This document shall be signed by a person described above or by a duly authorized representative of that person. A person is a duly authorized representative only if: 1) The authorization is made in writing by a person described above and submitted to the Washington State Department of Ecology (Ecology), and 2) The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility, such as the position of plant manager, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters.

Changes to authorization: If an authorization under number 2) above is no longer accurate because a different individual or position has responsibility for the overall operation of the facility, a new authorization satisfying the requirements of number 2) above shall be submitted to Ecology prior to, or together with, any reports, information, or applications to be signed by an authorized representative.

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RECORD OF SWPPP MODIFICATIONS

This document supersedes and replaces the previous Stormwater Pollution Prevention Plan for the Port of Bremerton's Bremerton National Airport site and incorporates all previous modifications to the plan.

Modification Number	Date	Person Responsible for Modification	Affected Pages	Nature of Modification
0	March 2023	Bill Kane (Eco Compliance	All	Original
1	October 2007	Bill Kane (Eco Compliance	All	Update
2	June 2011	Bill Kane (Eco Compliance	All	Update
3	December 2015	Bill Kane (Eco Compliance	All	Update
4	March 2020	Bill Kane (Eco Compliance	All	Update
5	March 2021	Fred Salisbury, Port of Bremerton	Section 5.1	Update
6	January 2025	Phil Struck (Struck Environmental)	All	Update

Note: Conditions for modifying this plan are provided in Sections 1 and 3 of the SWPPP.

LIST OF ABBREVIATIONS AND ACRONYMS

ADT	Average Daily Vehicle Traffic
API	American Petroleum Institute
AKART	All Known, Available, and Reasonable Methods of Prevention, Control, and Treatment
AST	Aboveground Storage Tank
BMPs	Best Management Practices
BOD	Biological Oxygen Demand
CA	Corrective action
CFR	Code of Federal Regulation
City	City of Bremerton
COC	Chain of Custody
CP	Coalescing Plate
DMR	Discharge Monitoring Report
Ecology	Washington State Department of Ecology
Facility	Port of Bremerton National Airport
ft	Feet
NAICS	North American Industry Classification System
NPDES	National Pollutant Discharge Elimination System
O&M	Operations & Maintenance
Permit	Industrial Stormwater General Permit
PGIS	Pollutant-Generating Impervious Surface
sf	Square Feet
NAICS	North American Industrial Classification System
SPCC	Spill Prevention Control and Countermeasures Plan
SPECP	Spill Prevention and Emergency Cleanup Plan
SWMM	Stormwater Management Manual for Western Washington
SWPPP	Stormwater Pollution Prevention Plan
UFC	Uniform Fire Code
UST	Underground Storage Tank
WSDOT	Washington State Department of Transportation

SUMMARY OF SUBMITTALS, ONSITE DOCUMENTATION AND REQUIRED ACTIVITIES

Permit Section	Submittal	Frequency	Due Date
S1.F	Conditional "No Exposure" Certification Form	As necessary	As necessary, with renewals every 5 years
S2.B	Application for Permit Coverage	As necessary	As necessary
S2.B	Request Modification of Permit Coverage	As necessary	As necessary
S2.D	Request Transfer of Coverage	As necessary	As necessary
S8.D	Level 3 Engineering Report	As necessary	May 15, prior to Level 3 deadline
S8.D	Level 3 O&M Manual	As necessary	30 days after Level 3 installation
S9.A	Discharge Monitoring Reports (DMRs)	1/quarter	February 15; May 15; August 15; November 15
S9.B	Annual Report	1/year	May 15
S9.C	SWPPP, if requested by Ecology	Per Ecology request	Within 14 days of request
S9.D	Noncompliance Notification	As necessary	Within 5 days of noncompliance event
S11	IGSP Annual Gross Revenue Form	1/year	March 15
G8	Duty to Reapply	1/permit cycle	July 3, 2029

DMR = Discharge Monitoring Report
O&M – Operation and maintenance
SWPPP – Stormwater Pollution Prevention Plan
Ecology – Washington State Department of Ecology

SUMMARY OF REQUIRED ON-SITE DOCUMENTATION

The Permittee 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. Per the Industrial Stormwater General Permit (Permit) Condition S9.C.1, Permittee shall retain the following documents onsite for a minimum of 5 years. Documents may be saved in an accessible location where the SWPPP is also kept:

a. A copy of this permit.
b. A copy of the permit coverage letter.
c. Records of all sampling information specified in Permit Condition S4.B.3.
d. Inspection reports including documentation specified in Permit Condition S7.
e. Any other documentation of compliance with permit requirements.
f. All equipment calibration records.
g. All Best Management Practice (BMP) maintenance records.
h. All original recordings for continuous sampling instrumentation.
i. Copies of all laboratory reports as described in Permit Condition S3.B.4.
j. Copies of all reports required by this permit.
k. Records of all data used to complete the application for this permit.

Summary of Selected Permit Required Activities

Permit Condition	Activity Description	Frequency
S7	Monthly Inspections	Qualified personnel conduct and document visual inspections of the site monthly on the monthly inspection form.
S3.B.4.b.i.5	Employee/Tenant Training	At least once per year for employees who have duties in areas of industrial activities subject to this permit. At a minimum, the training plan shall include: a) The content of the training, an overview of what is in the SWPPP, how employees make a difference in complying with the SWPPP and preventing contamination of stormwater, spill response procedures, good housekeeping, maintenance requirements, and material management practices. b) How the Permittee will conduct training. c) The frequency/schedule of training. The Permittee shall train employees annually, at a minimum. d) A log of the dates on which specific employees received training.
S7	BMP Inspections	At least once per month during monthly inspections.
S3.B.4.b.i.2.a	Vacuum Sweeping	Vacuum paved surfaces with a vacuum sweeper (or a sweeper with a vacuum attachment) to remove accumulated pollutants a minimum of once per quarter.
S3.B.4.b.i.3.a	Catch Basin Cleaning	As needed, when depths of debris reaches 60 percent of the sump depth and when the depth of debris reaches 6 inches below outlet pipe.
S3.B.4.b.i.3.b	Stormwater Drainage/Treatment Maintenance	Maintain ponds, tanks/vaults, catch basins, swales, filters, oil/water separators, drains in accordance with the Maintenance Standards set forth in the SWMM.
S3.B.4.b.i.2.d	Cover Solid Waste Storage Containers	Keep all dumpsters under cover or fit with a lid that must remain closed when not in use.
S7	Stormwater Observations	At least once per quarter during qualifying storm events (check for oil sheen) and also during monthly inspections if conducted during a storm event.
S4	Sampling	Sampling at applicable stormwater discharge locations shall be conducted within the first 12 hours of a storm event at least once per quarter: 1st Quarter = January, February, and March 2nd Quarter = April, May, and June 3rd Quarter = July, August, and September 4th Quarter = October, November, and December* *Permittees shall sample stormwater discharge within the first 12 hours from the **first** fall storm event each year. "First fall storm event" means the first time on or after October 1st of each year that precipitation occurs and results in a stormwater discharge from a facility.
S9.A	DMR Submittal	Submit to Ecology by the DMR due date for the quarter.
S8	Corrective Actions	If applicable, implement: Level 1 CAs within 14 days Level 2 CAs by June 30 of the following year Level 3 CAs by September 30 of the following year.
S9.B	Submit Annual Report	Submit to Ecology by May 15 of each year.

BMP = best management practice
CA = Corrective Action
Pollution Prevention Plan SWMMWW = Stormwater Management Manual of Western WA
DMR = discharge monitoring report
Ecology = Washington State Department of Ecology
SWPPP = Stormwater

1.0 INTRODUCTION

This Stormwater Pollution Prevention Plan (SWPPP) has been prepared for the Port of Bremerton National Airport (facility), located at 8850 SW State Route 3 in Bremerton, Kitsap County, Washington. This SWPPP has been prepared in accordance with the requirements of Permit No. WAR-000901, under the State of Washington's Industrial Stormwater General Permit (ISGP) effective January 01, 2025 (Permit). The Permit identifies specific requirements according to North American Industry Classification System (NAICS) codes. The NAICS code for the Port of Bremerton Airport facility is 481xxx

The purpose of this SWPPP, as required under the Permit, is to provide a documented plan to implement measures to identify, reduce, eliminate and prevent the pollution of stormwater. In accordance with the Permit, this SWPPP contains the following required SWPPP components:

Facility Assessment (Section 2.0) describing the general facility, site map, inventory of industrial activities, and inventory of materials.

Best Management Practices (Section 3.0): Describes BMPs in use or planned for use at the facility, including a listing of the facility pollution prevention team.

Stormwater Monitoring Plan (Section 4.0): Presents a plan for conducting quarterly stormwater sampling and monthly site inspections at the Facility.

Where applicable, the Permit condition reference is included in parenthesis of major headings and select subheadings of the SWPPP.

1.1 SWPPP Modifications

This document will be updated as needed to reflect changes to the facility stormwater management program resulting from the following:

- When there is a change in the design, construction, operation or maintenance which results in the plan being less effective in controlling potential stormwater pollutants, that significantly changes the nature of pollutants discharged in stormwater from the facility, or significantly increases the quantity of pollutants discharged.
- When there is an exceedance of a discharge limit for any applicable stormwater pollutant as identified in the Permit (Level 1, 2 or 3 corrective action).
- If non-stormwater discharges are detected at the site and cannot be eliminated within 30 days.
- As necessary to include additional or modified BMPs designed to correct problems identified.

- Whenever self-inspections, or investigations or inspections by applicable state or local authorities, reveal the description of potential pollutant sources or the pollution prevention measures and controls identified in this SWPPP are inadequate or ineffective in eliminating or significantly minimizing pollutants in stormwater discharges from the site.
- To correct deficiencies identified in writing from Ecology within 30 days of notice.

The Port will review this SWPPP and make necessary modifications at least every 5 years or whenever a new permit becomes effective. The last SWPPP update was completed in March 2022. Each update will be accompanied by a newly signed SWPPP Certification Form (first page of SWPPP). A summary of the major revisions to the previous version of the SWPPP will be maintained as shown on the *Record of Modifications* on page ii of this SWPPP. A copy of this SWPPP will be maintained at Port of Bremerton administrative offices.

1.2 Contact Information

Contact information for the facility and this SWPPP is as follows:

Port of Bremerton
8850 SW State Highway 3
Bremerton, Washington 98367
(360) 674-2381
SWPPP Contact: Arne Bakker, Chief Operations Officer
arneb@portofbremerton.org

1.3 Stormwater Pollution Prevention Team

The stormwater pollution prevention team is responsible for assisting the facility manager in developing and revising the facility's SWPPP, implementing and maintaining control measures/BMPs, and taking corrective actions where required. Each member of the stormwater pollution prevention team must have ready access to either an electronic or paper copy of applicable portions of the ISWGP and your SWPPP. Table 1 lists members of the Port's SWPPP team.

Table 1. Port of Bremerton Airport SWPPP team.

Staff Names and/or Title	Individual Responsibilities
Arne Bakker, Chief Operations Officer	Permit administration , SWPPP updates, staff management
Ken Eisenhardt, Stormwater Maintenance Lead	Monitoring, specific BMP maintenance/implementation, monthly inspections; reporting

1.4 Related Documents

This SWPPP is supported by the *Port of Bremerton National Airport Stormwater Operation and Maintenance Manual* (Struck Environmental, 2024). This manual describe the operation and maintenance (O&M) program stormwater treatment and flow control BMPs/facilities and catch basins to ensure that BMPs continue to function properly. The O&M manual also describes source control BMPs, and sampling and analysis procedures.

2.0 FACILITY ASSESSMENT

As stated in the Permit, the facility assessment includes "a description of the facility; an inventory of facility activities and equipment that contribute to or have the potential to contribute any pollutants to stormwater; and an inventory of materials that contribute to or have the potential to contribute pollutants to stormwater."

2.1 Facility Description (S3.B.2.a.)

The Port of Bremerton National Airport facility is located at 8850 SW State Highway 3 in Bremerton, Kitsap County, Washington (Figure 1). The airport was constructed in 1936 under government ownership, and expanded during World War II. In 1948, the Airport was surplused to Kitsap County and re-named the Kitsap County Airport. The Port of Bremerton assumed ownership of the airport in 1963, and in 1983 the facility was re-named the Bremerton National Airport.

The airport facility encompasses approximately 1,004 acres. The approximate western half of the site is developed (runway, buildings, perimeter and interior access roads, various grassy fields [airplane run-off areas], etc.), while the approximate eastern half consists primarily of undeveloped forested areas (Figure 2).

Structures within the developed area of the airport include the main terminal building, maintenance building, airplane fuel island and Jet A fuel station (see Figure 2). There are also various tenant-occupied areas including an aviation education building, restaurant an airplane repair and flight instruction business (Avian Aeronautics/Avian Flight Center), airplane hangars and motocross racetrack area. There are no manufacturing operations at the airport. Most buildings and operations are open during normal business hours (8 AM to 4:30 PM, Monday through Friday) including weekends as necessary. General and corporate aircraft can use the runway and fueling facilities as needed.

2.2 Site Map (S3.B.1)

The facility site map is shown in Figures 3 and 4. The maps includes the following information as required under the Permit:

- Stormwater drainage system and discharge structures;
- Stormwater drainage areas for each stormwater discharge point off-site and a unique identifying number for each discharge point;
- Each sampling location by unique identifying number;
- Paved areas and buildings;
- Areas of pollutant contact (actual or potential) associated with specific industrial activities;

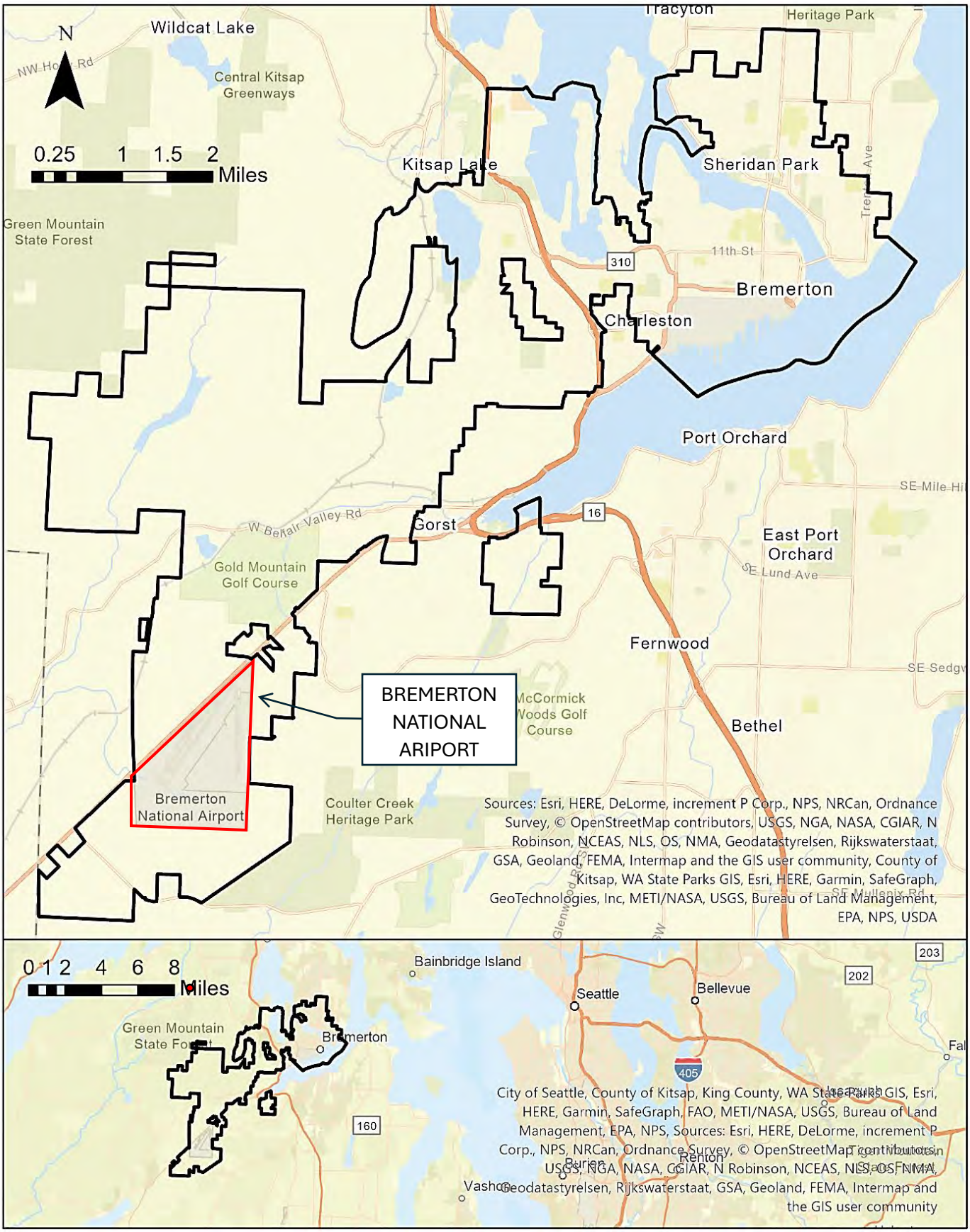
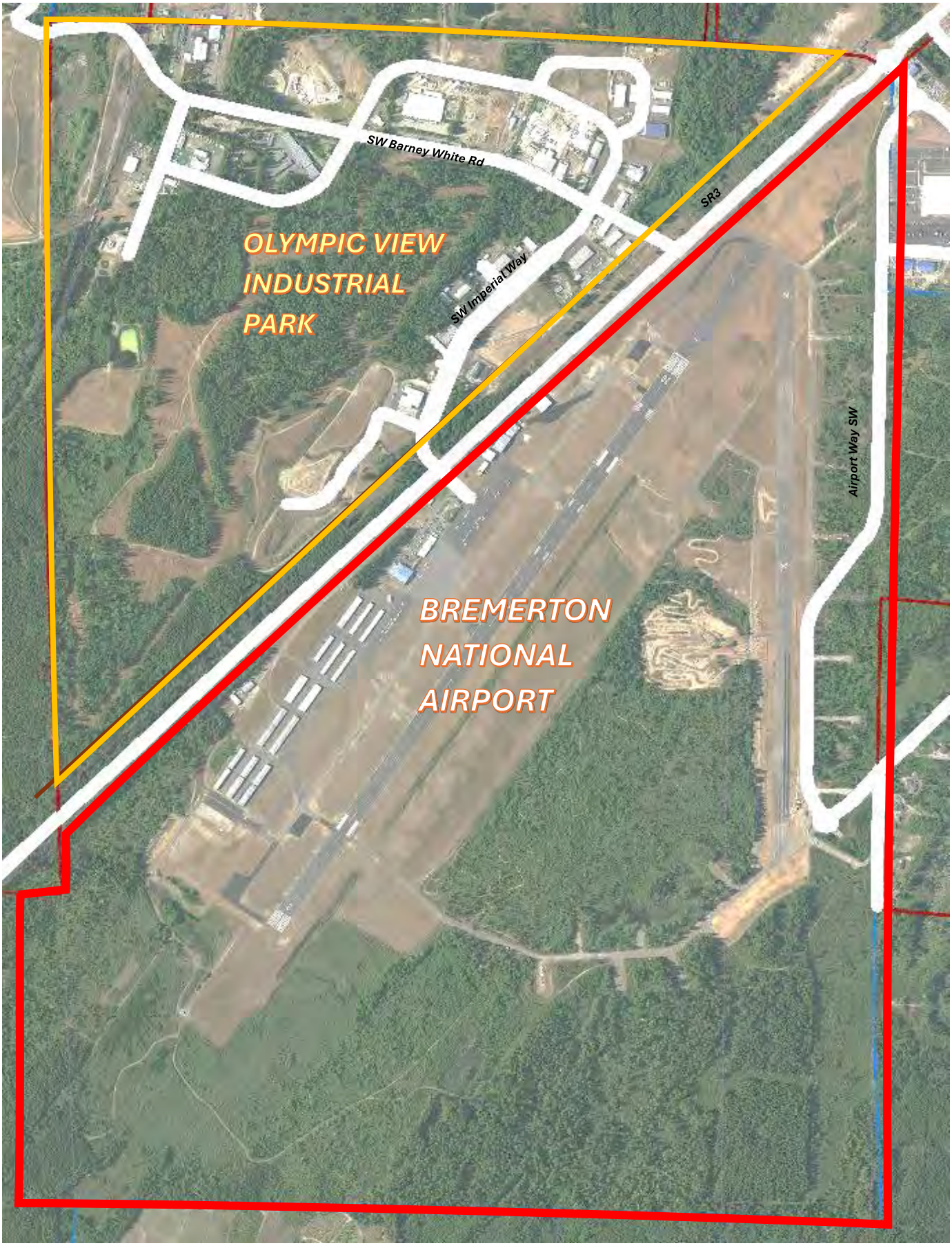


FIGURE 1. Site Location
Port of Bremerton Airport
Stormwater Pollution Prevention Plan



PORT OF Bremerton Washington

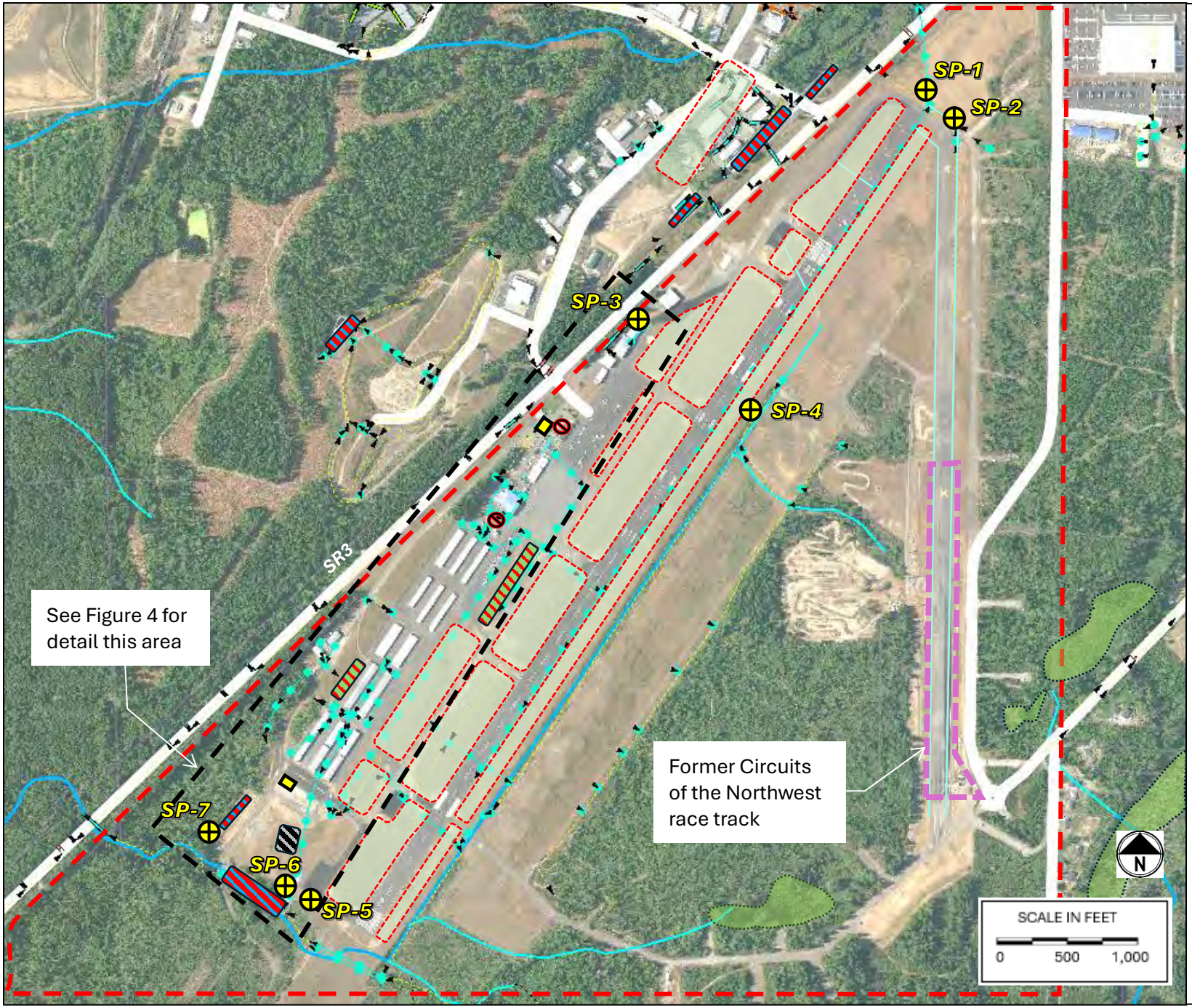
N

SCALE IN MILES

0 5 10

FIGURE 2. Port of Bremerton Airport and Industrial Park

Stormwater Pollution Prevention Plan



LEGEND

- Catch Basin
- Storm Pipe & Flow Direction
- Detention Pond
- Detention Vaults
- Grass Filter Strip
- BioPod
- Oil/Water Sep.
- Bioswale
- Ditch
- Culvert
- Stream, Type F
- Stream, Type N
- Wetland
- Sampling Station
- Airport Site

FIGURE 3. Stormwater Site Plan

Bremerton National Airport

PORT OF Bremerton Washington

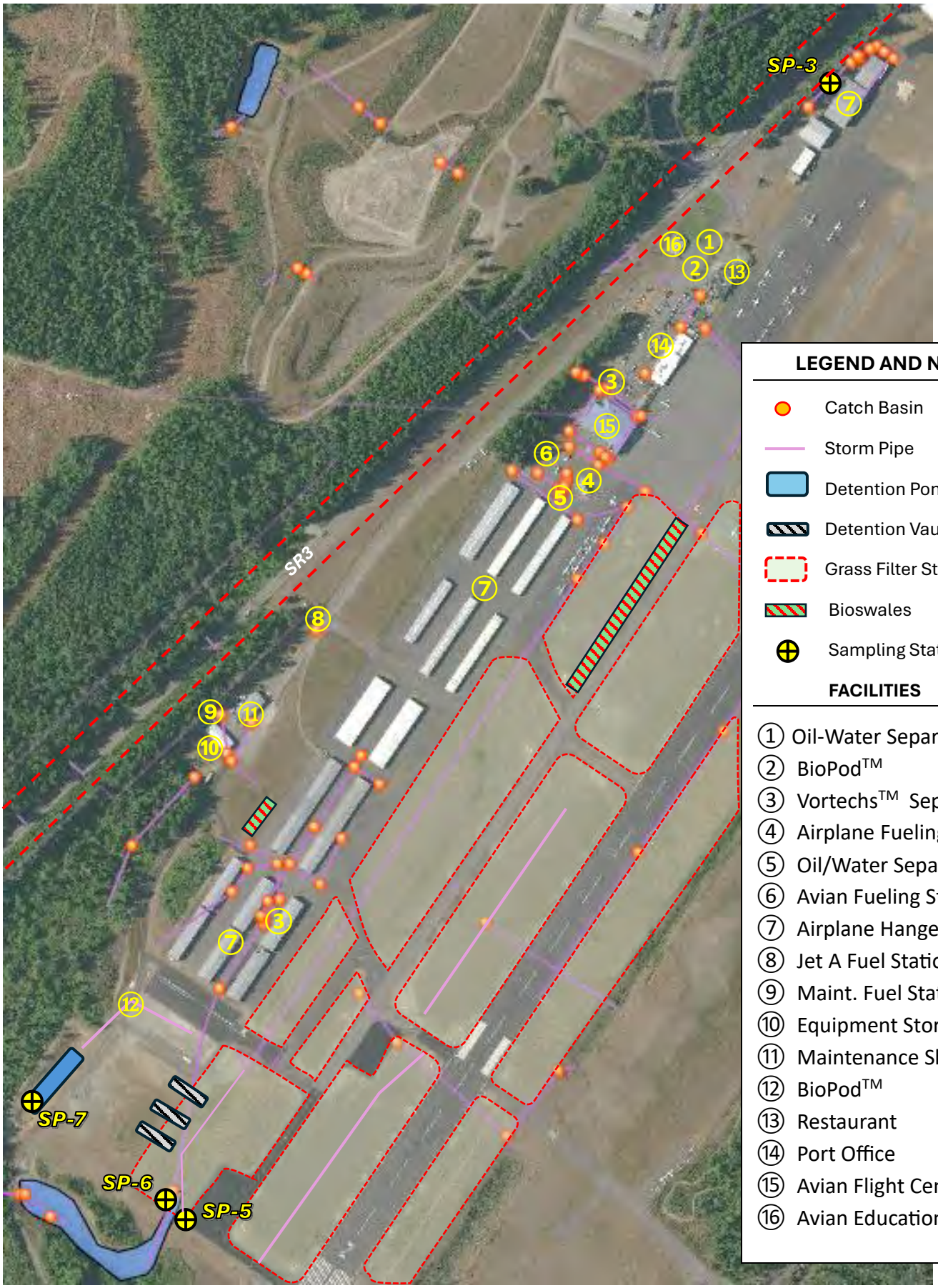


FIGURE 4. Stormwater Site Plan Detail

Stormwater Pollution Prevention Plan

- Surface water locations (including wetlands and drainage ditches);
- Areas of potentially significant existing and potential soil erosion;
- Vehicle maintenance areas; and
- Lands and waters adjacent to the site that may be helpful in identifying discharge points or drainage routes.

