
STORM WATER POLLUTION PREVENTION PLAN

Santa Barbara Municipal Airport

Santa Barbara, California

Prepared by:

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REVISION SHEET

All revisions to the Storm Water Pollution Prevention Plan must be documented. Presented below is a listing, by date, of the sections that have been revised.

Revision 1

Date: July 29, 2009
Section(s) Revised: C, D, G, I, L, and T
Purpose of Revision: Add Spitfire, remove DHL/Air Cargo Carriers, add significant materials to American Eagle, clarify ASR 11 fuel storage, added presence of additional permitted non-storm water discharge (air conditioner condensate)
Revised By: Jeff McKee
Work Phone Number: (805) 692-6057

Revision 2

Date: _____
Section(s) Revised: _____
Purpose of Revision: _____
Revised By: _____
Work Phone Number: _____

Revision 3

Date: _____
Section(s) Revised: _____
Purpose of Revision: _____
Revised By: _____
Work Phone Number: _____

Revision 4

Date: _____
Section(s) Revised: _____
Purpose of Revision: _____
Revised By: _____
Work Phone Number: _____

A. INTRODUCTION

This is the Storm Water Pollution Prevention Plan (SWPPP) for Santa Barbara Airport located in Santa Barbara, California. The SWPPP was designed to meet the requirements of the California State Water Resources Control Board (State Board); National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Industrial Activities dated April 17, 1997 (General Permit).

This plan was prepared under the direction or supervision of:

Name: Timothy S. Simpson, P.E.

Signature: 

Title: Vice President and Principal Engineer

Company: AMEC Geomatrix Inc.

Date: October 17, 2008

A.1 Plan Objectives

This SWPPP is designed to:

- Identify and evaluate sources of pollutants associated with industrial activities that may affect the quality of storm water discharges and authorized non-storm water discharges from the Facility; and
- identify and implement site-specific best management practices (BMPs) to reduce or prevent pollutants associated with industrial activities in storm water discharges and authorized non-storm water discharges.

The SWPPP provides the Santa Barbara Airport staff with additional guidance for achieving the stated objectives and maintaining compliance with the requirements of the General Permit.



A.2 Regulatory Background

The United States Environmental Protection Agency (USEPA) developed the storm water regulatory program through the authority of the Clean Water Act amendments of 1987. The USEPA's goal was to reduce discharges of contaminated storm water from industrial facilities. The USEPA, through the NPDES permitting program, regulates discharges of potentially contaminated wastewater and storm water into waters of the United States. California has been delegated NPDES general permitting authority by the USEPA. California has general permits for industrial storm water discharges and for discharges from construction sites. In April 1997, the State Water Resources Control Board (SWRCB) reissued the Industrial Activities Storm Water General Permit (CAS000001) for industrial storm water discharges. The original permit expired in November 1996. The revised permit expired in 2002, but as of the date of this SWPPP the state has not adopted the new permit. Until a new permit is adopted, the SWRCB has advised dischargers to continue complying with the 1997 permit (Appendix A). Depending upon the requirements of the new permit, this SWPPP may need to be revised. All facilities subject to the General Permit must prepare and implement a SWPPP.

A.3 Facility Description

The Santa Barbara Airport is located in the "South Coast" region of Santa Barbara County, about 100 miles northwest of Los Angeles. The Airport is located in the Goleta Valley, which is west of Santa Barbara. The Airport is owned and operated by the City of Santa Barbara and the portion of the property covered by this SWPPP occupies a total of 857 acres. Approximately 35 percent of the area is impervious, covered by paving and buildings. The City owns an additional 95-acre industrial/commercial/industrial park located north of Hollister Avenue that is not associated with Airport operations and is not included in the SWPPP. The remaining 65 percent of the facility property is landscaped or covered with native vegetation to minimize erosion and weathering. The location of the site and its boundaries are outlined in the site map included in this plan (Figure 1).

The air operations area includes one east/west runway, two northwest/southeast runways and several adjacent taxiways. The primary runway 7/25 is 150 feet wide and 6,052 feet long and is used for commercial jet and general aviation operations. During a 12-month period (ending March 31, 2007) there was an average of 343 aircraft operations per day, of which approximately 25% per day were commercial arrivals/departures.

Principal activities at the Airport consist of: commercial passenger-related activities, general aviation fixed base operations, and a variety of aviation-related and non-aviation-related businesses (a list of the tenants is included in Appendix B). Airport Aircraft Rescue and Fire Fighting protection is provided by the City, with the facility located at the Airport.

Four creeks flow through the Airport property. San Pedro Creek, Carneros Creek, Las Vegas Creek and Tecolotito Creek drain from the north through the Airport property and into the Goleta Slough on the

south portion of the Airport. The slough then drains southeasterly to the ocean (See Section A.4, *Site Storm Water Drainage*, for sample and discharge locations). The topography of the Airport property is predominately flat terrain. The Airport, south of Hollister Avenue, was constructed approximately four-feet above high tide level, and provides little hydraulic gradient for drainage. Most of the drainage facilities installed by the military in the early 1940's have been augmented with improvements constructed with Federal Aviation Administration grant funds and Airport funds. The existing drainage facilities consist of swales, drainage inlets, concrete pipe, and outfall structures.

The combination of the flat topography of the Airport property and the adjacent high water surface elevation of the creeks during storm events creates ponding in various locations throughout the Airport. The extent of the ponding is controlled by the tide and the creeks water levels at the storm drainage outlets. The existing storm drainage system was designed to drain ponded water from the site after the creeks water levels have receded.

A.4 Site Storm Water Drainage

The portion of the facility addressed by the SWPPP covers 857 acres, approximately 35 percent of which is paved or covered. There are a total of 30 storm water outfall locations at the facility, six of which are sampled, and the remaining are visually monitored. The sampling locations receive flow from portions of the Airport that are occupied by Airport Maintenance and fixed based operators (FBOs)/tenants with significant outdoor activity (Outfalls 1, 2, 5, 6, 9b, and 10). These outfalls are currently equipped with "duckbill" backflow devices to prevent intrusion of brackish tidal flows into the Airport storm water drainage system, however each of these outfalls are submerged, to some extent, up to twice daily depending on tidal conditions. Airport staff will inspect these sampling points during a variety of high tide conditions to assess if tidal flows are intruding to the sample point. Due to flat topography and low slope of the storm water collection system, it is possible that tidal influence could flow in to the storm water collection system beyond the last inlet, thereby potentially impacting sample results. If this is found to be the case, alternative solutions will be developed, if possible.

Airport sampling locations have been chosen to consistently provide a representative sample of storm water and to maximize employee safety when sampling. Outfalls which collect storm water from industrial areas at the Airport are subject to tidal flow. The locations of the outfalls create three problems for sampling:

- Outfalls are routinely submerged and not accessible for sample collection,
- Sample results may be impacted by tide water flow into the duckbill equipped outfall, and
- Sample collection staff are exposed to hazardous conditions such as steep, slick creek banks and strong currents during storm events.

The Airport has selected sampling locations up gradient from the outfalls as shown on the Site Map attached as Figure 1, in light of these conditions.

The visual observation areas receive flow from areas of similar activity to the sampling outfalls and/or receive flow from less impacted areas, such as runways, taxiways, access roads, parking lot areas or

other non-industrial areas. In addition to the sampling outfall locations, there are a total of three outfalls where storm water discharges significantly similar activity, and include outfalls 8, 14 and 19. Outfalls 9c, 11, 12, 13, 17, 20 and 24-29 receive flow from infield portions of the Airport, such as the runways, taxiways, access roads, and safety areas. Outfall locations that receive contribution from non-industrial areas of the Airport include outfalls 3, 4, 7, 9a, 15, 16, 18, 21, 22, 23 and 30. The drainage areas and outfall locations are shown on the Site Map attached as Figure 1. The outfalls include the following:

Site Number	Tributary Area	Description of Outfall	Visual Observation or Sampling Location
1	Drainage area north of runway 7/25 and from Forest Service Ramp, Hangar 1 and Cook Place.	30" duckbill outfall pipe to Carneros Creek. North of Runway 7	Sampled
2	Discharge from the maintenance yard, except for the northeastern portion of the yard.	12" outfall pipe with duckbill to Carneros Creek. south of Maintenance Yard	Sampled
3	Drainage area south of Firestone Road from Cass Place and areas surrounding FAA control tower to Building 304.	16" outfall pipe to Carneros Creek.	Visual observation
4	Building 114 & Goleta Water District well.	18" outfall pipe to San Pedro Creek	Visual observation
5	Discharge from FBOs, helicopter pads, runway 7/25, and some commercial/industrial north of Hollister Ave.	30" duckbill outfall N.E. of Runway 25, at San Pedro Creek.	Sampled
6	Discharge airfield, AOA, service road and commercial apron/Terminal area.	30" duckbill outfall S.E. of Runway 25, at San Pedro Creek.	Sampled
7	Drainage area from airline terminal parking lot.	18" outfall culvert to wetlands south of the Long Term Parking Lot at Fowler Road.	Visual observation
8	Discharge from car rental area and parking lots.	Two 12" outfall pipes to wetlands east of the Short Term Parking Lot at Moffett Place.	Visual observation

A.4 Site Storm Water Drainage (CONT.)

9a, 9b and 9c	9a, drains south end of Moffett Pl and the Atlantic parking lot; 9b, drains the Atlantic aircraft ramp area; and 9c drains infield between runway 15L/33R and taxiway B.	9a. 18" concrete outfall to Goleta Slough south of Taxiway B. 9b. and 9c. (2) 30" duckbill outfall pipes to Goleta Slough, south of Taxiway B.	9a. Visual observation 9b. Sampled 9c. Visual observation
10	Discharge primarily from aircraft ramps, FBOs, runway and taxiways.	36" duckbill concrete outlet to Goleta Slough, south of Taxiway A, west of Taxiway F.	Sampled
11	Discharge primarily from runways 15R/33L.	24" CMP duckbill outlet to the Goleta Slough, west of Runway 33L, north of Taxiway E. (SE of windsock).	Visual observation
12	Drainage area south of runway 7/25.	24" CMP duckbill outlet to the Goleta Slough south of Taxiway A, east of Taxiway F.	Visual observation
13	Drainage area south of runway 7/25.	24" CMP duckbill outlet to the Goleta Slough south of Taxiway, west of Taxiway F and Outlet No. 10.	Visual observation
14	Discharge from northeastern portion of maintenance yard.	18" steel pipe outlet to Carneros Creek, south of Firestone Road.	Visual observation
15	North of Hollister- Airport and Goleta commercial/industrial areas.	Double box culvert from Firestone swale to Carneros Creek south of Firestone Road.	Visual observation
16	Drainage area from airline terminal parking lot area.	Two (2) conc. 18" outlet pipe to wetlands south of Fowler Vista parking lot exit.	Visual observation
17a and 17b	Drainage area near FAA ASR Radar.	24" conc. duckbill pipes to Goleta Slough south of Radar Site, west of Rwy 15R.	Visual observation
18	Drainage area from open field space near FAA localizer.	18" CMP to East Side of San Pedro Creek, west of Fairview Ave., east of Rwy 7 end.	Visual observation
19	Discharge from hangars 248 & 249.	18" PVC at Boneyard to west side of San Pedro Creek.	Visual observation
20	Drainage from runway 7/25	30" conc. duckbill pipe west of Twy. D to west side of San Pedro Creek.	Visual observation

A.4 Site Storm Water Drainage (CONT.)

