

RESOLUTION NO. 4376


A RESOLUTION APPROVING A STORM WATER POLLUTION PREVENTION PLAN FOR FRANK WILEY FIELD.

WHEREAS, the staff at Frank Wiley Field have prepared a Storm Water Pollution Prevention Plan for the Airport, and have requested that the City Council formally adopt the same;

NOW THEREFORE BE IT RESOLVED by the City Council of Miles City, Montana, as follows:

1. The "Storm Water Pollution Prevention Plan," attached hereto as Exhibit "A", and made a part hereof, is hereby approved and adopted by this Council.
2. The Mayor of the City of Miles City is hereby empowered and authorized to execute said document on behalf of the City of Miles City.

SAID RESOLUTION FINALLY PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE CITY COUNCIL OF THE CITY OF MILES CITY, MONTANA, AT A DULY CALLED MEETING THIS 13TH DAY OF OCTOBER, 2020.


John Hollowell, Mayor

ATTEST:


Lorrie Pearce, City Clerk



WATER
PROTECTION
BUREAU

Agency Use

Permit No.:

Date Rec'd

Amount Rec'd

Check No.

Rec'd By

FORM
NOI-SWI

Notice of Intent (NOI) Form
Multi-Sector General Permit for Storm Water Discharges
Associated with Industrial Activity (MSGP)
MTR000000

The NOI form must be completed by the owner or operator of facilities that discharge storm water and are eligible for coverage under the Montana Department of Environmental Quality's **Multi-Sector General Permit for Storm Water Discharges Associated with Industrial Activity (MSGP)**. Please read the attached instructions before completing this form. You must print or type legibly; forms that are not legible, not complete, or unsigned will be returned. You must maintain a copy of the completed NOI form for your records.

Section A - NOI Status (check one):

☒ New

No prior NOI submitted for this facility/operation.

☐ Renewal

Permit Number: M T R 0 0 _ _ _ _

☐ Modification

Permit Number: M T R 0 0 _ _ _ _ (Discuss modification in Section G)

☐ Resubmittal/Administrative Processing

Permit Number M T R 0 0 _ _ _ _

Section B - Applicant (Owner/Operator) Information:

☒ Owner

☐ Operator

☐ Both

Owner/Operator Name

City of Miles City

Mailing Address PO Box 910

City, State, and Zip Code Miles City, Montana 59301

Phone Number (406) 234-3462

E-mail mayor@milescity-mt.org

Applicant contact person (name, title) John Hollowell, Mayor

Status of Applicant (Check one): ☐ Federal ☐ State ☒ Public ☐ Private ☐ Other (specify) _____

Section C - Operation or Facility Information (See instruction sheet):

Facility or Operation Name Miles City Airport

Physical Location, Mailing address, or directions to location

77 Frank Wiley Field, PO Box 910 Miles City Montana 59301

Nearest City or Town Miles City

Zip Code 59301

County Custer

Latitude 46 25' 38"

Longitude 105 52' 31"

Township/Range /Section (optional)

Is the operation or facility located within a recognized Indian Reservation? (If yes, permit must be obtained through EPA)

☐ Yes ☒ No

Facility or Operation Contact Person/Position ☐ Same as applicant

Name and Title, or Position Title Jeffrey Langkau, Airport Manager

Company Name (if different than the applicant) Miles City Airport

Mailing Address PO Box 910

City, State, and Zip Code Miles City, Montana 59301

Phone Number (406) 951-0955 E-mail mcairport@midrivers.com

SWPPP Administrator ☐ Same as applicant ☒ Same as facility contact

Name and Title _____

Company Name (if different than the applicant) _____

Mailing Address _____

City, State, and Zip Code _____

Phone Number () _____ E-mail _____

☒ Duly Authorized Representative per MSGP Part 4.18 Signatory Requirements

Total size of the regulated facility or operation in acres: 311

Standard Industrial Classification (SIC) Codes: Provide at least one SIC code that best reflects the products or services provided by the facility or operations listed in Section C.

Standard Industrial Classification Name	SIC Code	Sector / Subsector	Monitoring Required
Primary	4512		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Secondary	4581		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Third	4522		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Fourth			<input type="checkbox"/> Yes <input type="checkbox"/> No

Section D – Existing or Pending Permits, Certifications, or Approvals:

☒ None ☐ RCRA ☐ DEQ Opencut Mining Permit # _____
☐ DEQ Air Quality Permit # _____ ☐ DEQ Operating Permit # _____
☐ MPDES (list all) _____
☐ Other (list all) _____

Local Control Requirements to include Sediment and Erosion Controls:

1. Is the industrial facility located within and discharges to a regulated Municipal Separate Storm Sewer System (MS4)?
☐ Yes. Continue to the next question. ☒ No.

2. The applicant must contact the MS4 to verify if additional controls are required:

Name of MS4: _____

MS4 Contact Name: _____ Contact Date: _____

Additional MS4 requirements must be incorporated into the SWPPP. Submit the SWPPP to the MS4 if required/requested.

Sage Grouse Habitat: Visit the Montana Sage Grouse Habitat Conservation Program (Program) website to determine if the facility/operation is located in designated sage grouse habitat (core, general, and/or connectivity).

☒ Yes. Submit application to the Program and attach resulting consultation letter.
☐ No. Project is not located in a designated habitat.

Section E – Facility Storm Water Discharge Information (See instruction sheet)

By indicating "Yes" below, I - **the applicant and owner/operator** – confirm that I understand that the **Multi-Sector General Permit for Storm Water Discharges Associated with Industrial Activity (MSGP)** only authorizes the allowable storm water discharges in Part 1.1.2 and the allowable non-storm water discharges in Part 1.1.3. Any discharges not explicitly authorized by the MSGP cannot become authorized or shielded from liability through requirements of the MSGP. If any discharges require MPDES permit coverage other than the allowable storm water and non-storm water discharges listed in Parts 1.1.2 and 1.1.3 will be discharged from the facility or operation, these discharges must be covered under another MPDES permit.

☒ Yes (continue to the next question) ☐ No. Contact the Department regarding permit coverage.

I - **the applicant and owner/operator** – confirm that I am requesting permit coverage for storm water discharges that are not subject to federal effluent limitation guidelines under 40 CFR, Subchapter N and these storm water discharges are eligible for coverage under the **Multi-Sector General Permit for Storm Water Discharges Associated with Industrial Activity (MSGP)**.

☒ Yes ☐ No. Contact the Department for a MPDES Individual Permit.

Outfall Location:

1. For each outfall, list latitude and longitude in decimal degrees format (00.0000; -000.0000) and name of the receiving waters.
2. Based on the Industrial Subsector Category identified in Section C, identify if the outfall is to be monitored.
3. Identify if facility is requesting the outfall to be exempt from monitoring as a substantially identical outfall (SIO). Identify which outfall it is substantially identical to. See Part 2.4.2 of the MSGP. The identified SIO(s) is subject to the Department's approval and confirmation will be provided with authorization.
4. Identify if the receiving water is listed as impaired (See next section below). This section must not be left blank. See instructions for details.

Outfall Number	Latitude	Longitude	Receiving Water	Outfall Proposed to be Monitored	Substantially Identical Outfall	Receiving Water Impaired
001	46 25' 25"N <input checked="" type="checkbox"/>	105 52' 38"W	Yellowstone River	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
002	46.426	105.896	Sunday Creek	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> SIO for	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
003				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
004				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
005				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
006				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
007				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
008				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
009				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No
010				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> SIO for	<input type="checkbox"/> Yes <input type="checkbox"/> No

Waterbodies with Impairments (See instructions for accessing the Clean Water Act Information Center and listing impairments and any applicable TMDL wasteload allocations):

Are any of the above receiving waters listed as impaired for potential pollutants from your facility or operation?