2.3 Inventory of Industrial Activities and Materials (S3.B.2.b & S3.B.2.c)

Operations and activities at the facility that are considered industrial activities under the Permit include aircraft storage and maintenance, fueling, and equipment storage and maintenance. These activities are generally performed by facility tenants, who currently include a restaurant, aviation education center, a private aircraft maintenance shop (Avian Flight Center) and private hangers.

Industrial activities at the facility that may potentially be sources of pollutants to stormwater and the area where the activity occurs at the facility are described below along with the materials handled or generated as part of the activity. Table 3 at the end of this section provides a summary chemical inventory description.

2.3.1 Aircraft Maintenance

Aircraft and equipment maintenance occurs primarily inside the various onsite buildings. These buildings are covered, and have impermeable concrete floors with no floor drains and/or drains connected to dead-end sumps or the sanitary sewer. Waste oil, cleaners/detergents, solvents, ethylene glycol, paints and miscellaneous trash generated inside these buildings have low potential to pollute stormwater, as they are handled and stored indoors in accordance with BMPs designed to minimize or eliminate exposure to precipitation and runoff.

2.3.2 Airplane Storage Hangers

Hangars leased from the Port are covered under a lease agreement that limits the types and amounts of chemicals that can be used or stored onsite, the types of maintenance activities the tenants can perform (minimal only), and the types of vehicles the tenants can store (airplanes only, or a vehicle if the airplane is being used). The lease also allows the Port to conduct quarterly inspections of the hangars to ensure compliance with the lease agreement. Limited quantities of chemicals (fuel, oils, grease, etc.) are typically kept inside these hangars as part of normal airplane maintenance and operation. The hangars have concrete floors with no floor drains enabling any spills in this area to be readily cleaned up and re-used or disposed of pursuant to applicable waste disposal regulations and guidelines.

2.3.3 Fueling Stations and Storage Tanks

There are two aircraft related fueling stations at the facility and two mobile fuel trucks. Each of these fueling stations/operations are described below.

2.3.3.1 Remote Fueling Island

The remote fueling island is located in the center of the facility as shown in Figures 2 and 3. There are two fuel dispensers on the remote fuel island for public fueling of airplanes. The island has a roof structure to reduce exposure to precipitation, and cables to electrically bond the airplanes prior to fueling. The fuel pumps have a backflow preventer to shut off flow to prevent overfilling. The pumps operate only when the handle on the dispenser is pressed, and shut off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pumps is located approximately 100 feet south of the fuel island on the wall of an adjacent airplane hangar. Fueling operations are clearly described in a sign adjacent to the dispensers. Drainage trenches are located near both public dispensers. These trenches connect with an oil/water separator before discharging into the facility stormwater system. The oil/water separator is inspected monthly and after large storms for oil accumulation, sediment build-up and available capacity. The oil/water separator contains petroleum-absorbent pads. All aboveground equipment associated with the airplane fuel island is inspected on a daily, weekly and monthly basis by Avian Aeronautics/Avian Flight Center personnel. These inspections generally include verification that there is no damage to or leakage from the equipment, the equipment is functioning properly, and the dispensers are properly calibrated.

There are two 12,000-gallon underground Av-gas fuel tanks associated with the airplane fuel island. The tanks are located within a small, locked-fence area of the airport. Tank access manholes are covered to minimize exposure to the environment. The tanks are single-walled, with cathodic protection, a leak detection system, and audible and visual alarms to prevent overfilling. A fuel pump is connected to the tanks to fill a portable fuel truck operated by Avian Aeronautics/Avian Flight Center. The pump has a backflow preventer to shut off flow to prevent overfilling. The pump operates only when the handle on the dispenser is pressed, and shuts off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pump is located adjacent to the dispenser. Fueling operations are clearly described in a sign adjacent to the dispenser. Fuel dispensed from the tanks is automatically recorded as part of the tanks' leak detection software. A printout of this information is obtained and reconciled quarterly. The tanks are inspected monthly by airport personnel. This inspection includes a visual check for structural and operational problems including rust, damage and leakage.

The spill response drums in these areas are inspected monthly for various materials including absorbent pads and a storm drain cover. The tanks and piping are tightness-tested annually.

The leak detection system and the cathodic protection system is checked and inspected monthly, while the galvanic portion of the system is inspected every 3 years. A storm drain is located adjacent to the underground tanks. This drain connects directly with the airport's stormwater system including drainage ditches and detention pond. A cover is placed over this storm drain prior to fuel transfers directly to or from the tanks. Storm drains are inspected monthly to ensure proper condition and function.

2.3.3.2 Jet A Fuel Station

There is one 10,000-gallon underground tank associated with the Jet A fuel station. The fuel station is located within a small, locked-fence and un-paved area of the airport, with a roof structure overhead to reduce exposure to precipitation. The tank is single-walled, with cathodic protection, a leak detection system, and audible and visual alarms to prevent overfilling. A fuel pump is connected to the tank to fill a portable fuel truck operated by Avian Aeronautics/Avian Flight Center. The pump has a backflow preventer to shut off flow to prevent overfilling. The pump operates only when the handle on a dispenser is pressed, and shuts off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pump is located adjacent to the dispenser.

Fueling operations are clearly described in a sign adjacent to the dispenser. Fuel dispensed from the tank is automatically recorded as part of the tanks' leak detection software. A printout of this information is obtained and reconciled quarterly. The tank is inspected monthly by airport personnel. This inspection includes a visual check for structural and operational problems including rust, damage and leakage, and the presence of spill response materials including petroleum-absorbent pads and a storm drain cover. There are no storm drains adjacent to this tank area. The tanks and piping are tightness-tested annually. The leak detection system and the cathodic protection system is checked and inspected at least monthly, while the galvanic portion of the system is inspected every 3 years. All aboveground equipment associated with the Jet A fuel station is inspected on a daily, weekly and monthly basis by Avian Aeronautics/Avian Flight Center. These inspections vary in the depth of coverage, but generally include verification that there is no damage to or leakage from the equipment, the equipment is functioning properly, and the dispenser is properly calibrated.

2.3.3.3 Mobile Fueling Operations

Avian Aeronautics/Avian Flight Center operates and maintains 2 mobile fuel trucks at the airport. The trucks contain 2,000 gallons of Av-Gas and 3,000 gallons of Jet A fuel. The truck containers are single-wall construction with backflow preventers that shut off flow to prevent overfilling. The trucks are inspected daily, and maintained on a routine schedule and as-needed basis to ensure proper and safe operation. Each truck carries limited spill response equipment including a fire extinguisher, absorbent pads and a storm drain cover. When not

mobilized to some onsite location, the trucks are parked on paved areas adjacent to the Avian building.

Fuel transfers directly to or from the aboveground and underground tanks as well as the portable fuel trucks are performed under the inspection of airport, Avian Aeronautics/Avian Flight Center and/or corporate-hangar personnel. This inspection includes a visual and/or verbal verification of the volume and type of fuel to transfer prior to pumping. Drip pans and absorbent pads are also used as necessary to capture any spills or leaks from the fuel transfer process.

2.3.3.4 Other Fueling Operations

There is one 10,000-gallon aboveground Jet A fuel tank associated with the corporate hangars located immediately north of the main SR305 access road into the airport. This tank is of double-wall construction, and is inspected monthly by airport personnel. Copies of these inspection records are kept in the Port of Bremerton office located inside the main terminal building. Fuel transfers to or from the tank are monitored to prevent spillage, and the tank has audible and visual alarms to prevent overfilling. A drip pan is also used to capture any spills or leaks from the fuel transfer process. An emergency shut-off switch for the fuel pump is located along the west side of the tank area. A 55 gallon spill response drum and several fire extinguishers are located within the above ground tank area.

A storm drain is located near the tank. This drain connects to an oil/water separator before discharging offsite through the airport's stormwater drainage system. A cover is placed over this storm drain prior to fuel transfers to or from the tank. The oil/water separator contains petroleum-absorbent pads, and is inspected monthly and after large storms for unsaturated petroleum-absorbent pads, sediment build-up and available capacity.

2.3.4 Equipment Maintenance Area

The equipment maintenance area is located in the southwest portion of the site (see Figure 4) and consists of an equipment storage, fueling station and maintenance staff support building. The building has a concrete floor with no floor drains.

Equipment maintenance performed at the maintenance building occurs within a paved area that has a storm drain connected to a 500-gallon dead-end sump. The sump contains petroleum-absorbent pads. The sump is inspected at least monthly and after large storms for unsaturated petroleum-absorbent pads, sediment build-up and available capacity. Liquid and sediment from the sump is removed and disposed of as necessary. Equipment and vehicles are washed using a standard water hose, bucket and biodegradable soap.

There are two 2,000-gallon aboveground gasoline and diesel fuel storage tanks located at the maintenance building. These tanks are located under a covered area. The tanks are of double-wall construction with audible and visual alarms to prevent overfilling. The pumps have a backflow preventer to shut off flow to prevent overfilling. The fuel pumps operate only when the handle on a dispenser is pressed, and shut off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pumps is located approximately 75 feet east on the southwest exterior of the maintenance building.

Fuel dispensed from the tanks is recorded manually on a fuel usage log sheet. This log sheet is reconciled approximately monthly to ensure proper accountability of all fuel bought and used, and to confirm there have been no leaks from the tanks. The tanks are inspected informally on an approximate daily basis as airport personnel work in the general vicinity. The tanks are formally inspected on a monthly basis for structural and operational problems including rust, damage and leakage, and the presence of spill response materials including petroleum absorbent pads and a storm drain cover. A storm drain is located adjacent to the aboveground tanks. This drain connects with a 500-gallon dead-end sump in the event of a spill or release from the tanks. The sump contains petroleum-absorbent pads. The sump is inspected at least monthly and after large storms for unsaturated petroleum-absorbent pads, sediment build-up and available capacity.

2.3.5 Port Offices, Restaurant and Parking Lot

The Port offices and a restaurant and associated parking lots are located in the central portions of the site. No significant industrial activities occur in these areas. Potential pollutant sources within the area consist of solid waste dumpsters and leakage of petroleum from various parked vehicles that use the area.

Stormwater from Port offices, restaurant, Avian Aeronautics/Avian Flight Center parking lots is treated within a combination of an oil/water separator, hydrodynamic separator and Biopod™ treatment vault prior to being routed through various storm drains, culverts and drainage ditches to an engineered piping network and detention pond located at the southern end of the property (see Figures 3 and 4). Water from this pond either evaporates, infiltrates into the underlying soil, or is control-discharged through an outfall.

2.3.6 Circuits of the Northwest Racetrack

The Port has historically leased a portion of the facility to the Circuits of the Northwest (CNW) for periodic vehicle racing activities. No permanent fueling occurs in this area and various oils and other chemicals are kept in portable containers that are stored in larger portable metal container buildings. The CNW operations ended in October 2024, and the Port is requiring

removal of all racetrack related materials from the site. No future stormwater source control or treatment will therefore be required at the CNW location.

2.3.7 Olympic View Industrial Park Roads

Public roads within the Olympic View Industrial Park (OVIP) are owned by the City of Bremerton, but are currently maintained by the Port (Figure 5). There are no specific sources of potential contamination on these roads; however, these roads serve the public including a variety of industrial tenants and therefore generate stormwater. The Port uses a variety of BMPs for these roads as described in section 3.0.

2.3.8 Other Potential Pollutant Sources

The facility has numerous roofs and fences composed of galvanized materials that can be a source of zinc to stormwater. Sampling has not identified zinc or other metals at levels above Permit limits and therefore no additional source control for these potential sources is necessary or proposed.

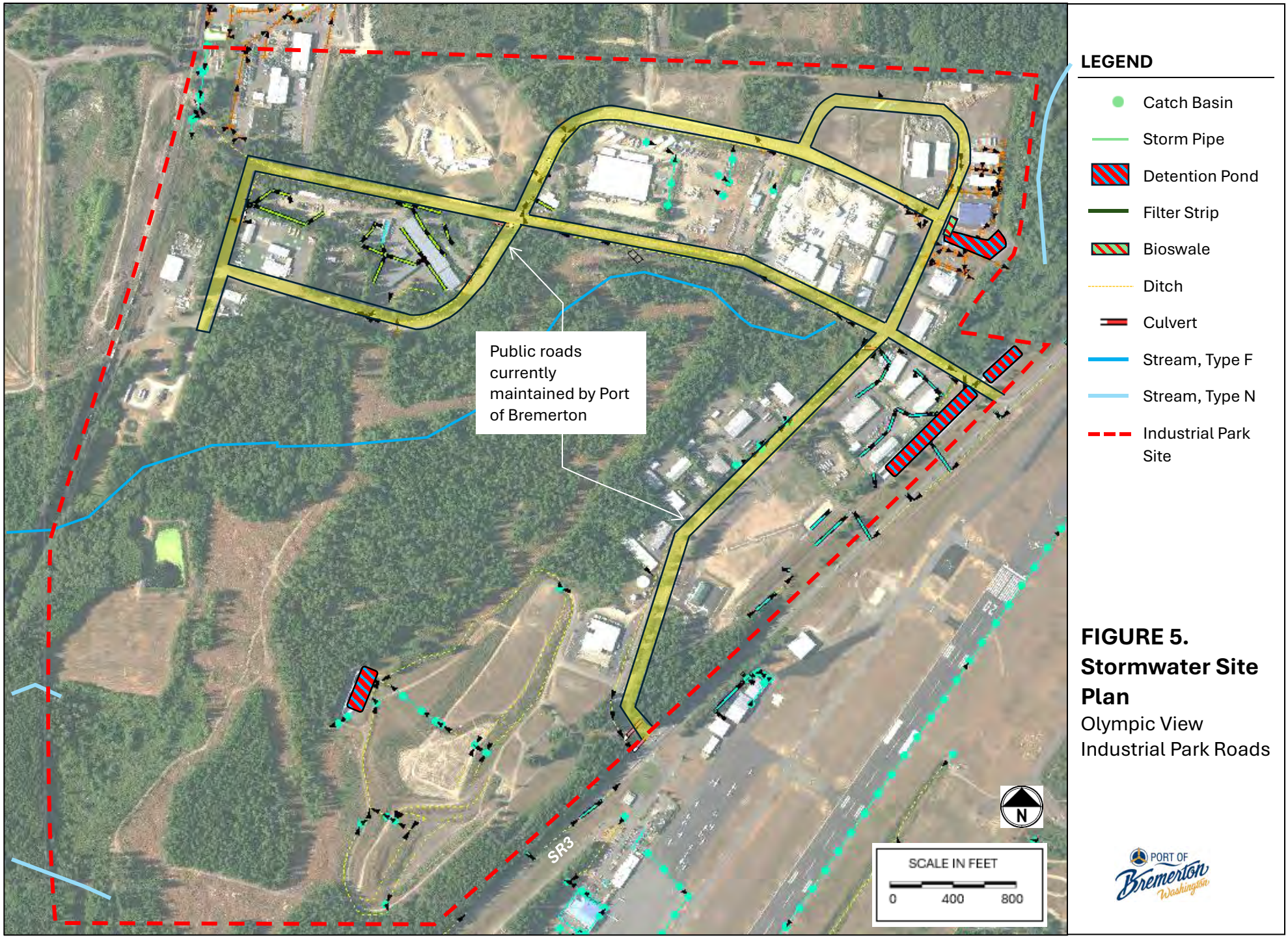


FIGURE 5. Stormwater Site Plan

Olympic View Industrial Park Roads

2.3.9 Runway and Airplane Deicing

The airport does not use any chemicals to de-ice airplanes or the runway areas. De-icer is only used in very limited quantities and as necessary on sidewalks and other paved public areas.

2.3.10 Spills and Leaks

There have been no known or significant spills or leaks of toxic or hazardous pollutants that resulted in ongoing exposure to stormwater exist at the facility in the last five years.

2.3.11 Past Cleanup Areas and Sources

Past spills and cleanup activities at the site are summarized at the end of Table 2. Based on these remedial actions, the Port of Bremerton has received a "No Further Action" determination from Ecology, and the sites has been removed from Ecology's Hazardous Sites lists. These sites do not therefore represent a potential source or pathway for stormwater contamination.

Table 2. Chemical inventory and locations.

Location	Chemical or Waste Material	Typical Container/Volume	Potential to be Present in Stormwater
Main Terminal Building	Various household-type chemicals	Minimal volumes only as needed in various small containers.	Minimal
Maintenance Building	New oil	Various small containers and 55-gallon drums inside the building	Minimal
	Waste oil	One (1) 250-gallon tank inside the building.	Minimal
	New hydraulic fluid	One (1) 55-gallon drum inside the building.	Minimal
	Waste hydraulic fluid	One (1) 55-gallon drum inside the building.	Minimal
	New antifreeze	Various small containers as needed inside the building.	Minimal
	Waste antifreeze	One (1) 55-gallon drums inside the building.	Minimal
	Welding gases	Small volumes only as needed in various cylinder tanks inside the building.	Minimal
	Propane	Small volumes only as needed in various cylinder tanks inside the building.	Minimal
	De-icer	Small volumes only as needed in various small containers inside the building.	Minimal
	Various household-type chemicals including biodegradable soap	Minimal volumes only as needed in bags (solids) and gallon-size containers (liquids) in flammable materials shed outside the building.	Minimal
	Various small volume chemical products including herbicides, paint and oil	Minimal volumes only as needed in bags (solids) and gallon-size containers (liquids) in flammable materials shed outside the building.	Minimal
	Gasoline and diesel fuel	Two (2) 2,000-gallon double-wall above ground tanks outside the building.	Minimal
Airplane Fuel Island	Av-Gas	Two (2) 12,000-gallon underground tanks.	Minimal

Table 2 (continued). Chemical inventory and locations.

Location	Chemical or Waste Material	Typical Container/Volume	Potential to be Present in Stormwater
Jet A Fuel Station	Jet A fuel	One (1) 10,000-gallon underground tank.	Minimal
Various locations	Waste fuel	Occasional 3-gallon red-colored containers located in various areas of the airport facility for minor amounts of waste fuel generated as part of the pre- flight check of each airplane.	Minimal
Fire House Aviation Education Center (tenant)	Various household-type chemicals	Small volumes only as needed in various small containers inside the building.	Minimal
Restaurant (tenant)	Waste oil/grease	One aboveground enclosed container outside the building, and one grease trap outside the building that discharges to the Port's sanitary sewer system. Cleaned on a quarterly basis.	Minimal
	Various household-type chemicals	Minimal volumes only as needed in various small containers inside the building.	Minimal
Avian Aeronautics Avian Flight Center (tenant)	New and waste oil, hydraulic fluid, paints, household chemicals	Various small containers as needed inside the building.	Minimal
	Av-Gas and Jet A fuel	Two (2) mobile fuel trucks with 2,000 gallons of Av-Gas and 3,000 gallons of Jet A fuel.	Low-Moderate. Source control and SPCC Plan used.
Hangars (leased and private tenants)	Various fuels, oil and grease	Small volumes in various small containers inside the building.	Minimal
	Jet A fuel	One (1) 10,000-gallon double-wall aboveground tank.	Minimal
Circuits of the Northwest (tenant)	Racing fuel and various fuels, oils and other chemicals.	Various portable containers as needed in covered and bermed area.	Minimal. Activity ended in Oct 2024.

Table 2 (continued). Chemical inventory and locations.

Location	Chemical or Waste Material	Typical Container/Volume	Potential to be Present in Stormwater
Paved and Un-paved parking, runway, maintenance building, hangars, CNW raceway and Avian Aeronautics/ Avian Flight Center	Oil leakage from employee, tenant and visitor vehicles, airplanes and equipment.	Small quantities typical of parking areas.	Moderate. Source control and treatment BMPs used.
Subgrade material for a return road paralleling the Bremerton Raceway	Class 2 and Class 3 petroleum- contaminated soil (PCS).	Contained on site. 4 - 6 inches of Class 2 and Class 3 PCS (288 cubic yards) spread over an approximate 22-foot width and 975-foot length of the roadway, overlain with 4 inches of gravel and 2 inches of asphalt.	Minimal. Clean up completed in 2000 and No Further Action letter received from WDOE.
Subgrade material for portions of access road east of the runway, and as subgrade for an access road from the CNW area to a Non- Directional (Navigation) beacon.	Class 2 petroleum-contaminated soil	Contained on site. 6 inches of Class 2 PCS (700 cubic yards) overlain by 2 inches of crushed rock. The 2 sections of access road along the wildlife fence are both 25 feet in width and 850 feet and 210 feet in length. The access road from the closed runway to the Navigation beacon is 25 feet wide and 450 feet in length.	Minimal. Clean up completed in 2000 and No Further Action letter received from WDOE.
Subgrade material for a parking area along the south and west sides of the maintenance building.	Class 3 petroleum-contaminated soil	Contained on site. 6 inches of Class 3 PCS (110 cubic yards) overlain by 2 inches of crushed rock and 2 inches of asphalt.	Minimal. Clean up completed in 2000 and No Further Action letter received from WDOE.

2.4 Stormwater Drainage System (S3.B.1.)

In general, the Port has three types of stormwater infrastructure facilities:

- Conveyance network of pipes, catch basins and ditches;
- Flow-control facilities such as detention ponds, detention vaults, and infiltration zones; and
- Stormwater quality treatment systems such as bioswales and treatment vaults.

These Port-owned components are summarized in Table 3. Primary stormwater system components are shown in Figures 3 and 4. The Port maintains its stormwater asset inventory using a surveyed map of the constructed system (Appendix A).

Table 3. Stormwater System Asset Inventory Summary.

STORMWATER ASSET	NO. FACILITIES OWNED BY PORT
CONVEYANCE	
Storm pipe (miles)	12
Ditches (miles)	5
Catch Basins	220
Outfalls	6
STREET SWEEPING	
Airport (acres)	150
Roads (miles)	5
Parking Lots (each)	1
FLOW CONTROL	
Detention Ponds	6
Detention Vaults	3
WATER QUALITY TREATMENT	
Oil-Water Separators	2
Treatment Vaults	3
Bioswales	3
Vegetated Filter Strips	12

3.0 BEST MANAGEMENT PRACTICES (S3.B.4.)

The Permit identifies the following five categories of BMPs that are typically needed at an industrial facility to manage stormwater discharge:

- **Operational Source Control BMPs (Section 3.1)** – (S3.B.4.b.i.): These BMPs are required at all facilities and are generally defined as managerial and operational measures implemented to prevent or reduce pollution of stormwater; they specifically exclude construction of pollution control measures. Examples include general housekeeping activities, formation of a pollution prevention team, and employee training.