21	Downstream of maintenance yard and north of runway.	10" steel pipe south of Troup Road to north side of Carneros Creek.	Visual observation
22	Goleta and Airport commercial/industrial properties south of railroad track.	18" concrete pipe discharges on east side of Hayward to San Pedro Creek.	Visual observation
23	Downstream of maintenance yard and north of runway. Commercial/industrial areas north of Hollister. Airport open space south of Hollister, west of Troup Road.	36" CMP duckbill to Carneros Creek west of Troup Road and north of the west end of Runway 7.	Visual observation
24	Safety Area on west end of the airfield.	18" RCP duckbill SW of bunker to north side Tecolotito Creek.	Visual observation
25	Safety Area on west end of the airfield.	24" RCP duckbill south of FAA MALSR building to north side of Tecolotito Creek.	Visual observation
26	Safety Area on west end of the airfield.	24" RCP duckbill south of western most end of airfield service road to north side of Tecolotito Creek.	Visual observation
27	Local drainage of the safety area west end of the airfield, serves one inlet.	10" Corrugated plastic pipe to south side of confluence of Carneros and Tecolotito Creeks.	Visual observation
28	Local drainage of the safety area west end of the airfield, serves one inlet.	12" Corrugated plastic pipe SW of FAA Hollister RTR facility to south side of Carneros Creek.	Visual observation
29	Local drainage of the safety area west end of the airfield, serves one inlet.	10" Corrugated plastic pipe south of FAA Hollister RTR facility to south side of Carneros Creek.	Visual observation
30	Hollister Avenue at Tecolotito Creek.	8" PVC to west side of Tecolotito Creek at south side of bridge on Hollister Ave.	Visual observation

A.5 Storm Water Pollution Prevention Team

A SWPP Team is identified in this plan with specific responsibilities for SWPPP implementation. The facility SWPP Team members and their specific duties are identified in Section B.

A.6 Employee Training

An employee training program for this SWPPP is described in Section R. Initial and periodic refresher training of select employees, including members of the SWPP Team, is intended to support consistent and effective implementation of the SWPPP.

A.7 Plan Availability

A copy of this SWPPP should be maintained at the facility at all times and will be made available to authorized representatives of the USEPA, State Water Quality Control Board, and Regional Water Quality Control Board, or local regulatory agencies, at their request.

A.8 Plan Compliance Modifications

This SWPPP should be updated and amended whenever there is a change in site drainage, significant materials used at the facility, material handling areas or practices, in the event that significant pollutants are identified in storm water discharges from the Airport, or in response to changes in permit requirements. This SWPPP should also be revised as needed based on the findings of the Annual Comprehensive Site Compliance Evaluation. A revision sheet has been provided to document revisions made to the SWPPP.

B. FACILITY AND PERSONNEL INFORMATION

- a. Total size of the facility: 857 acres
- b. Percent of facility that is impervious (including rooftops): 35 %
- c. Storm Water Pollution Prevention Team Personnel

1. Name: Jeff McKee

Title: Environmental Compliance Officer

Work Phone No.: 805-692-6057

24-hour Phone No.: 805-681-4803 (Operations center is open 24 hours and will contact Airport staff)

SWPPP Responsibilities, Duties and Activities:

- Routine facility inspections to promote compliance with SWPPP;
- Managing collection of storm water samples;
- Assistance with best management practice implementation;
- Revision of the SWPPP;
- Provide training; and
- Initiate enforcement actions.

2. Name: Wally Yee

Title: Maintenance Supervisor

Work Phone No.: 805-967-7111

24-hour Phone No.: 805-681-4803

SWPPP Responsibilities, Duties and Activities:

- Maintain and operate Airport facilities in compliance with SWPPP;
- Implement operational BMPs that pertain to Airport department;
- Collect storm water samples;
- Provide training;
- Inspect and service structural BMP devices; and
- Identify and report or correct storm water management issues.

3. Name: Karen Ramsdell

Title: Airport Director

Work Phone No.: 805-967-7111

24-hour Phone No.: 805-681-4803

SWPPP Responsibilities, Duties and Activities:

- Airport Department administration and oversight; and
- Provides personnel and resources for SWPPP implementation

B. FACILITY AND PERSONNEL INFORMATION (CONT.)

4. **Name:** Tracy C. Lincoln
Title: Airport Operations Manager
Work Phone No.: 805-967-7111
24-hour Phone No.: 805-681-4803
SWPPP Responsibilities, Duties and Activities:
- Oversight of Airport Department's SWPPP implementation and compliance.
5. **Name:** Hazel Johns
Title: Assistant Airport Director
Work Phone No.: 805-967-7111
24-hour Phone No.: 805-681-4803
SWPPP Responsibilities, Duties and Activities:
- Liaison with Airport tenants; and
 - Communicates storm water program requirements to Airport tenants
6. **Name:** Owen Thomas
Title: Airport Engineer
Work Phone No.: 805-967-7111
24-hour Phone No.: 805-681-4803
SWPPP Responsibilities, Duties and Activities:
- Design and development of Airport structural BMPs as necessary
7. **Name:** Chuck Logan
Title: Airport Noise/Operations Specialist
Work Phone No.: 805-692-6005
24-hour Phone No.: 805-681-4803
SWPPP Responsibilities, Duties and Activities:
- Routine facility inspections to promote compliance with SWPPP; and
 - Managing collection of storm water samples.

C. MATERIAL LOADING, UNLOADING, AND ACCESS AREAS

Presented below are descriptions of the facility's material loading and unloading areas and access areas (roads, drives) used to transport materials.

1. **Location:** Signature's AST Fuel Farm
Designation on site map: Signature AST Fuel Farm

Description of area use:

The above ground storage tank (AST) Fuel Farm consists of:

- one 12,000-gallon tank for (aviation gasoline (Avgas) 100 low lead;
- two 10,000-gallon and one 12,000-gallon AST for Jet A;
- a 250-gallon AST for waste fuel;
- a 100-gallon AST for diesel fuel;
- a 200-gallon AST for Mogas (motor/mobility gasoline);
- two 55-gallon tanks for sump fuel; an oil/water separator (OWS) unit;
- a loading rack; and
- a pump and filter area.

Activities at the loading rack include fuel loading of into-plane agent trucks (used to fuel commercial and general aviation aircraft) and fuel unloading by bulk loaders. Into-plane fueling is performed with Jet-A re-fueler and Avgas re-fueler trucks. Signature's ground service equipment (GSE) and trucks may fuel at the fuel farm. Signature may also fuel airline GSE from the fueler trucks.

Equipment and/or procedures used:

Jet fuel, avgas, gasoline, and diesel are transferred from bulk delivery trucks into the ASTs. Jet fuel and aviation fuel are dispensed to fuel delivery trucks, for on-site aircraft fueling. Gasoline and diesel are dispensed to transfer trucks, for ground support equipment fueling. Signature operations and maintenance vehicles obtain gasoline and diesel directly from the fuel farm dispensers. The fuel storage tanks are each double wall steel tanks located on a concrete pad. The facility includes a concrete spill containment pad for offloading and loading fuel. Drums containing hazardous materials are contained by containment pallets. There is a drain in the center of the transfer pad that connects to the 8,200-gallon OWS unit with net spill storage of approximately 5,900 gallons. Storm water that is collected on the pad passes through the OWS prior to discharging to the storm drain system.

Please refer to the Signature's spill prevention control and countermeasures (SPCC) plan (Appendix C) and Operations Manual (on-site) for a more complete description of activities at the Signature Fuel Farm.

C. MATERIAL LOADING, UNLOADING, AND ACCESS AREAS (CONT.)

- 2. Location:** Atlantic Aviation (Atlantic) AST Fuel Farm
Designation on site map: Atlantic Aviation AST Fuel Farm
Description of area use:
The Atlantic AST Fuel Farm consists of:
- two 20,000-gallon ASTs for Jet A;
 - one 12,000-gallon avgas AST;
 - one 1,000-gallon AST for diesel fuel;
 - one 1,000-gallon AST for gasoline;
 - a 2,000-gallon oil water separator (OWS); and
 - waste sump fuel in 55-gallon drums.
- The facility includes two concrete spill containment truck transfer pads for receiving and dispensing fuel. One pad is adjacent to the jet fuel and avgas tanks and is used by the transport trucks to off-load fuel into the jet and avgas tanks. The other pad is adjacent to the gasoline and diesel tanks and is used to load fuel into the re-fueler trucks and for delivery of fuel by transporters into the gasoline and diesel tanks.
- Equipment and/or procedures used:**
Jet fuel, aviation fuel, gasoline, and diesel are transferred from bulk delivery trucks into the ASTs. Jet fuel and aviation fuel are dispensed to fuel delivery trucks, for on-site aircraft fueling. Gasoline and diesel are dispensed to transfer trucks for ground support equipment fueling. Atlantic operations and maintenance vehicles obtain gasoline and diesel directly from the fuel farm dispensers. The fuel storage tanks are each double wall steel tanks situated in a concrete foundation with a 6-inch containment berm on the perimeter of the tank compound. There is a sump located at the southeast corner of the containment structure. A pump is used to transfer water from the sump to the OWS. Storm water that passes through the OWS discharges to the storm drain system.
- Please refer to the Atlantic's SPCC plan (Appendix D) and Operations Manual (on-site) for additional information related to activities performed at the Fuel Farm.
- 3. Location:** Airport Access Roads/Paved Airport Service Roads
Designation on site map: Access Roads/Service Roads (throughout Airport property)
Description of area use:
Asphalt paved Airport access roads used for the transportation of materials and equipment.
Equipment and/or procedures used:
The access roads are used to transport various materials including jet fuel, aviation fuel, gasoline, diesel, sanitary waste, hazardous materials/waste, and trash.

C. MATERIAL LOADING, UNLOADING, AND ACCESS AREAS (CONT.)

- 4. Location:** Airline Terminal Backup Generator
Designation on site map: Backup Generator
Description of area use:
The backup generator located adjacent to the airline terminal consists of an emergency generator and a 211-gallon above ground diesel tank within the generator cabinet.
Equipment and/or procedures used:
The above ground tank provides diesel to the emergency generator, when needed.
- 5. Location:** Commercial Apron
Designation on site map: Commercial Apron
Description of area use:
The commercial apron consists of the commercial aircraft ramp and GSE storage area.
Equipment and/or procedures used:
Industrial activities at the commercial aircraft apron area include temporary aircraft parking, aircraft fueling by delivery trucks, emergency aircraft maintenance and servicing such as hydraulic fluids and tire changes, and loading/unloading of commercial baggage, passengers and freight. The fuel trucks are equipped with aircraft fueling hoses that meets standards of API 1529, Grade Two Type C. The hose is rated to 2,000 kilopascals or pounds per square inch (psi); however the delivery pressure of all the trucks is regulated below 46-50 psi. Sanitary wastes are emptied into lavatory carts and transferred to the lav cart dump station/lift station, which is connected to the sanitary sewer. Temporary parking and overnight parking for aircraft also occur in this area.
- 6. Location:** General Aviation Tie-Down Areas
Designation on site map: Tie-Down Area
Description of area use:
General aviation aircraft are staged in these tie-down areas while not in use.
Equipment and/or procedures used:
Outdoor fueling of aircraft is performed in the general aviation tie-down areas by both Atlantic and Signature.
- 7. Location:** Airport Maintenance and Storage Yard
Designation on site map: Airport Maintenance and Storage Yard
Description of area use:
Facility vehicles used for Airport maintenance and cleaning are stored, and refueled within the maintenance yard. Solid waste from the road sweeper is transported from the Airport grounds and emptied into a solid waste bin, located adjacent to the pesticide and fertilizer storage shed. The yard is equipped with two double walled steel underground storage tanks (1,000-gallon diesel and 10,000-gallon gasoline) and two dispensers for diesel and gasoline.
Equipment and/or procedures used:
Fuel is dispensed to facility vehicles from an aboveground fuel dispenser/nozzle. The road sweeper empties liquid waste into the wash rack drainage area located near the airfield and the remaining solid waste are emptied into the waste bin.

