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Water Quality/ Environmental Compliance

Introduction

Massport's approach to environmental management and compliance is a primary element of Logan Airport's sustainability commitment. Through monitoring and documentation, environmental performance is assessed, allowing policies and programs to be developed, implemented, and evaluated.

Massport's primary water quality goal is to prevent or minimize pollutant discharges, thus limiting adverse water quality impacts associated with airport activities. Massport employs several protection programs to promote awareness of Massport and tenant activities that may impact surface and groundwater quality, including implementing best management practices (BMPs) for pollution prevention by Massport and its tenants. In addition, Massport voluntarily participates in the Massachusetts Clean State Initiative, continuing its commitment to operate Logan Airport in an environmentally sound manner. Massport complies with the Massachusetts Contingency Plan (MCP) by monitoring fuel spillage and tracks the status of spill response actions. The MCP, codified as 310 Code of Massachusetts Regulations (CMR) 40, lays out a set of regulations that govern the reporting, assessment, and cleanup of spills of oil and hazardous materials in Massachusetts. Massport also implements a Tank Management Program, which includes a tank upgrade and replacement program. Information on Massport's Logan Airport Stormwater Pollution Prevention Plan (SWPPP), Spill Prevention Control and Countermeasure plan (SPCC) and the MCP are further detailed in this chapter.

The federal Clean Water Act requires permits for pollutant discharges into United States (US) waters from a point source and for stormwater discharges associated with industrial activities. Massport is issued permits under the US Environmental Protection Agency's (EPA's) National Pollutant Discharge Elimination System (NPDES) Program.

Massport's Environmental Management Unit is responsible for ensuring Massport's compliance with applicable state and federal environmental laws and regulations. It also promotes appropriate environmental practices

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through pollution prevention and remediation measures. The Unit works closely with all Massport departments and tenants. The Unit's environmental programs pertaining to water quality include:

- Stormwater management
- Water quality management
- Massachusetts Contingency Plan compliance
- Storage tank compliance
- Compliance auditing and inspections
- Environmental Management System (EMS) implementation
- State sustainability participation