- **Structural Source Control BMPs (Section 3.2)** – (S3.B.4.b.ii.): These BMPs consist of construction or use of a physical structure to control pollution of stormwater. Examples include construction of a roof over a material storage area or a containment berm around an above ground storage tank (AST).

- **Treatment BMPs (Section 3.3)** – (S3.B.4.b.iii.): These BMPs consist of stormwater treatment systems designed to treat polluted stormwater. Examples include use of oil/water separators to remove petroleum hydrocarbons and vegetated filter strips and bioswales to treat runway and roadway stormwater.

- **Stormwater Peak Runoff Rate and Volume Control BMPs (Section 3.4)** – (S3.B.4.b.iv): These BMPs provide stormwater detention to reduce the peak rate of stormwater runoff, thereby minimizing streambank erosion within receiving waters. Examples include stormwater detention ponds and vaults.

- **Erosion and Sediment Control BMPs (Section 3.5)** – (S3.B.4.b.v): These BMPs are designed to control soil erosion and are most commonly used during construction. Examples include seeding and covering exposed soil, and the use of silt fencing.

The following sections provides a general description of the action and BMPs that are required by the Permit (in blue italics) followed by a description of how these BMPs are used at the airport facility. Where applicable, the following sections reference the *Port of Bremerton Airport Stormwater Operation and Maintenance Manual* (O&M Manual) for additional detail on specific facility inspection, operation and maintenance measures. The BMPs contained in this SWPPP and the O&M Manual are consistent with the BMPs contained in Ecology's 2024 Stormwater Management Manual for Western Washington (SWMM) and the City of Bremerton Stormwater Maintenance Manual (2022).

3.1 Operational Source Control BMPs

This section describes general operational source control BMPs that are required by the Permit. Additional operational BMPs are listed in Section 3.2 for specific industrial activities and operations at the facility, where required by the Permit.

3.1.1 Good Housekeeping (S3.B.4.b.i.2)

The following good housekeeping BMPs are followed at the facility, unless noted otherwise:

Promptly contain and clean up solid and liquid pollutant leaks and spills, including oils, solvents, fuels, and dust, from manufacturing operations on any exposed soil, vegetation, or paved area.

Spill and Leaks BMPs: See Section 3.1.3 on spill prevention and cleanup for details.

Sweep all appropriate surfaces with vacuum sweepers quarterly or more frequently as needed for the collection and disposal of dust and debris that could contaminate stormwater.

Sweeping BMPs: It is anticipated that during the 2024-2026 period, areas where industrial activity takes place will be swept by a contractor. After 2026, the Port anticipates purchasing a sweeper that would be Port owned/operated. During the 2024-2026 period, the sweeping schedule may vary depending on contractor availability.

Do not hose down pollutants from any area to the ground, storm drains, conveyance ditches, or receiving water unless necessary for dust control purposes to meet air quality regulations. Convey pollutants before discharge to a treatment system approved by the local jurisdiction.

Clean oil, debris, sludge, etc., from all BMP systems regularly, including catch basins, settling/detention basins, oil/water separators, boomed areas, and conveyance systems, to prevent the contamination of stormwater. Refer to Ecology's regional offices to assist in determining if a waste must be handled as hazardous waste.

Catch Basin BMPs: See applicable catch basin maintenance BMPs in Section 3.2.5.1 and the O&M Manual.

Promptly repair or replace substantially cracked or otherwise damaged paved secondary containment, high-intensity parking, and any other drainage areas, which are subjected to pollutant material leaks or spills. Promptly repair or replace all leaking connections, pipes, hoses, valves, etc., that can contaminate stormwater.

Stormwater Systems: See Section 3.2.5 on Maintenance of Stormwater Drainage and Treatment Systems, and the O&M Manual.

Do not connect floor drains in potential pollutant source areas to storm drains, surface water, or to the ground.

Illicit Discharge Control: Refer to section 3.1.6 for details on illicit discharge monitoring and control.

In addition to the above BMPs, the Permit also specifically requires the following Good Housekeeping BMPs:

Identify and control all onsite sources of dust to minimize stormwater contamination from the deposition of dust on areas exposed to precipitation.

See Erosion Control section 3.4 for detail on control of fugitive dust.

Inspect and maintain bag houses monthly to prevent the escape of dust from the system. Immediately remove any accumulated dust at the base of exterior baghouses.

There are no baghouses located at the facility.

Keep all dumpsters under cover or fit with a lid that must remain closed when not in use.

Dumpsters are kept covered.

3.1.2 Preventive Maintenance (S3.B.4.b.i.3)

The following preventive maintenance BMPs are followed at the Port, unless noted otherwise:

Prevent the discharge of unpermitted liquid or solid wastes, process wastewater, and sewage to ground or surface water, or to storm drains discharging to surface water, or to the ground.

Conduct all oily parts cleaning, steam-cleaning, or pressure-washing of equipment or containers inside a building, or on an impervious contained area, such as a concrete pad. Direct rinse water and contaminated stormwater from such an area to approved treatment.

Do not pave over contaminated soil unless it has been determined that groundwater has not been and will not be contaminated by the soil.

Construct impervious areas that are compatible with the materials handled. Portland cement concrete, asphalt, or equivalent material may be considered.

Use drip pans to collect leaks and spills from industrial/commercial equipment such as industrial parts, trucks and other vehicles stored outside.

At industrial and commercial facilities, drain oil and fuel filters before disposal. Discard empty oil and fuel filters, oily rags, and other oily solid waste into appropriately closed and properly labeled containers, and in compliance with the Uniform Fire Code or International Building Code.

For the storage of liquids use containers, such as steel and plastic drums, that are rigid and durable, corrosion-resistant to the weather and fluid content, non-absorbent, watertight, rodent-

proof, and equipped with a close fitting cover.

For the temporary storage of solid wastes contaminated with liquids or other potential polluted materials, use dumpsters, garbage cans, drums, and comparable containers, which are durable, corrosion resistant, non-absorbent, non-leaking, and equipped with either a solid cover or screen cover to prevent littering. If covered with a screen, the container must be stored under a roof or other form of adequate cover.

Where exposed to stormwater, use containers, piping, tubing, pumps, fittings, and valves that are appropriate for their intended use and for the contained liquid.

Pressure-wash impervious surfaces contaminated with oils, metals, sediment, etc. Collect the resulting wash water for proper disposal (usually involves plugging storm drains, or otherwise preventing discharge and pumping or vactoring up wash water, for discharge to sanitary sewer or for vactor truck transport to a waste water treatment plant for disposal).

Equipment Cleaning and Washing Areas: Wash water from equipment cleaning is currently directed to a dead end sump.

In addition to these BMPs, the Permit also specifically requires the following Preventive Maintenance BMPs:

Clean catch basins when the depth of debris reaches 60 percent of the sump depth. In addition, the Permittee must keep the debris surface at least 6 inches below the outlet pipe.

Maintain ponds, tanks/vaults, catch basins, swales, filters, oil/water separators, drains, and other stormwater drainage/treatment facilities in accordance with the Maintenance Standards set forth in the SWMM.

See Section 3.2.5 on Maintenance of Stormwater Drainage and Treatment Systems.

Inspect all equipment and vehicles during monthly site inspections for leaking fluids such as oil, antifreeze, etc. Take leaking equipment and vehicles out of service or prevent leaks from spilling on the ground until repaired.

Monthly Inspections: Conduct monthly visual inspections and document the observations on the inspection form provided in Appendix B. Monthly inspections may occur during either storm or non-storm events. For monitoring during non-storm events, observation for floating debris, discoloration, etc., associated with stormwater would not apply, but would instead include the observation for any illicit discharges.

Immediately clean up spills and leaks (e.g., using absorbents, vacuuming) to prevent the discharge of pollutants.

Spills: See Spill Prevention and Emergency Cleanup (Section 3.1.3).

3.1.3 Spill Prevention and Cleanup (S3.B.4.b.i.4)

The following spill prevention and cleanup BMPs are applicable at the facility, unless noted otherwise:

Immediately upon discovery, stop, contain, and clean up all spills. If pollutant materials are stored onsite, have spill containment and cleanup kits readily accessible. Place and maintain emergency spill containment and cleanup kit(s) at outside areas where there is a potential for fluid spills. These kits should be appropriate for the materials being handled and the size of the potential spill.

Spill Prevention Control and Countermeasure (SPCC) Plan: The Port has an existing SPCC plan that describes procedures and BMPs for spill prevention, control and reporting. The SPCC plan is consistent with Permit requirements and is provided in Appendix C.

Onsite Spill Response Supplies: Spill kits are discussed in section 3.1.4.1 and the SPCC plan (Appendix C).

Additional Spill Cleanup Assistance: If a spill cannot be contained onsite with available resources, then a spill response contractor will be contacted.

If the spill has reached or may reach a storm sewer, groundwater, or surface water, notify local jurisdiction, Ecology, and the local sewer authority immediately. Notification must comply with federal spill reporting requirements.

To report a spill or to determine if a spill is a substance of a reportable quantity, call the Ecology regional office and ask for an oil spill operations or a hazardous waste specialist: Ecology Northwest Region (206-594-0000).

Ecology requires that oil spills be reported to the National Response Center (1 -800- 424-8802) and Washington State (1-800-258-5990 or 1-800-OILS-911). Report all non-oil spills to the Ecology Northwest Region Office. If the spill has reached or may reach a sanitary or storm sewer, notify Ecology immediately. Depending on what is spilled the Fire Department, City of Bremerton Police Department and the Kitsap Public Health District Environmental Health office may also need to be notified.

Do not flush absorbent materials or other spill cleanup materials to a storm drain. Collect the contaminated absorbent material as a solid and place in appropriate disposal containers.

3.1.4 Spill Prevention and Emergency Cleanup Plan

In addition to the BMPs listed in section 3.1.3, the Permit also specifically requires the SWPPP to include a Spill Prevention and Emergency Cleanup Plan (SPECP). The SPECP consists of the required BMPs listed below to prevent spills that can pollute stormwater. The SPCC Plan provided in Appendix C meets this BMP requirement.

Store all chemical liquids, fluids, and petroleum products on an impervious surface that is surrounded with a containment berm or dike that is capable of containing 10 percent of the total enclosed tank volume or 110 percent of the volume contained in the largest above ground storage tank (AST), whichever is greater.

Liquid Storage: The facility has two 2,000 gallon ASTs (gasoline and diesel) with double-wall construction at a fuel island at the maintenance shop, which is paved and located under a cover. The paved area drains to an existing 500-gallon dead end sump.

In addition, the Port operates the fuel facility at the airport, which consists of two 12,000-gallon Aircraft Fuel underground storage tank (UST) piped to two self-service dispensers at the fuel island. The fuel system was upgraded in 1998 to meet Ecology standards. Underground storage tank (UST) integrity testing is conducted as required.

Prevent precipitation from accumulating in containment areas with a roof or equivalent structure or include a plan on how it will manage and dispose of accumulated water if a containment area cover is not practical.

Roofs are provided over fueling areas.

Locate spill kits within 25 ft of all stationary fueling stations, fuel transfer stations, mobile fueling units, and used oil storage/transfer locations. At a minimum, spill kits shall include: i) oil absorbents capable of absorbing 15 gallons of fuel, ii) a storm drain plug or cover kit, iii) a non-water containment boom, a minimum of 10 ft in length with a 12-gallon absorbent capacity, iv) a non-metallic shovel, and v) two 5-gallon buckets with lids.

Spill Kits: There is a covered and enclosed area located near the fuel island that contains a Spill Kit. Spill kits and documentation methods are described in the SPCC plan (Appendix C).

Do not lock shut-off fueling nozzles in the open position. Do not "top off" tanks being refueled. Block, plug, or cover storm drains that receive runoff from areas where fueling, during fueling.

Use drip pans or equivalent containment measures during all petroleum transfer operations.

Locate materials, equipment, and activities so that leaks are contained in existing containment and diversion systems (confine the storage of leaky or leak-prone vehicles and equipment awaiting maintenance to protected areas).

Use drip pans and absorbents under or around leaky vehicles and equipment or store indoors, where feasible. Drain fluids from equipment and vehicles prior to onsite storage or disposal.

Maintain a spill log that includes the following information for chemical and petroleum spills: date, time, amount, location, and reason for spill; date/time clean up completed, notifications made and staff involved.

3.1.5 Employee Training (S3.B.4.b.i.5)

The following employee training BMPs are followed at the facility unless noted otherwise:

Train all employees that work in pollutant source areas in identifying pollutant sources to stormwater and in understanding pollutant control measures, spill response procedures, and environmentally acceptable material handling practices, particularly those related to vehicle/equipment liquids such as fuels, and vehicle/equipment cleaning. Use Ecology's "Stormwater Pollution Prevention Planning for Industrial Facilities" (WQ-R-93-015, 9/93) as a training reference.

Employee Training: Employee training is specifically required by the Permit. The Port provides equipment safety training to employees who perform industrial and O&M activities. The training, conducted as part of new employee orientation, and at least once per year thereafter, also covers the contents of this SWPPP. A log will be maintained documenting training dates and attendees. The training log will be maintained and updated in Appendix D, which also provides blank training attendance log forms.

3.1.6 Inspections and Recordkeeping (S3.B.4.b.i.6)

Inspection and record keeping requirements and procedures are described in section 5. The following inspection and recordkeeping BMPs are followed at the facility, unless noted otherwise:

Verify that the descriptions of the pollutant sources identified in the stormwater pollution control program are accurate.

Pollutant Source Descriptions: Inspections will be conducted monthly, as required, by qualified personnel. This SWPPP will be updated if new potential sources are identified or if existing potential sources are eliminated.

Verify that the stormwater pollutant controls (i.e., BMPs) being implemented are adequate.

BMP Inspections: This verification will be made by comparing stormwater monitoring results to benchmark values (see Section 4) and through monthly visual inspection of facility BMPs which will be documented on the Monthly Inspection Report (Appendix B).

Include observations of the presence of floating materials, suspended solids, oil and grease, discoloration, turbidity, and odor in the stormwater discharges; in outside vehicle maintenance/repair areas; and liquid handling and storage areas. In areas where acid or alkaline materials are handled or stored, use a simple litmus or pH paper to identify those types of stormwater contaminants where needed.

Stormwater Observations: These observations will be made a part of the quarterly sampling events and also through monthly inspections that occur during storm events as described in

Chapter 5, Record Keeping and Reporting.

Determine whether there is/are unpermitted non-stormwater discharges to storm drains or receiving waters, such as process wastewater and vehicle/equipment wash water, and either eliminate or obtain a permit for such a discharge. Water from washing vehicles or equipment, steam cleaning and/or pressure washing is considered process wastewater and must collect in a tank for off-site disposal.

During each monthly site inspection, check for signs of illicit discharges, especially during dry weather when stormwater isn't discharging from the site. Each monthly site inspection will include:

- *Observations made at stormwater sampling locations and areas where stormwater associated with industrial activity is discharged 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 stormwater discharge(s).*
- *Observations for the presence of illicit discharges such as domestic wastewater, noncontact cooling water, or process wastewater (including leachate). If an illicit discharge is discovered, the Permittee shall notify Ecology within seven days, and the facility shall eliminate the illicit discharge within 30 days.*

Unpermitted Non-stormwater Discharges: The assessment and determination for unpermitted discharges will be made as part of the monthly inspections described in Chapter 5.

3.2 Operational and Structural Source Control BMPs (S3.B.4.b.i&ii)

This section describes operational and structural source control BMPs applicable to specific industrial activities at the airport facility. In addition to the specific industrial activities listed below, the airport facility is also required by the Permit to include the following structural source control BMPs to minimize the exposure of manufacturing, processing, and material storage areas to precipitation and runoff. The facility uses these structural source control BMPs unless otherwise stated.

Use grading, berming, or curbing to prevent runoff of contaminated flows and divert run-on away from manufacturing, processing, and material storage areas.

Perform all cleaning operations indoors, under cover, or in bermed areas that prevent stormwater runoff and run-on and capture any overspray. Drain wash water to a collection system for further treatment or storage.

3.2.1 BMPs for Fueling at Dedicated Stations

This section describes the operational and structural source control BMPs for fueling at dedicated fueling stations. A fueling station transfer fuels from a stationary pumping station to mobile vehicles or equipment. It includes aboveground or underground fuel storage facilities. Typical causes of stormwater contamination at fueling stations can include leaks/spills of fuels, lube oils, radiator coolants, and vehicle wash water.

There are two dedicated fueling stations at the facility; one at the aircraft fueling island and one at the maintenance shop. These fueling stations are described in section 2.3.3.

3.2.1.1 Operational BMPs

The following operational BMPs for fueling at dedicated stations are required and are followed at the airport facility unless noted otherwise. Refer to section 2.3.3 for a complete description of fueling facilities and associated BMPs.

Prepare an emergency spill response and cleanup plan (per Section 426 BMPs for Spills of Oil and Hazardous Substances) and have designated trained person(s) available either on site or on call at all times to promptly and properly implement that plan and immediately clean up all spills. Keep suitable cleanup materials, such as dry adsorbent materials, on site to allow prompt cleanup of a spill.

Train employees on the proper use of fuel dispensers. Post signs in accordance with the Uniform Fire Code (UFC) or International Fire Code (IFC). Post "No Topping Off" signs (topping off gas tanks causes spillage and vents gas fumes to the air). Make sure that the automatic shutoff on the fuel nozzle is functioning properly.

The person conducting the fuel transfer must be present at the fueling pump during fuel transfer, particularly at unattended or self-serve stations.

Keep drained oil filters in a suitable container or drum.

3.2.1.2 Structural Source Control BMPs

The following structural BMPs for fueling at dedicated stations are required and are followed at the airport facility unless noted otherwise. Refer to section 2.3.3 for a complete description of fueling facilities and associated BMPs.

Design the fueling island to control spills (dead-end sump or spill control separator in compliance with the UFC or IFC), and to treat collected stormwater and/or wastewater to required levels. Slope the concrete containment pad around the fueling island toward drains; either trench drains, catch basins and/or a dead-end sump. The slope of the drains shall not be less than 1 percent (Section 7901.8 of the UFC, Section 5703.6.8 of the IFC).

Drains to treatment facilities must have a normally closed shutoff valve. The spill control sump

must be sized in compliance with Section 7901.8 of the UFC; or

Design the fueling island as a spill containment pad with a sill or berm raised to a minimum of 4 inches (Section 7901.8 of the UFC) to prevent the runoff of spilled liquids and to prevent run-on of stormwater from the surrounding area. Raised sills are not required at the open-grate trenches that connect to an approved drainage-control system.

The fueling pad must be paved with Portland cement concrete, or equivalent. Ecology does not consider asphalt an equivalent material.

The fueling island must have a roof or canopy to prevent the direct entry of precipitation onto the spill containment pad. The roof or canopy should, at a minimum, cover the spill containment pad (within the grade break or fuel dispensing area) and preferably extend several additional feet to reduce the introduction of windblown rain. Convey all roof drains to storm drains outside the fueling containment area.

Convey stormwater collected on the fuel island to an approved treatment system such as an oil/water separator and a basic treatment BMP such as biofilters. Discharges from treatment systems to storm drains or surface water or to the ground must not display ongoing or recurring visible sheen and must not contain oil and grease.

Transfer the fuel from the delivery tank trucks to the fuel storage tank in impervious contained areas and ensure that appropriate overflow protection is used. Alternatively, cover nearby storm drains during the filling process and use drip pans under all hose connections.

Structural Treatment: The aircraft fuel island area drains to an oil/water separator before connecting to the stormwater system. The maintenance shop fuel area currently connects to a 500 gallon dead end sump.

3.2.2 BMPs for Maintenance and Repair of Vehicles and Equipment

This section describes the required BMPs for the maintenance and repair of vehicles and equipment. Potential pollutant sources include parts/vehicle cleaning, spills/leaks of fuel and other liquids, replacement of liquids, outdoor storage of batteries/liquids/parts, and vehicle parking. The airport facility maintains and repairs aircraft and vehicles onsite, primarily within covered buildings.

3.2.2.1 Operational BMPs

The following operational BMPs for maintenance and repair of vehicles and equipment are followed at the airport facility, unless noted otherwise.

Inspect all incoming vehicles/aircraft, parts, and equipment stored temporarily outside for leaks.

Use drip pans or containers under parts or vehicles/aircraft that drip or that are likely to drip

liquids, such as during dismantling of liquid-containing parts or removal or transfer of liquids.

Remove batteries and liquids from vehicles/aircraft and equipment in designated areas designed to prevent stormwater contamination. Store cracked batteries in a covered non-leaking secondary containment system.

Remove liquids from vehicles/aircraft retired for scrap.

Empty oil and fuel filters before disposal. Provide for proper disposal of waste oil and fuel.

Do not pour/convey washwater, liquid waste, or other pollutants into storm drains or to surface water. Check with the local sanitary sewer authority for approval to convey water to a sanitary sewer.

Do not connect maintenance and repair shop floor drains to storm drains or to surface water.

3.2.2.2 Structural Source Control BMPs

The following structural source control BMPs for maintenance and repair of vehicles/aircraft and equipment are followed at the facility, unless noted otherwise:

Conduct maintenance and repair of aircraft and related equipment in a building, or other covered impervious containment area that is sloped to prevent run-on of uncontaminated stormwater and runoff of contaminated water.

Aircraft and Vehicle Maintenance: Aircraft maintenance is performed inside covered hangers. The existing dead end sump at the Port maintenance shop may be utilized in the event pressure or steam cleaning of vehicles and related maintenance equipment is performed. See also section 3.2.9.

3.2.3 BMPs for Maintenance of Roadside Ditches

This section describes the operational BMPs for maintenance of roadside ditches. Common road debris including eroded soil, oils, vegetative particles, and heavy metals can be sources of stormwater pollutants. Public roads maintained by the Port are described in section 2 and include the industrial park and Airport Way.

3.2.3.1 Operational BMPs

The following operational BMPs for maintenance of roadside ditches are required and are followed at the airport facility, unless noted otherwise:

Inspect roadside ditches regularly to identify sediment accumulations and localized erosion.

Clean ditches on a regular basis, as needed. Keep ditches free of rubbish and debris.

Vegetation in ditches often prevents erosion and cleanses runoff waters. Remove vegetation only when flow is blocked or excess sediments have accumulated. Conduct ditch maintenance (seeding, fertilizer application, and harvesting) in late spring and/or early fall, where possible. This allows re-establishment of vegetative cover by the next wet season thereby minimizing erosion of the ditch, as well as making the ditch effective as a biofilter.

In the area between the edge of the pavement and the bottom of the ditch, commonly known as the "bare earth zone," use grass vegetation, wherever possible. Establish vegetation from the edge of the pavement, if possible, or at least from the top of the slope of the ditch.

Maintain diversion ditches on top of cut slopes constructed to prevent slope erosion by intercepting surface drainage to retain their diversion shape and capability.

Do not leave ditch cleanings on the roadway surfaces. Sweep, collect, and dispose of dirt and debris remaining on the pavement at the completion of ditch cleaning operations.

Examine culverts on a regular basis for scour or sedimentation at the inlet and outlet, and repair as necessary. Give priority to those culverts conveying perennial and/or salmon-bearing streams and culverts near streams in areas of high sediment load, such as those near subdivisions during construction.

Maintenance Procedures: The Port maintains roadside ditches to preserve the condition and capacity for which they were originally constructed, and to minimize bare or thinly vegetated ground surfaces. Maintenance practices provide for erosion and sediment control. Operation and maintenance practices for roadside stormwater components are described in the Port of Bremerton O&M Manual.

3.2.4 BMPs for Maintenance of Stormwater Drainage and Treatment Systems

This section describes the operational BMPs for maintenance of stormwater drainage and treatment systems that include conveyance systems, catch basins, detention facilities such as ponds and vaults, oil and water separators, biofilters, and all other types of stormwater treatment systems presented in Volume V of the SWMMWW. The specific stormwater systems at the airport are described in section 2.

3.2.4.1 Operational BMPs

The following operational BMPs for stormwater drainage and treatment systems are required and are followed at the airport facility, unless noted otherwise:

Inspect and clean treatment BMPs, conveyance systems, and catch basins, as needed, and determine whether improvements in O&M are needed.

Promptly repair any deterioration threatening the structural integrity of the facilities. These include replacement of cleanout gates, catch basin lids, and rock in emergency spillways.

Ensure that storm sewer capacities are not exceeded and that heavy sediment discharges to the sewer system are prevented.

Regularly remove debris and sludge from structural BMPs used for peak-rate control, treatment, etc., and discharge to a sanitary sewer, if approved by the sewer authority, or truck to a local or state government-approved disposal site.

Clean catch basins when the depth of deposits reaches 60 percent of the sump depth as measured from the bottom of the basin to the invert of the lowest pipe into or out of the basin. However, in no case should there be less than 6 inches clearance from the debris surface to the invert of the lowest pipe. Clean woody debris in a catch basin as frequently as needed to ensure proper operation of the catch basin.

Post warning signs: "Dump No Waste – Drains to Groundwater," "Streams," "Lakes," or emboss on or adjacent to all storm drain inlets where practical.

Disposal of sediments and liquids from the catch basins must comply with "Recommendations for Management of Street Wastes" from Appendix IV-B of the SWMMWW, available online at: https://fortress.wa.gov/ecy/ezshare/wq/Permits/Flare/2019SWMMWW/2019SWMMWW.htm#Topics/VolumeIV/App_ManagementOfStreetWastes.htm?TocPath=2019%2520SWMMWW%257CVolume%2520IV%2520-%2520Source%2520Control%2520BMP%2520Library%257C 10.

Maintenance Procedures: Operation and maintenance practices for all stormwater system components including catch basins, vaults, pipes, bioswales, vegetated filter strips, detention ponds and oil/water separators are described in the Port of Bremerton O&M Manual.

3.2.5 BMPs for Parking and Storage of Vehicles and Equipment

This section describes the operational and treatment BMPs for parking and storage of vehicles and equipment. Parking areas for fleet vehicles, equipment and Port staff can be sources of toxic hydrocarbons and other organic compounds, oils and greases, metals, and suspended solids caused by the parked vehicles. The airport facility maintains both parking for the public near the main terminal, as well as parking and storage of maintenance vehicles and equipment. Aircraft that are not waiting to use the runway are parked and stored inside covered hangers.