C. MATERIAL LOADING, UNLOADING, AND ACCESS AREAS (CONT.)

8. **Location:** FedEx /Empire Airlines, Inc.

Designation on site map: FedEx /Empire Airlines, Inc.

Description of area use:

The facility currently only handles bulk shipments of air cargo at the Airport. They transfer bulk shipments directly from the aircraft to the truck.

Equipment and/or procedures used:

Bulk material is unloaded from the aircraft by the use of conveyer belts and loaded directly into the transport vehicle. Bulk shipments are then taken to an off-site sorting facility. Fuel is transferred to aircraft via fuel delivery trucks.

D. OUTDOOR STORAGE, MANUFACTURING AND PROCESS ACTIVITIES

Presented below are descriptions of the facility's storage, manufacturing and process activities that have the potential for exposure to storm water.

1. Location: Airport Maintenance and Storage Yard

Designation on site map: Airport Maintenance and Storage Yard

Description of area use:

The primary use of the outdoor area within the maintenance yard is for storage. Servicing and maintenance for Airport maintenance vehicles is occasionally completed indoors, however the majority of service is performed off-site. The outside portion of the yard is mainly used for storage of the Airport maintenance vehicles, which include the sweepers, tractors, and maintenance pickup trucks; the majority of which are stored beneath canopies, except for several tractors. The yard includes two underground storage tanks and fueling bays for the vehicles; miscellaneous parts; recyclable wastes/materials; and roll-off waste bins for the sweeper debris and green waste.

2. Location: Fed-ex/Empire Airline, Inc.

Designation on site map: Fed-ex/Empire Airlines, Inc.

Description of area use:

This facility is subdivided and occupied by several tenants. The facility is located on the northwest side of the Airport and provides general aviation services. The industrial activities performed at Fed-ex/Empire Airline, Inc. includes light aircraft maintenance, light vehicle/equipment maintenance, limited washing/cleaning, refueling, aircraft parking and storage. All maintenance and storage activities are limited to aircraft and equipment involved in the operation.

3. Location: Spitfire Aviation

Designation on site map: Spitfire Aviation

Description of area use:

The facility is located on the southeast side of the Airport. Spitfire Aviation provides both aircraft maintenance services and operates as a flight school. Activities that occur at the site include indoor aircraft maintenance and service, aircraft fueling at the outdoor tie-down area, and occasional aircraft washing.

D. OUTDOOR STORAGE, MANUFACTURING AND PROCESS ACTIVITIES (CONT.)

4. **Location:** Santa Barbara City Fire Station 8 ARFF

Designation on site map: Santa Barbara City Fire Station 8 ARFF

Description of area use:

The fire station is occupied by Santa Barbara City Fire Department personnel. Activities at the Fire Station include light vehicle and equipment maintenance (regular maintenance is performed off-site), vehicle washing, and testing of the vehicle equipment. Department personnel are required to test the fire fighting equipment on the trucks at the start of each two day shift with water and at least once per quarter for foam testing. Foam is typically discharged into the field in front of the station and consists of short bursts out of the roof and bumper turrets and the under truck nozzle. Total flow is typically less than 100 gallons. The F81 and F82 are tested with water using the same equipment and performed in various locations, typically determined by the engineer; however, is often the field in front of the station or the Forest Service ramp. Discharge involves approximately 100 gallons.

5. **Location:** Stratman Aero Service FBO

Designation on site map: Stratman Aero Service FBO

Description of area use:

Stratman is an FBO providing general aviation services. The FBO site is used for aircraft storage and maintenance operations. Activities that occur at the facility include maintenance, servicing, aircraft fueling at the outdoor tie-down area, and occasional aircraft washing. A 100-gallon AST located adjacent to the building is utilized for waste oil accumulation.

6. **Location:** Aero-Mars LLC

Designation on site map: Aero-Mars LLC

Description of area use:

Aero-Mars is located on the north side of the Airport and provides general aviation services. The facility is primarily used for indoor aircraft maintenance. Aircraft and miscellaneous parts/equipment storage are the only activities performed outdoors.

D. OUTDOOR STORAGE, MANUFACTURING AND PROCESS ACTIVITIES (CONT.)

7. Location: Signature Flight Support FBO

Designation on site map: Signature Flight Support FBO

Description of area use:

Signature is an FBO providing general aviation services. The FBO site includes a fuel storage facility (the AST Fuel Farm, discussed in Section C), multiple aircraft and storage hangars, an executive terminal building for general aviation customers, an aircraft tie-down area, hangars, aircraft ramp area, and a fuel truck staging area. Signature's facility operations include refueling, bulk product storage, tank truck product receipt, and filter separator replacement. Aircraft maintenance is performed by subtenants at the facility and washing typically occurs on the nearby wash rack in the airfield. The facility operates five fuel tender trucks. The trucks are staged at the east side of the FBO terminal building and capacities range from 1,200 gallons to 5,000 gallons. Aircraft fueling occurs at the tie-down area and at the commercial airline ramp at the Airline Terminal. Please refer to the Signature Flight Support SPCC Plan (Appendix C) for a more complete description of Signature's operations/activities.

8. Location: Ampersand Aviation, LLC

Designation on site map: Ampersand Aviation, LLC

Description of area use:

Ampersand Aviation is located on the northeast side of the Airport and provides hangar space for aircraft storage and maintenance operations. Atlantic Aviation leases portions of the hangar for in-door aircraft storage. Fueling of aircraft is performed in designated outdoor areas adjacent to the hangar by Signature's or Atlantic's fueling trucks. Aircraft predominately park indoors, but occasionally park temporarily outdoors. Ampersand has obtained coverage under the Industrial General Permit, separate from Santa Barbara Airport, and has developed a site-specific storm water management program, including a SWPPP. The SWPPP indicates that Ampersand collects storm water samples from three discharge locations (total of 4 outlets) at this facility during each sampling event. The SWPPP is included in Appendix E.

9. Location: AeroBrite and Powerwash

Designation on site map: AeroBrite and Powerwash (no specific location on the site map)

Description of area use:

Aerobrite and Powerwash are mobile aircraft washing services. The Airport is equipped with an aircraft wash rack, located in the northeast portion of the facility and Aerobrite and Powerwash, along with all FBOs and tenants are required to use the rack, if possible. If washing is performed elsewhere Aerobrite and Powerwash are required to berm, remove wash water, rinse area, remove rinse water, and properly dispose of collected wastewater.

D. OUTDOOR STORAGE, MANUFACTURING AND PROCESS ACTIVITIES (CONT.)

10. Location: Commercial Apron

Designation on site map: Commercial Apron/Terminal Ramp

Description of area use:

The commercial apron/Terminal ramp consists of the commercial aircraft ramps, and GSE storage area. Activities that occur at the commercial apron area include temporary aircraft parking, aircraft fueling by delivery trucks, de-icing of the aircraft, emergency maintenance and servicing such as hydraulic fluids and tire changes, and loading/unloading of commercial baggage, passengers, and freight. Fuel is transferred to commercial aircraft via fuel delivery trucks utilizing high pressure hoses. Aircraft sanitary wastes are emptied into lavatory carts and transferred to the lav cart disposal station/lift station, which is connected to the sanitary sewer. Temporary and overnight parking also occurs in this area. Maintenance equipment/materials are stored in a metal cabinet adjacent to the locker-room trailer. Spill response materials are located in a covered baggage cart located near the locker-room. De-icing fluid is stored adjacent to the airline terminal backup generator.

11. Location: Atlantic Aviation FBO

Designation on site map: Atlantic Aviation FBO

Description of area use:

Atlantic is an FBO providing general aviation services. The FBO site includes a fuel storage facility (the AST Fuel Farm, discussed in section C), aircraft storage hangars, office building, customer terminal building for general aviation use, aircraft ramp area, tie-down area for general aviation aircraft, and a fuel truck staging area. The primary operations conducted within the hangars are aircraft storage and routine maintenance on aircraft. The facility operations include refueling, bulk product storage, and tank truck product receipt. Aircraft washing typically takes place on the wash rack. The fuel tender trucks are staged at the south-side of the FBO Terminal Building and capacities range from 2,500 gallons to 7,000 gallons. Aircraft fueling occurs on the south ramp at the tie-down area, at the commercial apron, at Airport T-Hangars and at Ampersand. Refer to the Atlantic's SPCC Plan (Appendix D) for a more complete description of Atlantic's operations/activities.

D. OUTDOOR STORAGE, MANUFACTURING AND PROCESS ACTIVITIES (CONT.)

- 12. Location:** FAA facilities (ASR radar and Hollister RTR)
Designation on site map: FAA ASR radar and FAA Hollister
Description of area use:
Hazardous materials storage is located at two FAA facilities located on the airfield. Storage includes fuel, oil, and antifreeze associated with emergency generators. Both sites have a 1,000-gallon above ground, double walled storage tank for diesel. The Hollister Remote Transmit/Receive (RTR) site is an AST inside a concrete secondary containment structure. The Airport does not have jurisdiction over any of the equipment/facilities owned by FAA. FAA services, operates and maintains their own equipment.
- 13. Location:** AOA Vault (airfield lighting backup generator)
Designation on site map: AOA Vault
Description of area use:
The AOA Vault is located east of DHL (Building 312), adjacent to the ramp. The vault contains an indoor, 500-gallon above ground, double walled diesel tank, associated with the backup generator for the airfield lighting.
- 14. Location:** Facility Wash Racks
Designation on site map: Wash Rack
Description of area use:
The Airport is equipped with three wash racks (aircraft, rental car and airport equipment), two are used specifically for vehicles/equipment and one is within the airfield and is utilized for washing of aircraft. The aircraft wash rack is equipped with an oil/water separator that discharges to the sanitary sewer and the other two are equipped with baffle boxes which drain to the sanitary sewer or storm drain depending on conditions. The rental car and airport equipment wash racks are equipped with automatic flow diversion valves that are activated by rain sensors and switch discharge from the sanitary sewer to the storm drain. The aircraft wash rack discharges directly to the sanitary sewer. In addition to washing activities, liquid waste from the road sweeper is also emptied into the airport equipment wash rack drainage area after cleaning the Airport grounds
- 15. Location:** Lav Cart Dump Station
Designation on site map: Lav Cart Dump Station
Description of area use:
The Airport is equipped with a lav cart dump station, which is used for disposal of sanitary waste from aircraft lavatories. Airline and FBO GSEs empty solid waste contents from aircraft and transfer the waste to the dump station, which is directed to the sanitary sewer.