☒ Yes (continue to the next question) ☐ No

If yes, have you updated the SWPPP to include BMPs that target and reduce discharges of the identified pollutants causing impairment of the waterbodies and any TMDL requirements?

☐ Yes ☐ No

Storm Water Discharge Monitoring Certification: I, - **the applicant and owner/operator** - certify that all point source discharges of storm water have been tested or evaluated (through knowledge and/or experience of the facility or operation) for the presence of ineligible non-storm water discharges under the MSGP (Part 1.1.3).

☒ Yes (continue to the next question) ☐ No. Contact the Department regarding permit coverage.

Describe the basis for this evaluation (including any previously required MSGP benchmark monitoring):

Interviews with the operators on field.

Has storm water sampling and analytical testing been performed (in addition to any required MSGP benchmark monitoring) to determine and/or evaluate the presence of ineligible non-storm water discharges?

☒ No

☐ Yes. Attach a description of any analytical test method used, the date of the testing, and the on-site drainage points (outfalls) that were sampled. If a contract laboratory or consulting firm performed analyses that generated quantitative data upon which conclusions and resultant determinations are based for regulated point source discharges or storm water and potential pollutant concentrations, the identity of each laboratory or firm and the analyses performed must be provided.

Describe any known allowable non-storm water discharges listed in Part 1.1.3:

Section F – Facility or Operation Description

Provide a detailed description of the nature of the facility to include the activities, procedures, methods, process flows, equipment and materials, and relative timeframes of activities and operations that contribute to the nature of the industrial facility.

This is a General Aviation Airport with low activity most of the year. There have not been scheduled passenger planes operating off the field in almost ten years. A small freight aircraft is scheduled for just under 40 landings per month year round. Some winters they will store Deicer Fluid in 1 or 2 plastic barrels on the field in one of our buildings. In the past 5 years they have averaged 1 aircraft needing Deicing a year.

During the summer the state and federal governments conduct Aviation Wild land fire suppression activities from the airfield using retardant stored on the field. The retardant is stored in a 10,000 gallon tank in a concrete containment. Fuel is dispensed from one Self Serve dispenser for AV Gas and 3 mobile aviation refuelers that the airport management dispenses fuel out of. There is a Fuel Tank Farm holding 3 ea. 12,000 gallon tanks in a containment bladder. When there are Ag. Spraying operations from the field it is required they have all pumping equipment and trailers and tanks in a containment bladder.

The management conducts a field/runway inspection once a day and includes a visual inspection of all pertinent items. We also perform snow removal operations in the winter. The airport does not use any runway deicer or apply sand to any surface. There are no haying operations inside the fence but we do mow grass and apply weed killer around the runway light bases.

Section G – Supplemental Information

The total area of the airfield operations inside the security fence is 300 acres. The Fueling, Deicing, & Fire Tanker Retardant loading operations take place near the terminal on less than 2 acres. Outfall #1 is located Southwest of the FBO office and collects all the apron and all other paved surfaces except the Southeast 1,500 feet of Runway 4-22. Outfall #1 drains 1/2 mile of dry wash before entering the Yellowstone River. Outfall #2 flows one mile of dry wash into Sunday creek.

The Deicing agent and fire retardant used are mostly benign as shown by MSDS sheets. Fuel is a hydrocarbon and stored in tanks in appropriate containment.

Section H: Fees (Check and attach the associated fee amount.)

Total size of regulated facility	Renewal Amount	New Permit Amount (includes initial annual fee)
Small – 5 acres or less	\$1,200 <input type="checkbox"/>	\$1,500 <input type="checkbox"/>
Medium – more than 5 acres, up to 20 acres	\$1,500 <input type="checkbox"/>	\$1,800 <input type="checkbox"/>
Large – more than 20 acres	\$1,800 <input type="checkbox"/>	\$2,000 <input checked="" type="checkbox"/>

Section I: Attachments

Map: ☒ Attached

Map: Attach a topographic map of the area extending to at least one mile beyond property boundaries. The map must show the outline of the facility or operation and identify and label the location of each of its proposed outfalls. Include all surface waters, including springs and ephemeral drainages, in the map area. Identify impaired receiving waters. Delineate sage grouse habitat (if applicable).

SWPPP and Site Map: ☒ Attached

Attach the SWPPP and site map developed and signed per requirements of the MSGP.

If the SWPPP is maintained on an internet page, provide the web address URL: _____

Section J: New Source

Is the industrial facility or operation a new source seeking coverage under the General Permit?

☐ Yes (continue to the next 2 questions) ☒ No

1. Describe the potential impacts of the industrial facility or operation on unique ecological resources, species of special concern, including vegetation, wildlife, fish or aquatic resources, or habitat. Attach analysis from Montana Natural Heritage Program and any applicable maps or analysis from the Natural Resource Information System (NRIS).

☐ Analysis and applicable maps attached.

2. Describe the potential impact of the proposed activity on any historical, cultural, or archeological resources. Attach analysis from the Montana State Historic Preservation Office (SHPO).

☐ Analysis attached.

Section K - Certification

Applicant Information: This form must be completed, signed, and certified as follows:

- For a corporation, by a principal officer of at least the level of vice president;
- For a partnership or sole proprietorship, by a general partner or the proprietor, respectively; or
- For a municipality, state, federal, or other public facility, by either a principal executive officer or ranking elected official.

Duly Authorized Representative: Provide the following information to delegate authority to a duly authorized representative(s) to sign all reports required by the Department and other information requested by the Department as set forth in MSGP Part 4.18. The SWPPP Administrator must meet the duly authorized representative requirements.

☒ **SWPPP Administrator** as identified in **Section C** above.

Name or Position Title: Jeffrey Langkau

Phone Number: 406-951-0955 Email: mcairport@midrivers.com

Name or Position Title: _____

Phone Number: _____ Email: _____

All Applicants Must Complete the Following 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 designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the 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 am aware that there are significant penalties for submitting false information; including the possibility of fine and imprisonment for knowing violations.

Name (Type or Print) John Hollowell

Title (Type or Print) Mayor

Phone Number 406-874-8603

Signature



Date Signed

10/13/20

The Department will not process this form until all the requested information is supplied, and the appropriate fees are paid. Return this form and the applicable fee to:

Department of Environmental Quality
Water Protection Bureau
PO Box 200901
Helena, MT 59620-0901
(406)444-3080