3.2.5.1 Operational BMPs

The following operational BMPs for parking and storage of vehicles and equipment are required and are followed at the airport facility, unless noted otherwise:

Do not hose down the area to a storm drain or to a receiving water. Sweep parking lots, storage areas, and driveways, regularly to collect dirt, waste, and debris.

3.2.5.2 Treatment BMPs

The following treatment BMP for parking and storage of vehicles and equipment is required and followed at the airport facility, unless noted otherwise:

An oil removal system such as an API or CP oil and water separator, catch basin filter, or equivalent BMP, approved by the local jurisdiction, is applicable for parking lots meeting the threshold vehicle traffic intensity level of a high-use site.

If the pollutant-generating impervious surface (PGIS) for a high-use site exceeds 5,000 sf in a threshold discharge area, an oil control BMP from the Oil Control Menu is necessary. A high-use site at a commercial or industrial establishment has one of the following characteristics: 1) Is subject to an expected average daily vehicle traffic (ADT) count equal to or greater than 100 vehicles per 1,000 sf of gross building area, or 2) Is subject to storage of a fleet of 25 or more diesel vehicles that are over 10 tons gross weight (trucks, buses, trains, heavy equipment, etc.).

Parking and Equipment Storage: The airport currently users an oil/water separator at the main public parking lot. An additional oil/water separator will be installed in the future at the maintenance shop where maintenance vehicles and equipment are parked and stored.

3.2.6 BMPs for Roof/Building Drains at Manufacturing and Commercial Buildings

This section describes the operational, structural source control, and treatment BMPs for roof/building drains at manufacturing and commercial buildings. Stormwater runoff from roofs and sides of manufacturing and commercial buildings can be sources of pollutants caused by leaching of roofing materials, building vents, and other air emission sources.

The airport facility has multiple buildings with roof and siding materials made of galvanized metal, which contains zinc. However, copper and zinc levels at discharge sample points have been consistently below permit benchmarks for the entirety of the current permit period.

3.2.6.1 Operational and Structural BMPs

The following BMPs for roof/building drains at manufacturing and commercial buildings are required and are followed at the airport facility, unless noted otherwise:

If leachate and/or emissions from buildings are suspected sources of stormwater pollutants, then sample and analyze the stormwater draining from the building. Sweep the area routinely to remove any zinc residuals.

If a roof/building stormwater pollutant source is identified, implement appropriate source control measures such as air pollution control equipment, selection of materials, operational changes, material recycle, process changes, etc.

The airport facility has multiple buildings with roof and siding materials made of galvanized metal,

which contains zinc. However, copper and zinc levels at discharge sample points have been consistently below permit benchmarks for the entirety of the previous and current permit period. No additional operational BMPs are therefore necessary at this time. In the future, if benchmarks for metals are found to be exceeded during quarterly sampling events, then additional operational controls would be considered.

Structural controls may also be considered if benchmark metal values are exceeded and buildings are determined to be the source of contamination. Structural controls typically consist of paint/coat the galvanized surfaces as described in Ecology Publication No. 08-10-025.

3.2.6.2 Treatment BMPs

The following treatment BMP for roof/building drains at manufacturing and commercial buildings is required and is followed at the facility, unless noted otherwise:

Treat runoff from roofs to the appropriate level.

Based on previous sampling results, treatment BMPs are not required.

3.2.7 BMPs for Spills of Oil and Hazardous Substances

This section describes the operational BMPs for spills of oil and hazardous substances. Federal law requires owners or operators of facilities engaged in drilling, producing, gathering, storing, processing, transferring, distributing, refining, or consuming oil and/or oil products to have a Spill Prevention, Control and Countermeasures (SPCC) Plan. The SPCC plan is required if the aboveground storage capacity of the facility is 1,320 gallons or more of oil, or the belowground storage capacity is more than 42,000 gallons. The Port's SPCC plan is provided in Appendix C.

3.2.7.1 Operational BMPs

The following operational BMPs for spills of oil and hazardous substances are required and are followed at the facility, unless noted otherwise:

Prepare an SPCC Plan, which includes:

- *A description of the facility including the owner's name and address.*
- *The nature of the activity at the facility.*
- *The general types of chemicals used or stored at the facility.*
- *A site plan showing the location of storage areas for chemicals, the locations of storm drains, the areas draining to them, and the location and description of any devices to stop spills from leaving the site such as positive control valves.*
- *Cleanup procedures.*
- *Notification procedures used in the event of a spill, such as notifying key personnel.*

Agencies such as Ecology, local fire department, Washington State Patrol, and the local Sewer Authority, shall be notified. The name of the designated person with overall spill cleanup and notification responsibility.

Train key personnel in the implementation of the SPCC Plan. Prepare a summary of the plan and post it at appropriate points in the building, identifying the spill cleanup coordinators, location of cleanup kits, and phone numbers of regulatory agencies to contact in the event of a spill.

Update the SPCC Plan regularly.

Immediately notify Ecology, the local jurisdiction, and the local Sewer Authority if a spill may reach sanitary or storm sewers, groundwater, or surface water, in accordance with federal and Ecology spill reporting requirements.

Immediately clean up spills. Do not use emulsifiers for cleanup unless there is an appropriate disposal method for the resulting oily wastewater. Do not wash absorbent material down a floor drain or into a storm sewer.

Locate emergency spill containment and cleanup kit(s) in high-potential spill areas. The contents of the kit shall be appropriate for the type and quantities of chemical liquids stored at the facility.

3.2.8 BMPs for Washing and Steam-Cleaning Vehicles, Equipment, Buildings and/or Structures

This section describes the operational, structural source control, and treatment BMPs for washing and steam-cleaning vehicles/equipment/building structures. Cleaning can include hand washing, scrubbing, sanding, pressure washing or steam. Wash water from cleaning activities can contain oil and grease, suspended solids, heavy metals, soluble organics, soaps, and detergents that can contaminate stormwater.

3.2.8.1 Operational BMPs

The preferred operational BMP is to cover and/or contain the cleaning activity, or conduct the activity inside a building, to separate the uncontaminated stormwater from the wash water sources. Convey wash water to the existing dead end sump for temporary storage before proper disposal, or recycling. Under this preferred approach, no discharge to the ground, to a storm drain, or to surface water should occur.

3.2.8.2 Structural Source Control BMPs

The following structural source control BMPs for washing and steam-cleaning vehicles/equipment/building structures are required and are followed at the airport facility, unless noted otherwise:

Conduct vehicle/equipment washing in one of the following locations:

1) At a commercial washing facility in which the washing occurs in an enclosure and drains to the sanitary sewer, or

2) Conduct outside washing operation in a designated wash area with the following features:

In a paved area, construct a spill containment pad to prevent the run-on of stormwater from adjacent areas. Slope the spill containment area to collect wash water in a containment pad drain system with perimeter drains, trench drains or catchment drains. Size the containment pad to extend out a minimum of four feet on all sides of the washed vehicles and/or equipment.

Convey the wash water to a sump (like a grit separator) and then to a sanitary sewer (if allowed by the local Sewer Authority), or other appropriate wastewater treatment or recycle system. The containment sump must have a positive control outlet valve for spill control with live containment volume, and oil/water separation. Size the minimum live storage volume to contain the maximum expected daily wash water flow plus the sludge storage volume below the outlet pipe. Shut the outlet valve during the washing cycle to collect the wash water in the sump. The valve should remain shut for at least two hours following the washing operation to allow the oil and solids to separate before discharge to a sanitary sewer.

Close the inlet valve in the discharge pipe when washing is not occurring, thereby preventing the entry of uncontaminated stormwater into the pretreatment/ treatment system. The stormwater can then drain into the conveyance/discharge system outside of the wash pad (essentially bypassing the sanitary sewer or recycle system). Post signs to inform people of the operation and purpose of the valve. Clean the concrete pad thoroughly until there is no foam or visible sheen in the wash water prior to closing the inlet valve and allowing uncontaminated stormwater to overflow and drain off the pad.

Collect the wash water from building structures and convey it to appropriate treatment such as a sanitary sewer system if it contains oils, soaps, or detergents. If the wash water does not contain oils, soaps, or detergents (in this case only a low pressure, clean, cold water rinse is allowed) then it could drain to soils that have sufficient natural attenuation capacity for dust and sediment.

3.3 Erosion and Sediment Control BMPs (S3.B.4.b.iv):

The Permit requires that the SWPPP describe the erosion and sediment control BMPs necessary to prevent off-site sedimentation and violations of water quality standards. This includes the following measures:

1) Sediment control BMPs such as detention or retention ponds or traps, vegetated filter strips, bioswales, or other permanent sediment control BMPs to minimize sediment loads in stormwater discharges.

2) Filtration BMPs to remove solids from catch basins, sumps or other stormwater collection and conveyance system components (filter socks, modular canisters, sand filtration, centrifugal separators, etc.).

3) Plant vegetative cover, such as grass, trees, and shrubs, on erodible soil areas. Cover with mats, such as clear plastic, jute, and synthetic fiber. Preserve natural vegetation, including grass, trees, shrubs, and vines. Maintain vegetated swales, dikes, silt fences, check dams, gravel filter berm, sedimentation basin, and proper grading.

Erosion and Sediment Control BMPs means BMPs that are intended to prevent erosion and sedimentation, such as preserving natural vegetation, seeding, mulching and matting, plastic covering, filter fences, and sediment traps and ponds. The following standard BMPs for soil erosion and sediment control at industrial sites are followed at the facility unless otherwise noted:

- Vegetated filter strips,
- Bioswales,
- Detention ponds, and
- Catch basin inserts

These facilities are shown in the stormwater site plan figures and survey maps (Appendix A). In addition to these structural BMPs, the facility ensures that significant areas that are not paved are covered with landscaping or maintained vegetation that prevents soil erosion.

Additional soil erosion and sediment control BMPs beyond those described above would be implemented, if needed, to attain benchmark water quality monitoring levels discussed in Section 4.0 of this SWPPP.

4.0 STORMWATER MONITORING PLAN (S3.B.5)

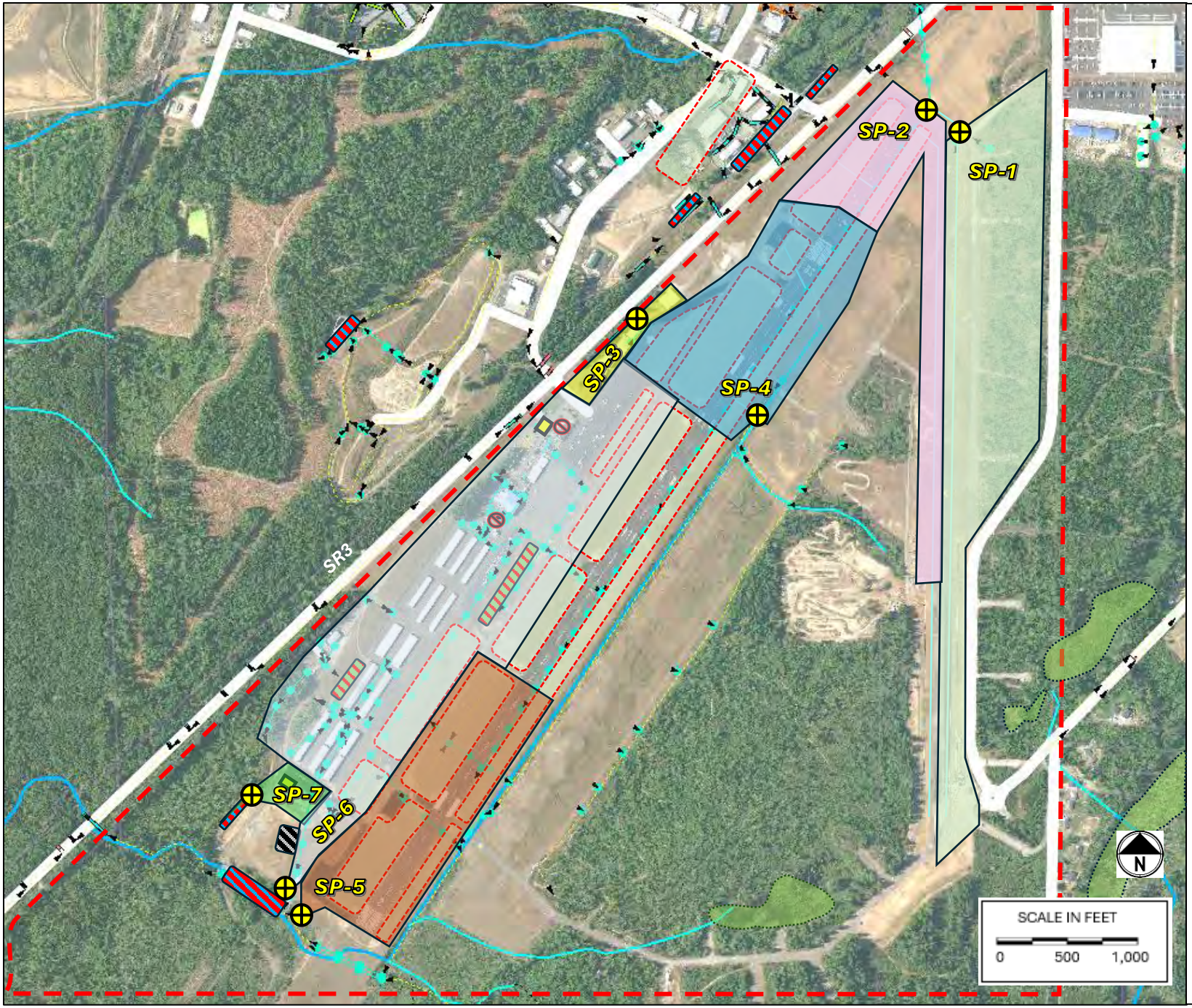
The stormwater monitoring plan describes how, when and where to conduct stormwater monitoring that is required under the Permit. The Permit requires visual inspections of the site at least monthly and to sample and test stormwater discharges at least once per quarter. Together, these inspections and stormwater sampling are referred to as stormwater monitoring. To be in compliance with the Permit, stormwater sampling must be conducted at the designated sampling locations preferably within the first 12 hours of stormwater discharge as explained further below.

4.1 Stormwater Monitoring Locations

A total of seven sampling locations are designated at points where the facility discharges stormwater associated with industrial activity off-site. These locations are shown in Figures 3 and 4, and the survey maps in Appendix A. Table 4 summarizes sampling locations. Figure 6 shows approximate contributing areas to each sampling location.

Table 4. Bremerton National Airport Sampling Locations.

Sample Point	Description	Location North	Location West	Type Sample	Freq.
1	24" Inlet Pipe, SE corner of runway. East/closed runway swale. Discharges to SR3 culvert and E. Fork Union River.	47.499472	122.754401	Surface Water Grab	Qtrly
2	Catch basin at end of conveyance system on north side of east/closed runway. Discharges to SR3 culvert and E. Fork Union River.	47.499287	122.755095	Surface Water Grab	Qtrly
3	Outlet 18" pipe on west side of access road, directly west of corporate hangars. Discharges to SR3 ditch.	47.495546	122.764013	Surface Water Grab	Qtrly
4	24" pipe at taxiway A2-A3, infield runway drainage. Discharges to central runway swale and NE Fork Union River.	47.494421	122.759725	Surface Water Grab	Qtrly
5	42" pipe outfall to detention facility at south end of runway. Discharges to detention pond and NE Fork Union River.	47.483717	122.773503	Surface Water Grab	Qtrly
6	36" pipe outfall from primary airport conveyance system at south end of runway. Discharges to detention pond and NE Fork Union River.	47.483764	122.773974	Surface Water Grab	Qrtly
7	Outlet of storm pond at SW corner of airport. Discharges to detention pond and NE Fork Union River.	47.485100	122.775403	Surface Water Grab	Qrtly



LEGEND

- Catch Basin
- Storm Pipe & Flow Direction
- Detention Pond
- Detention Vaults
- Grass Filter Strip
- BioPod
- Oil/Water Sep.
- Bioswale
- Ditch
- Culvert
- Stream, Type F
- Stream, Type N
- Wetland
- Sampling Station
- Airport Site

FIGURE 6.
Contributing Areas to Sampling Points
Bremerton National Airport

PORT OF Bremerton Washington

4.2 Visual Stormwater Monitoring

Visual monitoring includes assessments of BMPs and observations for the presence of non-permitted stormwater discharges, floating materials, visible sheen, discoloration, turbidity, or odor in the stormwater discharge at all of the drainage structures onsite and where stormwater associated with industrial activity is discharged offsite. Visual monitoring should be performed by qualified personnel that have experience identifying potential stormwater contamination.

Visual monitoring results will be recorded on the monthly inspection form provided in Appendix B. These completed forms, referred to in the Permit as visual monitoring reports, must be signed by the person making the observations as described in Condition G2.A of the Permit.

4.3 Sampling Requirements

The Port shall sample the discharge from each designated location at least once per quarter, as follows:

1st Quarter = January, February, and March
2nd Quarter = April, May, and June
3rd Quarter = July, August, and September
4th Quarter = October, November, and December

Sampling shall occur from the first fall storm event each year. First fall storm event means the first time on or after September 1st of each year that precipitation occurs and results in a stormwater discharge from a facility. Samples should be collected within the first 12 hours of stormwater discharge events. If it is not possible to collect a sample within the first 12 hours of a stormwater discharge event, the Port must collect the sample as soon as practicable after the first 12 hours and keep documentation with the sampling records (Condition S4.B.3) explaining why they could not collect samples within the first 12 hours; or if it is unknown (e.g., discharge was occurring during start of regular business hours).

Representative samples should be collected, which may be a single grab sample, a time-proportional sample, or a flow-proportional sample. Grab samples are recommended due to the relatively straight-forward collection methods. Sampling need not occur outside of regular business hours, during unsafe conditions, or during quarters where there is no discharge, but the facility shall submit a Discharge Monitoring Report each reporting period (Condition S9.A).

4.4 Sampling Procedures

Stormwater samples will be collected from the designated sampling location (identified on Figure 3 and described in Table 5) by submerging the sampling bottles into the stormwater flow without overfilling the bottles. Stormwater will be sampled once per quarter by the Port's stormwater O&M lead for the parameters summarized in Table 5, and as listed in the Permit. Analytical testing must be conducted at an Ecology-accredited laboratory (see Section 4.5). The laboratory typically provides a cooler with all the necessary sample collection jars upon request. It is recommended that a cooler with collection jars be kept onsite ahead of time in preparation for qualifying rain events. Also refer to the O&M Manual for additional information on sampling methods and procedures.

4.4.1 New Sampling Requirements Under 2025-2029 Permit

New sampling requirements consist of sampling once per quarter for Perfluoroalkyl and Polyfluoroalkyl substances (PFAs) starting in 2025, and sampling once per quarter for 6PPD-quinone in 2028. There are no benchmark values for these new parameters proposed at this time. Sampling will occur at all existing monitoring stations.

Table 5. Benchmarks and Sampling Requirements Applicable to Permit.

Parameter	Units	Benchmark Value	Analytical Method	Laboratory Quantitation Level	Minimum Sampling Frequency
Turbidity	NTU	25	EPA 180.1 (Field meter)	0.5	1/quarter
pH	Standard	Between 5.0 and 9.0	Meter/Paper	±0.5	1/quarter
Oil Sheen	Yes/No	No Visible Oil Sheen	N/A	N/A	1/quarter
Copper, Total	µg/L	14	EPA 200.8	2.0	1/quarter
Zinc, Total	µg/L	117	EPA 200.8	2.5	1/quarter
New Sampling Requirements For Permit Term 2025 - 2029					
PFOA [1]	ng/l	Report only [2]	EPA 1633	< 4.0 ng/l	1/quarter [3]
PFOS	ng/l	Report only [2]	EPA 1633	< 4.0 ng/l	1/quarter [3]
PFHxS	ng/l	Report only [2]	EPA 1633	< 10.0 ng/l	1/quarter [3]
PFNA	ng/l	Report only [2]	EPA 1633	< 10.0 ng/l	1/quarter [3]
HFPA-DA	ng/l	Report only [2]	EPA 1633	< 10.0 ng/l	1/quarter [3]
PFBS	ng/l	Report only [2]	EPA 1633	< 10.0 ng/l	1/quarter [3]

Table 5. (continued)

Parameter	Units	Benchmark Value	Analytical Method	Laboratory Quantitation Level	Minimum Sampling Frequency
6PPD-quinone	ng/l	Report only [2]	MEL730136, Version 1.2 or EPA Draft Method 1634 or Other EPA or Ecology approved Method	2.0 ng/l	1/quarter [4]

[1] PFA = Perfluoroalkyl and Polyfluoroalkyl substances.
[2] A benchmark does not apply, but Port must report the sampling result.
[3] Sampling requirement starts January 2025 at all stations.
[4] Sampling requirement starts January 2028 at all stations.

Measure pH and/or turbidity in the field with either an appropriate meter or combination of turbidity meter and pH paper. Use of a pH meter is typically more accurate than using pH paper, and this method will be used at the facility whenever possible. If paper is used, pH can be measured by inserting a strip of pH paper (provided by the laboratory) into a disposable cup for 2 to 10 minutes and comparing the strip to the color chart. In either case, the result is recorded in the field notebook. The analytical results from the laboratory should be reported on the DMR. The QA/QC documentation from the laboratory should also be uploaded with the DMR.

Refer to the O&M Manual for additional guidance on sampling methods and laboratory coordination procedures. Ecology has also published a guidance document titled "How to do Stormwater Sampling, A Guide for Industrial Facilities," which contains additional general sampling guidance. It is available for download from the Ecology website: https://fortress.wa.gov/ecy/publications/SummaryPages/1503044.html.

4.4.1 Sampling Documentation

For each stormwater sample taken, the Port shall record the following information and retain it on-site:

- Sample date
- Sample time
- A notation describing if the Port collected the sample within the first 12 hours of
- stormwater discharge events: or, if it is unknown (e.g., discharge was occurring during start of regular business hours).
- An explanation of why the Port could not collect a sample within the first 12 hours of a stormwater discharge event, if it was not possible. Or, if it is unknown, an explanation of why it is unknown if a sample was collected within or outside the first 12 hours of stormwater discharge.

- Sample location (using SWPPP identifying number)
- Method of sampling, and method of sample preservation, if applicable.
- Individual who performed the sampling.

The laboratory results from stormwater sampling data should be maintained in a spreadsheet database for comparison to benchmarks. The data should be periodically reviewed to track BMP effectiveness, whether benchmark concentrations are exceeded, and whether the required corrective actions in the Permit are triggered.

5.0 INSPECTIONS, CORRECTIVE ACTIONS, REPORTING AND RECORD KEEPING

This chapter describes the facility's plan for monthly inspection documentation, DMR reporting, corrective action reporting and record keeping.

5.1 Monthly Inspections (S7)

The Permit requires that monthly inspections be performed by qualified personnel as follows:

Each inspection shall include observations made at stormwater sampling locations and areas where stormwater associated with industrial activity is discharged off-site; or discharged to waters of the State, or to a storm sewer system that drains to waters of the State including presence of floating materials, visible oil sheen, discoloration, turbidity, odor, etc. in the stormwater discharge(s). The inspection shall also include observations for the presence of illicit discharges such as domestic wastewater, noncontact cooling water, or process wastewater (including leachate). If an illicit discharge is discovered, then notify Ecology within seven days. Inspections shall include a verification that the descriptions of potential pollutant sources required under this permit are accurate, and that the site map in the SWPPP reflects current conditions. An assessment of all BMPs that have been implemented shall be included, noting effectiveness of BMPs inspected, locations of BMPs that need maintenance, reason maintenance is needed and a schedule for maintenance. Locations where additional or different BMPs are needed and the rationale for the additional or different BMPs shall also be noted.

The monthly inspection report that includes these elements is provided in Appendix B. The inspection report includes a component for tracking follow-up maintenance procedure to ensure that appropriate action is taken in response to visual inspections. The inspection report also includes required signature by the qualified inspector. Refer to section 5.4 for records retention and reporting requirements.

5.2 Corrective Action Procedures (S8)

Monitoring results from stormwater sampling must be compared to the benchmark values to assess the effectiveness of the current BMPs in preventing pollutants from entering stormwater. Exceedances of benchmark values do not constitute a violation of the Permit because benchmark values are not water quality standards and are not Permit limits. However, an exceedance is an indicator that additional measures should be taken to reduce the pollutants in stormwater. These measures range from implementing additional operational BMPs (Level 1 Corrective Action) to implementing stormwater treatment BMPs (Level 3

Corrective Action). These Permit-required corrective actions and the criteria that trigger them are presented below.

5.2.1 Level One Corrective Actions – Operational Source Control BMPs

If an applicable benchmark value(s) is exceeded, the Port must complete a Level 1 Corrective Action for each parameter exceeded in accordance with the following:

1. Within 14 days of receipt of sampling results that indicate a benchmark exceedance for a given quarter; or, for parameters other than pH or visible oil sheen, the end of the quarter, whichever is later:
   a. Conduct an inspection to investigate the cause.
   b. Review the SWPPP and ensure that it fully complies with Permit Condition S3, and contains the correct BMPs from the SWMMWW.
   c. Make appropriate revisions to the SWPPP to include additional operational source control BMPs with the goal of achieving the applicable benchmark value(s) in future discharges.
2. Summarize the Level 1 Corrective Actions in the Annual Report (Permit Condition S9.B).
3. Level 1 Corrective Action deadline: Sign/certify and fully implement the revised SWPPP according to Permit Condition S3 and the SWMMWW as soon as possible, but no later than the DMR due date for the quarter in which the benchmark was exceeded.

The results of all visual monitoring data should be used to determine if action is needed to respond to the observation of visible pollutants. Response actions may include cleanup of the observed condition and/or investigation of the source of the condition. These response actions should be documented in the visual monitoring report as described in Section 4.2.

