

Permit Information

Report Year: 2019

NPDES ID: IDR050006

Facility Information

Facility Name: BOISE AIR TERMINAL (GOWEN FIELD)

Facility Point of Contact

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City: BOISE

ZIP/Postal Code: 83705

State: ID

County or Similar Division: ADA

General Findings

Provide a summary of your past year's routine facility inspection documentation (see Part 3.1.2 of the permit). In addition, if you are an operator of an airport facility (Sector S) that is subject to the airport effluent limitations guidelines, and are complying with the MSGP Part 8.S.8.1 effluent limitation through the use of non-urea-containing deicers, provide a statement certifying that you do not use pavement deicers containing urea (e.g., "Urea was not used at [name of airport] for pavement deicing in the past year and will also not be used in 2015." (Note: Operators of airport facilities that are complying with Part 8.S.8.1 by meeting the numeric effluent limitation for ammonia do not need to include this statement.)

The following industrial activity areas are routinely inspected: POL, Vehicle Maintenance, Flightline (South Side West Campus), Transformers Basewide, Flightline (South Side East Campus), Supply/CAP, ASOS, Munitions, Flightline (North Side East & West Campus), and Civil Engineering. Additionally, the Main Drainage Ditch/Stormwater Outfall for the installation is also routinely inspected. Each of these areas receives a stormwater inspection at least once per quarter where compliance with the current version of the MSGP is verified. Any control measures, best management practices, or normal operations in these areas needing modification/correction are identified during the inspection, and personnel responsible for those areas are notified of corrective actions to take, if any, via email.

The facility is subject to the requirements of Subpart P (Land Transportation), and Subpart S (Air Transportation) of the 2015 MSGP. Subpart P requirements are met through training, inspections and the facility Stormwater Pollution Prevention Plan; no benchmark monitoring is required in Subpart P. To comply with Subpart S requirements, routine inspections at POL, Vehicle Maintenance and Flightline (North Side East & West Campus) are accomplished monthly during months when aircraft deicing operations are performed. The facility is not subject to benchmark monitoring under Subpart S because the facility does not use more than 100,000 gallons of pure glycol in deicing operations, however, the IDANG begin benchmark monitoring in the fourth quarter of 2018 for threshold exceedances of E.coli and Total Phosphorus in stormwater discharge. MSGP Subpart S, Section 8.S.8.2 does not apply because the facility is not a primary airport or a new source; regardless, "urea was not used at Boise Air Terminal - Gowen Field for pavement deicing in CY 2015, CY 2016, CY 2017, CY 2018, CY 2019, and will also not be used in CY 2020."

Inspections are kept electronically on a networked filing system and used for quick reference, completion of annual reports, and spot checks/inspections. The most common observations made during inspections are dumpster lids not being closed because the dumpster needs to be emptied, small amounts of garbage that have traveled with the wind accumulating in various locations across the installation (e.g., fence lines, against buildings, drainage ditch, etc.), occasional trash around dumpsters, and some stains from small oil drips prior to vehicles/equipment being repaired.

Provide a summary of your past year's quarterly visual assessment documentation (see Part 3.2.2 of the permit).

Visual assessments were conducted quarterly of Outfall 001, the only discharge location on facility property. The information collected meets the requirements of Part 3.2.2, and was obtained as follows:

Quarter 1: Assessment date 13 February 2019 at 0850 hours - Discharge is slightly cloudy which is representative of light dirt and sediment mixed in the discharge.

Quarter 2: Assessment date 2 April 2019 at 1550 hours - No visible contamination noted.

Quarter 3: Assessment date 6 September 2019 at 1300 hours - Discharge is slightly cloudy which is representative of light dirt and sediment mixed in the discharge.

Quarter 4: Assessment date 12 December 2019 at 1620 hours - No visible contamination noted. Additionally, The IDANG did not collect a visual assessment during the first 30 minutes of a storm event during this quarter. To make up for this, the IDANG will attempt to collect two visual assessments during Q1 of CY 2020.

Prior visual assessments are kept electronically on a networked filing system and used for quick reference, completion of annual reports, and spot checks or inspections.

For any four-sample (minimum) average benchmark monitoring exceedance, if after reviewing the selection, design, installation, and implementation of your control measures and considering whether any modifications are necessary to meet the effluent limits in the permit, you determine that no further pollutant reductions are technologically available and economically practicable and achievable in light of best industry practice, provide your rationale for why you believe no further reductions are achievable (see Part 6.2.1.2 of the permit). Enter "NA" if not applicable.

The IDANG is currently seeking pest management options to eliminate or minimize the presence of migrating geese on the installation to ensure lower levels of E.coli and Total Phosphorus in the stormwater.

Provide a summary of your past year's corrective action documentation (See Part 4.4 of the permit). (Note: If corrective action is not yet completed at the time of submission of this annual report, you must describe the status of any outstanding corrective action(s).) Also describe any incidents of noncompliance in the past year or currently ongoing, or if none, provide a statement that you are in compliance with the permit.

The Boise Air Terminal is in compliance with the 2015 MSGP, all Discharge Monitoring Reports have been submitted online, and there are no corrective actions needed, however:

*On 6 September 2019 a Stormwater sample was collected and analyzed for E.coli with analytical results that came back exceeding the threshold of 126 cfu/100mL. The result from this sample was >24,000 MPN/100mL.

*On 6 September 2019 a Stormwater sample was collected and analyzed for Total Phosphorus with analytical results that came back exceeding the threshold of .35 mg/L. The result from this sample was 1.12 mg/L.

*On 12 December 2019 a Stormwater sample was collected and analyzed for E.coli with analytical results that came back exceeding the threshold of 124 cfu/100mL. The result from this sample was 130 MPN/100mL.

The IDANG received an EPA compliance inspection for the 2015 MSGP with no areas of concern in the initial inspection report. Awaiting final inspection compliance report at this time from the EPA. The IDANG also met with the Boise Airport Environmental Office and the Idaho Army National Guard Environmental Office at the Boise Airport on 3 July 2019 to discuss the MSGPs and possibility of adding the IDANG to the Boise Airport MSGP. Further coordination and collaboration will take place as it gets closer to renewing permits with either the State of Idaho when they take responsibility of issuing permits from the EPA, or with the EPA if the IDANG needs to obtain another permit from the m. The Investigation into higher levels of E.coli and Total Phosphorus in the stormwater showed that animal fecal matter, pest management practices, and disturbed land were the assumed primary causes of why levels could come back high for E.coli and Total Phosphorus. No definitive evidence was received for a primary source, and benchmark monitoring will continue as directed most recently by the EPA.

During routine facility inspections it is often observed that dumpster lids are left open, light trash is in work areas, along fence lines, and/or in areas of the drainage ditch. Work centers are sent notification immediately following the inspection with corrective action and guidance on how and why to maintain compliance with the installation's 2015 MSGP.

Certification Information

Certified On Behalf Of:

Responsible Official: Timothy Donnellan (TIMOTHY.DONNELLAN)

DAR Designated: 01/29/2018 12:00 AM -05:00

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I have no personal knowledge that the information submitted is other than 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. Signing an electronic document on behalf of another person is subject to criminal, civil, administrative, or other lawful action.

Certified By: Lonnie L. Kemp

Certifier Title: Environmental Protection Specialist

Certifier Email: lonnie.l.kemp.mil@mail.mil