Appendix A: Impaired Waters

HUC: 10100001 Lower Yellowstone-Sunday

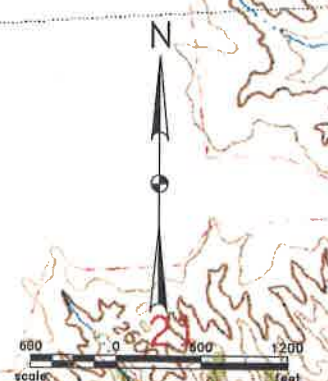
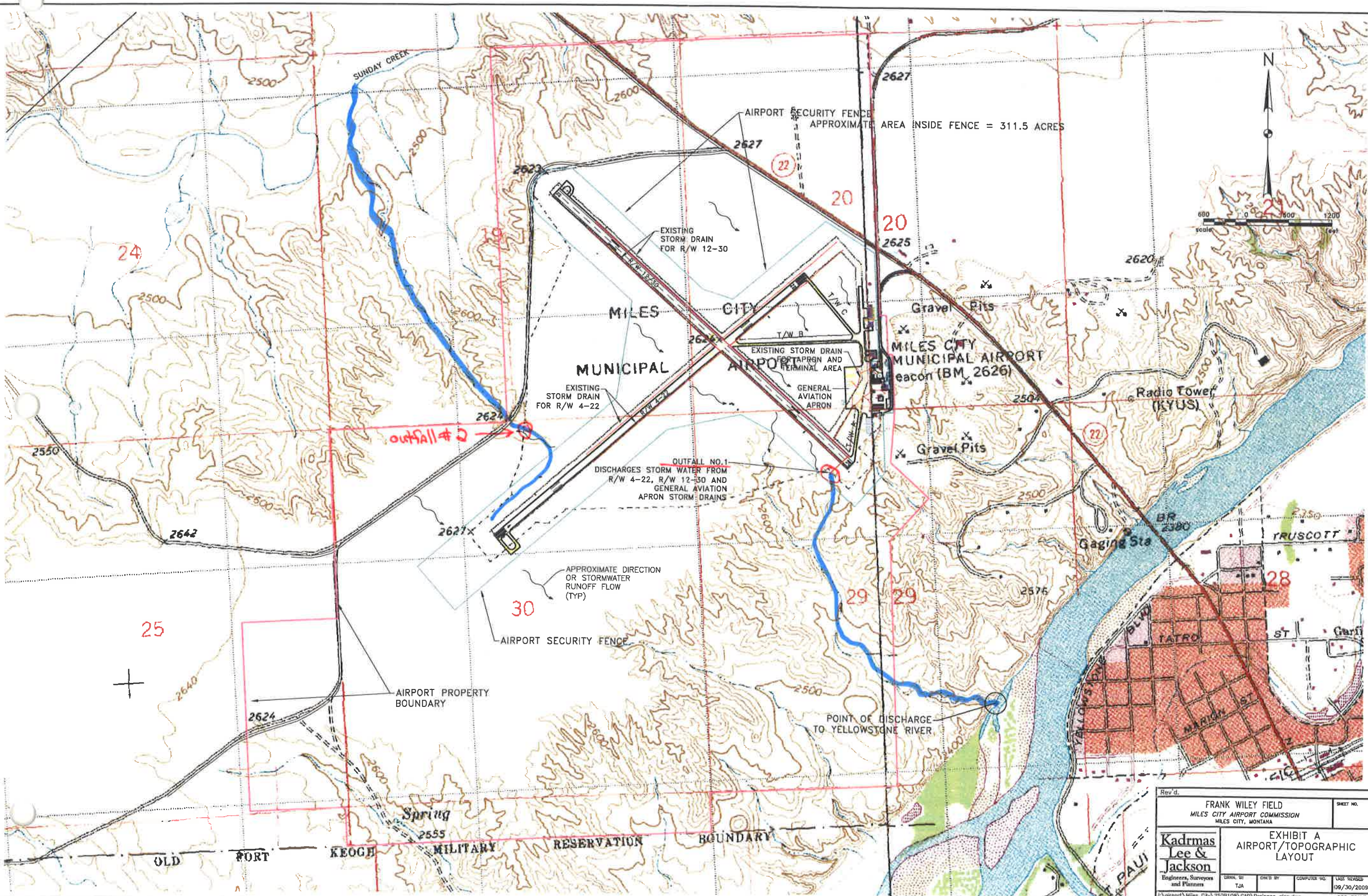
Watershed: Lower Yellowstone

DOC: 10100001 Lower Yellowstone Sanday Watershed Lower Yellowstone												
TMDL Planning Area	ID305B	Waterbody Name/Location	Category	Size	Units	Use Class	Beneficial Use				Cause Name *	Source Name *
AqL	Ag	DW	Rec									
Yellowstone River	MT42K001_010	YELLOWSTONE RIVER, the Cartersville Diversion Dam to Powder River	5	88.73	MILES	B-3	N	I	I	I	Alteration in stream-side or littoral vegetative covers Copper Lead Nitrate/Nitrite (Nitrite + Nitrate as N) Sediment Total Dissolved Solids (TDS) Zinc pH	Agriculture Crop Production (Irrigated) Municipal Point Source Discharges Natural Sources Post-development Erosion and Sedimentation Rangeland Grazing Source Unknown Streambank Modifications/destabilization
Yellowstone River	MT42K001_020	YELLOWSTONE RIVER, the Big Horn to Cartersville Diversion Dam	4C	59.51	MILES	B-3	N	F	X	X	Fish Passage Barrier	Dam Construction (Other than Upstream Flood Control Projects)
Middle Yellowstone Tributaries	MT42K002_020	HARRIS CREEK, headwaters to mouth (Yellowstone River)	5	27.39	MILES	C-3	N	-	-	N	Chlorophyll-a Flow Regime Modification Phosphorus, Total Sediment	Grazing in Riparian or Shoreline Zones Livestock (Grazing or Feeding Operations) Natural Sources Transfer of Water from an Outside Watershed
Middle Yellowstone Tributaries	MT42K002_030	SUNDAY CREEK, the North and South Forks to mouth (Yellowstone River)	5	15.28	MILES	C-3	N	-	-	N	Chlorophyll-a Copper Iron Lead Nitrate/Nitrite (Nitrite + Nitrate as N) Nitrogen, Total Phosphorus, Total Physical substrate habitat alterations	Crop Production (Irrigated) Crop Production (Non-Irrigated) Natural Sources Rangeland Grazing Source Unknown
Middle Yellowstone Tributaries	MT42K002_040	MUSTER CREEK, headwaters to mouth (Yellowstone River)	5	31.39	MILES	C-3	N	-	-	N	Chlorophyll-a Flow Regime Modification Nitrate/Nitrite (Nitrite + Nitrate as N) Phosphorus, Total Sediment	Crop Production (Irrigated) Transfer of Water from an Outside Watershed
Middle Yellowstone Tributaries	MT42K002_060	DEADMAN CREEK, headwaters to mouth (North Fork Sunday Creek)	5	17.28	MILES	C-3	N	-	-	F	Nitrogen, Total	Source Unknown

AqL=Aquatic Life; Ag=Agriculture; DW=Drinking Water; Rec=Primary Contact Recreation

F=Fully Supporting; T=Threatened; N=Not Fully Supporting; I=Insufficient Information; X=Not Assessed; - = Beneficial Use Not Assigned

* The impairment cause and source names in this appendix are listed alphabetically. There is no implied relationship between the listed causes and sources. See individual assessment reports for details.



Rev'd.		SHEET NO.	
FRANK WILEY FIELD MILES CITY AIRPORT COMMISSION MILES CITY, MONTANA			
Kadmas Lee & Jackson Engineers, Surveyors and Planners		EXHIBIT A AIRPORT/TOPOGRAPHIC LAYOUT	
DATE: 09/30/2009	BY: TJA	COMPUTER NO.	LAST REVISION
J:\airports\Miles City\2509108\CAD\Drainage\plan.dwg			
Plotted: 10/19/2009 - 11:50am			



Rev'd.		FRANK WILEY FIELD		SHEET NO.
		MILES CITY AIRPORT COMMISSION		
		MILES CITY, MONTANA		EXHIBIT B
Kadmas Lee & Jackson		APRON LAYOUT AND ACTIVITIES		
Engineers, Surveyors and Planners		Drawn by	Check'd by	Computer No.
		TJA		08/30/2009
C:\airport\Miles City\2509108\CAD\Drainage\plan.dwg		(quickplot 11x17)		
Plotted - 10/19/2009 - 11:23am		© Kadmas, Lee & Jackson 2008		

**MONTANA SAGE GROUSE
HABITAT CONSERVATION PROGRAM**

RECEIVED
JAN 03 2017



STEVE BULLOCK, GOVERNOR

1539 ELEVENTH AVENUE

STATE OF MONTANA

PHONE: (406) 444-0554
FAX: (406) 444-6721

PO BOX 201601
HELENA, MONTANA 59620-1601

Project No. 1481750144428 (Original # 1469627845919)
Governor's Executive Orders 12-2015 and 21-2015
Miles City 57 Gravel Pit

Jennifer Davis
KLJ Engineering
2969 Airport Road, Suite 1B
Helena, MT 59601

December 30, 2016

Dear Ms. Davis,

The Montana Sage Grouse Habitat Conservation Program received a request for consultation and review of your project or proposed activity on December 14, 2016, with additional project related information necessary to complete our review received on December 15, 21, and 22, 2016. Based on the information provided, all or a portion of this project is located within General Habitat for sage grouse.