5.2.2 Level Two Corrective Actions – Structural Source Control BMPs

If an applicable benchmark value in Table 2, Table 3, and/or Table 7 of the Permit is exceeded (for a single parameter) for any two quarters during a calendar year, then the Port must complete a Level 2 Corrective Action in accordance with Permit Condition S8.C as described below. Alternatively, the Port may skip Level 2 Corrective Action and complete a Level 3 Corrective Action in accordance with Permit Condition S8.D.

1. Review the SWPPP and ensure that it fully complies with Permit Condition S3.

2. Make appropriate revisions to the SWPPP to include additional structural source control BMPs with the goal of achieving the applicable benchmark value(s) in future discharges.

3. Summarize the Level 2 Corrective Actions (planned or taken) in the Annual Report (Permit Condition S9.B).

4. Level 2 Corrective Action deadline: The Permittee shall sign/certify and fully implement the revised SWPPP according to Permit Condition S3 and the SWMMWW as soon as possible, but no later than June 30 the following year.
   a. If installation of necessary structural source control BMPs is not feasible by August 31 of the following year, Ecology may approve additional time, by approving a Modification of Permit Coverage.
   b. If installation of structural source control BMPs is not feasible or not necessary to prevent discharges that may cause or contribute to a violation of a water quality standard, Ecology may waive the requirement for additional structural source control BMPs by approving a Modification of Permit Coverage.

To request a time extension or waiver, the Port must submit a detailed explanation of why it is making the request (technical basis), and a Modification of Coverage form to Ecology in accordance with Permit Condition S2.B, by June 1 prior to the Level 2 Corrective Action deadline. While a time extension is in effect, benchmark exceedances (for the same parameter) do not count toward additional Level 2 or 3 Corrective Actions.

For the year following the calendar year in which a Level 2 Corrective Action is triggered, benchmark exceedances (for the same parameter) do not count toward additional Level 2 or 3 Corrective Actions.

5.2.3 Level Three Corrective Actions – Treatment BMPs

If one or more samples exceed an applicable benchmark value (for a single parameter) for any three quarters during a calendar year, then the Port must complete at Level 3 Corrective Action in accordance with the following:

1. Review the SWPPP and ensure that it fully complies with Permit Condition S3.
2. Make appropriate revisions to the SWPPP to include additional treatment BMPs with the goal of achieving the applicable benchmark value(s) in future discharges.
3. A *Qualified Industrial Stormwater Professional* shall review the revised SWPPP, sign the SWPPP Certification Form, and certify that it is reasonably expected to meet the Permit benchmarks upon implementation. Upon written request, Ecology may waive this requirement one time during the permit cycle on a case-by-case basis, if a Permittee demonstrates to Ecology's satisfaction that the proposed Level 3 treatment BMPs are reasonably expected to meet Permit benchmarks upon implementation.

4. Summarize the Level 3 Corrective Actions (planned or taken) in the Annual Report (Permit Condition S9.B).
5. Level 3 Corrective Action deadline: The Permittee shall fully implement the revised SWPPP according to Permit Condition S3 and the SWMMWW as soon as possible, but no later than September 30 the following year.
6. If installation of treatment BMPs is not feasible by the Level 3 Corrective Action deadline, Ecology may approve additional time by approving a Modification of Permit Coverage.
7. If installation of treatment BMPs is not feasible or not necessary to prevent discharges that may cause or contribute to violation of a water quality standard, Ecology may waive the requirement for treatment BMPs by approving a Modification of Permit Coverage.
8. To request a time extension or waiver, the Port should submit a detailed explanation of why it is making the request (technical basis), and a Modification of Coverage form to Ecology in accordance with Permit Condition S2.B, by May 15 prior to the Level 3 Corrective Action deadline. Ecology will approve or deny the request within 60 days of receipt of a complete Modification of Coverage request.

5.3 Reporting (S9.A)

The Permit requires discharge monitoring reports, annual reports and compliance notifications (as applicable) as described in the sections above below. All reports, monitoring results and other reporting information be submitted electronically through Ecology's Water Quality Permitting Portal.

5.3.1 DMR Reporting (S9.B)

The Permit requires that the monitoring results be submitted to Ecology on a quarterly basis. Monitoring data obtained during each monitoring period must be summarized and submitted on a DMR. The DMR must be signed by a company official in accordance with General Condition G2.a of the Permit. Monitoring data must be submitted electronically via Ecology's Water Quality Permitting Portal – DMR application.

DMR forms must be submitted quarterly whether or not a sample was collected. If there was no sample collected due to insufficient storm events, submit the form marking the "no discharge" check box. DMR forms must also be submitted quarterly if monitoring has been suspended as a result of consistent attainment of benchmark values. If monitoring has been suspended based on consistent attainment, submit the form marking the "consistent

attainment" check box. DMRs must be submitted to Ecology by the DMR Due Dates in Table 6 below:

Table 6. Discharge Monitoring Report Due Dates.

Reporting Period	Months	DMR Due Date
1st Quarter	January-March	May 15
2nd Quarter	April-June	August 15
3rd Quarter	July-September	November 15
4th Quarter	October-December	February 15

DMR = Discharge Monitoring Report

5.3.2 Annual Report (S9.C)

In addition to quarterly DMRs, the Port must also submit an Annual Report to Ecology covering the prior year's Permit compliance activities no later than May 15 of each year using Ecology's Water Quality Permitting Portal – Permit Submittals application. The annual report shall include corrective action documentation as required in Permit Condition S8.BD. If corrective action is not yet completed at the time of submission of the annual report, the Port must describe the status of any outstanding corrective action(s). The Port must retain a copy of all annual reports onsite and make them available for Ecology review if necessary. The annual report shall include the following information, as applicable:

- Identify the condition triggering the need for corrective action review.
- Describe the problem(s) and identify the dates they were discovered.
- Summarize any Level 1, 2, or 3 Corrective Actions completed during the previous calendar year and include the dates when completed.
- Describe the status of any Level 2 or 3 Corrective Actions triggered during the previous calendar year, and identify the date it expects to complete corrective actions.

Starting in 2025, the Port will be required to submit a Gross Revenue form as part of the annual report. This form is available at https://ecology.wa.gov/regulations-permits/permits-certifications/stormwater-general-permits/industrial-stormwater-permit#reissuance

5.4 Spill Reporting

Spill reports are required for spills of oil or hazardous substances in greater than reportable quantities (CFR Title 40 Parts 302.4 and 117), including the following: oil, gasoline, or diesel fuel that causes a violation of the State of Washington's Water Quality Standards, a film or sheen upon or discoloration of the waters of the state or adjoining shorelines, or a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

Incident notification procedures are described in the SPCC Plan (Appendix C).

5.5 Record Keeping

The Permit requires that the following reports be retained for 5 years:

Visual inspection reports, which include scope of the inspection, the personnel conducting the inspection, the date(s) of the inspection, major observations relating to the implementation of the SWPPP (e.g., performance of the BMPs, etc.), and actions taken to correct BMP inadequacies.

Recordkeeping: The monthly inspection report form is provided in Appendix B. Completed inspection reports will be maintained in a file at Port offices. Additional records that must be kept include sampling documentation (see Section 4.4), and e*mployee training logs* (see Section 3.1.5). Required records will be maintained in a file at the Port office for a minimum of 5 years.

6.0 REFERENCES

City of Bremerton 2022. Stormwater Facility Maintenance Manual, 2022 Edition. Prepared by City of Bremerton. June 2022.

Ecology 2024. Industrial Stormwater General Permit. Issuance date December 02, 2025. Effective date January 1, 2020. Expiration date December 31, 2024.

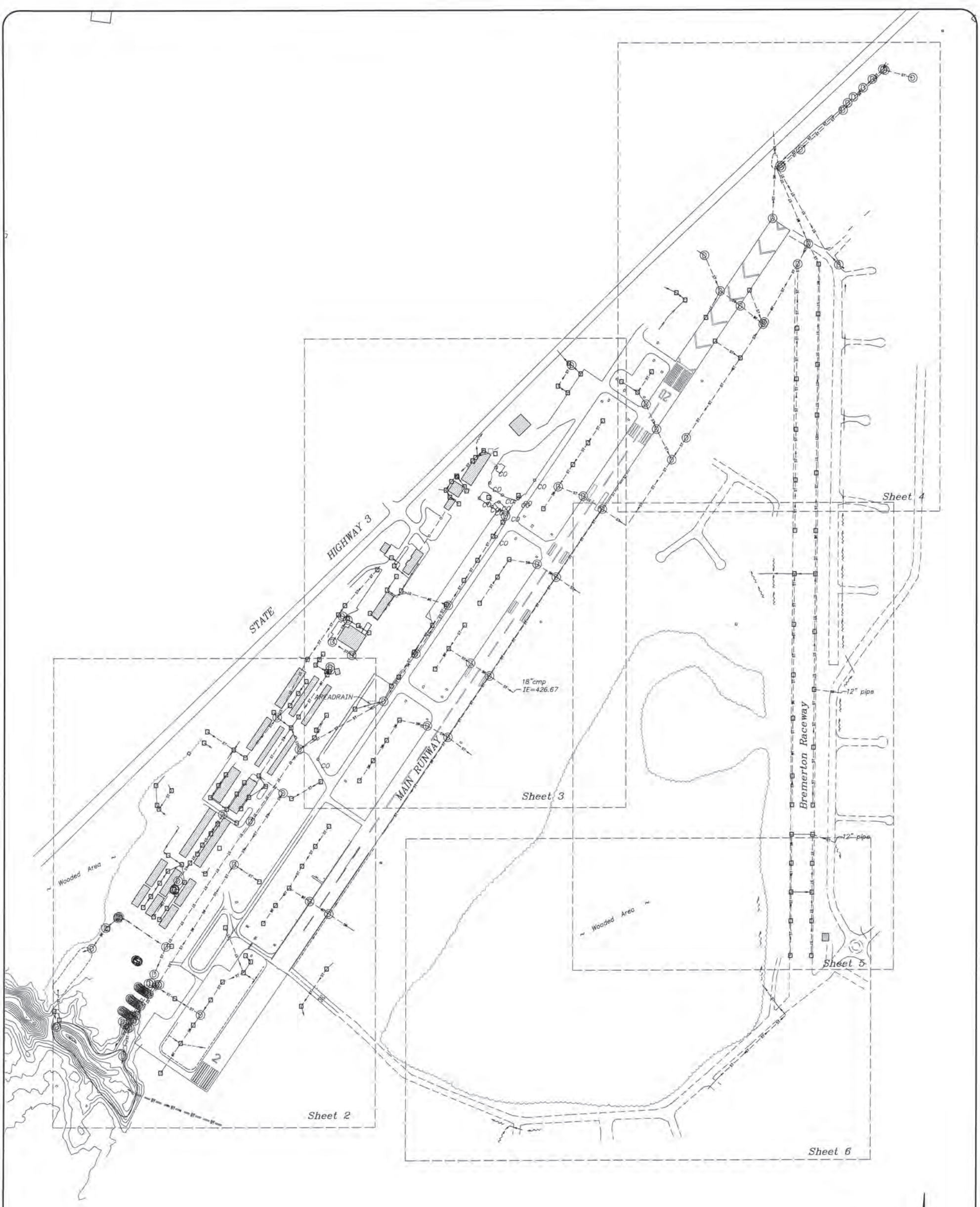
Ecology 2024. Stormwater Management Manual for Western Washington. Prepared by Washington State Department of Ecology. Publication number 19-10-021.

Port of Bremerton 2024. Stormwater System Operation and Maintenance Manual. Prepared by Struck Environmental. September 2024.

Port of Bremerton 2020. Spill Prevention Control and Countermeasure Plan. Prepared by Kane Environmental. March 2020.

APPENDIX A

Stormwater System Survey Maps



NOTES:

This map depicts the general layout of the stormwater facilities for the Bremerton National Airport. Locations and elevations shown are ±0.5' and should not be used for design work.

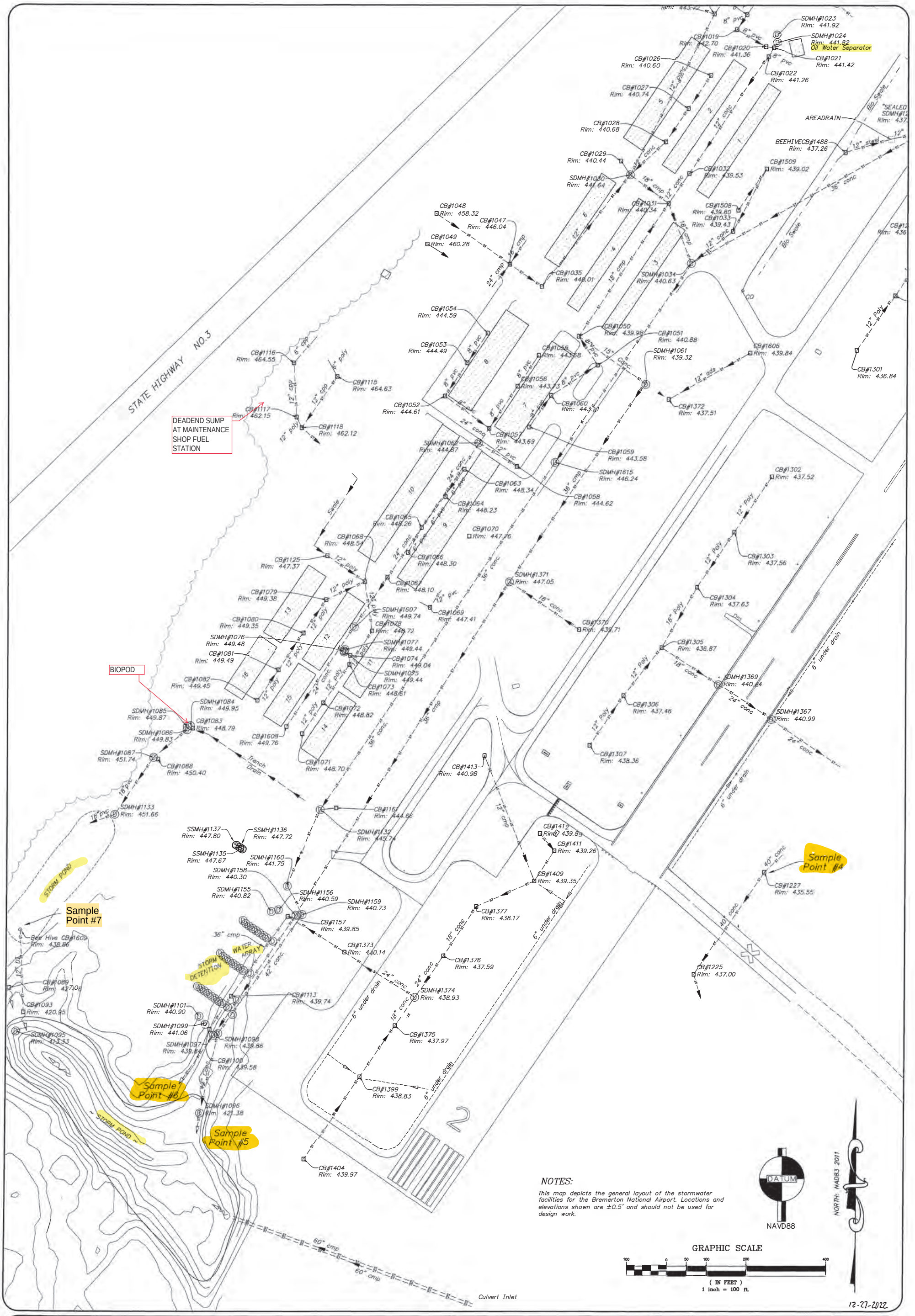
DATUM
NAVD88

NORTH: NAD83 2011

GRAPHIC SCALE
300 0 150 300 600 1200
(IN FEET)
1 inch = 300 ft.

12-27-2022

SHEET 1/6	JOB NO. 7798	AES CONSULTANTS, INC. P.O. BOX 930 / 3472 N.W. LOWELL • SILVERDALE, WA. 98383 • (360)692-6400	STORM WATER CONVEYANCE SYSTEM BREMERTON NATIONAL AIRPORT PORT OF BREMERTON BREMERTON, WA.	DATE 12/27/22 DRAWN B.J.M. CHECKED S.E.O. DWG. FILE BASE	REV.	DATE	BY	DESCRIPTION

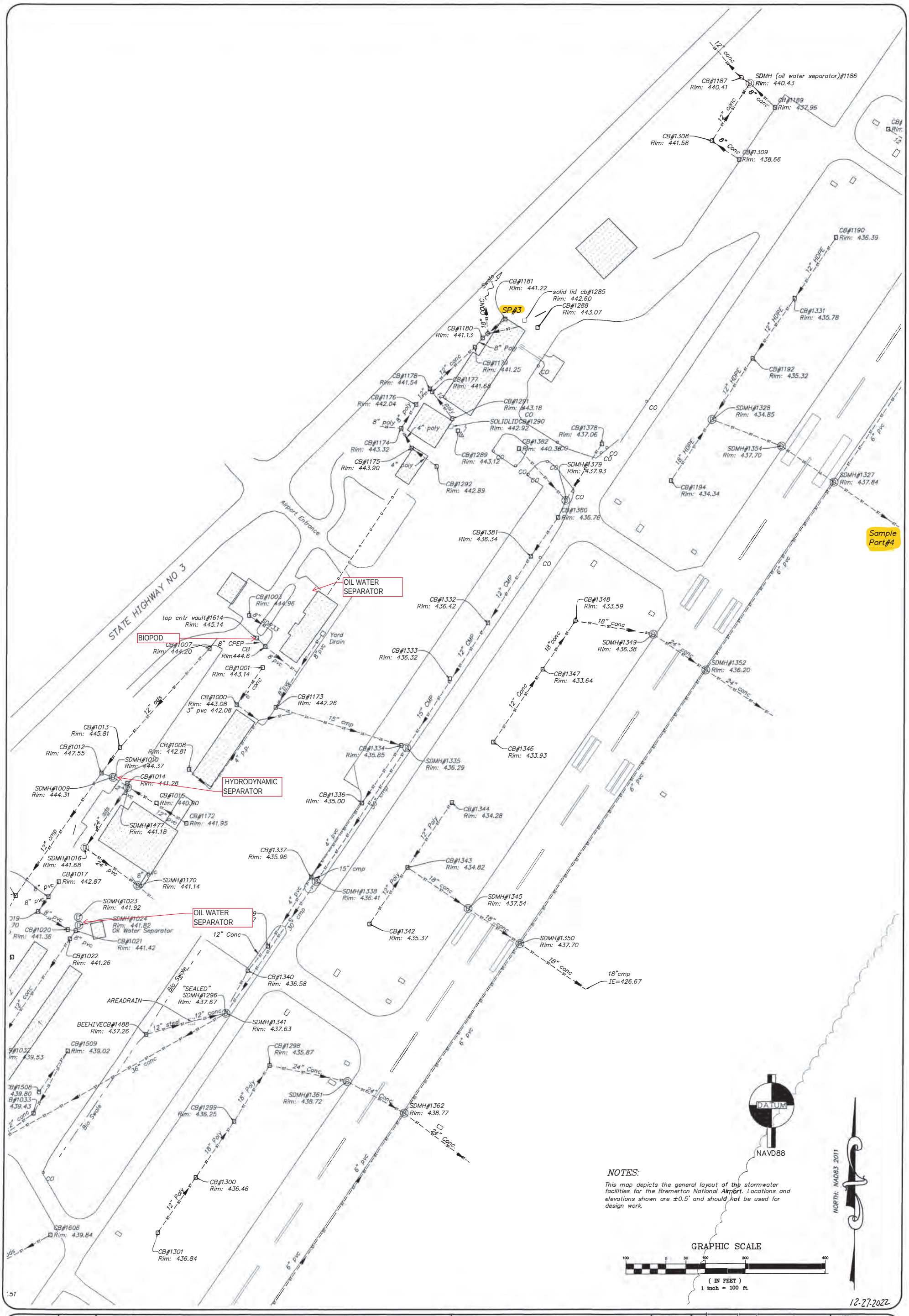


AES CONSULTANTS, INC.
P.O. BOX 930 / 3472 N.W. LOWELL • SILVERDALE, WA. 98383 • (360)692-6400

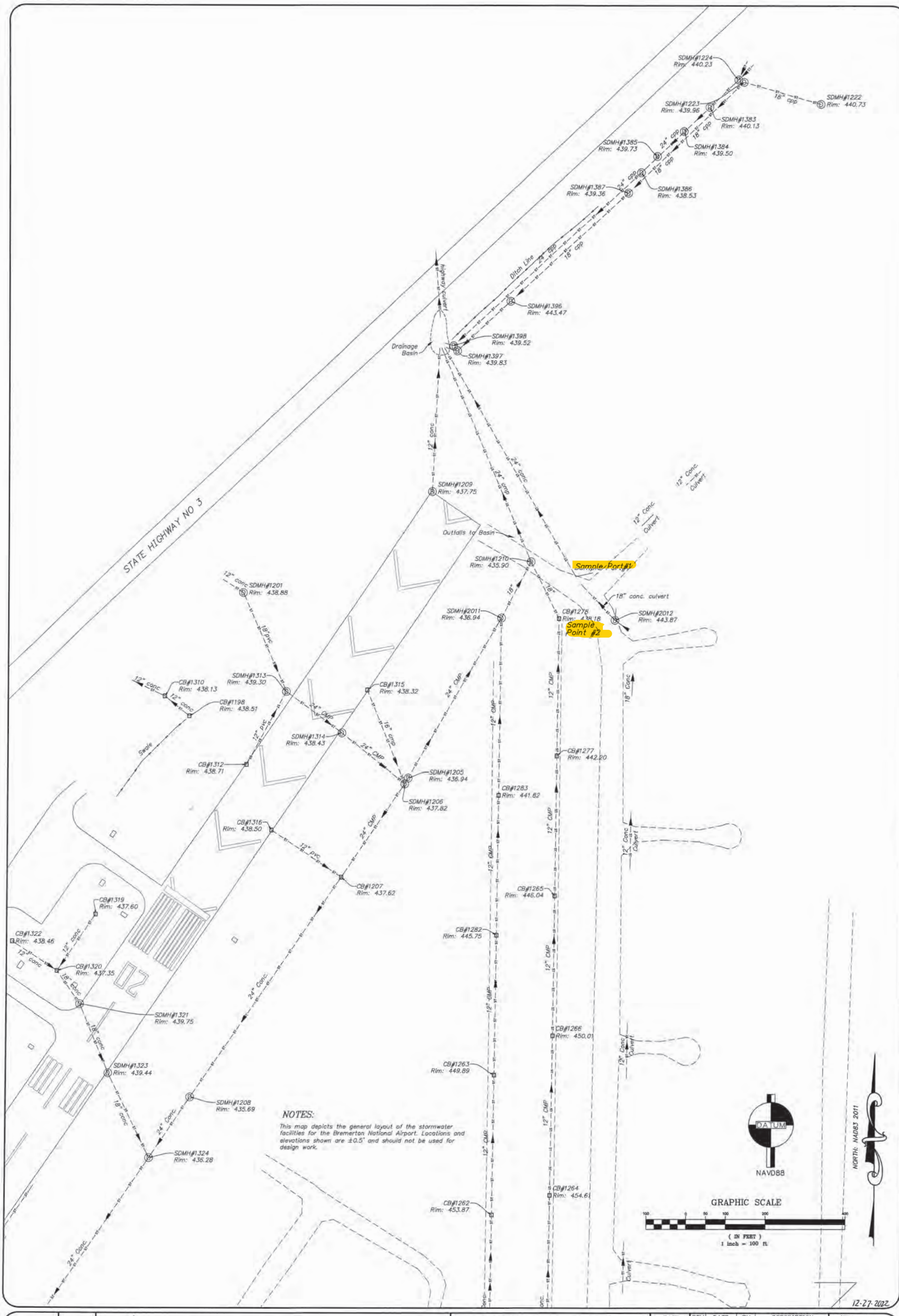
JOB NO. 7798
SHEET 2/6

STORM WATER CONVEYANCE SYSTEM
BREMERTON NATIONAL AIRPORT
PORT OF BREMERTON
BREMERTON, WA.

DATE	REV.	DATE	BY	DESCRIPTION
12/27/22				
DRAWN B.J.M.				
CHECKED S.E.O.				
DWG. FILE BASE				



SHEET 3/3	JOB NO. 7798	AES CONSULTANTS, INC. P.O. BOX 930 / 3472 N.W. LOWELL • SILVERDALE, WA. 98383 • (360)692-6400	STORM WATER CONVEYANCE SYSTEM BREMERTON NATIONAL AIRPORT PORT OF BREMERTON BREMERTON, WA.	DATE 12/27/22 DRAWN B.J.M. CHECKED S.E.O. DWG. FILE BASE	REV.	DATE	BY / DESCRIPTION



SHEET 4/6	JOB NO. 7798	AES CONSULTANTS, INC. P.O. BOX 930 / 3472 N.W. LOWELL • SILVERDALE, WA. 98383 • (360)692-6400	STORM WATER CONVEYANCE SYSTEM	DATE 12/27/22	REV.	DATE	BY / DESCRIPTION
			BREMERTON NATIONAL AIRPORT PORT OF BREMERTON BREMERTON, WA.	DRAWN B.J.M.			
				CHECKED S.E.O.			
			© AESCS, INC. These drawings were prepared for this project only and are not intended for use on any other project.	DWG. FILE BASE			

SDMH#1327
Rim: 437.84

Sample Port#4

8" pvc

CB#1260
Rim: 457.66

CB#1261
Rim: 459.09

12" Conc.