E. DUST AND PARTICULATE GENERATING ACTIVITIES

Presented below are descriptions of the facility's dust and particulate generating activities that have the potential for exposure to storm water or authorized non-storm water discharges.

- 1. Industrial activity:** Miscellaneous construction throughout Airport

Discharge location(s): Potential discharge locations are dependent upon area of construction.

Designation(s) on site map: Within property line (not specifically shown on site map)

Description of the physical characteristics of the dust and particulate pollutants: Dust and particulates consisting primarily of fine soil particles. Airport construction projects requiring a building permit issued by the City of Santa Barbara are subject to City permit conditions and in some cases California Coastal Commission and RWQCB permit conditions regarding control of construction site runoff. The City reviews individual project proposals and imposes project-specific construction storm water management conditions, where applicable, for all projects requiring a building permit. These conditions may apply to proposals of all sizes, including those impacting less than one acre, in situations where erosion is anticipated.

F. SOIL EROSION LOCATIONS

Presented below are descriptions of the Airport's locations where soil erosion may occur as a result of industrial activity, storm water discharges associated with industrial activity, or authorized non-storm water discharges.

1. Location: Runway Safety Area

Designation on site map: Runway Safety Areas (not specifically shown on site map)

Description of area:

Runway Safety Areas are located at the end of the runways. The Runway Safety Areas adjacent to Fairview Avenue provides a buffer zone between San Pedro Creek and the runway and is slightly vegetated. The Runway Safety Area adjacent to the south end of the parallel runways also provides a buffer zone between the runway and the Tecolotito Creek and is also slightly vegetated. The Airport is relatively flat, so there is little potential of soil erosion.

G. LIST OF SIGNIFICANT MATERIALS

Presented below is a list of significant materials that are handled and stored at the Airport. Significant materials include raw materials, intermediate products, final or finished products, recycled materials, and waste or disposed materials.

FACILITY: Signature's AST Fuel Farm (See Signature's SPCC Plan for additional details)

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Jet-A Fuel	(2) 10,000-gallon and (1) 12,000 gallon ASTs; Throughout year.	(2) 10,000-gallon and (1) 12,000 gallon ASTs; Approximately 120,000 gallons per month; Fuel received approximately 2-3 times per week.	Typically not shipped from facility.	(2) 10,000 gallon and (1) one 12,000 gallon ASTs; Fuel dispensed by re-fueler trucks as needed.
AVGAS	12,000-gallon AST; Throughout year.	12,000-gallon AST; Approximately 20,000 gallons per month; Fuel received approximately 2-3 times per month.	Typically not shipped from facility.	12,000 gallon AST; Fuel dispensed by re-fueler trucks as needed.
Diesel	100-gallon AST; Throughout year.	100-gallon AST; Approximately 250 gallons per month.	Typically not shipped from facility.	100 gallon AST; Fuel dispensed by ground service equipment as needed.
MOGAS	200-gallon AST; Throughout year.	200-gallon AST; Approximately 150 gallons per month.	Typically not shipped from facility.	200 gallon AST; Fuel dispensed by ground service equipment as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Signature's Fuel Farm (See Signature's SPCC Plan for additional details)

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Waste Fuel	250-gallon AST; Throughout year.	NA	250-gallon AST; At least every 90 days	Small quantities added to tank as needed.
Waste Avgas	(2) 55-gallon drums; Throughout year.	NA	(2) 55-gallon drums; At least every 90 days.	Small quantities added to drums as needed.
Motor Oil	(48) one quart containers; Throughout year.	(48) one quart containers; Received as needed.	Typically not shipped from facility.	1 quart used as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Signature's Flight Center

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Used oil	Hangar building 283, southeast end; 55-gallon drum; Throughout year.	NA	55-gallon drum; Shipped at least every 90 days.	Hangar building 283, southeast end; Small quantities added as needed.
Prist- ethyl glycol-fuel additive	Hangar building 283, southeast end; (2) 55-gallon barrels stored throughout year.	Hangar building 283, southeast end; (2) 55-gallon barrels received as needed.	Typically not shipped from facility.	Hangar building 283, southeast end; Used on an as needed basis.
Blue Juice-lav cart deodorizer	Hangar building 283, southeast end; (2) 5-gallon containers stored throughout year.	Hangar building 283, southeast end; Received as needed.	Typically not shipped from facility.	Hangar building 283, southeast end; Small quantities used as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Atlantic's Fuel Farm (See Atlantic's SPCC Plan for additional details) and Atlantic Aviation.

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Jet-A Fuel	(2) 20,000-gallon ASTs at fuel farm; Throughout year.	(2) 20,000-gallon ASTs; 400,000 gallons per month. 8,000 gallon loads received twice daily.	Typically not shipped from facility.	(2) 20,000 gallon ASTs; Fuel dispensed by re-fueler trucks as needed.
Avgas	12,000-gallon AST at fuel farm; Throughout year.	12,000-gallon AST; 10,000 gallons per month. 2 8,000 gallon loads received monthly	Typically not shipped from facility.	12,000 gallon AST; Fuel dispensed by re-fueler trucks as needed.
Diesel	1,000-gallon AST; Throughout year.	1,000-gallon AST; One 900 gallon load of diesel received monthly.	Typically not shipped from facility.	1,000 gallon AST; Fuel dispensed by re-fueler trucks as needed.
Gasoline	1,000-gallon AST at fuel farm; Throughout year.	1,000-gallon AST; One 900 gallon load of gasoline received every 2-3 months.	Typically not shipped from facility.	1,000 gallon AST; Fuel dispensed by re-fueler trucks as needed.
Waste sump fuel	55-gallon drum located at fuel farm; Throughout year.	NA	55-gallon drum; At least every 90 days.	Small quantities added to drums as needed.
Motor Oil	Stored at Atlantic Aviation (303 Moffett Pl.); Stored throughout year.	Atlantic Aviation Small quantities received as needed.	Used for ground service equipment; typically not shipped from facility.	Small quantities used as needed.
Prist	Stored at Atlantic Aviation (303 Moffett Pl.); Stored throughout year.	Atlantic Aviation 55 gallon drums received as needed.	Used for aircraft; Typically not shipped from facility.	Used on an as needed basis.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Airport Maintenance and Storage Yard

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Diesel	1,000-gallon UST; Throughout year.	1,000-gallon UST; About 1 delivery per month averaging about 1,000 gallons per delivery.	Typically not shipped from facility.	1,000-gallon UST; Fuel dispensed to Airport maintenance equipment as needed.
Gasoline	10,000-gallon UST; Throughout year.	10,000-gallon UST; Less than 10 deliveries annually averaging 2,500 gallons per delivery.	Typically not shipped from facility.	10,000-gallon UST; Fuel dispensed to Airport maintenance equipment as needed.
Batteries	Hazardous Waste Storage Area; Varies	NA	Hazardous Waste Storage Area; Quantity varies; Shipping frequency varies with quantity and other regulatory requirements.	Hazardous Waste Storage Area; Handled on an as needed basis.
Used oil	Hazardous Waste Storage Area; (2) 55-gallon drums throughout year.	NA	Hazardous Waste Storage Area; (2) 55-gallon drums Shipping frequency varies with quantity and other regulatory requirements.	Hazardous Waste Storage Area; Small quantities added to drums as needed.
Paint Thinner	Hazardous Waste Storage Area; 55-gallon drum throughout year.	NA	Hazardous Waste Storage Area; 55-gallon drum Shipping frequency varies with quantity and other regulatory requirements.	Hazardous Waste Storage Area; Small quantities added to drums as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Airport Maintenance and Storage Yard

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Oil and water based paints	Hazardous Waste Storage Area; (2) 55-gallon drums Throughout year.	NA	Hazardous Waste Storage Area; (2) 55-gallon drums Shipping frequency varies with quantity and other regulatory requirements.	Hazardous Waste Storage Area; Small quantities added to drums as needed
Trash dumpsters	Within yard area; 1 is 40 yards and 1 is 4 yards; Throughout year.	NA	Within yard area; 1 is 40 yards (emptied as needed) and 1 is 4 yards (emptied weekly);	Within yard area; Handled on an as needed basis.
Recycle dumpster	Within yard area; (1) 4 yards Throughout year.	NA	Within yard area; (1) 4 yards Emptied once a week.	Within yard area; Handled on an as needed basis.
Roll-off bin with green waste	(1) 40 yards	NA	Within yard area; (1) 40 yards Emptied as needed.	Within yard area; Handled on an as needed basis.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Empire Airlines (Fed Ex)

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Diesel	In front of the facility; Approximately (4) 5-gallon containers throughout year.	In front of the facility; Received on an as needed basis.	Typically not shipped from facility.	In front of the facility; Quantity varies and used on an as needed basis.
Oils (motor oil and hydraulic oils)	Chemical storage area indoors; Approximately 15-20 gallons throughout year.	Chemical storage area indoors; Received on an as needed basis.	Typically not shipped from facility.	Chemical storage area indoors; Small quantities used as needed.
Used Oil	Chemical storage area indoors; Approximately 5-10 gallons throughout year.	NA	Chemical storage area indoors; Quantity varies; however it's shipped at least every 90 days.	Chemical storage area indoors; Handled on an as needed basis.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Stratman Aero Service

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Aircraft Waste Oil	East of Hangar; Approximately 100 gallons throughout year.	NA	East of Hangar; 100 gallons every 2 months.	East of Hangar; Small quantities added to drums as needed

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: FAA (ASR and Hollister RTR locations) and the Airport AOA vault

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Diesel fuel	FAA facilities; 1,000-gallon AST; Throughout year.	FAA facilities; 1,000-gallon AST; Topped off infrequently as needed.	FAA facilities; Typically not shipped from facility.	FAA facilities; 1,000-gallon AST; Fuel used by the generator as needed.
Oil	FAA facilities; Associated with generator; <50 gallons; Throughout year.	FAA facilities; As needed.	FAA facilities; Typically not shipped from facility.	FAA facilities; Associated with generator; <50 gallons; Handled on an as needed basis.
Antifreeze	FAA facilities; Associated with generator; <15 gallons; Throughout year.	FAA facilities; As needed.	FAA facilities; Typically not shipped from facility.	FAA facilities; Associated with generator; <50 gallons; Handled on an as needed basis.
Diesel fuel	AOA Vault; 500-gallon AST; Throughout year.	AOA Vault; 500-gallon AST; Monthly or as needed.	AOA Vault; Typically not shipped from facility.	AOA Vault; 500-gallon AST; Fuel used by the generator as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Airline Terminal Ramp, East Side (SkyWest Area)

