chemical properties of the storm water discharged from the site, the examination will provide meaningful results upon which the facility may act quickly. The frequency of this visual examination will also allow for timely adjustments to be made to the plan. If BMPs are performing ineffectively, corrective action must be implemented. A set of tracking or follow-up procedures must be used to ensure that appropriate actions are taken in response to the examinations. The visual examination is intended to be performed by members of the pollution prevention team. This hands-on examination will enhance the staff's understanding of the storm water problems on that site and the effects of the management practices that are included in the plan.

S. Storm Water Discharges Associated With Industrial Activity From Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities

1. Discharges Covered Under This Section

The conditions in this section apply to airports, airport terminals, airline carriers, and establishments engaged in servicing, repairing, or maintaining aircraft and ground vehicles, equipment cleaning and maintenance (including vehicle and equipment rehabilitation mechanical repairs, painting, fueling, lubrication) or deicing/anti-icing operations which conduct the above described activities (facilities generally classified as SIC code 45). For the purpose of this final permit, the term 'deicing" is defined as the process to remove frost, snow, or ice and "antiicing" is the process which prevents the accumulation of frost, snow, or ice. Both of these activities are covered under this

When an industrial facility, described by the above coverage provisions of this section, has industrial activities being conducted onsite that meet the description(s) of industrial activities in another section(s), that industrial facility shall comply with any and all applicable monitoring and pollution prevention plan requirements of the other section(s) in addition to all applicable requirements in this section. The monitoring and pollution prevention plan terms and conditions of this multi-sector permit are additive for industrial activities being conducted at the same industrial facility (co-located industrial activities). The operator of the facility shall determine which other monitoring and pollution prevention

plan section(s) of this permit (if any) are applicable to the facility.

a. Responsible Parties. Airports typically operate under a single management organization known as the airport "authority" which in most cases is a public agency. Airline carriers and other fixed base operators (e.g., fueling companies and maintenance shops) that have contracts with the airport authority to conduct business on airport property are commonly referred to as "tenants" of the airport. Tenants may be of two types—those that are regulated as storm water dischargers associated with industrial activities under 40 CFR 122.26(b)(14) and those that are not. The operator and the tenants of the airport that conduct industrial activities as described above, or as described anywhere in 40 CFR 122.26(b)(14) and which have storm water discharges, are required to apply for coverage under an NPDES storm water permit for the discharges from their areas of operation. Where an airport has multiple operators (airport authority and tenants) that have storm water discharges associated with industrial activity, as described above, each operator is required to apply for coverage under an NPDES storm water permit. This may be done as separate operators or may be done as copermittees. Regardless, each individual party, whether a co-permittee or a separate permittee, must submit a notice of intent (NOI) to be covered under today's permit. During implementation of the storm water pollution prevention plan, the airport authority should work cooperatively with tenants that are not required to have a NPDES permit for their storm water discharges. The airport authority may accomplish this through negotiated agreements, contractual requirements, or other means. Ultimately, the operator(s)/ owner(s) (the airport authority) of the storm water outfalls from the airport is(are) responsible for compliance with all terms and conditions of this or other NPDES permits applicable to those outfalls. Storm water pollution prevention plans developed separately for areas of the airport facility occupied by tenants of the airport that are regulated under 40 CFR 122.26(b)(14) as a storm water discharge associated with industrial activity shall be integrated into the storm water pollution prevention plan for the entire airport facility.

The airport authority and tenants of the airport are encouraged to apply as co-permittees under today's permit, and to work in partnership in the development and implementation of a storm water pollution prevention plan. 2. Pollutants Found in Storm Water Discharges

In general, the quantitative data submitted thus far has not raised any particular areas of concern with respect to discharges of pollutants resulting from vehicle maintenance and/or deicing/anti-icing operations conducted at airport facilities. However, EPA believes that the part 2 sampling data does not provide justification that discharges resulting from deicing/antiicing operations are not a significant source of pollutants. The sampling requirements for part 2 of the group application did not specify that facilities must sample storm water discharges from areas where deicing/anti-icing activities occur and/or during times when such operations were being conducted. As a result, only one facility indicated that the sampling data submitted was collected from areas where deicing activities were being conducted. After reviewing recent case studies on the effects of glycol discharges to receiving waters, EPA reports and the results of FAA surveys, EPA believes that additional information on the discharges of deicing/anti-icing chemicals to receiving waters as a result of aircraft and runway deicing/anti-icing operations is warranted and necessary.

Both ethylene and propylene glycols exert high oxygen demands when released into receiving waters. As such, this section requires that facilities report both the Biochemical Oxygen Demand (BOD) and Chemical Oxygen Demand (COD) of discharges sampled at facilities that use at least 100,000 gallons or more of glycol-based deicing/anti-icing chemicals. The concentration of nitrogen and possibly ammonia are the concern with respect to deicing/antiicing operations where urea is used. Therefore, this section requires that facilities subject to the monitoring requirements in Part XI.S.5. of the permit also report the concentration of Total Kjeldahl Nitrogen (TKN) in discharges sampled.

The results of the storm water survey conducted by the FAA (June 1992) showed that 10 percent of the respondents who conduct deicing/antiicing activities used more than 100,000 gallons of glycol-based deicing/antiicing chemicals during winter seasons. In addition, those facilities using more than 100,000 gallons of glycol-based deicing/anti-icing chemicals accounted for 71 percent of the total amount of

glycol-based deicing/anti-icing chemicals reported in the survey. In a similar survey conducted by the American Association of Airport