Executive Orders 12-2015 and 21-2015 set forth Montana's Sage Grouse Conservation Strategy. Montana's goal is to maintain viable sage grouse populations and conserve habitat so that Montana maintains flexibility to manage our own lands, our wildlife, and our economy and a listing under the federal Endangered Species Act is not warranted in the future.

The program has completed its review, including:

Project Description:

Project Type: Mining/Gravel Pit Expansion Permit

Project Disturbance: 6.5 Acres New Disturbance; 84 Permitted Acres in Total; 57.19 acres in General Habitat

Time Frame: Immediate

Disturbance Duration: Temporary (20 years)

Project Location:

Legal: Township 8 North, Range 46 East, Section 25
Township 8 North, Range 47 East, Section 30

County: Custer

Ownership: Public Lands/Miles City



Executive Orders 12-2015 and 21-2015 Consistency:

The project proposes to expand an existing gravel pit boundary in designated General Habitat for sage grouse.

This project was originally reviewed as Project Number 1469627845919. A permit amendment application is now being submitted to expand the existing gravel pit from 77.5 acres to 84 acres, for a total new disturbance of 6.5 acres. Of the total acreage of the pit, 57.19 acres are in General Habitat. No new roads or other infrastructure will be created.

Once gravel operations are completed, the site will be reclaimed to primarily rangeland and pasture, using the recommended DEQ seed mixture for sage grouse habitat in central and southeastern regions. There is an ephemeral drainage (also classified as a USFWS NWI wetland and Forested Riparian Area) on the southwest side of the site as well as a spring. Those features will be maintained and seeded with a wetland seed mix. The Opencut permit is #1450, and the permit end date is 2036.

Based on the information you provided, your project is not within two miles of an active sage grouse lek.

Recommendations:

Weed management is required within General Habitat for sage grouse. Reclamation of disturbed areas must include control of noxious weeds and invasive plant species, including cheatgrass (*Bromus tectorum*) and Japanese brome (*Bromus japonicas*).

Your activities are consistent with the Montana Sage Grouse Conservation Strategy. Your proposed project or activity may need to obtain additional permits or authorization from other Montana state agencies or possibly federal agencies. They are very likely to request a copy of this consultation letter, so please retain it for your records.

Please be aware that if the location or boundaries of your proposed project or activity change in the future, or if new activities are proposed within one of the designated sage grouse habitat areas, please visit <https://sagegrouse.mt.gov/projects/> and submit the new information.

Thanks for your interest in sage grouse and your commitment to taking the steps necessary to ensure Montana's Sage Grouse Conservation Strategy is successful.

Sincerely,



Carolyn Sime

Montana Sage Grouse Habitat Conservation Program Manager





ADDENDUM FOR OPENCUT OPERATIONS IN SAGE GROUSE HABITAT

All fields must be completed.

Operator: City of Miles City

Site: Fifty-Seven

County: Custer

- Site is located in (check all that apply)
- ☐ **Core Sage Grouse Habitat** (Complete Section A)
 - ☒ **General Sage Grouse Habitat** (Complete Section B)
 - ☐ **Interconnectivity Sage Grouse Habitat**

SECTION A – Core Sage Grouse Habitat

1. Check the recommendations and/or stipulations stated in the Montana Sage Grouse Habitat Conservation Program letter:
 - a. ☐ **Seasonal Use Restrictions**
Additional Information:
 - b. ☐ **Wildlife Studies and/or Monitoring**
Additional Information:
 - c. ☐ **Noise Restrictions**
Additional Information:
 - d. ☐ **Other**
Additional Information:
2. Additional Information: Project is not within two miles of an active sage grouse lek.

SECTION B – General Sage Grouse Habitat

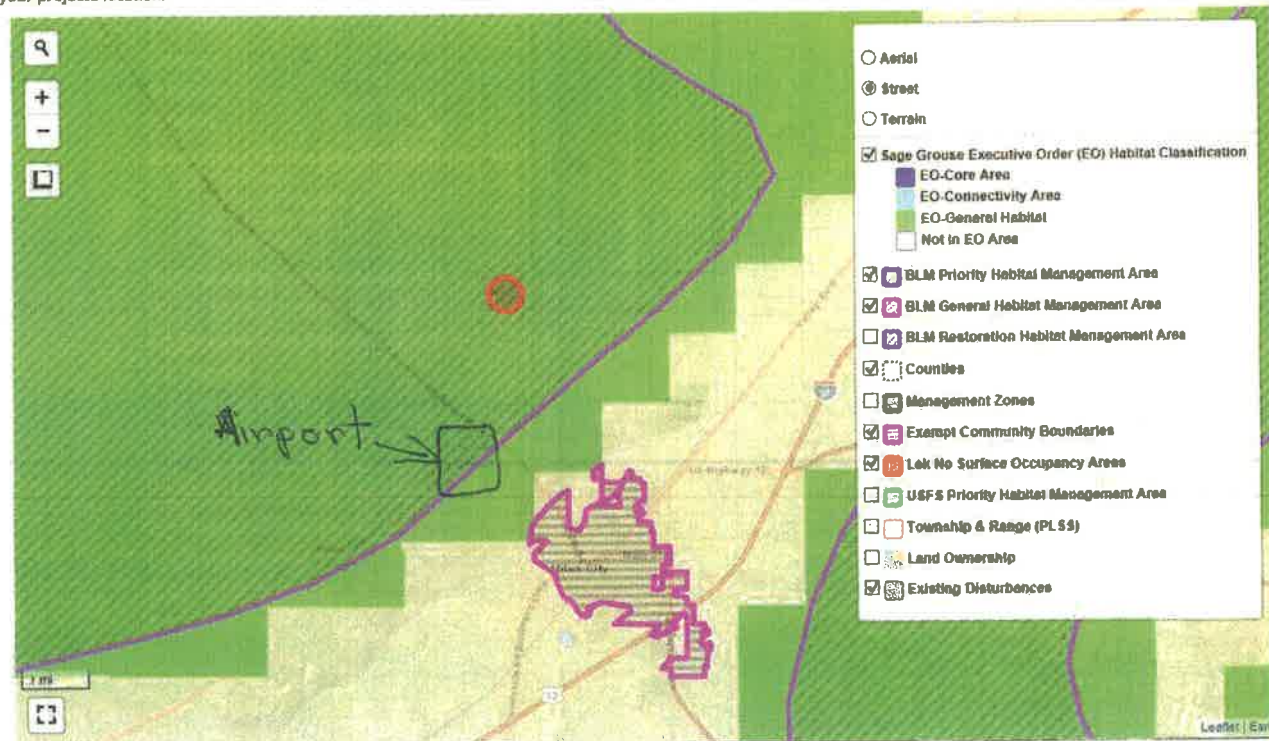
1. Check the recommendations and/or stipulations stated in the Montana Sage Grouse Habitat Conservation Program letter:
 - a. ☐ **Seasonal Use Restrictions**
Additional Information:
 - b. ☐ **Noise Restrictions**
Additional Information:
 - c. ☒ **Other**
Additional Information: Weed Management is required within General Habitat for sage grouse. Reclamation of disturbed areas must include control of noxious weeds and invasive plant species, including cheatgrass (*Bromus tectorum*) and Japanese brome (*Bromus japonicas*).
2. Additional Information:



Montana Sage Grouse Habitat Conservation Map

Use this map to view and explore types of sage grouse habitat designated as core (blue), general (green), connectivity (light-blue) habitats or BLM priority areas. To zoom into an area, hold the Shift key and draw a rectangle. Anyone proposing new activities in sage grouse habitat must submit a project application for consultation.