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Oil sorb pellets	In covered baggage cart near locker-room trailer; approximately (12) 50 lb bags stored throughout year.	Received at terminal; Approximately (12) 50 lb bags received annually.	Used on Hazmat spills to absorb material on an as needed basis.	Located in covered baggage cart near locker-room trailer; Used on an as needed basis.
Used oil sorb pellets	Near covered baggage cart near locker-room trailer; (2) 55-gallon drums stored throughout year.	NA	Picked up by city of SB; Quantity varies and picked up at least every 90 days.	Located near covered baggage cart next to locker-room trailer; Small quantities added to drums as needed.
De-ice conc. fluid "Artic Plus De-ice"	Next to main emergency generator; approximately (5) 50-gallon containers stored throughout year.	Next to main emergency generator; approximately (5) 50-gallon containers annually.	Used to de-ice planes and typically not shipped from facility.	Next to main emergency generator; approximately 5-15 gallons used per task.
Auto Trans Fluid	Yellow metal cabinet next to locker-room trailer; approximately 11 quarts stored throughout year.	Yellow metal cabinet next to locker-room trailer; received as needed.	Used on ground equipment and typically not shipped from facility.	Located in yellow metal cabinet next to locker-room trailer; used as needed.
Jet Oil	Yellow metal cabinet next to locker-room trailer; approximately 6 quarts stored throughout year.	Yellow metal cabinet next to locker-room trailer; received as needed.	Used on jet planes and typically not shipped from facility.	Located in yellow metal cabinet next to locker-room trailer; used as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Airline Terminal Ramp, East Side (SkyWest Area)

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Hydraulic fluid	Yellow metal cabinet next to locker-room trailer; approximately 3 quarts stored throughout year.	Yellow metal cabinet next to locker-room trailer; received as needed.	Used on ground equipment and typically not shipped from facility.	Located in yellow metal cabinet next to locker-room trailer; used as needed.
Active oxide Fungicidal bacteria	Yellow metal cabinet next to locker-room trailer; approximately 6-32 ounces stored throughout year.	Yellow metal cabinet next to locker-room trailer; received as needed.	Used on aircraft laboratories and typically not shipped from facility.	Located in yellow metal cabinet next to locker-room trailer; used as needed.
Battery terminal protector	Yellow metal cabinet next to locker-room trailer; approximately 8-12 ounce spray cans stored throughout year.	Yellow metal cabinet next to locker-room trailer; received as needed.	Used on ground equipment and typically not shipped from facility.	Located in yellow metal cabinet next to locker-room trailer; used as needed.
Gasoline	Yellow metal cabinet next to locker-room trailer; approximately 5 gallons stored throughout year.	Yellow metal cabinet next to locker-room trailer; received as needed.	Used on ground equipment- vacuum generator and typically not shipped from facility.	Located in yellow metal cabinet next to locker-room trailer; used as needed.
Industrial Cleaner concentrate- glass and surface cleaner	Storage room near Atlantic fuel building; approximately 10 gallons stored throughout year.	Storage room near Atlantic fuel building; received as needed.	Used on aircraft to clean restrooms, cabin, windows, etc.; typically not shipped from facility.	Located in the storage room near Atlantic fuel building; used as needed.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Airline Terminal Ramp, East Side (American Eagle)

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Type 1 Aircraft Deicer	Stored in deicer equipment located on the eastern edge of the commercial ramp; approximately 160 gallons are stored throughout the year.	Eastern edge of the commercial ramp. As needed depending on winter temperatures.	Used to de-ice planes and typically not shipped from facility.	Commercial ramp. Applied as needed to eliminate frost/ice on aircraft prior to take off.

**G. LIST OF SIGNIFICANT MATERIALS
(CONT.)**

FACILITY: Spitfire Aviation

MATERIAL	STORAGE LOCATION(S); TYPICAL QUANTITY STORED; AND TYPICAL FREQUENCY OF STORAGE	RECEIVING LOCATION(S); TYPICAL QUANTITY RECEIVED; AND TYPICAL FREQUENCY OF RECEIVING	SHIPPING LOCATION(S); TYPICAL QUANTITY SHIPPED; AND TYPICAL FREQUENCY OF SHIPPING	HANDLING LOCATION(S); TYPICAL QUANTITY HANDLED; AND TYPICAL FREQUENCY OF HANDLING
Used Oil	Oil stored in hangar 5. Volume up to 55 gallons throughout the year.	Used oil is generated during maintenance.	Shipped when container is full or storage time is reached.	Oil is added on a regular basis a few quarts at a time.

H. PAST SPILLS AND LEAKS

Presented below is information on significant spills or leaks of toxic or hazardous pollutants to storm water that have occurred after April 17, 1994. Included are toxic chemicals (listed in 40 CFR, Part 302) that have been discharged to storm water as reported on U. S. Environmental Protection Agency (U.S. EPA) Form R, and oil and hazardous substances in excess of reportable quantities (see 40 CFR, Parts 110, 117, and 302).

Santa Barbara Airport is not aware of any significant spills of reportable quantities as specified.

I. AUTHORIZED NON-STORM WATER DISCHARGE INVESTIGATION

Presented below is a description of authorized non-storm water discharges at the facility:

1. Visual description of non-storm water discharge:

Generally clear water from the landscape irrigation system.

Date(s) observed: Daily

Source(s) of non-storm water discharge: Landscape irrigation sprinkler system.

Quantity of non-storm water discharge (per typical event, annually, etc.):

Approximately 20 gallons.

Typical frequency of discharge: Daily

Associated drainage area of non-storm water discharge:

Outfall 1, 3, 5, 7, 8, 9a, 10, 16 and 17.

Authorized by 1997 General Permit? X yes no

Description of BMPs to prevent or reduce contact of non-storm water discharges with significant materials or equipment:

Excess watering in landscaped areas is minimized to reduce discharge.

2. Visual description of non-storm water discharge:

Generally clear water from the testing of fire fighting equipment.

Date(s) observed: At the start of each two day shift.

Source(s) of non-storm water discharge: Water from the testing of fire fighting equipment.

Quantity of non-storm water discharge (per typical event, annually, etc.):

The trucks hold up to 1,500 gallons of water, however typically about 100 gallons is used for testing.

Typical frequency of discharge: At the start of each two day shift.

Associated drainage area of non-storm water discharge:

Typically performed on vacant fields, often occurs on the field near Hartley, by the US Forest Service, and north of Ampersand. Inlets on or adjacent to the ramps, runways, or taxiway could receive discharges from testing and training of ARFF equipment.

Authorized by 1997 General Permit? X yes no

Description of BMPs to prevent or reduce contact of non-storm water discharges with significant materials or equipment:

Water is discharged to a vacant field where it typically infiltrates into the ground before discharging.

I. AUTHORIZED NON-STORM WATER DISCHARGE INVESTIGATION (CONT.)

3. Visual description of non-storm water discharge:

Artesian groundwater

Date(s) observed: Throughout year typically fluctuates with rise/fall of groundwater table.

Source(s) of non-storm water discharge:

Artesian groundwater collected in the trench drain or infiltrates underground storm drain pipe.

Quantity of non-storm water discharge (per typical event, annually, etc.):

Varies

Typical frequency of discharge:

Continuous during high groundwater conditions.

Associated drainage area of non-storm water discharge:

Outfall 5, 6, 9a, 9b, 9c and 20.

Authorized by 1997 General Permit? X yes no

Description of BMPs to prevent or reduce contact of non-storm water discharges with significant materials or equipment:

Trench drain collectors discharge directly to storm drain 9b. Groundwater infiltration at other outfalls is not subject to surface conditions.

4. Visual description of non-storm water discharge:

Airline Terminal Air Conditioner Condensate

Date(s) observed: When air conditioner units are operating – Typically summer and during periods of warm weather.

Source(s) of non-storm water discharge:

Condensation from air conditioner unit compressors

Quantity of non-storm water discharge (per typical event, annually, etc.):

Varies based on temperatures, passenger volume and humidity.

Typical frequency of discharge:

Continuous during periods when air conditioner units are operating.

Associated drainage area of non-storm water discharge:

Outfall 6.

Authorized by 1997 General Permit? X yes no

Description of BMPs to prevent or reduce contact of non-storm water discharges with significant materials or equipment:

Discharges to inside of storm drain inlet. Does not flow on surface.

J. SUMMARY OF STORM WATER DISCHARGE SAMPLING DATA

Santa Barbara Airport has performed analytical and visual monitoring of storm water discharges since 1992. Samples are collected and analyzed from two qualifying storm events each season. Analytical results can be found in Annual Reports submitted to the Regional Water Quality Control Board annually. Copies of Annual Reports are retained on-site.

<p style="text-align: center;">K. MATERIALS, EQUIPMENT, AND VEHICLE MANAGEMENT PRACTICES EMPLOYED TO MINIMIZE CONTACT OF SIGNIFICANT MATERIALS WITH STORM WATER DISCHARGE</p>
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Presented below are descriptions of the materials, equipment, and vehicle management practices that are employed at the facility to minimize contact of significant materials with storm water discharges.

1. Commercial Fuel Farms (Signature and Atlantic)

- The fuel farms, including adjacent access roads used by fuel delivery trucks and fuel tender trucks are inspected by FBO personnel daily and swept on an as needed basis. Problems that are observed are addressed as soon as practicable. Inspection records are retained on-site for at least three years.
- Fuel loading and unloading is completed under the observation of trained fuel farm personnel. Unattended fuel delivery or dispensing is not allowed.
- Fuel tender trucks, unloading jet fuel at the load rack, are equipped with overflow protection. Fueling personnel also utilize hand-held deadman devices to prevent overfilling.
- Spills that occur at the fuel farms are addressed in accordance with the SPCC Plans (Appendix C and D).
- Spill response equipment is located on a mobile cart at both fuel farms.
- Spills/leaks should be addressed immediately upon discovery.
- The fuel farm areas are equipped with oil/water separators. Storm water that passes through the oil/water separators discharges to the storm drain system.
- The fuel farm area and access roads immediately adjacent to the loading/unloading areas are inspected daily and swept on an as needed basis.

2. Facility Wash Racks

- The wash rack areas are inspected and documented on a monthly basis as a preventative maintenance work order generated by the Airport's Cartograph work order system.
- The rental car and Airport equipment wash racks are equipped with automatic flow diversion valves that switch from discharging to the sanitary sewer to the storm drain when the sensor detects rainfall.
- The aircraft wash rack water drains to an oil/water separator, which then discharges to the sanitary sewer. The other two wash racks discharge to baffle boxes. The baffle boxes and oil/water separator are inspected on a routine basis and cleaned quarterly.
- Vehicle washing at the Airport is allowed only at designated wash racks.
- Aircraft washing services and tenants washing aircraft are required to berm, remove wash water, rinse area and remove rinse water when not using wash racks.

**K. MATERIALS, EQUIPMENT, AND VEHICLE MANAGEMENT PRACTICES
EMPLOYED TO MINIMIZE CONTACT OF SIGNIFICANT MATERIALS WITH STORM
WATER DISCHARGE (CONT.)**

3. Lav Cart Dump Station

- Aircraft sanitary waste is transferred to the dump area, which is connected to the sanitary sewer.
- Spills that may occur during transfer should be addressed immediately upon discovery.

4. Airline Terminal Backup Generator

- The generator (including the fuel tank) is inspected and documented on a monthly basis as a preventative maintenance work order generated by the Airport's Cartegraph work order system.
- The tank is within an enclosed cabinet, protected from contact with storm water.