Swale

Inlet Gap in 18" CMP

CB#1258
Rim: 460.87

18" CMP

CB#1257
Rim: 462.50

CB#1259
Rim: 464.86

CB#1255
Rim: 467.14

CB#1256
Rim: 468.99

CB#1253
Rim: 471.64

12" pipe

CB#1254
Rim: 472.80

CB#1251
Rim: 476.74

CB#1252
Rim: 477.94

CB#1250
Rim: 479.60

CB#1249
Rim: 480.87

CB#1247
Rim: 482.35

CB#1248
Rim: 481.02

CB#1245
Rim: 481.64

CB#1246
Rim: 482.89

CB#1244
Rim: 482.16

CB#1243
Rim: 483.44

CB#1242
Rim: 482.80

CB#1241
Rim: 484.18

CB#1240
Rim: 483.63

CB#1239
Rim: 484.89

24" cmp

Gate

SW AIRPORT WAY

SW OLD CLIFTON ROAD

NORTH: NAD83 2011

DATUM
NAVD88

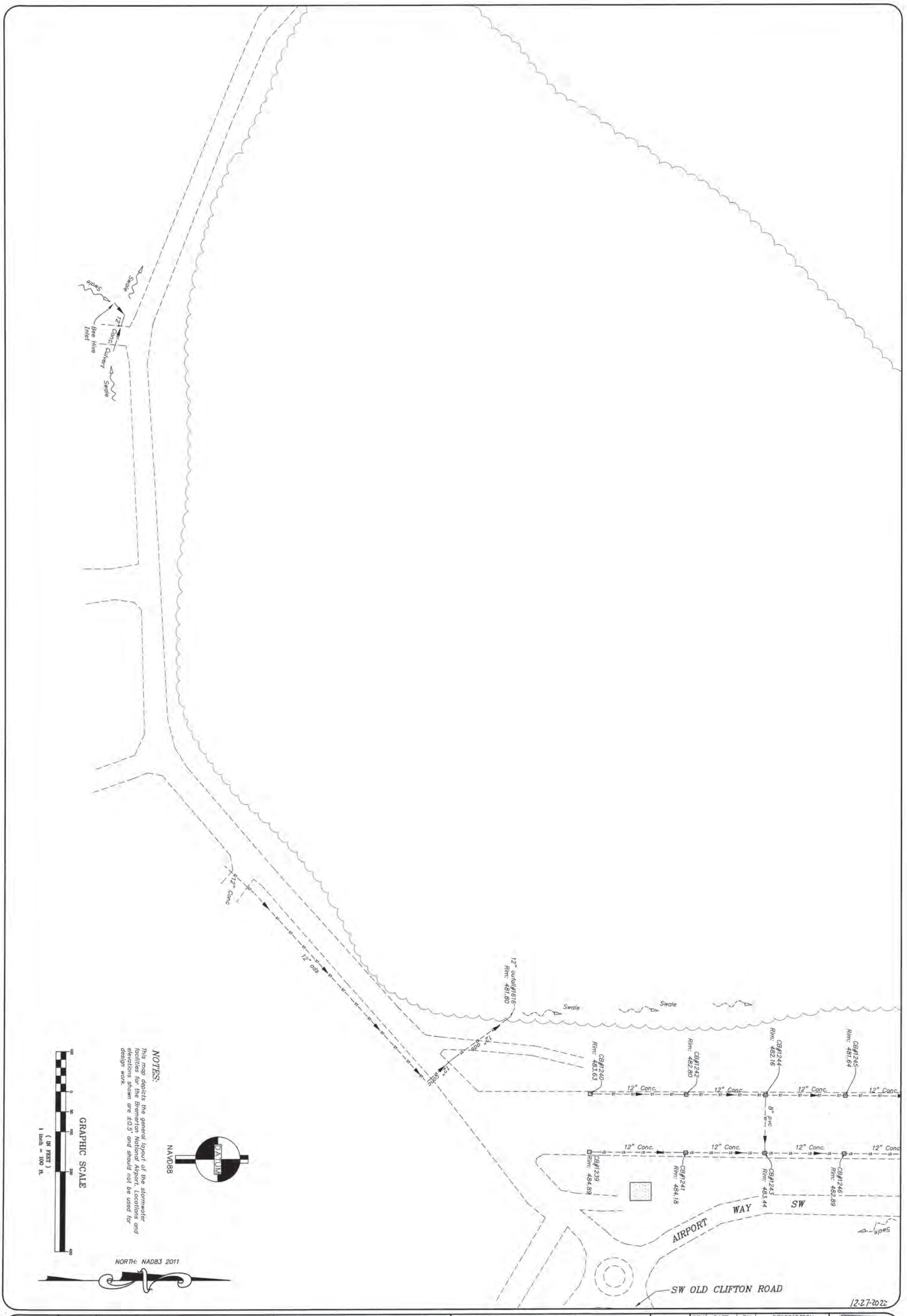
GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

NOTES:

This map depicts the general layout of the stormwater facilities for the Bremerton National Airport. Locations and elevations shown are ±0.5' and should not be used for design work.

12-27-2022

SHEET 5/6	JOB NO. 7798	AES CONSULTANTS, INC. P.O. BOX 930 / 3472 N.W. LOWELL • SILVERDALE, WA. 98383 • (360)692-6400	STORM WATER CONVEYANCE SYSTEM	DATE 12/27/22	REV.	DATE	BY	DESCRIPTION
			BREMERTON NATIONAL AIRPORT PORT OF BREMERTON BREMERTON, WA.	DRAWN B.J.M.				
				CHECKED S.E.O.				
				DWG. FILE BASE				



STORM WATER CONVEYANCE SYSTEM

BREMERTON NATIONAL AIRPORT
PORT OF BREMERTON
BREMERTON, WA.

DATE 12/27/22
DRAWN B.J.M.
CHECKED S.E.O.
DWG. FILE BASE

REV.	DATE	BY	DESCRIPTION

AES CONSULTANTS, INC.
P.O. BOX 930 / 3472 N.W. LOWELL • SILVERDALE, WA. 98383 • (360)692-6400

JOB NO. 7798
SHEET 6/6

APPENDIX B

Monthly Inspection Report Form

Stormwater Monthly Inspection Report

Inspections must be conducted by a person with the knowledge and skills to assess conditions and activities that could impact stormwater quality at the facility, and evaluate the effectiveness of best management practices required by this permit. Retain a copy of the completed and signed form in accordance with Permit Condition S9.C.

FACILITY NAME: PORT OF BREMERTON AIRPORT	**INSPECTION TIME:** **DATE:**

WEATHER INFORMATION:

- Description of Weather Conditions (e.g., sunny, cloudy, raining, snowing, etc.):
  _____
  _____
- Was stormwater (e.g., runoff from rain or snowmelt) flowing at outfalls and/or discharge areas shown on the Site Map during the inspection: ☐ **Yes** ☐ **No** ☐ **Comments:**
  _____
  _____

I. POTENTIAL POLLUTANT SOURCE AREA INSPECTION AND BEST MANAGEMENT PRACTICES EVALUATION

	Yes	**No**	**Findings and Remedial Action Documentation:** Describe any findings below and the schedule for remedial action completion including the date initiated and date completed or expected to be completed.
SWPPP and Site Map: Have a copy of the SWPPP and site map with you during the inspection so that you can ensure they are current and accurate. Use it as an aide in recording the location of any issues you identify during the inspection. • Is the Site Map current and accurate? • Is the SWPPP inventory of activities, materials and products current? Any new potential pollutant sources must be added to the map and reflected in the *SWPPP Facility Assessment & Tables 2, 2A, 3 and 5.*			

	Yes	**No**	**NA**	**Findings and Remedial Action Documentation:**
Vehicle/Equipment Areas: ***Equipment cleaning: Check NA if not performed on-site. Skip section.*** Is equipment washed and/or cleaned only in designated areas? • Observe washing: Is all wash water captured and properly disposed of? ***Equipment fueling: Check NA if not performed on-site. Skip section.*** • Are all fueling areas free of contaminant buildup and evidence of chronic leaks/spills? • Are all above ground chemical liquids, fluids, and petroleum products stored on an impervious surface that is surrounded with a containment berm or dike that is capable of containing 10% of the total enclosed tank volume or 110% of the volume contained in the largest tank, whichever is greater? • Are structures in place to prevent precipitation from accumulating in containment areas? o If not, is there any water or other fluids accumulated within the containment area? o Note: If containment areas are not covered to prevent water from accumulating, how is accumulated water managed and disposed of.				

Equipment maintenance:	Yes	No	NA	Findings and Remedial Action Documentation:
• Are maintenance tools, equipment and materials stored under shelter, elevated and covered? • Are all drums and containers of fluids stored with proper cover and containment? • Are exteriors of containers kept outside free of deposits? • Are any vehicles and/or equipment leaking fluids? Identify leaking equipment. • Is there evidence of leaks or spills since last inspection? Identify and address. • Are materials, equipment, and activities located so that leaks are contained in existing containment and diversion systems (confine the storage of leaky or leak-prone vehicles and equipment awaiting maintenance to protected areas)? Add any additional site-specific BMPs: _____ _____ _____ _____				

I. POTENTIAL POLLUTANT SOURCE AREA INSPECTION AND BEST MANAGEMENT PRACTICES EVALUATION				
Good Housekeeping BMPs:	Yes	No	NA	Findings and Remedial Action Documentation:
1. Are paved surfaces free of accumulated dust/sediment and debris? • Date of last quarterly vacuum/sweep _____ • Are there areas of erosion or sediment/dust sources that discharge to storm drains? 2. Are all waste receptacles located outdoors: • In good condition? • Not leaking contaminants? • Closed when is not being accessed? • External surfaces and area free of excessive contaminant buildup? 3. Are the following areas free of accumulated dust/sediment, debris, contaminants, and/or spills/leaks of fluids? • External dock areas • Pallet, bin, and drum storage areas • Maintenance shop(s) • Equipment staging areas (loaders, tractors, trailers, forklifts, etc) • Around bag-house(s) • Around bone yards • Other areas of industrial activity: _____ _____ _____ _____ _____ _____ _____				

Spill Response and Equipment:	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
Are spill kits available in the following locations? • Fueling stations • Transfer and mobile fueling units • Vehicle and equipment maintenance areas Do the spill kits contain all the permit required items? • Oil absorbents capable of absorbing 15 gallons of fuel. • A storm drain plug or cover kit. • A non-water containment boom, a minimum of 10 feet in length with a 12 gallon absorbent capacity. • A non-metallic shovel. • Two five-gallon buckets with lids. Are contaminated absorbent materials properly disposed of?				

I. POTENTIAL POLLUTANT SOURCE AREA INSPECTION AND BEST MANAGEMENT PRACTICES EVALUATION				
General Material Storage Areas: • Are damaged materials stored inside a building or another type of storm resistance shelter? • Are all uncontained material piles stored in a manner that does not allow discharge of impacted stormwater? • Are scrap metal bins covered? • Are outdoor containers covered?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
Stormwater BMPs and Treatment Structures: Visually inspect all stormwater BMPs and treatment structures devices, discharge areas infiltration and outfalls shown on the Site Map. • Are BMPs and treatment structures in good repair and operational? • Are BMPs and treatment structures free from debris buildup that may impair function? • The permit requires Permittees to clean catch basins when the depth of debris reaches 60% of the sump depth. In addition, the Permittee must keep the debris surface at least 6 inches below the outlet pipe. Based on this, do catch basins need to be cleaned? • Are berms, curbing or other methods used to divert and direct discharges adequate and in good condition?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
Observation of Stormwater Discharges: • Is the discharge free of floating materials, visible oil sheen, discoloration, turbidity, odor, foam or any other signs of contamination? • Water from washing vehicles or equipment, steam cleaning and/or pressure washing is considered process wastewater and is not allowed to comingle with stormwater or enter storm drains. Is process water comingling with stormwater or entering storm drains? • Illicit discharges include domestic wastewater, noncontact cooling water, or process wastewater (including leachate). Were any illicit discharges observed during the inspection?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**

II. CORRECTIVE ACTION AND SWPPP MODIFICATIONS DESCRIPTIONS: Additional space to describe inspection findings and corrective actions if needed. Provide brief explanation of the general location and the rationale for the additional or different BMPs.

III. CERTIFICATION STATEMENTS AND SIGNATURES:

Inspector - Certification: This section must be completed by the person who conducted the site inspection prior to submitting this form to the person with signature authority (see Permit Condition G2) or a duly authorized representative of that person.

☐ The facility is in compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit.

☐ *The facility is out of compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit. This report includes the remedial actions that must be taken to meet the requirements of the SWPPP and permit, including a schedule of implementation of the remedial actions.*

"I certify that this report is true, accurate, and complete, to the best of my knowledge and belief."

Inspector's Name – Printed	**Inspector's Signature**	**Inspector's Title**	**Date**

Permittee – Certification:

☐ The facility is in compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit.

☐ *The facility is out of compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit. This report includes the remedial actions that must be taken to meet the requirements of the SWPPP and permit, including a schedule of implementation of the remedial actions.*

"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 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 of person with **Signature Authority** (permit condition G2.A) or a **Duly Authorized Representative**[1]	SIGNATURE of person with **Signature Authority** (permit condition G2.A) or a **Duly Authorized Representative**[1]	**DATE**

[1]A person is duly authorized representative only if 1) the authorization is made in writing by a person described in Permit Condition G2.A and submitted to Ecology, and 2) the authorization specifies either an individual or a position having responsibility for the overall operation of the regulated *facility*, such as the position of plant manager, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters.

APPENDIX C

Spill Prevention Control and Countermeasure Plan

SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN

Prepared for: Port of Bremerton
Bremerton National Airport
8850 SW State Highway 3
Bremerton, Washington 98367
(360) 674-2381

SIC Code: 45xx

Industrial Stormwater General Permit Number WAR-000901
Issuance Date: November 20, 2019
Effective Date: January 1, 2020
Expiration Date: December 31, 2024

March 6, 2020

Project Number 02-12002

Eco Compliance Corporation

Environmental Scientists, Planners and Consultants

1823 Bremerton Ave NE
Renton, WA 98059-3954
phone (425) 271-5629
fax (425) 271-5629
www.ecocompliance.biz

RECORD OF MODIFICATIONS

This document supersedes and replaces the previous Spill Prevention Control and Countermeasure Plan for the Port of Bremerton's Bremerton National Airport site and incorporates all previous modifications to the plan.

Modification Number	Date	Person Responsible for Modification	Affected Pages	Nature of Modification
0	8-23-96	Joseph P. O'Leary (Port of Bremerton)	All	Original
1	3-21-03	Bill Kane (Eco Compliance)	All	Update
2	11-8-07	Bill Kane (Eco Compliance)	All	Update
3	6-3-11	Bill Kane (Eco Compliance)	1, 2, 3, 7, 9, 12, 13, 14, 16, 17, 18, 19, 22, 24, 25, 26, 27, 28, 30, 31, 33 and Figure 4.	Update
4	12-9-15	Bill Kane (Eco Compliance)	All	Update
5	3-6-20	Bill Kane (Eco Compliance)	All	Update

Conditions for modifying this plan are provided in Section 3.

STATEMENTS OF SUPPORT AND CERTIFICATION

The management of the Port of Bremerton support this Spill Prevention Control and Countermeasure Plan for their Bremerton National Airport site located in Bremerton, Kitsap County, Washington, and are committed now and in the future to providing available manpower and resources as reasonably necessary to ensure its implementation.

Port of Bremerton, Bremerton National Airport — Date: 3.11.2020

Fred Salisbury COO
Name and Title

I hereby certify that I have examined the facility and have prepared this Spill Prevention Control and Countermeasure Plan according to current site conditions and operations. I further certify that the procedures for required inspections and testing have been established, that this plan is adequate for the facility, and that the facility is in conformance with the requirements of 40 CFR Part 112.

See next page

Date

Name and Title

Being familiar with the provisions of 40 CFR Part 112, I hereby attest that this Spill Prevention Control and Countermeasure Plan has been prepared in accordance with this Part, good engineering practices and consideration of industry standards.

See next page

Date

STATEMENTS OF SUPPORT AND CERTIFICATION

The management of the Port of Bremerton support this Spill Prevention Control and Countermeasure Plan for their Bremerton National Airport site located in Port Orchard, Kitsap County, Washington, and are committed now and in the future to providing available manpower and resources as reasonably necessary to ensure its implementation.

Port of Bremerton, Bremerton National Airport — Date: 15 Nov 2007

I hereby certify that I have examined the facility and have prepared this Spill Prevention Control and Countermeasure Plan according to current site conditions and operations. I further certify that the procedures for required inspections and testing have been established, that this plan is adequate for the facility, and that the facility is in conformance with the requirements of 40 CFR Part 112.

Date: November 8, 2007

Being familiar with the provisions of 40 CFR Part 112, I hereby attest that this Spill Prevention Control and Countermeasure Plan has been prepared in accordance with this Part, good engineering practices and consideration of industry standards.

Kenneth A. Ludwa, P.E. — Date: 11/08/2007

KENNETH ALAN LUDWA
STATE OF WASHINGTON
36061
REGISTERED
PROFESSIONAL ENGINEER
11/08/2007
EXPIRES 10/29/2008

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1. INTRODUCTION

Federal and state environmental regulations require an owner or operator of a facility engaged in the drilling, producing, gathering, storing, processing, refining, transferring, distributing or consuming of oil or oil products, that, due to its location, could reasonably be expected to discharge oil in harmful quantities into or upon the navigable waters of the United States or adjoining shorelines, to develop a Spill Prevention Control and Countermeasure (SPCC) Plan (40 CFR Part 112.1).

SPCC plans, when followed, make facility oil spills less likely to occur, and minimize the size and impacts of those spills when they do occur. The plans facilitate coordination of local, state, regional and other prevention and contingency plans, and provide improved protection of personnel, navigable waters, adjoining shorelines and natural resources from the impacts of oil spills. SPCC plans should emphasize that oil spill prevention is the top priority strategy for protecting these resources from the impacts of oil spills (WAC 173-180-015).

1.1 SCOPE

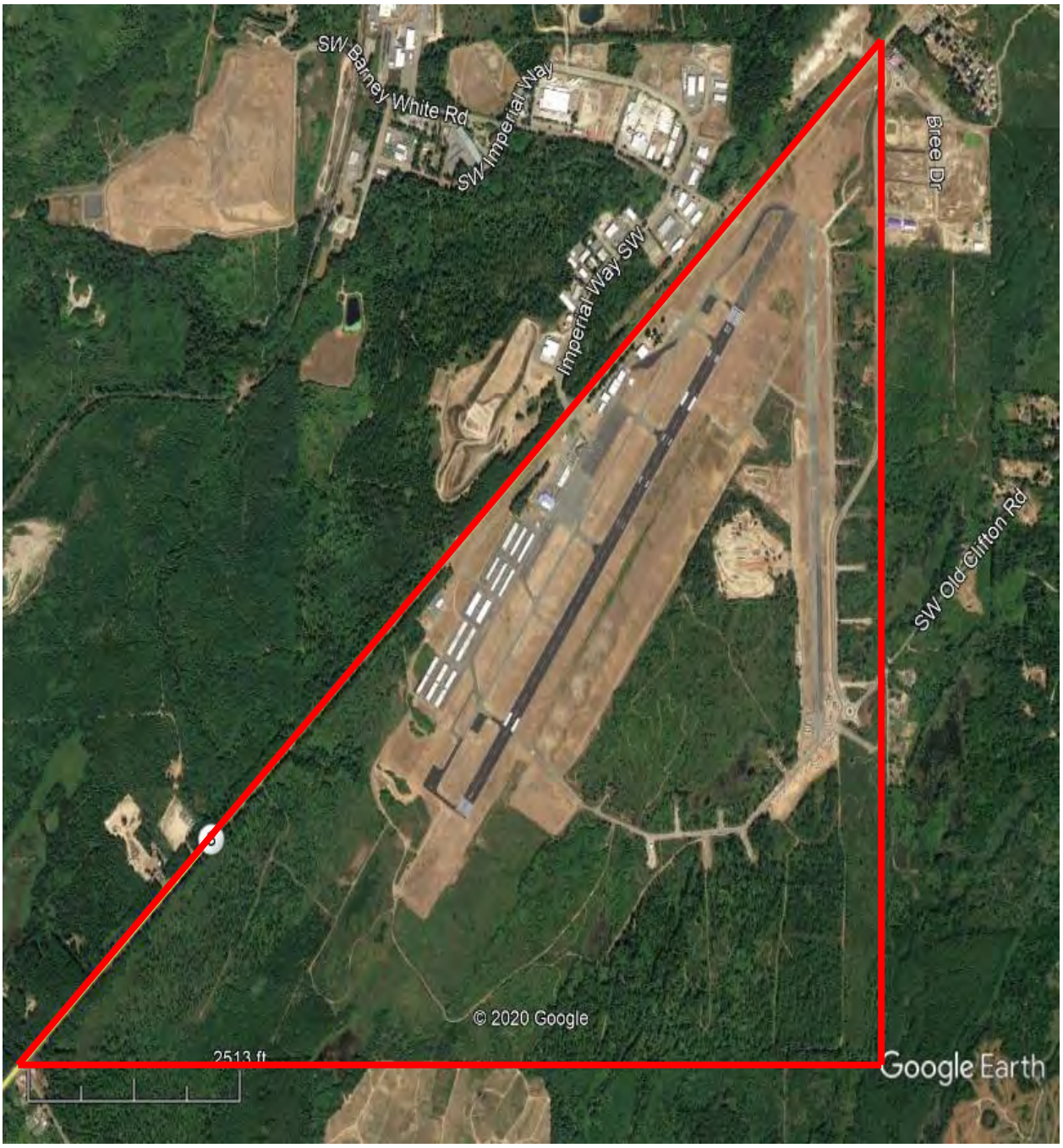
This SPCC plan has been prepared for the Port of Bremerton's Bremerton National Airport (Airport) facility located at 8850 SW State Highway 3 in Bremerton, Kitsap County, Washington (Figure 1).

Due to its location, discharges from the Airport could reach an adjacent tributary to the east fork of the Union River. Also, the Airport utilizes several aboveground fuel storage tanks as part of daily operations with combined capacities more than 1,320 gallons. Overall, therefore, the Airport is subject to the federal SPCC requirements (40 CFR Part 112.1).

The information presented in this SPCC plan is designed for use by any qualified employee of the Bremerton National Airport. This plan was developed to comply with applicable federal and state requirements for spill prevention and spill response, and applies to oil and other chemicals at the facility. Reference materials used to develop this plan are cited at the end of this document.

The primary focus of this report is on Airport activities and activities related to Port of Bremerton personnel. The Port of Bremerton is landlord to several commercial tenants on the Airport site. This SPCC plan does not address these tenant-related activities, except to the extent of providing a brief description of their activities, the precautionary measures they generally take to prevent spills or releases from their equipment, and how Airport personnel may coordinate with them in the event of a spill. As necessary, the Port of Bremerton requires its tenants to prepare, submit and regularly update an SPCC plan that is specific to their operations.

Figure 1. Site location map.



N

Not to scale

2. FACILITY LOCATION AND DESCRIPTION

The Bremerton National Airport is located at 8850 SW State Highway 3 in Bremerton, Kitsap County, Washington (see Figure 1). The Airport services general and corporate aircraft. The SIC Code for this municipal facility is 45xx. The Airport is not located on Indian or federal land. There are fewer than 1,000 jet departures per year from the facility.

The Airport was constructed in 1936 under government ownership, and expanded during World War II. In 1948, the Airport was surplused to Kitsap County and re-named the Kitsap County Airport. The Port of Bremerton assumed ownership of the Airport in 1963, and in 1983 the facility was re-named the Bremerton National Airport.

The Airport encompasses approximately 1,004 total acres. Of this, the approximate western half of the site is developed (runway, buildings, perimeter and interior access roads, various grassy fields [airplane run-off areas], etc.), while the approximate eastern half consists of wetland and forested areas (Figure 2).

Structures within the developed area of the Airport include the main terminal building, maintenance building, airplane fuel island and Jet A fuel station (see Figure 2). There are also various tenant-occupied areas onsite (see Figure 2). There are no manufacturing operations at the Airport.

2.1 AIRPORT BUILDINGS AND ACTIVITES

2.1.1 Main Terminal Building

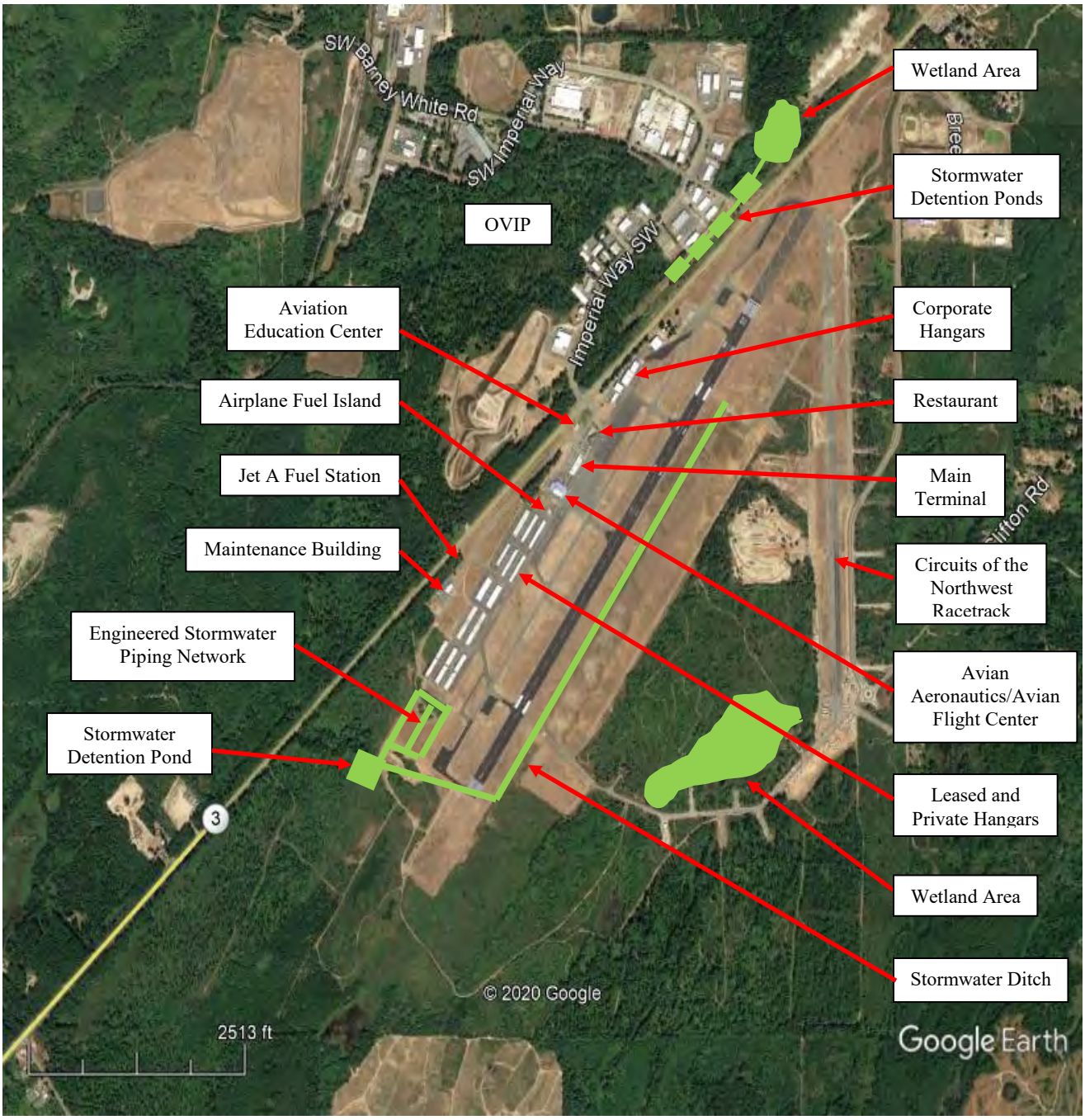
The main terminal building houses the Port of Bremerton offices and a tenant-based aviation business. As necessary, limited quantities of typical household-type chemicals are used in this building for routine cleaning and maintenance activities.