If your project is close to designated sage grouse habitat or BLM Priority area, or if you are unsure your project is within designated sage grouse habitat or BLM Priority area, please submit your project for review as permitting agencies will be checking to see if your project is located within these designated sage grouse habitats. If your permitting agency requires evidence that your project is outside of designated sage grouse habitat, we recommend that you log in and start a project application and take a screenshot of your project's location.



Jeff - You can get to this map at: <https://sagegrouse.mt.gov/ProgramMap>

Big Sky. Big Land. Big History.

Montana
Historical Society

June 7, 2019

Ms. Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

Re: Improvements at the Frank Wiley Field Airport near Miles City
Custer County, Montana

Dear Ms. Stilson:

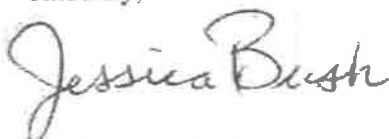
Thank you for the requested items (received May 30, 2019) regarding the Improvements at the Frank Wiley Field Airport near Miles City project in Custer County, Montana. We concur with following eligibility determinations:

- 24CR1503 – Eligible (A & C)
- 24CR1504 – Not Eligible
- 24CR1505 – Not Eligible
- 24CR1506 – Not Eligible
- 24CR1507 – Eligible (A & C)
- 24CR1508 – Not Eligible
- 24CR1509 – Not Eligible
- 24CR1510 – Not Eligible
- 24CR1511 – Not Eligible
- 24CR1536 – Not Eligible

We also concur that this undertaking will have No Effect on Historic Properties.

If you have any additional comments or questions do not hesitate to contact me at (406) 444-0388 or JBush2@mt.gov. Thank you for consulting with us.

Sincerely,



Jessica Bush, M.A.
Review and Compliance Officer, Deputy SHPO
Montana State Historic Preservation Office

*Historic Preservation
Museum
Outreach & Interpretation
Publications
Research Center*

MONTANA SAGE GROUSE HABITAT CONSERVATION PROGRAM



STEVE BULLOCK, GOVERNOR

STATE OF MONTANA

1539 ELEVENTH AVENUE

PHONE: (406) 444-8554
FAX: (406) 444-6721

PO BOX 701601
HELENA, MONTANA 59620-1601

Project No. 3302
Governor's Executive Orders 12-2015 and 21-2015
Miles City Municipal Airport

Curt Cady
KLJ Engineering
4584 Coleman Street
Bismarck, ND 58503

December 14, 2018

Dear Mr. Cady,

The Montana Sage Grouse Habitat Conservation Program received a request for consultation and review of your project or proposed activity on November 19, 2018. Based on the information provided, all or a portion of this project is located within General Habitat for sage grouse. The Bureau of Land Management (BLM) classifies this area as a General Habitat Management Area (GHMA).

Executive Orders 12-2015 and 21-2015 set forth Montana's Sage Grouse Conservation Strategy. Montana's goal is to maintain viable sage grouse populations and conserve habitat so that Montana maintains flexibility to manage our own lands, our wildlife, and our economy and a listing under the federal Endangered Species Act is not warranted in the future.

The Program has completed its review, including:

Project Description:

Project Type: Infrastructure - Transportation
Project Disturbance: 323 Acre Runway, 113 Acre Industrial Facility
Construction Dates: April, 2019 to August, 2020, Short Term (1-5 Years)
Disturbance Duration: April, 2019, Permanent (> 25 Years)

Project Location:

Legal: Township 8 North, Range 47 East, Section 20
County: Custer
Ownership: City Government, Private



Hosted by the Montana Department of Natural Resources and Conservation
Director's Office: (406) 444-2074



Executive Orders 12-2015 and 21-2015 Consistency:

The project proposes construction of an airport runway and industrial facility in designated General Habitat for sage grouse.

The proponent proposes to move the Miles City airport runway. The Miles City Airport is located adjacent to Highway 59 North just outside of the incorporated city limits of Miles City. The runway will be shifted approximately 1300 feet to the southwest of its current alignment. The Runway is being shifted, because the Runway Protection Zone extends over the highway. The move will address a public safety concern. This safety area standard was developed by the Federal Aviation Administration to protect people and property on the ground. The move will establish new Global Positioning System approaches for both Runway 4 and Runway 22.

The project will include removal of an existing 1300 feet of runway 4-22 pavement. The asphalt will be milled, and the milling would be reused in construction of the new runway. The new runway will be 1300 feet long by 90 feet wide and include an additional 75 feet by 7.5 feet of paved shoulder, taxi lane and county t-hanger apron. Runway lighting, including intersection and taxiway lighting will be relocated. The airport beacon will be replaced. The helipad and lighting will be relocated. A section of wildlife fence will be relocated.

The project will include development of 113 acres of land northeast of Highway 59 North. The site will be leased for industrial park development. The construction would include roads, ditches and culverts for drainage. The site would include construction of a parking area and storage yard with water wells or cisterns, septic system, natural gas, electricity and communications.

Based on the information you provided, your project is within two miles of an active sage grouse lek.

Discussion:

The project is within 1.59 miles of an active lek in General Habitat. Ordinarily seasonal timing limitations would apply from March 15 through July 15.

As part of our consultation process, the Program reviews activities that may be allowed during seasonal closure periods on a case-by-case basis. Activities may take place in General Habitat within the two-mile buffer around active leks, if the Program determines that no detrimental impacts will result. The Program consulted with Montana Fish Wildlife & Parks regarding the nearby lek. In this case, the Program determined the project would not have detrimental impacts to sage grouse breeding or early brood-rearing habitat of an active lek because:

- the airport is an existing facility;
- the new industrial facility is proposed for a location adjacent to a state highway which experiences significant volumes of vehicular traffic;



- shifting the airport runway will not significantly change the current flight patterns at the airport;
- the proposed industrial facility site is currently in habitat that has been converted to a pasture and hayfield;
- the existing and newly proposed project is less than one mile from the boundary of the municipality of Miles City; and
- the new project is on the edge of General Habitat.

Recommendations:

The following stipulations are taken from Montana Executive Order 12-2015. These stipulations are designed to maintain existing levels of suitable sage grouse habitat by managing uses and activities in sage grouse habitat to ensure the maintenance of sage grouse abundance and distribution in Montana. Development should be designed and managed to maintain populations and sage grouse habitats.

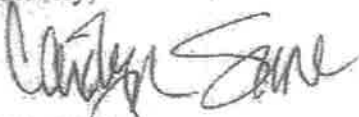
- Weed management is required within General Habitat for sage grouse. Reclamation of disturbed areas must include control of noxious weeds and invasive plant species, including cheatgrass (*Bromus tectorum*) and Japanese brome (*Bromus japonicas*).

Your activities are consistent with the Montana Sage Grouse Conservation Strategy. Your proposed project or activity may need to obtain additional permits or authorization from other Montana state agencies or possibly federal agencies. They are very likely to request a copy of this consultation letter, so please retain it for your records.

Please be aware that if the location or boundaries of your proposed project or activity change in the future, or if new activities are proposed within one of the designated sage grouse habitat areas, please visit <https://sagegrouse.mt.gov/projects/> and submit the new information.

Thanks for your interest in sage grouse and your commitment to taking the steps necessary to ensure Montana's Sage Grouse Conservation Strategy is successful.