5. Commercial Apron / Airline Terminal Ramp

- Parked aircraft are routinely inspected for leaks and/or spills.
- Only emergency maintenance activities are performed on the apron.
- During commercial aircraft fueling from the transfer trucks, fuelers use deadman devices and continually monitor aircraft gauges to prevent overfilling.
- Fuel spills that occur during transfer should be addressed immediately upon discovery. The spill cart is readily available. Employees are instructed not to hose the spill area with water.
- Spill response kits are located on each of the re-fueler vehicles.
- Spills that occur during transfer of sanitary waste material should be addressed immediately upon discovery.
- During aircraft de-icing operations, approximately 5 gallons of de-icing solution is used per event. Airlines are required to clean-up residual de-icing fluid from the concrete surface following de-icing activities.
- Maintenance and patrol staff frequently spot check the commercial apron and terminal ramp area for foreign object debris (FOD). Airport staff are at the terminal 20 hours per day, where among other duties, they monitor for and respond to FOD and spills on the ramp. The commercial aircraft ramp is power washed quarterly. During the cleaning immediately prior to the rainy season, Airline ramp equipment will be moved so that equipment parking areas can be more thoroughly cleaned. Wash water generated during power washing activities is collected using a vacuum. Following collection of wash water, the solids are separated from the liquids and are placed in a designated waste bin located in the maintenance yard. The liquids are discharged to the sanitary sewer through the wash rack drainage area.
- Covered trash dumpsters are emptied weekly.

**K. MATERIALS, EQUIPMENT, AND VEHICLE MANAGEMENT PRACTICES
EMPLOYED TO MINIMIZE CONTACT OF SIGNIFICANT MATERIALS WITH STORM
WATER DISCHARGE (CONT.)**

6. Airport Maintenance and Storage Yard

- Servicing and maintenance for Airport maintenance vehicles is occasionally completed indoors, however the majority of service is performed off-site.
- Fluids that are drained from equipment are placed in containers, and transferred to the waste accumulation area.
- Storage drums are kept in the hazardous waste accumulation area, covered, and stored in secondary containment.
- The sweepers and dump trucks are parked beneath covered areas.
- Drip pans are utilized for parked vehicles and equipment, as needed.
- Maintenance yard personnel have received basic spill response training.
- The yard is routinely inspected for leaks and/or spills and the street scrubber is used on an as needed basis.

7. General Aviation-Tie Down Area

- Fueling is conducted under the observation of Signature's or Atlantic's trained fueling personnel. Unattended fuel delivery or dispensing is not allowed.
- Fueling personnel receive training, which includes fueler safety and spill response procedures.
- Spill response equipment is located on each re-fueler vehicle.
- Spills/leaks should be addressed immediately upon discovery.
- The tie-down areas are manually swept on a routine basis by the respective FBO. Currently, Signature and Atlantic's ramps are swept using mechanical sweepers on an as needed basis.
- Wash water is diverted away from facility storm drain outlets and is entirely contained by the contracted wash company. Washing services and tenants are required to berm, remove wash water, rinse area and remove rinse water. Aircraft washing, however typically takes place on the Airport's wash rack.
- Leaking aircraft are repaired as soon as practicable.
- Waste oil is typically stored indoors and properly disposed of in accordance with local, state, and federal regulations.

**K. MATERIALS, EQUIPMENT, AND VEHICLE MANAGEMENT PRACTICES
EMPLOYED TO MINIMIZE CONTACT OF SIGNIFICANT MATERIALS WITH STORM
WATER DISCHARGE (CONT.)**

8. Airport/FBO tenants (compiled from sections C and D)

- Spill response material is readily available.
- Spills/leaks should be addressed by tenants immediately upon discovery. The Airport will employ its best efforts to address spills/leaks immediately upon discovery.
- Maintenance is performed indoors where possible.
- With the exception of Stratman, wastes from maintenance operations are stored indoors.
- Leaking aircraft are repaired as soon as practicable.
- Fueling is conducted under the observation of properly trained personnel. Unattended fuel delivery or dispensing is not allowed.
- The facilities are inspected on a routine basis by their respective tenant staff and swept on an as needed basis. Identified problems observed during facility inspections are promptly addressed.
- If aircraft is washed at the facility, wash water is contained and diverted away from the facility storm drain inlets. Tenants are required to berm, remove wash water, rinse ramp and remove rinse water.

L. STRUCTURAL CONTROL MEASURES UTILIZED TO REDUCE THE POTENTIAL FOR POLLUTANTS TO CONTAMINATE STORM WATER DISCHARGE

Presented below are descriptions of the existing structural control measures that are utilized at the facility to reduce the potential for pollutants to contact storm water discharge.

1. Commercial Fuel Farms

- The fuel storage tanks are double-walled, steel tanks and are equipped with overflow protection and electronic leak detection systems.
- Atlantic's tanks are situated in a concrete foundation with a 6-inch containment berm on the perimeter of the tank compound. Signature has containment for exposed loading/unloading areas only.
- Storm water runoff from Atlantic's commercial fuel farm areas and Signature's loading/unloading area are diverted to their respective oil/water separators prior to discharging to the storm drain system. The oil/water separators are equipped with overflow protection systems.
- Fuel tender trucks are equipped with overflow protection. Fueling personnel also utilize hand-held deadman devices to prevent overfilling.

2. Airport Wash Racks and Lav Cart Dump Station

- The wash racks and dump station are graded or equipped with berms to reduce potential for runoff.
- The lav cart dump station is equipped with a grinder and is connected directly to the sanitary sewer to receive lavatory waste from aircraft.
- The rental car and Airport equipment wash racks are equipped with baffle boxes and diversion valves which discharge to the sanitary sewer during dry weather or the storm drain during rain events. Rain sensors divert water to the storm drain system during rain events.
- The aircraft wash rack is equipped with an oil/water separator that connects to the sanitary sewer.
- The baffle boxes and oil/water separator are inspected on a routine basis and cleaned on a quarterly basis. The lav cart dump station is routinely inspected and maintained.

3. Airline Terminal Backup Generator

- The fuel tank is inside a cabinet that is protected from storm events.

4. Fed-ex/Empire Airlines, Inc.

Hazardous materials/wastes are maintained indoors.

**L. STRUCTURAL CONTROL MEASURES UTILIZED TO REDUCE THE
POTENTIAL FOR POLLUTANTS TO CONTAMINATE STORM WATER
DISCHARGE (CONT.)**

5. Airport Maintenance and Storage Yard

- The USTs are double-walled steel tanks and equipped with overfill protection and electronic leak detection systems.
- Servicing and maintenance for Airport operation vehicles is occasionally completed indoors, however the majority of service is performed off-site.
- The sweepers, dump trucks and most other Airport maintenances equipment is stored beneath canopied areas.
- Hazardous materials/wastes, fertilizers and pesticides are contained under cover and in enclosed areas. Hazardous wastes are stored on secondary containment.

6. Fed-ex/Empire Airlines, Inc.

- Hazardous materials/wastes are maintained indoors.

7. Stratman Aero Service FBO

- Wastes are typically maintained indoors, except for waste oil is outdoors in an AST.

8. Aero-Mars LLC

- Wastes are typically maintained indoors.

9. FAA facilities

- FAA Hollister RTR is equipped with concrete secondary containment.
- The fuel tanks are double-walled steel tanks.

10. AOA Vault

- The fuel tank is a double-walled steel tank.
- The generator and tank are located indoors.

11. Commercial Apron/Terminal and Runways

- As airfield storm water inlets are replaced, inlet filters are commonly required as a condition of approval for the redevelopment project. The Airport's Storm Water Management Plan (SWMP) commits to quarterly inspection and, if needed, maintenance. The inlets/filters are various sizes of Flo-Gard by Kristar Enterprises. The filters are inspected every three months, maintained as needed and replaced annually.

12. Spitfire Aviation

- Wastes are typically stored indoors. Liquid wastes are stored indoors on secondary containment.

M. INDUSTRIAL STORM WATER TREATMENT FACILITIES

Presented below is a description of existing storm water treatment facilities at the facility.

Location	Description of Treatment Facility	Description of Pollutants Removed During Treatment	Frequency of Inspections	Frequency of Maintenance (Including Product Removal)
Atlantic Fuel Farms	2,000 gallon oil water separator	Jet A Fuel, Oil and Grease, Suspended Solids	Daily inspections of AST fuel farm area and routine check of OWS	Monthly/annually
Signature Fuel Farms	8,200 gallon oil water separator	Jet A Fuel, Oil and Grease, Suspended Solids	Daily inspections of AST fuel farm area and routine check of OWS	Monthly/quarterly/annually
Facility Wash Racks	Baffle boxes or oil/water separator	Various including oil and grease and suspended solids	Routine	Quarterly
Inlet Filters	Flo-Gard filters by Kristar Enterprises	Debris, suspended solids and petroleum hydrocarbons	Quarterly	Inspect quarterly and replace filters annually or as needed.

N. PREVENTATIVE MAINTENANCE PROGRAMS

Presented below are descriptions of the preventative maintenance programs that are employed at the Airport to minimize contact of significant materials with storm water discharges.

1. Equipment and vehicles located at industrial areas (Sections C-D of the SWPPP) are routinely inspected for leaks by trained personnel. Equipment and/or vehicles that are found to leak are promptly repaired or replaced.
2. Airport drainage improvements are routinely inspected and maintained.
3. Treatment facilities (baffle boxes and oil/water separators) at the Airport are inspected/maintained on a routine basis.
4. Aboveground fuel tanks, piping, and valves are routinely inspected for leaks and/or spills.
5. Airport access roads/paved airfield service roads are routinely traveled by Airport staff. Maintenance and spill clean-up are performed as needed.
6. Commercial/general aviation aircraft runways and taxiways are inspected twice daily and areas where foreign object debris (FOD) is present are swept as needed. The entire area is swept at least quarterly using Airport sweepers. The Airport currently owns two sweepers that are equipped with brushes, dust suppression, and vacuum systems to remove material from Airport surfaces. Daily inspections do not include the airline terminal ramp, however this area is spot checked frequently. Maintenance and Patrol staff are at the terminal at least 20 hours per day, where among other duties, they monitor for and respond to FOD and spills on the ramp.
7. The commercial apron/Airport terminal ramp is spot-checked and swept on an as needed basis. The commercial aircraft ramp area is power washed quarterly. During the cleaning immediately prior to the rainy season, Airline ramp equipment will be moved so that equipment parking areas can be more thoroughly cleaned. Wash water generated during power washing activities is collected using a vacuum.
8. Whenever possible, maintenance of aircraft, vehicles, and equipment is performed indoors.
9. Chemical, fuel and waste storage areas are routinely inspected for spills and leaks. Spills/leaks should be addressed by tenants immediately upon discovery. Airport will employ its best efforts to address spills/leaks immediately upon discovery.
10. The ASTs are periodically cleaned and inspected. The ASTs and USTs are routinely inspected to ensure that the equipment is functioning properly and are in a condition that will not cause leaks or spills.