2.1.2 Maintenance Building

The maintenance building houses equipment and supplies necessary to support Airport activities and operations. Unless otherwise necessitated (such as equipment breakdown at a location away from the maintenance building), all equipment maintenance is performed inside the building.

The maintenance building is heated by a unit that burns waste oil and waste hydraulic fluid. Back-up propane heaters are also used as necessary. The building has a concrete floor with no floor drains. The area outside the building is primarily paved, with some un-paved areas around the outer perimeter. Various equipment is stored around the building, and various vehicles are parked onsite. There is a small metal shed for flammable materials on an un-paved area of the site. There is a wooden parking structure on top of the pavement for housing rolling stock and small mowers. Two (2) 2,000-gallon aboveground storage tanks containing gasoline and diesel fuel are also stored onsite on the pavement outside the maintenance building. A storm drain is located adjacent to these aboveground tanks. This drain connects with a 500-gallon dead-end sump.

Figure 2. Subject Property.



N

Not to scale

2.1.3 Airplane Fuel Island

The airplane fuel island consists of two (2) 12,000-gallon underground tanks containing Av-Gas, and a remote, public-use dispenser island located approximately 150 feet east of the tanks. A fuel pump is also connected to the tanks to fill a portable fuel truck operated by Avian Aeronautics/Avian Flight Center (an Airport tenant). The Port of Bremerton is responsible for the underground tanks and piping. Avian Aeronautics/Avian Flight Center is responsible for filling the tanks and maintenance of the dispenser islands and aboveground equipment.

A storm drain is located adjacent to the underground tanks. This drain connects directly with the Airport's stormwater system including drainage ditches and detention pond.

2.1.4 Jet A Fuel Station

The Jet A fuel station consists of one (1) 10,000-gallon underground tank containing Jet A fuel. A fuel pump is connected to the tank to fill a portable fuel truck operated by Avian Aeronautics/Avian Flight Center. There are no storm drains adjacent to this tank area.

2.2 TENANT BUILDINGS AND ACTIVITIES

There are various tenant-occupied areas on the Airport property including an aviation education building, restaurant, an airplane repair and flight instruction business (Avian Aeronautics/Avian Flight Center), airplane hangars and the Circuits of the Northwest racetrack area (see Figure 2).

2.2.1 Aviation Education Center

The Aviation Education Center provides classes and information related to aviation and the aviation industry.

The center uses typical household-type chemicals for routine cleaning and maintenance activities. These materials are in limited quantity and used only as necessary. The building has a concrete floor with no floor drains.

2.2.2 Restaurant

The restaurant is currently closed for remodeling. Once open, the facility will likely operate 7 days per week during daytime and early evening hours. The restaurant will likely use typical household-type chemicals for routine cleaning and maintenance activities. These materials will likely be in limited quantity and used only as necessary.

There are no aboveground or underground fuel storage tanks associated with this building.

2.2.3 Avian Aeronautics/Avian Flight Center

Avian Aeronautics/Avian Flight Center provides airplane maintenance and repair services, flight instruction and airplane rentals. The business has welding and hydraulic equipment, as well as a small paint booth for painting parts. There is one approximate 250-gallon aboveground tank inside the building for waste oil and waste hydraulic fluid. There are no underground fuel storage tanks associated with this business.

Avian is responsible for operation and maintenance of 2 mobile fuel trucks. These trucks contain 2,000 gallons of Av-Gas and 3,000 gallons of Jet A fuel.

2.2.4 Hangars

There are numerous hangars on the Airport property. Various hangars are leased from the Port of Bremerton, while others are privately- and corporate-owned.

Leased and privately-owned hangars are located along the southern portion of the runway area.

Corporate-owned hangars are located along the northern portion of the runway. A 10,000-gallon aboveground tank containing Jet A fuel is located along the north side of these hangars. A storm drain is located near this tank. This drain connects to an oil/water separator before discharging offsite through the Airport's stormwater drainage system.

2.2.5 Circuits of the Northwest Racetrack

The former airport runway is leased from the Port and used by various public and private groups for vehicle training, testing and racing activities. There are portable grandstands and various buildings on this portion of the site, as well as portable bathroom facilities. Limited quantities of fuel, oil and other chemicals associated with this Circuits of the Northwest racetrack area are stored in bermed and covered areas and in metal containers. As warranted by the type of activity, the groups provide mobile spill response kits including fire extinguishers.

2.3 OPERATING HOURS AND FACILITY SECURITY

The Bremerton National Airport operates 24 hours a day, 7 days per week. The Port of Bremerton office, located inside the main terminal building, is open from 7:30 AM to 4:30 PM Monday through Friday. This office is not open on holidays.

The entire Airport facility is fenced. There are several gates to access various areas of the site. Such access is restricted to Airport personnel, authorized visitors and hangar tenants. The gates are closed and locked at all times. Onsite buildings are closed and locked during non-business hours. The Airport facility is patrolled twice per day, and checked multiple times per day.

Lighting at the Airport is adequate for site inspection and safe operation. The Port of Bremerton has an alcohol and drug policy for their employees. A copy of this policy is maintained in the Port of Bremerton office located inside the main terminal building.

3. PLAN LOCATIONS AND MODIFICATIONS TO THE PLAN

Copies of this SPCC plan can be found onsite in the Port of Bremerton office located inside the main terminal building, the maintenance building and the Avian Aeronautics/Avian Flight Center office (Figure 3). A two-page summary (spill response summary) of this SPCC plan is attached as Appendix A. A copy of this summary can be found inside the spill response drums located at the aboveground tank area adjacent to the maintenance building and corporate hangars, at the underground tank area associated with the airplane fuel island and Jet A fuel station, and at the Avian Aeronautics/Avian Flight Center building (see Figure 3).

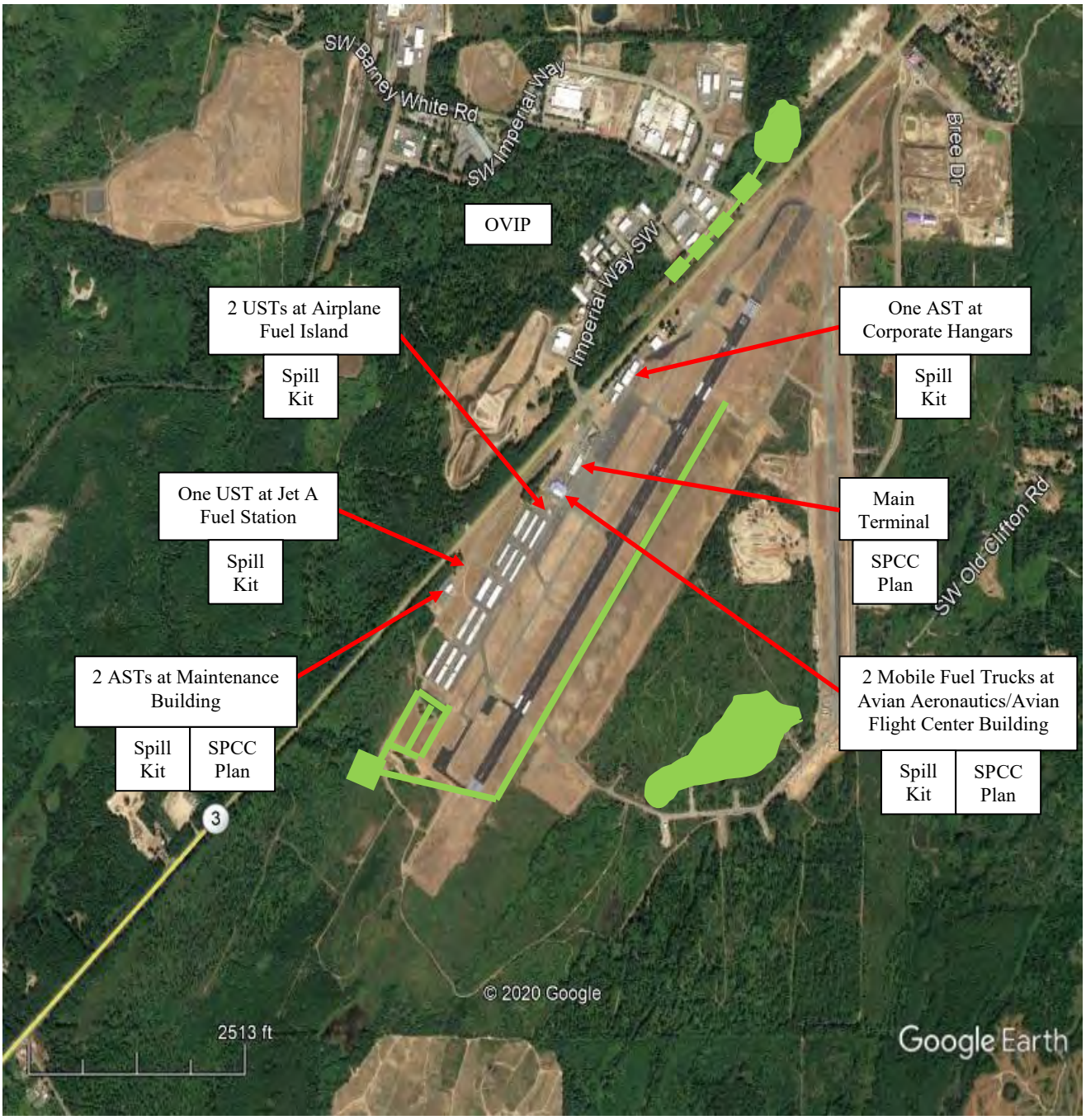
The Airport will review, modify as necessary, and distribute new copies of this SPCC plan to appropriate staff and agency personnel within 30 days of the modification whenever:

- The owner or operator of the facility changes;
- The types or quantities of oil handled at the facility changes;
- Applicable regulations are changed;
- The plan fails in response to a spill or release;
- The facility changes its design, construction, operation, maintenance or other circumstances in a way that materially increases the potential for fires, explosions or releases, or in a way that changes the response necessary in an emergency;
- The list of emergency coordinators or emergency equipment changes.

At a minimum, this plan will be reviewed and evaluated every 5 years for necessary modifications.

As necessary, the Port of Bremerton requires its tenants to prepare, submit and regularly update an SPCC plan that is specific to their operations. Copies of these plans are kept in the Port of Bremerton office inside the main terminal building, and in the maintenance building.

Figure 3. Fuel tanks, spill response kits and SPCC plan locations.



N

Not to scale

4. CHEMICAL INVENTORY AND LOCATIONS

The Airport generates, consumes, accumulates, recycles and disposes of a variety of solid, liquid and gaseous chemicals and wastes as part of operation and maintenance of their facility. These chemicals and wastes are located in various areas of the site, and are stored in several types of containers including tanks, drums and bags. A summary of these materials and their locations is provided below in Table 1. This table is cross-referenced to Figure 2.

Copies of Material Safety Data Sheets (MSDSs) for the chemicals used by the Airport are available on-line, and can be accessed via computer located in the Port of Bremerton office inside the main terminal building, and in the maintenance building. Copies of MSDSs for the chemicals used by the tenants are available on-line and/or kept inside the tenant's building.

Table 1. Chemical inventory and locations.

Location	Chemical or Waste Material	Container/Volume
Main Terminal Building.	Various household-type chemicals.	Minimal volumes only as needed in various small containers.
Maintenance Building.	New oil.	Various small containers and one (1) 55-gallon drum inside the building.
	Waste oil.	Two (2) 55-gallon drums inside the building.
	New hydraulic fluid.	One (1) 55-gallon drum inside the building.
	Waste hydraulic fluid.	One (1) 55-gallon drum inside the building.
	New antifreeze.	Various small containers as needed inside the building.

Table 1 (continued). Chemical inventory and locations.

Location	Chemical or Waste Material	Container/Volume
Maintenance Building (continued).	Waste antifreeze.	Two (2) 55-gallon drums inside the building.
	Welding gases.	Minimal volumes only as needed in various cylinder tanks inside the building.
	Propane.	One (1) aboveground tank outside the building.
	De-icer	Minimal volumes only as needed in various small containers inside the building.
	Various household-type chemicals including biodegradable soap.	Minimal volumes only as needed in various small containers inside the building.
	Various products including herbicides, paint and oil.	Minimal volumes only as needed in bags (solids) and gallon-size containers (liquids) in flammable materials shed outside the building.
	Gasoline.	Minimal volumes only as needed in small plastic gas cans in the larger plastic shed outside the building.
	Gasoline and diesel fuel.	Two (2) 2,000-gallon double-wall aboveground tanks outside the building.
Airplane Fuel Island.	Av-Gas.	Two (2) 12,000-gallon underground tanks.
Jet A Fuel Station.	Jet A fuel.	One (1) 10,000-gallon underground tank.
Various locations.	Waste fuel.	Numerous 3-gallon red-colored containers located in various areas of the airport facility for minor amounts of waste fuel generated as part of the pre-flight check of each airplane.

Table 1 (continued). Chemical inventory and locations.

Location	Chemical or Waste Material	Container/Volume
Aviation Education Center (tenant).	Various household-type chemicals.	Minimal volumes only as needed in various small containers inside the building.
Restaurant (currently being remodeled).	Waste oil/grease.	To be determined.
	Various household-type chemicals.	To be determined.
Avian Aeronautics/Avian Flight Center (tenant).	New oil and hydraulic fluid.	Various 55-gallon drums as needed inside the building.
	Waste oils and hydraulic fluid.	One approximate 250-gallon aboveground tank inside the building.
	Waste solvents and chemicals.	Various small containers as needed inside the building.
	Welding gases.	Minimal volumes only as needed in various cylinder tanks inside the building.
	Various household-type chemicals.	Minimal volumes only as needed in various small containers inside the building.
	Paint.	Various small containers including aerosol cans as needed inside the building.
	Av-Gas and Jet A fuel.	Two (2) mobile fuel trucks with 2,000 gallons of Av-Gas and 3,000 gallons of Jet A fuel.
Hangars (leased and private tenants).	Various fuels, oil and grease.	Limited volumes in various small containers inside the building.
Hangars (corporate tenants).	Various fuels, oil and grease.	Limited volumes in various small containers inside the building.
	Jet A fuel.	One (1) 10,000-gallon double-wall aboveground tank.

Table 1 (continued). Chemical inventory and locations.

Location	Chemical or Waste Material	Container/Volume
Circuits of the Northwest (tenant).	Racing fuel.	Various portable containers as needed in covered and bermed area.
	Various fuels, oils and other chemicals.	Various portable containers stored in metal containers.

4.1 POTENTIAL WORST CASE SPILL

A potential worst-case spill at the Airport would involve a rupture of:

- The aboveground tanks located outside the maintenance building;
- The aboveground tank located along the north side of the corporate hangars;
- The underground tanks located at the airplane fuel island;
- The underground tank located at the Jet A fuel station;
- The portable fuel trucks; and/or
- An airplane fuel tank.

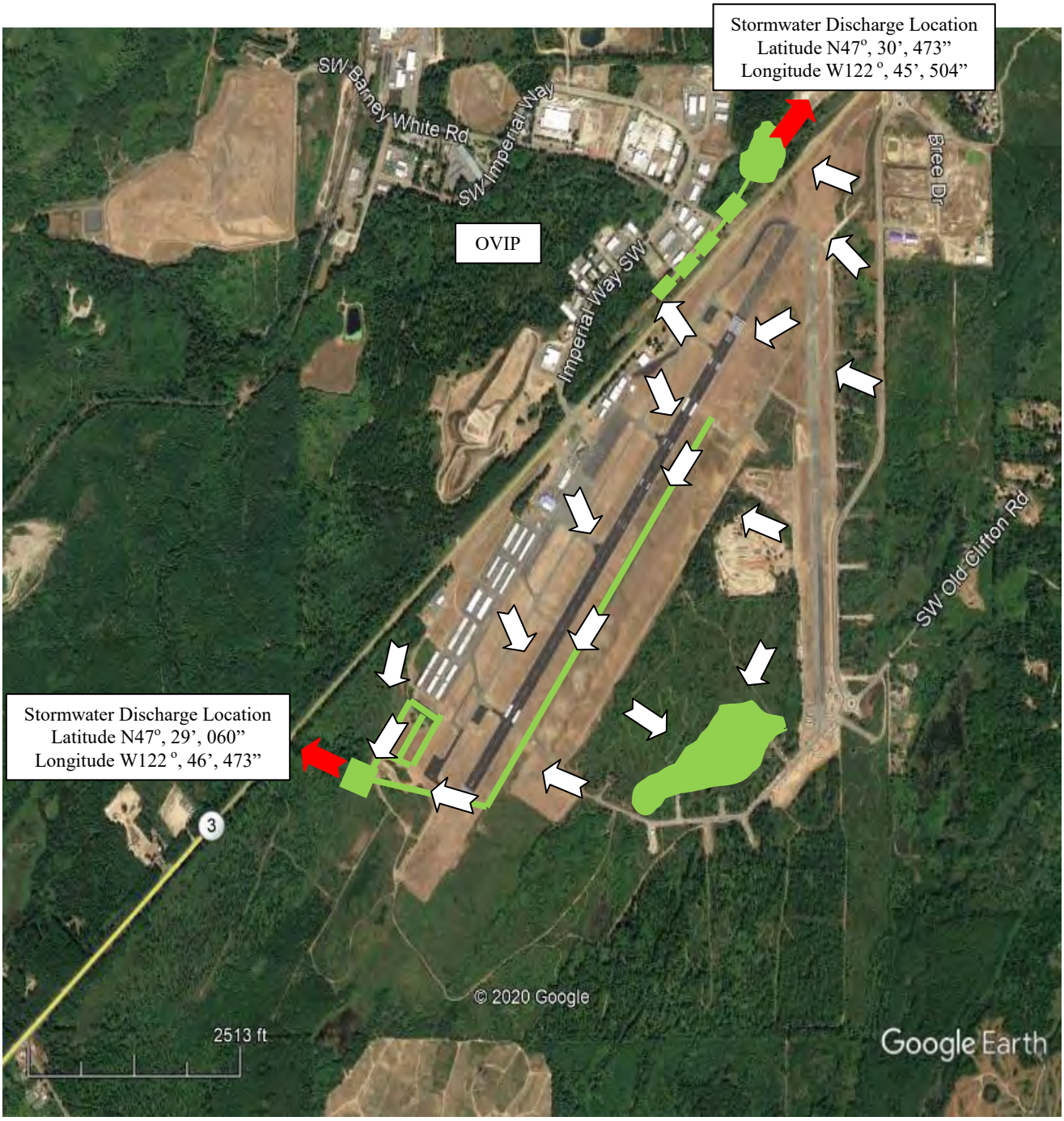
Such a spill could result in discharges to the Airport's stormwater system, and/or impact onsite soil and groundwater quality.

The majority of stormwater from the Airport is collected and routed through various storm drains, oil/water separators, culverts and drainage ditches to an engineered piping network and detention pond located along the southern portion of the property (Figure 4). Water from this pond either evaporates, infiltrates into the underlying soil, or is control-discharged through an outfall to Stream 0512. The latitude and longitudinal coordinates of this outfall are N47^{o}, 29', 060" and W122 ^{o}, 46', 473".

Stormwater primarily from the northwest portion of the Airport is collected and routed to a wetland area and a culvert located offsite in the Port of Bremerton's Olympic View Industrial Park (OVIP) west of the Airport (see Figure 4). Water from this culvert and wetland area are combine-discharged to an un-named tributary to the east fork of the Union River. The latitude and longitudinal coordinates of this combined discharge location is N47^{o}, 30', 473" and W122 ^{o}, 45', 504".

Stormwater activities, including sampling of offsite discharges, are discussed in more detail in the Airport's stormwater pollution prevention plan.

Figure 4. Stormwater flow directions and discharge locations.



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4.2 SPILL HISTORY

There have been no reportable spills or releases from the Airport in the past 5 years. There have been no exceedances of the stormwater discharge standards.

5. SPILL PREVENTION AND PREPAREDNESS

5.1 PERSONNEL TRAINING AND SAFETY

During the orientation of each new employee and during monthly safety meetings thereafter, training is provided as to the general types and locations of chemical and physical hazards at the site. Employees are made aware of the existence and location of MSDSs for all chemicals used at the site, the existence of this SPCC plan, and the importance of preventing, controlling and containing spills. Employees also attend annual Hazardous Waste Operations (HAZWOPER) training. Attendance and training records for each employee are kept on file in the Port of Bremerton office located inside the main terminal building.

5.2 MEASURES TO PREVENT AND DETECT SPILLS

Various visual, physical and mechanical measures are employed to prevent and detect spills and releases from the Bremerton National Airport. These measures are discussed below.

5.2.1 Tank Systems

Aboveground and underground tanks and the portable fuel trucks at the Bremerton National Airport are kept in good condition and are compatible with the fuel material stored and pumped.

Fuel dispensed from the aboveground tanks is recorded manually on a fuel usage logsheet. This logsheet is reconciled approximately monthly to ensure proper accountability of all fuel bought and used, and to confirm there have been no leaks from the tanks. Fuel dispensed from the underground tanks is automatically recorded as part of the tanks' leak detection software. A printout of this information is obtained and reconciled quarterly.

5.2.1.1 Maintenance Building

The two (2) 2,000-gallon aboveground storage tanks containing gasoline and diesel fuel at the maintenance building have a roof structure overhead to reduce exposure to the environment. The tanks are rectangular in size and metal in construction. The tanks are double-walled, with audible and visual alarms to prevent overfilling. The pumps have a backflow preventer to shut off flow to prevent overfilling. The fuel pumps operate only when the handle on a dispenser is pressed, and shut off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pumps is located approximately 75 feet east on the southwest exterior of the maintenance building. Drip pans and absorbent pads are used as necessary to capture any spills or leaks from the fuel transfer process.

A yellow 55-gallon spill response drum and several fire extinguishers are located within the aboveground tank area (see Figure 3). This drum contains various items including gloves, a storm drain cover, and absorbent pads and socks. A two-page summary of this SPCC plan is also inside the drum (see Appendix A), as well as a general listing of the contents of the kit.

A storm drain is located adjacent to the aboveground tanks. This drain connects with a 500-gallon dead-end sump in the event of a spill or release from the tanks. The sump contains petroleum-absorbent pads.

5.2.1.2 Airplane Fuel Island

The two (2) 12,000-gallon underground tanks containing Av-Gas associated with the airplane fuel island are located within a small, locked-fence area of the Airport. Tank access manholes are covered to minimize exposure to the environment. The tanks are single-walled, with cathodic protection, a leak detection system, and audible and visual alarms to prevent overfilling. A fuel pump is connected to the tanks to fill a portable fuel truck operated by Avian Aeronautics/Avian Flight Center. This pump has a backflow preventer to shut off flow to prevent overfilling. The pump operates only when the handle on the dispenser is pressed, and shuts off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pump is located adjacent to the dispenser. Fueling operations are clearly described in a sign adjacent to the dispenser. Drip pans and absorbent pads are used as necessary to capture any spills or leaks from the fuel transfer process.

A yellow 55-gallon spill response drum and several fire extinguishers are located within the underground tank area (see Figure 3). This drum contains various items including gloves, a storm drain cover, and absorbent pads and socks. A two-page summary of this SPCC plan is also inside the drum (see Appendix A), as well as a general listing of the contents of the kit.

A storm drain is located adjacent to the underground tanks. This drain connects directly with the Airport's stormwater system including drainage ditches and detention pond. A cover is placed over this storm drain prior to fuel transfers to or from the tanks.

There are 2 dispensers on the remote fuel island for public fueling of airplanes. The island has a roof structure overhead to reduce exposure to the environment, and cables to electrically bond the airplanes prior to fueling. The fuel pumps have a backflow preventer to shut off flow to prevent overfilling. These pumps operate only when the handle on the dispenser is pressed, and shut off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pumps is located approximately 100 feet south of the fuel island on the wall of an adjacent airplane hangar. Fueling operations are clearly described in a sign adjacent to the dispensers.

Drainage trenches are located near both public dispensers. These trenches connect with an oil/water separator before discharging offsite through the Airport's stormwater drainage system. The oil/water separator contains petroleum-absorbent pads.