Sincerely,



Carolyn Sime

Montana Sage Grouse Habitat Conservation Program Manager





U. S. Department
of Transportation

**Federal Aviation
Administration**

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

May 9, 2019

Mark Baumler, Ph. D.
State Historic Preservation Officer
The Montana Historical Society
1301 Lockey Ave
Second Floor
Helena, MT 59620-1201

Subject: Determination of No Historic Properties Affected due to Proposed Improvements
at the Frank Wiley Field Airport near Miles City, Montana

Dear Dr. Baumler:

The Federal Aviation Administration (FAA) is examining the environmental impacts due to proposed improvements at the Frank Wiley Field Airport (Airport) in Custer County near Miles City, Montana. Project descriptions and project layouts are included with this letter. The proposed projects and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of an environmental document to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

A Cultural Resource Inventory (CRI) was conducted at the Airport in 2018 and the report finalized in 2019. The CRI identified fifteen historical sites including the Miles City Airport (24CR1536) and fourteen historic and modern structures located within the Miles City Airport boundaries (24CR1503-1510; KLJ-FWF-SCV1, KLJ-FWF-SCV2, KLJ-FWF-SCV7, and KLJ-FWF-SCV9-12). One additional FAA communications building, 24CR1511, was also recorded north of the Miles City Airport complex, but within Airport owned property. Two sites within the Miles City Airport are recommended Eligible for listing on the National Register of Historic Places; 24CR1503 (a historic airway beacon), and 24CR1507 (an airplane hangar).

The FAA agrees with the recommendations of Eligibility for listing on the NRHP of the historic-age sites identified in the CRI and has determined the following:

Site 24CR1536 (Frank Wiley Field / Miles City Airport)

- The Airport began as two turf runways in the mid to late 1920s. Frank Wiley Field is associated with the early development of aviation in Montana as one of several regional airports. It currently consists of fifteen (15) structures and buildings and has undergone improvements since the 1940s. The existing structures at the Airport are a mix of historic and modern, and are all thematically aligned with the function of the Airport.

- The Airport postdates the earliest period of aviation in Montana when pilots used fields at Fort Keogh and the Miles City Fairgrounds as staging areas and landing fields to spread aviation around the state and bring its use into the public domain. These early pilots and activities were instrumental in spreading aviation and to developing the aviation infrastructure of Montana. However, by the time of construction of the Airport, aviation has already gained a foothold and was moving to its more commercial use stages.
- The Airport is associated with Frank Wiley, an early Montana aviation pioneer and significant person in the state's aviation program. The Airport however, does not represent those events significant to his aviation and government career.
- The layout of the airport represents a series of historical and modern developments but does not represent the work of a master or typifies a period or type of design. In addition, the layout represents a series of independent structural and landscape decisions that are not typical of a type or period of airport design.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1503 (Beacon Tower)

- The beacon was installed in the fall of 1934 as was operational by December 1 of the same year. It is part of the early network of commercial airline beacons which allowed flying and navigation across Montana at night. The beacon was part of the Northern Continental Airway route which traveled between Billings and St. Paul. The beacon was actively used to direct pilots until the program was disbanded in 1965. Currently, the beacon is not active and project plans indicate the beacon will remain in place and have continued maintenance.
- *Eligible* for listing in the NRHP under Criteria A and C

Site 24CR1504 (Hangar #7)

- Hangar #7 was constructed in 1970 and is located within the cluster of airport buildings on the northeast end of Frank Wiley Field. The hangar is associated with modern era improvements and development of the Airport and is a simple utilitarian design with common materials.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1505 (Hangar #6)

- Hangar #6 was constructed in 1962 and is located within the cluster of airport buildings on the northeast end of Frank Wiley Field. The hangar is associated with modern era improvements and development of the Airport and is a simple utilitarian design with common materials.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1506 (Hangar #5/Pilot's Lounge/Manager's Office)

- Hangar #5 was originally constructed in 1954. The structure now consists of a hangar with two additions: a lounge/office added in 1978 and a garage. This multi-use structure is associated with modern era improvements and development of the Airport. The building also represents modern expansion into more amenities at the airport such as the lounge and office. The building is a simple utilitarian design with common materials.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1507 (Hangar #3/Airline Terminal)

- Hangar #3 is a Pre-World War II round-topped airplane hangar constructed in 1935. It is centrally located within the cluster of airport buildings on the northeast end of the Airport. The hangar was constructed in the 1930s as a WPA improvement project. WPA improvements projects were initiated throughout Montana during the Great Depression to help put people back to work and spur infrastructure improvements. The historic round-topped hangar continues to be utilized as an airplane hangar.
- *Eligible* for listing in the NRHP under Criteria A and C

Site 24CR1508 (Unknown Building – Storage Shed)

- This structure is a small, front gabled, rectangular storage shed between the FAA Communications building and a garage. Based upon review of historic maps and aerial photographs the structure was constructed prior to 1966, although the exact date of construction is not known. The architectural style and materials on the building suggest it was constructed sometime before the expanded use of corrugated metal in the late 50s and 60s. The structure representative of airport infrastructure expansion in the form of development of additional storage and services. The building is a simple utilitarian design with common materials.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1509 (FAA Garage)

- This structure is a front gabled vehicle garage. Based upon review of historic maps and aerial photographs the structure was constructed prior to 1966, although the exact date of construction is not known. The structure is associated with general airport improvements and cannot be attributed to a particular era. The building is a simple utilitarian design with common materials.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1510 (BLM Fire Zone Operations)

- The BLM Fire Zone Operations building was constructed in 1938 with additional rooms added to the eastern elevation in 1960. The building is associated with early FAA oversight at the airport and initially functioned as a FAA flight service station. While this is representative of early federal activity at the airport this does not represent an event significant in local, regional, or aviation history. The structure was later turned over to the BLM. The building consists of a National Folk style original structure with several modern and stylistically variable additions. While National Folk style buildings can represent a distinct type, period, or method of construction the presence of numerous additions with different stylistic variations has made the structure not emblematic of this particular style.
- *Not Eligible* for listing in the NRHP under any Criteria

Site 24CR1511 (FAA Communication Building)

- This structure is an FAA communication building located 0.35-miles north of Frank Wiley Field. The date of construction of the building is not known but map evidence shows it was present prior to 1968 when it appears on the USGS 1:24000 Big Hill map. Although associated with operations at the Airport, the construction of an FAA communications building does not represent a significant event at the Airport or in regional history, and is a utilitarian shed with a series of radio towers that are ubiquitous across rural airports.
- *Not Eligible* for listing in the NRHP under any Criteria

There are several areas in which improvements at the Airport are proposed:

- Airside improvements (Runway improvements, Wildlife fence, Helipad, Lighting, Taxiway and apron reconstruction, pavement maintenance)
 - This includes a number of improvements on the active areas of the Airport that are detailed in the attached description and shown on an attached layout.
 - Neither of the structures identified in the CRI and determined to be eligible to the NRHP (24CR1503 - historic airway beacon and 24CR1507 - Hangar #3/Airline Terminal) are in the vicinity of these improvements and will not be affected by the proposed improvements.
 - The FAA has made a determination of **No Historic Properties Affected** for these proposed improvements.
- Construction of Airport Beacon Tower
 - A new airport beacon is proposed
 - 24CR1503 - historic airway beacon is not currently active and project plans indicate the beacon will remain in place and have continued maintenance
 - The FAA has made a determination of **No Historic Properties Affected** for the construction of the airport beacon - as long as the historic airway beacon remains in place and maintained.
- Development of an Airport Industrial Park
 - Frank Wiley Field proposes to develop an industrial park outside of the fenced airport property and north of the Miles City Airport (but still on Airport property). The location is across Montana State Highway 59 from the Airport. Project description and location is attached.
 - Neither of the structures identified in the CRI and determined to be eligible to the NRHP (24CR1503 - historic airway beacon and 24CR1507 - Hangar #3/Airline Terminal) are in the vicinity of the proposed site for the industrial park and will not be affected by its development.
 - The FAA has made a determination of **No Historic Properties Affected** for the development of an Airport Industrial Park in the proposed location.

The FAA requests your review and comment on the enclosed information as well as concurrence with this finding.

Please review this finding and the enclosed documentation and provide either your concurrence or non-concurrence on this determination. You can provide your response, comments, or recommendations to me at diane.stilson@faa.gov or send them to me at the following address:

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213

Thank you in advance for any comments or information you have to offer.