N. PREVENTATIVE MAINTENANCE PROGRAMS (CONT.)

- 11.** The Airport has labeled “at risk” storm drains to alert potential dischargers that inlets *drain to the ocean*. Some Airport storm water inlets are located inside both perimeter security fence and the area where access must be authorized by the Air Traffic Control Tower. These areas experience infrequent human contact. These inlets are not considered “at risk,” but all others on Airport property are potentially “at risk” and have been labeled.
- 12.** The Airport has adopted an Integrated Pest Management (IPM) strategy which promotes the least toxic approach for control of unwanted pests (including weeds, insects, etc.). The Airport will continue to educate Airport tenants about the IPM program and encourage voluntary compliance. Education efforts will primarily include informational material being mailed to each tenant. The Airport will maintain a record of these outreach efforts.
- 13.** The Airport inspects structural BMP devices quarterly. During inspections the Airport ensures the devices are clean and if they need to be replaced or repaired.

O. GOOD HOUSEKEEPING PROGRAMS

Presented below are descriptions of the good housekeeping programs that are employed at the Airport to minimize contact of significant materials with storm water discharge. More specific BMPs for Signature and Atlantic can be found in the Appendices.

1. Miscellaneous litter and trash is collected on an as needed basis by Airport personnel.
2. Airport personnel inspect runways and taxiways twice daily. Areas where FOD is present are swept as needed. All runways and taxiways, paved airfield service/access roads and Airport controlled ramps are swept at least quarterly using Airport's mechanical sweepers. FBOs are responsible for ramp maintenance, including sweeping. Currently, Signature and Atlantic ramps are swept by staff using the Airport sweepers on an as needed basis.
3. Covered solid waste dumpsters are located throughout the Airport for collection of trash/litter. Dumpsters located on the commercial apron and in the maintenance yard are emptied every week.
4. Access is prevented throughout the entire permitted area to prevent illegal activity. Airport personnel monitor the Airport daily.
5. Spill kits are located in the maintenance yard, on the air carrier ramp, at both fuel farms and on fuel trucks. Other stocks of spill response materials are maintained by tenants within their individual leaseholds.
6. Hazardous waste materials are stored in designated areas that are located away from potential contact with storm water. The containers are typically placed in secondary containment (or spill control) to contain/capture accidental releases.
7. Hazardous and industrial waste containers are typically covered to protect their contents from contact with storm water.

P. SPILL PREVENTION AND RESPONSE PROGRAMS

Presented below are descriptions of the spill prevention and response plans that are employed at the Airport to minimize contact of significant materials with storm water discharges.

- 1.** Spills/leaks should be addressed by tenants immediately upon discovery. Airport will employ its best efforts to address spills/leaks immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. SPCC Plans for the Fuel Farms (Signature and Atlantic) are located in Appendix C and D.
- 2.** Parked Airport operations equipment and aircraft are routinely inspected for leaks.
- 3.** The USTs, ASTs, transfer truck tanks, and associated valves and hoses are routinely inspected and maintained to ensure that the equipment is functioning properly and are in a condition that will not cause leaks or spills.
- 4.** Fueling activity into planes is performed under supervision of trained fueling personnel to prevent overfill. Unattended fuel dispensing is not allowed. Fueling personnel also utilize hand-held deadman devices to prevent overfilling.
- 5.** All aircraft fueling personnel receive FAA approved training. Training includes fueling safety and spill response procedures.
- 6.** Washing services and tenants are required to berm, remove wash water, rinse area and remove rinse water when not using wash racks.

Q. SEDIMENT AND EROSION PREVENTION

Presented below are descriptions of the sediment and erosion prevention management controls that are employed at the facility to minimize contact of significant materials with storm water discharge.

- 1.** During Airport construction activities, contractors must follow procedures outlined in the project specific SWPPP, if any, developed for the project. The Airport includes storm water and dust/particulate control BMPs in the standard conditions for contractors working on applicable projects on the airfield.
- 2.** The areas surrounding the runways and taxiways are vegetated to reduce erosion and resultant sedimentation to the adjacent streams.

R. EMPLOYEE TRAINING PROGRAMS

Presented below are descriptions of the employee training programs that are employed at the Airport to minimize contact of significant materials with storm water discharges. Training for Airport Department employees will typically last approximately one hour per training program. Due to flexible work schedules and leave requests, not all of the employees targeted for training will be available for training when it is offered. Airport Department will schedule training so that materials are presented to at least 75% of the targeted employee group, each time the training is offered.

1. Airport Department Maintenance employees are trained annually to properly clean-up spills and/or leaks at the areas listed in Sections C through F of the SWPPP.
2. Respective Airport and FBO employees (at the areas listed in Sections C through F) are trained on proper emergency response procedures, proper management procedures for hazardous materials and hazardous wastes, proper use of personal protective equipment, and good housekeeping and maintenance practices.
3. All aircraft fuelers are required to receive FAA approved training annually at their respective FBO (Signature or Atlantic). Training includes fueler safety and spill response procedures.
4. Appropriate Airport Department personnel are provided annual BMP training focused on specific pollutants and associated pollution prevention techniques and good housekeeping practices.
5. Many Airport Department employees receive annual hazard communication training on the hazardous materials present at the Airport.
6. The Airport staff meets with tenants at the lease signing to provide information and awareness of the issues relevant to the Storm Water Permit. FBOs are responsible for educating their subtenants and ensuring compliance with the SWPPP. The Airport has taken the lead role in preparing and implementing the SWPPP. The Airport will continue to inform the tenants on related issues. The Airport will provide each airfield tenant with a copy of the SWPPP and other targeted outreach efforts. Tenants will be responsible for distribution of the SWPPP to subtenants.
7. The Airport will continue to educate Airport tenants about the IPM program and encourage voluntary compliance. Education efforts will primarily include informational material being mailed to each tenant. The Airport will maintain a record of these outreach efforts.

S. INSPECTION PROGRAMS

Presented below are descriptions of the inspection programs employed at the Airport to minimize contact of significant materials with storm water discharge.

1. Storm water and non-storm water discharge visual inspections are conducted by trained Airport storm water personnel. Monthly wet season inspections and quarterly non-storm water discharge inspections are completed throughout the year in accordance with the General Permit (Appendix A). In addition, storm water samples are collected twice during the wet season from the six sampling locations (outfalls 1, 2, 5, 6, 9b, and 10).
2. Drainage improvements are routinely inspected and maintained.
3. Parked Airport vehicles, aircraft, and equipment are routinely inspected for leaks.
4. USTs, ASTs, piping, and valves are routinely inspected for leaks and/or spills.
5. Hazardous materials and waste accumulation containers areas; maintenance areas; aircraft washing; and aircraft parking (including tie-down) areas; and fueling areas/operations are routinely inspected.
6. Taxiways and runways are routinely inspected and maintained on an as needed basis.
7. Inspection and maintenance of the wash racks and Airport generators (including fuel tanks) is performed and documented on a monthly basis as a preventative maintenance work order generated by the Airports Cartegraph work order system.
8. An annual inspection is made of Airport property covered by this General Permit. The Inspector inspects all facilities required to have a County Business Plan and areas where pollutants may come in contact with storm water. The Inspector records deficiencies and recommends corrective actions.
9. Frequent informal and undocumented compliance monitoring by Airport staff. Staff regularly patrol Airport ramps to assess whether the operational condition of the facility and monitor compliance with storm water requirements. As part of these patrols staff identify and correct potential non-storm water discharges that may be observed.

T. BMP SUMMARY TABLE

Presented below is a description of all storm water BMPs implemented at the facility for each potential pollutant source.

SOURCE AREA	POTENTIAL POLLUTANT(S)	BEST MANAGEMENT PRACTICES
Commercial Fuel Farms (Signature's and Atlantic's)	Jet Fuel; Gasoline; Diesel Fuel; Motor Oil; Other Vehicular Fluids	<ul style="list-style-type: none"> • The fuel storage tanks are double-walled steel tanks and are equipped with overfill protection and electronic leak detection systems. • Drainage from the exposed areas at Atlantic are controlled by grading, curbing, and on-site drainage. Signature has containment for exposed loading/unloading areas only. The containment areas are more than sufficient to contain a spill from the largest transport truck. • Storm water runoff from Atlantic's commercial fuel farm areas and Signature's loading/unloading area are diverted to their respective oil/water separators prior to discharging to the storm drain system. • All tanks within Signature's fuel farms have sufficient impervious secondary containment for the entire capacity of the largest single tank. Atlantic's tanks are situated in a concrete foundation with a 6-inch containment berm on the perimeter of the tank compound. • The oil/water separators are equipped with an overfill protection system. If the volume of product is greater than its treatment capacity, the overfill protection sensor closes the oil/water separator inlet valve; thus containing the product in the load rack area. • The fuel farm area and access roads immediately adjacent to the loading/unloading areas are inspected daily and swept on an as needed basis. • Fuel loading and unloading is done under the observation of the fuel farm personnel. Unattended fuel delivery or dispensing is not allowed. • Fuel tender trucks, unloading jet fuel at the load rack, are equipped with overfill protection. Fueling personnel also utilize hand-held deadman devices to prevent overfilling. • Spills that occur at the fuel farm are addressed in accordance with the SPCC Plan. (Appendix C & D) • Spill response equipment is stored in a roll cart and cabinet at the fuel farm. A minimum inventory of spill response equipment is listed in the SPCC Plan. • Fueling personnel receive appropriate training and are required to provide training records to the Federal Aviation Administration annually. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • The fuel farm areas are routinely inspected. Problems that are observed are addressed as soon as practicable. • Other area specific BMPs are referenced in the attached SPCCs.

T. BMP SUMMARY TABLE (CONT.)

<p>Facility Wash Racks</p>	<p>Surfactants; Suspended Sediments and Wash water</p>	<ul style="list-style-type: none"> • The wash rack areas are inspected and documented on a monthly basis as a preventative maintenance work order generated by the Airport’s Cartograph work order system. • The rental car and Airport equipment wash racks are equipped with an automatic flow diversion valve that switches via rain sensor between the storm drain and sanitary sewer. • The aircraft wash rack is equipped with an oil/water separator that discharges to the sanitary sewer. The other two wash racks discharge to baffle boxes, which flow to the sanitary sewer. The oil/water separators and baffle boxes are inspected/maintained on a routine basis. • Washing services and tenants are required to berm, remove wash water, rinse area and remove rinse water when not using wash racks. • The wash racks and dump station are graded or equipped with berms to reduce potential for runoff. • Vehicle washing on the Airport is limited to designated wash racks only.
<p>Commercial Apron / Airport Terminal Ramp</p>	<p>Jet fuel; De-Icer; Coolant; Gasoline; Diesel; Hydraulic Fluid; Residual Materials from Tire Wear</p>	<ul style="list-style-type: none"> • Parked aircraft are routinely inspected for leaks and/or spills. • During commercial aircraft fueling from the transfer trucks, fuelers use deadman devices and continually monitor aircraft gauges to prevent overfilling. • Fuel spills that occur during transfer should be addressed immediately upon discovery. The spill response cart is always readily available. Employees are instructed not to hose the spill area with water. • Commercial aircraft fuelers operate under Signature’s and Atlantic’s Operations Manual, SPCC Plans, and BMPs. • Commercial aircraft fuelers receive FAA approved training from their respective FBO (Signature and Atlantic). Training includes fueler safety and spill response procedures. • Spill response equipment is located on each of the re-fueler vehicles and also located in a covered baggage cart. • During aircraft de-icing operations, approximately 5 gallons of de-icing solution is used per task. As most of the solution remains on the jet, a small amount, if any of the de-icer disperses onto the concrete apron. The Airport has instructed Airlines to clean-up overspray using dry cleanup methods. • Only emergency maintenance operations are performed on the apron. • Maintenance and patrol staff frequently spot check the commercial apron and terminal ramp area for FOD. The staff are at the terminal 20 hours per day, where among other duties, they monitor for and respond to FOD and spills on the ramp. The terminal ramp is power washed quarterly, followed closely by vacuums to remove wash liquids. Following scrubbing activities, the solids are separated from the liquids and are placed in a designated waste bin located in the maintenance yard. The liquids are discharged to the sanitary sewer through the wash rack drainage area. • Covered trash dumpsters are provided by Santa Barbara Airport for the disposal of solid waste. Trash dumpsters are emptied weekly.