5.2.1.3 Jet A Fuel Station

The Jet A fuel station consists of one (1) 10,000-gallon underground tank containing Jet A fuel. The fuel station is located within a small, locked-fence and un-paved area of the Airport, with a roof structure overhead to reduce exposure to the environment. There are no storm drains adjacent to this tank area.

The underground tank is single-walled, with cathodic protection, a leak detection system, and audible and visual alarms to prevent overfilling. A fuel pump is connected to the tank to fill a portable fuel truck operated by Avian Aeronautics/Avian Flight Center. This pump has a backflow preventer to shut off flow to prevent overfilling. The pump operates only when the handle on a dispenser is pressed, and shuts off automatically if the fuel hose is inadvertently detached from the dispenser. An emergency shut-off switch for the pump is located adjacent to the dispenser. Fueling operations are clearly described in a sign adjacent to the dispenser. Drip pans and absorbent pads are used as necessary to capture any spills or leaks from the fuel transfer process.

A yellow 55-gallon spill response drum and several fire extinguishers are located within the underground tank area (see Figure 3). This drum contains various items including gloves, a storm drain cover, and absorbent pads and socks. A two-page summary of this SPCC plan is also inside the drum (see Appendix A), as well as a general listing of the contents of the kit.

5.2.1.4 Portable Fuel Trucks

Avian Aeronautics/Avian Flight Center is responsible for operation and maintenance of 2 mobile fuel trucks. These trucks contain 2,000 gallons of Av-Gas and 3,000 gallons of Jet A fuel. The truck containers are single-wall construction, with backflow preventers that shut off flow to prevent overfilling. Each truck carries limited spill response equipment including a fire extinguisher, absorbent pads and a storm drain cover. A cover is placed over the storm drain whenever fuel transfers are made from the underground tank associated with the airplane fuel island. A cover is also placed over any nearby storm drain whenever fuel transfers are made at remote (mobile) locations. Drip pans and absorbent pads are used as necessary to capture spills or leaks from any fuel transfer process. When not mobilized to some onsite location, the trucks are parked on paved areas adjacent to the Avian building.

Stormwater from the Avian area connects directly with the Airport's stormwater system including an oil/water separator, drainage ditches and detention ponds. The oil/water separator contains petroleum-absorbent pads.

A yellow 55-gallon spill response drum and several fire extinguishers are located inside the Avian building (see Figure 3). This drum contains various items including gloves, a storm drain cover, and absorbent pads and socks. A two-page summary of this SPCC plan is also inside the drum (see Appendix A), as well as a general listing of the contents of the kit.

5.2.1.5 Corporate Hangar Jet A Tank

A 10,000-gallon aboveground tank containing Jet A fuel is located along the north side of the corporate-owned hangars along the north portion of the runway. This tank is double-walled, with audible and visual alarms to prevent overfilling. An emergency shut-off switch for the fuel pump is located along the west side of the tank area. Fuel transfers to or from the tank are monitored to prevent spillage. Drip pans and absorbent pads are used as necessary to capture any spills or leaks from the fuel transfer process. A blue 55-gallon spill response drum and several fire extinguishers are located within the aboveground tank area (see Figure 3).

A storm drain is located near the aboveground Jet A fuel tank at the corporate hangar area. This drain connects to an oil/water separator before discharging offsite through the Airport's stormwater drainage system. A cover is placed over the storm drain prior to fuel transfers to or from the tank. The oil/water separator contains petroleum-absorbent pads.

5.2.2 Chemical Usage, Storage and Disposal

Chemical usage at the Airport is kept to a minimum, with volumes kept onsite only as necessary to support operations. The Airport does not use any chemicals to de-ice airplanes or the runway areas. Vegetation is controlled through frequent mulch-mowing, and a once-per-year application of agronomic quantities of herbicides around only the runway/taxiway and fence lines.

Common household-type chemicals are used in most buildings on the Airport property for routine cleaning and maintenance activities. Any spill of these materials can be easily contained within the structure, and readily cleaned up and re-used or thrown away in accordance with applicable regulations.

Chemicals associated with the maintenance building, and Avian Aeronautics/Avian Flight Center facility are kept inside the buildings and/or in containment areas capable of holding 100% of the total volume of liquid. Each structure has an impermeable floor. The maintenance building has no floor drains, while the Avian building has a floor drain connected to a 1,000 gallon dead-end sump. The chemicals are secured as necessary to prevent spillage and/or damage. Any chemical spills can be easily contained within the structure, and readily cleaned up and re-used or thrown away in accordance with applicable regulations. Waste chemicals are disposed of as necessary by offsite vendors. Chemical disposal records are kept onsite at the Port of Bremerton and Avian offices.

There is a small metal shed for flammable materials on an un-paved area of the maintenance building site. This shed contains various bags of herbicides and gallon-size containers of herbicides, paint and oil. The shed has an impermeable floor and no floor drains. Any spill of these materials can be easily contained within the structure, and readily cleaned up and re-used or thrown away in accordance with applicable regulations. The door to the shed is closed when not in use.

There is a wooden parking structure at the maintenance building for housing rolling stock and small mowers. This structure has no floor (it is placed on top of the surrounding pavement). Absorbent pads are kept beneath each of the gasoline cans. Any leakage or spillage of gasoline can be readily adsorbed by these pads. The pads are changed as necessary to ensure proper function, and thrown away in accordance with applicable regulations.

The small paint booth in the Avian Aeronautics/Avian Flight Center building utilizes a waterfall operation to collect overspray. Due to evaporation, water is typically added, not removed, from the paint booth. As a result, there is no wastewater generated from this activity. Water within the booth is adjusted as necessary for pH to ensure proper collection of overspray. Paints are kept in small quantities, typically aerosol cans or small containers that can be used as needed. The paint booth is vented to the outside.

The restaurant is currently closed for remodeling. Chemical usage and waste handling and disposal will be determined when the facility re-opens.

When not mobilized to some onsite location, portable fuel trucks used by Avian Aeronautics/Avian Flight Center are parked on paved areas adjacent to the building. Any spills in this or other paved areas of the site can be contained on the pavement, captured using spill response kit materials located inside the trucks and/or at other locations on the Airport property, or captured through the Airport's stormwater system including oil/water separators, drainage ditches and detention ponds.

Hangars leased from the Port of Bremerton are covered under a lease agreement that limits the types and amounts of chemicals that can be used or stored onsite, the types of maintenance activities the tenants can perform (minimal only), and the types of vehicles the tenants can store (airplanes only, or a vehicle if the airplane is being used). The lease also allows the Port of Bremerton to conduct quarterly inspections of the hangars to ensure compliance with the lease agreement. These and other hangars at the Airport have concrete floors with no floor drains. Any spills in these areas can be easily and readily cleaned up and re-used or thrown away.

Containers with fuel, oil and other chemicals associated with the Bremerton Raceway are stored in bermed and covered areas and in metal containers. The bermed and covered areas have no floor drains, while the metal containers have impermeable floors. As warranted by the type of activity, the groups involved with this area provide mobile spill response kits including fire extinguishers. The Port of Bremerton requires the frequent removal and offsite disposal of wastes and chemicals from this area. Portable bathroom facilities are pumped on a routine basis by an offsite sewage company.

5.2.3 Facility Security and Site Inspections

The entire Airport facility is fenced. There are several gates to access various areas of the site. Such access is restricted to Airport personnel, authorized visitors, and hangar tenants. The gates are closed and locked at all times. Onsite buildings are closed and locked during non-business hours.

The Airport facility is patrolled twice per day, and checked multiple times per day. Lighting at the Airport is adequate for site inspection and safe operation.

The aboveground tanks at the maintenance building are inspected informally on an approximate daily basis as Airport personnel work in the general vicinity. The tanks are formally inspected on a monthly basis for structural and operational problems including rust, damage and leakage, the presence of absorbent pads, a storm drain cover, personal protective equipment and a two-page summary of this SPCC plan (see Appendix A) in the spill response drum, and the presence of unsaturated petroleum-absorbent pads and available capacity in the dead-end sump. Copies of these inspection records are kept in the Port of Bremerton office located inside the main terminal building.

All aboveground equipment associated with the airplane fuel island and Jet A fuel station are inspected on a daily, weekly and monthly basis by Avian Aeronautics/Avian Flight Center personnel. These inspections vary in the depth of coverage, but generally include verification that there is no damage to or leakage from the equipment, the equipment is functioning properly, and the dispensers are properly calibrated. Records of these inspections are kept in the Avian office.

The underground tanks associated with the airplane fuel island and Jet A fuel station are inspected monthly by Airport personnel. This inspection includes a visual check for structural and operational problems including rust, damage and leakage. The spill response drums in these areas are inspected monthly for the presence of absorbent pads, a storm drain cover, personal protective equipment and a two-page summary of this SPCC plan (see Appendix A). Copies of these inspection records are kept in the Port of Bremerton office located inside the main terminal building.

The aboveground tank associated with the corporate hangars is inspected monthly by Airport personnel. Copies of these inspection records are kept in the Port of Bremerton office located inside the main terminal building. Fuel transfers to or from the tank are monitored to prevent spillage. Drip pans and absorbent pads are also used as necessary to capture any spills or leaks from the fuel transfer process.

Underground tanks and associated and piping at the airport facility are tightness-tested annually. The leak detection system and the impressed current portion of the cathodic protection system are checked and inspected monthly, while the galvanic portion of the system is inspected every 3 years. Copies of these inspection records are kept in the Port of Bremerton office located inside the main terminal building.

Fuel transfers directly to or from the aboveground and underground tanks are performed under the constant inspection of Airport, Avian Aeronautics/Avian Flight Center and/or corporate-hangar personnel. This inspection includes a visual and/or verbal verification of the volume and type of fuel to transfer prior to pumping. Drip pans and absorbent pads are also used as necessary to capture any spills or leaks from the fuel transfer process.

Fuel transfers to or from the portable trucks are performed under the constant inspection of Avian Aeronautics/Avian Flight Center personnel. This inspection includes a visual and/or verbal verification of the volume and type of fuel to transfer prior to pumping. Drip pans and absorbent pads are also used as necessary to capture any spills or leaks from the fuel transfer process. The trucks are inspected daily, and maintained on a routine schedule and as-needed basis to ensure proper and safe operation.

Airport spill response kit materials are inspected monthly and replaced or updated as necessary by the Emergency Coordinators. Spill response materials within the Avian building and portable fuel trucks are replaced or updated as necessary by Avian personnel. Spill response materials associated with the aboveground tank at the corporate hangars are replaced or updated as necessary by appropriate corporate personnel.

The dead-end sump adjacent to the aboveground tanks at the maintenance building is inspected monthly and after large storms for unsaturated petroleum-absorbent pads, sediment build-up and available capacity. The oil/water separator adjacent to the airplane fuel island and corporate hangar area, and the dead-end sump adjacent to the Avian Aeronautics/Avian Flight Center building, are inspected monthly and after large storms for unsaturated absorbent pads, sediment build-up and available capacity. The sumps and separators are pumped as necessary. Records of these activities are kept in the Port of Bremerton office located inside the main terminal building.

Storm drains and stormwater detention ponds are inspected monthly to ensure proper condition and function.

5.2.4 Other

The Bremerton National Airport is maintained in a clean and orderly manner. Roads are maintained as necessary to ensure adequate accessibility and proper surface drainage. Airport vehicles are washed routinely to minimize dirt on runway and access road areas, and to ensure minimal impacts to storm drains, oil/water separators, drainage ditches and detention ponds. These systems are inspected routinely to ensure proper function.

Maintenance of trucks and other Airport equipment is performed on a routine schedule and as-needed basis to ensure proper and safe operation. Maintenance is performed onsite as possible and offsite as required. Unless otherwise necessitated (such as equipment breakdown at a location away from the maintenance building), all onsite maintenance is performed inside the maintenance building. Airplanes are maintained by their owners in accordance with FAA regulations to ensure proper and safe operation.

Sampling is conducted as required to monitor the quality of stormwater being discharged from the Airport site. Sampling data is reported to the regulatory agencies according to permit requirements and schedules. Stormwater activities are discussed in more detail in the Airport's stormwater pollution prevention plan.

5.3 AVAILABLE EMERGENCY EQUIPMENT

Fire extinguishers, personal protective equipment and MSDSs are available to all facility personnel. Spill kit materials including fire extinguishers, personal protective equipment and storm drain covers are available at the aboveground tanks adjacent to the maintenance building and corporate hangars, at the underground tank area associated with the airplane fuel island and Jet A fuel station, and at the Avian Aeronautics/Avian Flight Center building (see Figure 3). Similar equipment is also kept in the portable fuel trucks. As necessary, emergency equipment can be deployed to any onsite location in less than 10 minutes. A two-page summary of this SPCC plan (see Appendix A) is also inside the drums, as well as a general listing of the contents of each kit.

A spill response trailer is located at the Port Orchard Marina approximately 20 minutes from the Airport. This trailer contains various materials including storm drain covers and absorbent booms and pads.

The Port of Bremerton and Avian Aeronautics/Avian Flight Center also have contact with offsite spill response contractors to respond in the event of a major spill or release. The Airport is served by the South Kitsap Fire District located in Gorst, approximately 3 miles away.

5.4 COMMUNICATION SYSTEMS

Cell phones are the primary communication device used at the Airport. Person-to-person contact is used where and when appropriate. Key personnel can also be reached by standard telephone.

6. SPILL RESPONSE

6.1 EMERGENCY COORDINATORS

The Bremerton National Airport has designated Emergency Coordinators to direct, coordinate and supervise activities in the event of an emergency, spill or release (Table 2). An Emergency Coordinator must be contacted immediately in the event of any facility-related onsite or offsite occurrence.

Table 2. Emergency Coordinators.

Name	Telephone
Warren Henrickson	Office (360) 813-0828 Cell (206) 999-3111
Ed Draper	Office (360) 813-0819 Cell (360) 265-3895

Telephone numbers for the Airport's Emergency Coordinators are posted in the Port of Bremerton office located inside the main terminal building, in the maintenance building, in the Avian Aeronautics/Avian Flight Center office, and in a two-page summary of this SPCC plan (see Appendix A) inside the spill response drums located at the aboveground tank area adjacent to the maintenance building and corporate hangars, at the underground tank area associated with the airplane fuel island and Jet A fuel station, and at the Avian Aeronautics/Avian Flight Center building (see Figure 3).

The Emergency Coordinators have full authority to commit the company's resources, as necessary, and to shut down any facility activity in order to protect human health and the environment. Emergency Coordinators are responsible for ensuring emergency equipment, including spill kit materials, are inspected, replaced and updated as necessary. Emergency Coordinators are also responsible for notifying appropriate agencies of any spills or unauthorized discharges.

6.2 PLAN OF ACTION

Personal protective equipment such as gloves and safety glasses should be worn whenever responding to a chemical spill. Appropriate protective equipment for each material stored onsite is discussed in the applicable MSDSs. Measures to combat other hazards associated with the spill, such as exposure or a fire, are also discussed in the MSDSs. Copies of the MSDSs for the chemicals used by the Airport are available on-line, and can be accessed via computer located in the Port of Bremerton office inside the main terminal building, and in the maintenance building. Copies of MSDSs for the chemicals used by the tenants are available on-line and/or kept inside the tenant's building.

The following plan of action should be implemented whenever a spill is detected.

1. The first person at any spill site must report the spill to one of the following Emergency Coordinators:

   - Warren Henrickson Office (360) 813-0828
     Cell (206) 999-3111

   - Ed Draper Office (360) 813-0819
     Cell (360) 265-3895

   If verbal communication is not appropriate, contact the Emergency Coordinators using a cell phone or via telephone from various onsite locations including the main terminal building, maintenance building, Avian Aeronautics/Avian Flight Center office or restaurant.

2. Clear the area of unnecessary personnel.

3. Wear appropriate protective equipment as described in the applicable MSDSs. Copies of the MSDSs for the chemicals used by the Airport are available on-line, and can be accessed via computer located in the Port of Bremerton office inside the main terminal building, and in the maintenance building. Copies of MSDSs for the chemicals used by the tenants are available on-line and/or kept inside the tenant's building.

4. Determine the source of the spill and, if possible, stop the source immediately. Use other available personnel as needed.

5. Prevent the spill from reaching the storm drains by using any or all of the following measures:

   - Use spill kit materials in the yellow drums located at the aboveground tanks adjacent to the maintenance building and underground tank areas associated with the airplane fuel island and Jet A fuel station, the blue drum located at the aboveground tank at the corporate hangar area, or spill response materials in Avian's portable fuel trucks (see Figure 3). Other materials including absorbent booms and pads are located in a spill response trailer located at the Port Orchard Marina approximately 20 minutes from the Airport.

   - Use storm drain covers located in the spill kits or Avian's portable fuel trucks to prevent spilled material from entering the drains.

   - Use soil from the facility to construct dams and containment areas around the spill.

   - Direct the spill toward paved areas of the property.

6. Begin logging the following information:

- Date and time the spill was first observed.
- Time of arrival at spill site.
- Type of material spilled.
- Volume of spill.
- Cause of spill.
- Weather conditions.
- Type of action taken to contain and absorb the spill.
- Personnel on scene and assisting with containment and cleanup.
- Fire or health hazard, if any.
- Log all telephone calls including person(s) talked to, time and date.

7. Inspect the stormwater system and outfall locations to ensure no spilled materials have impacted these areas (no odors, sheen, unusual materials, etc).

8 Once the spill has been completely contained, clean up the spilled material, absorbent pads, etc. and arrange for appropriate disposal as discussed below.

9. Replace any materials used from the spill kits.

6.3 EVACUATION PLAN

In the event of an emergency situation which threatens the health or safety of facility personnel and patrons, assemble in one area that is at a safe distance yet close to the scene and await further instruction by an Emergency Coordinator.

6.4 NOTIFICATION OF REGULATORY AGENCIES

Only the Emergency Coordinators will determine if outside agencies should be notified of a spill. Table 3 lists the regulatory agencies to be notified in the event a spill has reached an adjacent waterway or has been released in a reportable quantity.

Reportable quantities are typically recorded on the MSDSs. Copies of the MSDSs for the chemicals used by the Airport are available on-line, and can be accessed via computer located in the Port of Bremerton office inside the main terminal building, and in the maintenance building. Copies of MSDSs for the chemicals used by the tenants are available on-line and/or kept inside the tenant's building. Oil does not have a reportable quantity, but must be reported if it causes a film or sheen upon or discoloration of the adjoining waterway.

Table 3. Notification of regulatory agencies of spill or release.

Agency	Telephone
Washington State Emergency Management	1-800-258-5990
National Response Center	1-800-424-8802
U.S. Coast Guard	206-217-6000
Washington State Department of Ecology	425-649-7000
Bremerton-Kitsap County Health District	360-728-2235

Local police, fire, and medical assistance can be contacted by calling 9-911 from the facility telephones or 911 from offsite or mobile telephones.

Once contacted, the Washington State Emergency Management center will verify that the Emergency Coordinator has or will also contact other appropriate regulatory agencies including the Washington State Department of Ecology (Ecology) and the local branch of the U.S. Coast Guard. The National Response Center assumes responsibility for notifying the U.S. Environmental Protection Agency (EPA).

7. STORAGE AND DISPOSAL OF SPILLED MATERIALS

As discussed in this report, routine and as-needed maintenance, training, and an overall awareness of operational activities by each employee are the primary measures used for preventing and minimizing spills at the Bremerton National Airport. Should a spill occur, however, the material should be collected and disposed of in the following:

- Spills of solid materials should be swept up and re-used if possible. If offsite disposal is necessary, place the material in a suitable container such as a 55-gallon drum and follow applicable federal, state and local regulations for waste storage and disposal. Keep records of all disposal activities and associated documentation.

- Spills of liquid materials should be collected in 55-gallon drums or other suitable containers. If re-use is not possible and offsite disposal is necessary, follow applicable federal, state and local waste storage and disposal regulations. Keep records of all disposal activities and associated documentation.

- For waste materials used to contain and collect spills that must be disposed of offsite, place the waste in a suitable container such as a 55-gallon drum and follow applicable federal, state and local waste storage and disposal regulations. Keep records of all disposal activities and associated documentation.

8. REFERENCES

Chapter 90.56 Revised Code of Washington. Oil and Hazardous Substance Spill Prevention and Response.

Chapter 173-180 Washington Administrative Code. Facility Oil Handling Standards. November 7, 2007.

Chapter 173-182 Washington Administrative Code. Oil Spill Contingency Plan. December 18, 2019.

Chapter 173-303 Washington Administrative Code. Dangerous Waste Regulations. January 28, 2019.

Chapter 173-360 Washington Administrative Code. Underground Storage Tank Regulations. December 30, 2019.

EPA Region X Guidance Manual for the Development of an Accidental Spill Prevention Program. February, 1986.

Industrial Stormwater General Permit. Issuance date November 20, 2019. Effective date January 1, 2020. Expiration date December 31, 2024.

Manual for Review of Facility Oil Spill Contingency Plans. Washington Department of Ecology. Publication 92-06. January, 1992.

Title 33 Code of Federal Regulations. Part 153. Control of Pollution by Oil and Hazardous Substances, Discharge Removal. Current as of February 21, 2020.

Title 40 Code of Federal Regulations. Part 109. Criteria for State, Local and Regional Oil Removal Contingency Plans. Current as of February 21, 2020.

Title 40 Code of Federal Regulations. Part 110. Discharge of Oil. Current as of February 21, 2020.

Title 40 Code of Federal Regulations. Part 112. Oil Pollution Prevention. Current as of February 21, 2020.

Title 40 Code of Federal Regulations. Part 300. National Oil and Hazardous Substances Pollution Contingency Plan. Current as of February 21, 2020.

APPENDIX A

SPILL RESPONSE SUMMARY

SPILL RESPONSE SUMMARY

The following plan of action should be implemented whenever a spill is detected.

1. The first person at any spill site must report the spill to one of the following Emergency Coordinators:

   - Warren Henrickson Office (360) 813-0828
     Cell (206) 999-3111

   - Ed Draper Office (360) 813-0819
     Cell (360) 265-3895

2. Clear the area of unnecessary personnel.

3. Wear appropriate protective equipment as described in the applicable MSDSs. Copies of the MSDSs for the chemicals used by the Airport are available on-line, and can be accessed via computer located in the Port of Bremerton office inside the main terminal building, and in the maintenance building. Copies of MSDSs for the chemicals used by the tenants are available on-line and/or kept inside the tenant's building.

4. Determine the source of the spill and, if possible, stop the source immediately. Use other available personnel as needed.

5. Prevent the spill from reaching the storm drains by using any or all of the following measures:

   - Use spill kit materials in the yellow drums located at the aboveground tanks adjacent to the maintenance building and underground tank areas associated with the airplane fuel island and Jet A fuel station, the blue drum located at the aboveground tank at the corporate hangar area, or spill response materials in Avian's portable fuel trucks. Other materials including absorbent booms and pads are located in a spill response trailer located at the Port Orchard Marina approximately 20 minutes from the Airport.

   - Use storm drain covers located in the spill kits or Avian's portable fuel trucks to prevent spilled material from entering the drains.

   - Use soil from the facility to construct dams and containment areas around the spill.

   - Direct the spill toward paved areas of the property.

6. Begin logging the following information:

Spill Response Activity	Notes
Date and time spill first observed.	
Time of arrival at spill site.	
Type of material spilled.	
Volume of spill.	
Cause of spill.	
Weather conditions.	
Action taken to contain the spill.	
Personnel on scene and assisting with containment and cleanup.	
Fire or health hazard, if any.	
Log all telephone calls including person(s) talked to, time and date.	

7. Inspect the stormwater system and outfall locations to ensure no spilled materials have impacted these areas (no odors, sheen, unusual materials, etc).

8 Once the spill has been completely contained, clean up the spilled material, absorbent pads, soil, etc. and arrange for appropriate disposal.

9. Replace any materials used from the spill kits.

APPENDIX D

Employee Training Log

Employee Annual Training Log
(Complete new log for each training session)

Date: _____

Instructor: _____

Location: _____

Topics: _____

_____

_____

Date	Attendees Name	Signature

STORMWATER POLLUTION PREVENTION PLAN CERTIFICATION FORM
PORT OF BREMERTON, WASHINGTON

[Note: This certification form and accompanying instructions have been re-printed verbatim from the Permit.]

The Permittee shall use this form to sign and certify that the Stormwater Pollution Prevention Plan (SWPPP) is complete and in compliance with Conditions S3 and S8 of the Industrial Stormwater General Permit (ISGP). Each time a Level 1, 2, or 3 Corrective Action is required, this form needs to be re-signed and re-certified by the Permittee, and attached to the SWPPP.

Is this SWPPP certification in response to a Level 1, 2 or 3 Corrective Action? Yes **X No**

If Yes:

- Type of Corrective Action?: Level 1 Level 2 Level 3
- Date SWPPP update/revision completed: _____

"I certify under penalty of law that this SWPPP 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 information to determine compliance with the Industrial Stormwater General Permit. Based on my inquiry of the person or persons who are responsible for stormwater management at my facility, this SWPPP is, to the best of my knowledge and belief, true, accurate, and complete, and in full compliance with Permit Conditions S3 and S8, including the correct Best Management Practices from the applicable Stormwater Management Manual. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Arne Bakker	Chief Operations Officer
Operators Printed Name	Title
Operator's Signature *	Date
	January 28, 2025

*Federal regulations require this document to be signed for a municipality, state, federal, or other public facility, by either a principal executive officer or ranking elected official.

This document shall be signed by a person described above or by a duly authorized representative of that person. A person is a duly authorized representative only if: 1) The authorization is made in writing by a person described above and submitted to the Washington State Department of Ecology (Ecology), and 2) The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility, such as the position of plant manager, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters.

Changes to authorization: If an authorization under number 2) above is no longer accurate because a different individual or position has responsibility for the overall operation of the facility, a new authorization satisfying the requirements of number 2) above shall be submitted to Ecology prior to, or together with, any reports, information, or applications to be signed by an authorized representative.