Sincerely,



Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist

Enclosures:

Project Description and Project Layout
Frank Wiley Field Improvements Project: Class III Cultural Resource Inventory in Custer
County, Montana 2019
Site Forms
CD of Electronic files

cc: (Via e-mail)

City of Miles City
Robert Peccia & Associates Inc.
file

Project Description:

The City of Miles City, the airport sponsor, has proposed improvements to the Frank Wiley Field Airport in Miles City, Montana. The proposed improvements include:

Pavement Improvements

Proposed pavement improvements include maintenance of the existing runway (#8 on the attached layout); reconstruction of a taxi lane and T-hangar apron (#12 on the attached layout); construction of a new taxiway southeast of the existing runway (#15 on the attached layout); construction of a new intersection between the runway and taxiway (#6 on the attached layout); and pavement removal from the northeast end of the NE-SW trending runway and extension of the runway to the southwest (#5 and blue boxes on the attached layout). As part of the runway modifications and taxiway construction, additional lights and reflectors will be installed along the runway as depicted on the attached layout.

Helipad Construction

The proposed construction of a helipad and associated lighting will occur within the Miles City Airport (#11 on the attached layout). These improvements consist of installation of a concrete landing pad and lighting to illuminate the pad at night.

Construction of a Beacon Tower

Frank Wiley Field proposes to construct a new beacon tower to increase flight safety at the Airport (#9 on the attached layout). The proposed location is along the northeast side of the Airport. The Airport has no plans to demolish the existing beacon, 24CR1503, and intends to maintain the structure as a historic feature at the airport.

Development of an Industrial Park

Frank Wiley Field proposes to develop an industrial park outside of and north of the fenced Miles City Airport complex, but on Airport property (See Figure 35 in the CRI). While the development of this park will not have a physical impact on the 24CR1503 and 24CR1507.

The FAA is reviewing an environmental document to meet its regulatory obligations under NEPA for the proposed projects.



STORM WATER POLLUTION PREVENTION PLAN

FOR

FRANK WILEY FIELD

MILES CITY, MONTANA

January 2020

PROJECT #2509108

I. Administrative Requirements for the SWPPP

- a. The SWPPP shall be retained at the facility site at all times. In addition, a copy of the General Permit for Storm Water Discharges Associated with Industrial Activity and a copy of the Authorization Letter to discharge storm water shall be retained at the facility site.
- b. The SWPPP shall be maintained and kept up to date to reflect current conditions.

II. Potential Pollutant Sources

- a. Exhibits A and B, attached to the end of this plan are site maps showing the following information:

- Outfall locations;
- Natural and engineered (manmade) storm water drainage and management structures and features;
- A delineated outline of the drainage area for Outfall 1 and Outfall 2.
- Delineated drainage patterns which indicate the storm water runoff flow direction for the drainage area of Outfall 1 and Outfall 2 are shown on Exhibit B;
- Major permanent facility structures. Exhibit A shows the general layout of the runways and taxiways at the airport. Exhibit B shows the layout of the apron and terminal area of the airport.;
- The following activities where such activities are exposed to precipitation: processing and storage areas; access roads; railcars and tracks, the location of transfer of substance in bulk; major stationary equipment; and machinery;
- Paved and/or relatively impervious areas within the drainage area of each point source discharge/outfall;
- Each past or present area used for the outdoor treatment, storage, and/or disposal of significant materials (products and/or wastes). Exhibit B shows the approximate locations for fuel storage, aircraft deicing, and aerial tanker fire retardant refilling. There no product or waste disposal areas for these operations on the airport.
- Each existing structural BMP to reduce pollutants in storm water runoff The containment areas for fuel storage and fire retardant storage are shown on Exhibit B;
- Materials loading/unloading area(s);
- The following activities where such activities are exposed to precipitation: fueling stations; vehicle and equipment maintenance and/or cleaning areas; and liquid storage tanks;
- Surface waters (including perennial water bodies, intermittent/seasonal water bodies, and ephemeral drainage channels);
- A map scale; and
- A north arrow.

- b. The total area of the property is about 300 acres. About 140 acres is directed to storm water Outfall 1, including about 70 acres of impervious surfaces. A small

undeveloped area of about 6 acres north of R/W 4-22 on the west edge of the site runs off to the natural drainage to Outfall 2 to the north. The remainder of the site is all pervious surfaces.

c. The following significant materials are currently stored and used on this site.

1. The fire retardant is an ammonium phosphate based, water dissolved and applied chemical, Phos-Chek LC95A. The base material of the retardant in levels generally exposed to vegetation acts as a fire suppressant and then further acts as a fertilizer.

- a. The current operation is an open air filling area which has concrete spill containment. The fire retardant is stored in a tank located within the concrete containment area. The pictures below show the BLM facility. The large horizontal tank holds the fire retardant. Water and retardant are pumped into the white mixing tanks. The large vertical tanks in the background are for water. The concrete area is the containment area and based on the dimensions, it is capable of holding approximately 14,000 gallons.
- b. The fire retardant is premixed with water before being pumped into the aerial tankers from the white mixing tanks.



2. Jet Fuel

- a. There are three fuel tanks; one is for Avgas and the other is for jet fuel. All three tanks are 12,000 gallons in size. The exact age of the fuel system is not known, however it is estimated the fuel system is between 20 and 30 years old.
- b. According to the Spill Prevention Control and Countermeasure Plan for the fuel system, the containment area has a capacity of 29,395 gallons. The containment area is lined with a fuel resistant impervious liner.

3. Aircraft deicer

- a. There are no significant amounts of aircraft deicer stored at the airport. The airport has less than 5 gallons of TKS Deicing fluid available for purchase by private aircraft owners.

b. There have been no significant spills on the site, as of the date of this SWPPP. This SWPPP should be updated whenever a significant spill or leak of hazardous substances occurs and shall include a description of the quantity if the release, and a description of any remediation or cleanup measures which were taken.

c. All of the potential storm Water discharges associated with industrial activity are located in the drainage that would reach outfall 1 and outfall 2.

d. There are no existing storm water sampling test results available to characterize historical pollutants in storm water discharges.

e. There are two storm water discharges from the airport facility. Most of the site discharges to Outfall 1. Outfall 1 discharges to a normally dry channel. Approximately 1/2 mile southeast of Outfall 1, this dry channel reaches the Yellowstone River. All of the storm water discharges associated with industrial activity reach Outfall 1.

There are a number of natural drainages that drain undeveloped portions of the airport property. Some of these direct runoff to the Yellowstone River and others reach South Sunday Creek. The storm water that reaches these natural drainages consists exclusively of runoff from a small portion of the runway and from natural areas around the runway. None of the potential pollutants at this facility are stored or used in areas that would reach these drainages.

III. Storm Water Best Management Practices (BMPs)

a. Individuals Responsible for Pollution Prevention and Storm Water Management BMPs:

i. Individuals responsible for the implementation of the SWPPP

For the Airport – Jeff Langkau, Airport Manager

For BLM – Rick Lang, Program Manager

Training Programs: The Airport is no longer certificated under Federal Aviation Regulation Part 139 and is obligated to maintain a current Airport Certification Manual (ACM). Section 321 of the ACM addresses Handling and Storage of Hazardous Substances and Materials. For the Miles City Airport only the fuel system is addressed in the ACM. The fire retardant and Deicer fluid are not considered hazardous substances needing to be addressed in the ACM. The Miles City Airport also has a Spill Prevention Control and Countermeasure Plan (SPCC) in-place for the fuel system. The SPCC describes fuel spill scenarios and how they would be handled. The SPCC also addresses inspection, tank loading and unloading procedures. Training on this SWPPP will be held in conjunction with the SPCC training and conducted at least annually.

iii and iv. Preventative maintenance measures and good housekeeping measures: For the fuel system the procedures for tank testing, maintenance, inspection and spill response are outlined in the SPCC and the ACM. In general, daily inspections are conducted related to the presence of leaks and the condition of hoses, nozzles, fire extinguishers, etc. In addition to those procedures, the tanks are also inspected by the fuel supplier, Conoco-Phillips. The airport also has available several spill kits to help contain a small fuel spill on the apron should one occur. The spill kits are weighted rolls of absorbent material which will soak up fuel, oil and mild solvents. The kits are located in the Airport Managers office.

b. Risk Identification

The potential pollution products used at the airport facility include fire retardant, jet fuels and glycol for deicing. The location of the use of these products is shown on Exhibit A. There is no history of leaks or spills of hazardous substances.

c. Spill Prevention and Response Procedures

For the fire retardant, when the containment that holds liquids contains a quantity that requires removal, the liquid is pumped out, further diluted and applied to vegetation in the area as a fertilizer. Any spills would be handled by the Bureau of Land

Management in accordance with their procedures. Should a significant spill occur, the Airport Manager would be contacted and observe the cleanup.