T. BMP SUMMARY TABLE (CONT.)

Lav Cart Waste Dump	Sanitary Wastes	<ul style="list-style-type: none"> • Aircraft sanitary waste is transferred to the lav dump area, which is connected to the sanitary sewer. • Spills that may occur during transfer should be addressed immediately upon discovery..
Airline Terminal Backup Generator	Diesel Fuel	<ul style="list-style-type: none"> • The generator (including the fuel tank) is inspected and documented on a monthly basis as a preventative maintenance work order generated by the Airport's Cartograph work order system. • The tank is within an enclosed cabinet, protected from storm events.
Airport Maintenance and Storage Yard	Gasoline; Diesel; Motor Oil; Hydraulic Fluid; Engine Coolant; Solvents; Other Cleaning Fluids	<ul style="list-style-type: none"> • If maintenance is performed onsite, operations are performed indoors; however the majority of maintenance operations is performed off-site. • Fluids that are drained from equipment are placed in containers and are not exposed to storm water. • Storage drums are kept in the hazardous waste storage area, are covered, and stored on secondary containment. • Fertilizer and pesticides are located in an entirely covered and closed shed. • The sweepers and dump trucks, are stored beneath covered areas. • Drip pans are utilized for parked vehicles and equipment, as needed. • Maintenance yard personnel have received basic spill response training. • The USTs are double wall steel tanks equipped with overfill protection and electronic leak detection systems. • Spill response material is readily available by the USTs. • Airport will employ its best efforts to address spills/leaks immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • Unattended fuel dispensing is not allowed.

T. BMP SUMMARY TABLE (CONT.)

Aerobrite and Powerwash	Soaps/detergents	<ul style="list-style-type: none"> • Utilizes aircraft wash rack whenever possible. • If washing is performed anywhere other than the aircraft wash rack, they are required to berm, remove wash water, rinse ramp and remove rinse water.
General Aviation – Tie-Down Areas	Aviation Fuel; Gasoline; Diesel Fuel; Motor Oil; Cleaning Solvents; Surfactants; Other Vehicular and Aircraft Fluids	<ul style="list-style-type: none"> • Fueling is conducted under the observation of trained fueling personnel. Unattended fuel delivery or dispensing is not allowed. • Fueling personnel receive appropriate training and are required to provide training records to the Federal Aviation Administration annually. Training includes fueler safety and spill response procedures. • Spill response equipment is located on each of the re-fueler vehicles. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • The tie-down area is swept on an as-needed basis. • The use of the aircraft wash rack is encouraged, however, if washing of aircraft occurs at the facility, wash water is diverted away from facility storm drain inlets. The tenant or contracted washing service are required to berm, remove wash water, rinse ramp and remove rinse water. • Leaking aircraft are repaired as soon as practicable. • Waste oil is typically stored indoors and disposed of in accordance with local, state, and federal regulations.

T. BMP SUMMARY TABLE (CONT.)

<p>Fed-ex/Empire Airlines, Inc.</p>	<p>Aviation Fuel; Gasoline; Diesel Fuel; Motor Oil; Cleaning Solvents; Surfactants; Other Vehicular and Aircraft Fluids</p>	<ul style="list-style-type: none"> • Spill response equipment is readily available. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • Wastes from maintenance operations are stored indoors and disposed of in accordance with local, state and federal regulations. • Leaking aircraft are repaired as soon as practicable. • Fueling is conducted under the observation of Signature’s or Atlantic’s fueling personnel. Unattended fuel delivery or dispensing is not allowed. • Ramps are inspected on a routine basis and swept on an as needed basis. • If washing of aircraft occurs, wash water is diverted away from facility storm drain inlets. While washing the aircraft they are required to berm, remove wash water, rinse ramp and remove rinse water.
<p>Spitfire</p>		<ul style="list-style-type: none"> • Aircraft maintenance is conducted indoors. • Wastes from maintenance operations are primarily stored indoors and disposed of in accordance with local, state and federal regulations. • Leaking aircraft stored outdoors are repaired as soon as practicable. • Spill response equipment is readily available. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • Ramps are inspected on a routine basis and swept on an as needed basis. • The aircraft wash rack is provided for use on small aircraft. If aircraft are washed on the ramp, wash water must be prevented from entering facility storm drain inlets. While washing aircraft on the ramp, the washer is required to berm and contain wash water, remove wash water, rinse ramp and remove rinse water.
<p>Santa Barbara City Fire Station 8 ARFF</p>	<p>Gasoline; Diesel Fuel; Surfactants; and Foam</p>	<ul style="list-style-type: none"> • Department personnel are required to routinely test the fire fighting equipment on the trucks, which requires spraying water and/or foam onto a nearby open field. Testing is performed in areas where it infiltrates and reduces potential of it entering the storm water streams. • The Airport equipment wash rack is equipped with an automatic flow diversion valve that switches between the storm drain and sanitary sewer via a rain sensor. The wash water drains to a baffle box, which then discharges to the sanitary sewer. • The County Fire Department is the emergency spill responder for spill/releases of hazardous materials/hazardous wastes at the Airport; City Fire Department may respond in some instances.

T. BMP SUMMARY TABLE (CONT.)

<p>Stratman Aero Service FBO</p>	<p>Aviation Fuel; Gasoline; Diesel Fuel; Motor Oil; Cleaning Solvents; Surfactants; Other Vehicular and Aircraft Fluids</p>	<ul style="list-style-type: none"> • Spill response equipment is readily available. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • Wastes from maintenance operations are primarily stored indoors and disposed of in accordance with local, state and federal regulations. • The waste oil AST located adjacent to the facility is inspected on a routine basis. Problems that are identified are addressed as soon as practicable. • Leaking aircraft are repaired as soon as practicable. • Fueling is conducted under the observation of Signature's or Atlantic's fueling personnel. Unattended fuel delivery or dispensing is not allowed. • The facility and tie-down areas are inspected on a routine basis and swept on an as needed basis. • If washing of aircraft occurs, wash water is diverted away from facility storm drain inlets. While washing the aircraft they are required to berm, remove wash water, rinse ramp and remove rinse water.
<p>Aero-Mars LLC</p>	<p>Aviation Fuel; Gasoline; Diesel Fuel; and Other Vehicular and Aircraft Fluids</p>	<ul style="list-style-type: none"> • Aircraft maintenance is conducted indoors. • Wastes from maintenance operations are primarily stored indoors and disposed of in accordance with local, state and federal regulations. • Leaking aircraft stored outdoors are repaired as soon as practicable. • Spill response equipment is readily available. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • The facility is inspected on a routine basis and swept on an as needed basis. • If washing of aircraft occurs, wash water is diverted away from facility storm drain inlets. While washing the aircraft they are required to berm, remove wash water, rinse ramp and remove rinse water.

T. BMP SUMMARY TABLE (CONT.)

Signature Flight Support	Aviation Fuel; Gasoline; Diesel Fuel; Motor Oil; Cleaning Solvents; Surfactants; Other Vehicular and Aircraft Fluids	<ul style="list-style-type: none"> • Fueling is conducted under the observation of Signature’s fueling personnel. Unattended fuel delivery or dispensing is not allowed. • Fueling personnel receive appropriate training and are required to provide training records to the Federal Aviation Administration annually. Training includes fueler safety and spill response procedures. • Fueler trucks are parked in a designated area on the ramp where leaks/spills can be contained. Identified problems are promptly addressed. • The facility and tie-down area are inspected on a routine basis and swept on an as needed basis. • Aircraft washing typically occurs on the Airport’s wash rack. • Emergency response equipment is readily available. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • Other area-specific BMPs are referenced in the attached Signature’s SPCC and associated documents (Appendix C).
Atlantic Aviation	Aviation Fuel; Gasoline; Diesel Fuel; Motor Oil; Cleaning Solvents; Surfactants; Other Vehicular and Aircraft Fluids	<ul style="list-style-type: none"> • Fueling is conducted under the observation of Atlantic’s fueling personnel. Unattended fuel delivery or dispensing is not allowed. • Fueling personnel receive appropriate training and are required to provide training records to the Federal Aviation Administration annually. Training includes fueler safety and spill response procedures. • Fueler trucks are parked in a designated area on the ramp where leaks/spills can be contained. Identified problems are promptly addressed. • The facility and tie-down area are inspected on a routine basis and swept on an as needed basis. • Aircraft washing typically occurs on the Airport’s wash rack. • Emergency response equipment is readily available. • Spills/leaks should be addressed immediately upon discovery. The manager on duty and proper authorities are notified if necessary. Employees are instructed not to hose the spill area with water. • Other area-specific BMPs are referenced in the attached Atlantic’s SPCC and associated documents (Appendix D).

T. BMP SUMMARY TABLE (CONT.)

FAA facilities	Diesel fuel; oil; and antifreeze	<ul style="list-style-type: none">• The storage area for the ASR II oil and antifreeze associated with the generators are indoors. FAA Hollister RTR is equipped with concrete secondary containment, the ASR 11 tank is double walled.• The areas are routinely inspected for leaks/spills. Spills/leaks should be addressed immediately upon discovery.
Airport Access Roads/Paved Airport Service Roads	Jet Fuel; Aviation Fuel; Gasoline; Diesel Fuel; Sanitary Waste; Other Vehicular Fluids	<ul style="list-style-type: none">• Airport access roads/paved airfield service roads are routinely traveled by Airport staff. Maintenance and spill clean-up are performed as needed.

U. STORM WATER POLLUTION PREVENTION PLAN CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designated to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of 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.

Signature: _____

Date: _____

Printed Name: _____

Title: _____

NOTE: All reports, certification, or other information required by the General Permit or requested by the Regional Water Quality Control Board, the State Board, EPA or local storm water management agency shall be signed by the above signatory or by a duly authorized representative.

FIGURES

APPENDIX A

INDUSTRIAL ACTIVITIES STORM WATER GENERAL PERMIT

APPENDIX B

LIST OF AIRPORT TENANTS

APPENDIX C

SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN (SIGNATURE)

APPENDIX D

SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN (ATLANTIC)

APPENDIX E

STORM WATER POLLUTION PREVENTION PLAN (AMPERSAND)