For the jet fuel, potential spills at the tanks are confined by a below grade, lined spill pit. All of the filling valves on the trucks are equipped with 'dead man switches' which close the valve when not held open. This requires full time attendance while fueling. The Airport Manager is responsible for inspecting the condition of the weighted rolls. Any fuel spill cleanup would be the responsibility of the Airport Manager.

For the glycol, this product is used only in the winter months and then only when needed. Much of the glycol typically evaporates into the atmosphere after contact with the plane and the ground. Any spills would be handled by Alpine Aviation in accordance with their procedures. Should a significant spill occur, the Airport Manager would be contacted and observe the cleanup. The emergency contact numbers for the facility are as follows:

Miles City Airport

Jeff Langkau, Airport Manager

406-951-0955

Bureau of Land Management

Rick Lang, Unit Aviation Officer

406-853-1394

d. Storm Water Management

For the fire retardant, the stormwater inlet nearest the filling area, approximately 75 feet away, is protected with a weighted roll. These operational procedures, the benign nature of the chemical used and the containment area provide for Best Management Practices for this operation.

For the jet fuel, the permanent tanks have a containment area that would contain any spill. Aircraft refueling can occur anywhere on the apron, depending on where the aircraft is tied down. Spill kits are readily available at the Airport Managers office. All of the filling valves on the trucks are equipped with 'dead man switches' which close the valve when not held open. This requires full time attendance while fueling.

For the glycol, pools on the ground are typically diluted with wash water. Manholes and inlets in the immediate area should be covered and/or protected with weighted rolls.

e. Erosion and Sediment Control

There are only two areas that have a high potential for soil erosion. Both outfall locations have evidence of erosion in the sandy-gravelly soils from high water velocities. The outlets do have vegetation established below them and are not actively head cutting at this time. It is recommended that when the next earthmoving project is proposed that the outfalls are maintained and settlement basins installed.

No construction activities are proposed to be included under this permit. Any construction activities should be permitted under DEQ's General Permit for Storm Water Discharges Associated with Construction Activity.

f. Visual Inspections

After each significant storm water runoff event, the Airport Manager shall inspect the weighted rolls. The Airport Manager shall also inspect the spill containment areas for fire retardant and jet fuel to determine if these areas have standing water that needs to be pumped out. A record of any necessary maintenance on these shall be maintained at the facility.

g. Record Keeping

Incidents such as spills, leaks, other releases of potential pollutants, and/or other material/waste management problems, along with other information describing the quality and quantity of storm water discharges, shall be included in the records. Inspections and maintenance activities, such as cleaning oil and grit separators or catch basins, shall be documented and recorded.

h. Non-Storm Water Discharges

Non-storm water discharges are not authorized under the Storm Water Permit. There are no non-storm water discharges that are a part of normal operations at this facility.

IV. Comprehensive Site Inspection and Compliance Evaluation Report

A site inspection shall be conducted annually by the Airport Manager in order to verify

- a. the description of potential pollutant sources is accurate;
- b. the site map has been updated or otherwise modified to reflect current conditions;
- c. the BMPs to control potential pollutants in storm water discharges associated with industrial activity as identified in the SWPPP are being effectively implemented; and
- d. whether any SWPPP revisions such as additional BMPs are necessary.

A Compliance Evaluation Report shall be submitted to the Department by January 28 of each year and shall pertain to the Comprehensive Site Inspection performed during the preceding calendar year. The Department has developed a standard form to be used for the Compliance Evaluation Report, including an attached signature page.

The Compliance Evaluation Report shall summarize the scope and results of the Comprehensive Site Inspection, the name(s) of personnel making the Comprehensive Site Inspection, the date(s) of the Comprehensive Site Inspection, and major observations relating to the implementation of the SWPPP. Major observations should include: the location(s) of potential discharges of pollutants from the site; location(s) of BMPs that need to be maintained; location(s) of BMPs that failed to operate as designed or proved inadequate for a particular location; and location(s) where additional BMPs are needed that did not exist at the time of Comprehensive Site Inspection.

The Compliance Evaluation Report must identify any incidents of noncompliance. A tracking or follow-up procedure (including a schedule for implementation) shall be used

to ensure adequate response and corrective actions have been taken in reply to the Comprehensive Site Inspection and/or non-compliances.

Where the Compliance Evaluation Report does not identify any incidents of non-compliance, the Report must contain a certification that the facility is in compliance with the SWPPP and this General Permit.

The Compliance Evaluation Report and any reports of follow-up actions must be signed in accordance with the General Permit. Records of the Comprehensive Site Inspection, the Compliance Evaluation Report, and any related follow-up actions shall be maintained by the Permittee.

V. Water Quality Standards

The General Discharge Permit does not authorize storm water discharges that the Department of Environmental Quality determines will cause, or have a reasonable potential to cause or contribute to, a violation of applicable water quality standards. No on-going activities at this facility are anticipated to cause any violations of water quality standards.

VI. Discharges to Water Quality Impaired Waters

The Yellowstone River between Cartersville Diversion Dam and the Powder River is identified on the 303(d) list as Waterbody ID MT42K001_010. The impairment information identifies the following probable causes of impairment: alteration in stream-side or littoral vegetative covers, copper, lead, nitrate/nitrite, pH, solids (suspended/bedload), total dissolved solids and zinc. No TMDL has been completed for this section of the Yellowstone. None of the probable sources identified would indicate that the airport facility might be a source, but some of the probable sources are unknown. None of the listed impairments are likely to be caused by any of the potential pollutants used at the airport facility.

All of the potential pollutants used on this site would be directed to Outfall 1, which discharges to a dry channel that would convey the storm water to the Yellowstone River.

VII. Releases in Excess of Reportable Quantities

The discharge of any hazardous substances in the storm water from this facility shall be minimized in accordance with the SWPPP and in no case during any 24-hour period shall the discharge contain a hazardous substance equal to or in excess of reporting quantities.

Section G - CERTIFICATION**Permittee Information:**

This SWPPP must be completed, signed, and certified as follows:

- For a corporation, by a principal officer of at least the level of vice president;
- For a partnership or sole proprietorship, by a general partner or the proprietor, respectively; or
- For a municipality, state, federal, or other public facility, by either a principal executive officer or ranking elected official.

Alternatively, this SWPPP may be signed by a duly authorized representative of the person above. A person is a duly authorized representative only if:

- The authorization is made in writing by a person described above;
- The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity such as the position of plant manager, operator of a well or a well field, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company (a duly authorized representative may thus be either a named individual or any individual occupying a named position);
- The written authorization is submitted to the department.

All Permittees Must Complete the Following 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 designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the 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 am aware that there are significant penalties for submitting false information; including the possibility of fine and imprisonment for knowing violations. [75-5-633, MCA]

A. Name (Type or Print)

John Hollowell

B. Title (Type or Print)

Mayor

C. Phone No.

406-874-8603

D. Signature**E. Date Signed**

10/13/20