Stormwater Management

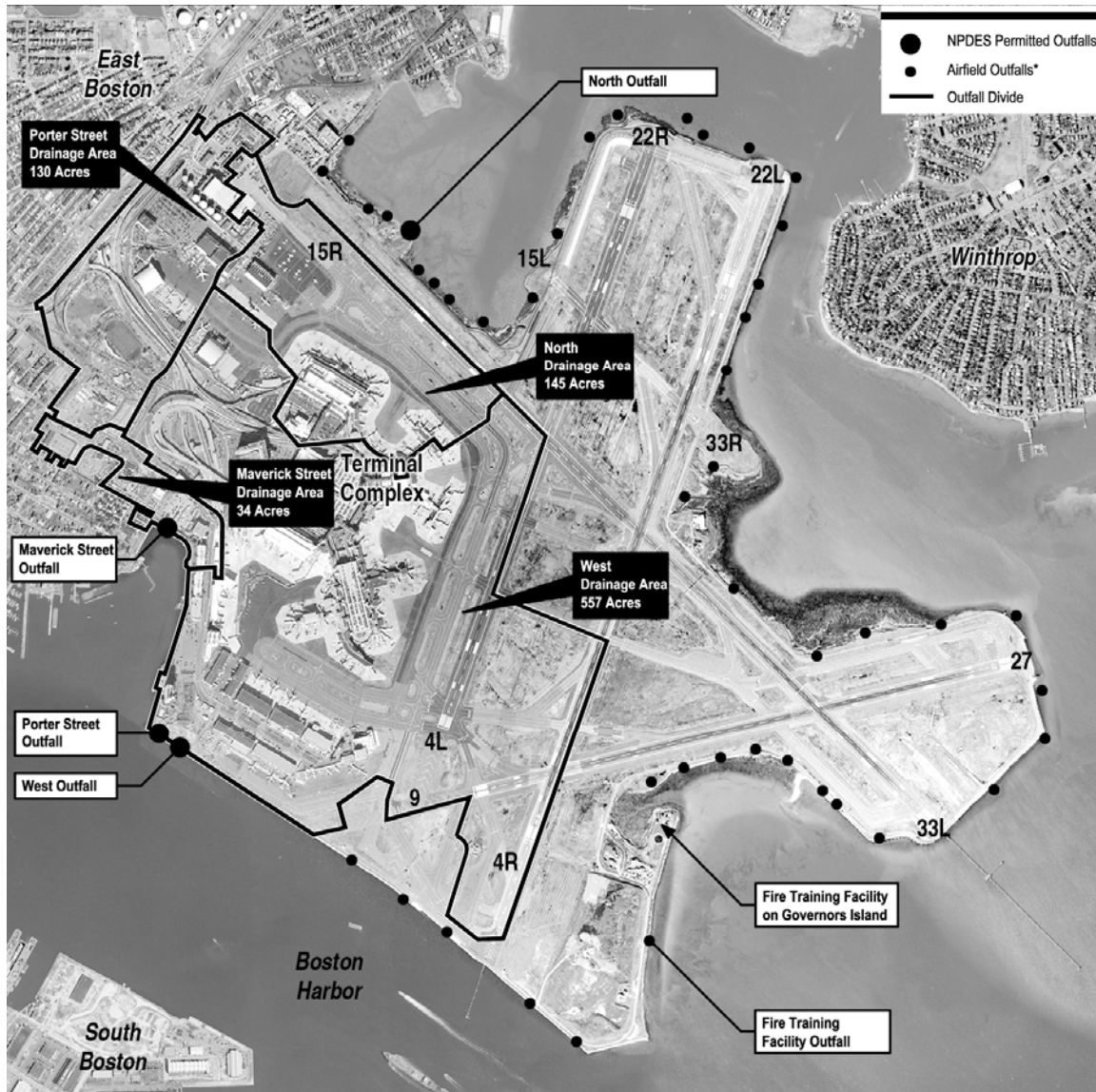
Massport holds two NPDES permits for Logan Airport, one for the airport's four major outfalls (NPDES Permit MA0000787) and one for the Fire Training Facility (NPDES Permit MA 0032751) shown in Figure 8-1. The EPA recently issued a Draft NPDES permit for Logan Airport. The requirements of the Draft NPDES permit are expected to become final in early January 2007. These new requirements will be detailed in the 2006 EDR. The areas drained by the four major outfalls are Porter Street Drainage Area (130 acres); Maverick Street Drainage Area (34 acres); North Drainage Area (145 acres); and West Drainage Area (557 acres) (Table 8-1). These four areas are shown in Figure 8-1 and further detailed in Table 8-1. The North and West Outfalls have end-of-pipe pollution control facilities for the removal of debris and floating oils prior to discharge into Boston Harbor. The Porter Street Outfall does not have end-of-pipe pollution control facilities because it is a combined sewer overflow for the Boston Water and Sewer Commission.

Outfall	Drainage Area (Acres)	Boston Harbor Discharge Location	Major Land Uses
North	145	Wood Island Bay	Terminal E, apron, taxiway, cargo areas, fuel farms
West	557	Bird Island Flats	Taxiways, terminal areas, aprons, cargo areas
Porter Street	130	Bird Island Flats	Hangars, vehicle maintenance facilities, cargo areas, car rental facilities, roadways
Maverick Street	34	Jeffries Cove	Car rental facilities, taxi/bus/limo pools, parking areas, flight kitchens

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Figure 8-1 Logan Airport Outfalls



* Not included in current NPDES permits

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Stormwater Outfall NPDES Water Quality Sampling

To monitor permit compliance, water quality samples are collected three times a month at each permitted outfall. Discharge reports are submitted to the EPA and the Massachusetts Department of Environmental Protection (MDEP). As required by the NPDES permit, one sample is taken at each permitted outfall during a dry weather day, one is taken during a rainfall event, and one is taken within 24 hours after rainfall. Results are updated on Massport's website (www.massport.com) periodically. The four major outfalls handle most of the stormwater that is discharged from the fueling and maintenance areas at Logan Airport. The facilities were upgraded in 2000 to improve operating efficiency. Table 8-2 summarizes the NPDES water quality sampling from 1993 through 2005 for the permitted outfalls. Table 8-2 shows that in 2005, the North Outfall had two samples exceed the 15 milligrams per liter (mg/L) limit for oil and grease, and the Porter Street Outfall had one sample exceed this limit. Table 8-2 also shows that the North Outfall had two samples exceed the 0.3 milliliters per liter (ml/L) daily maximum limit for settleable solids, and the West Outfall had three samples exceed this limit. Each year, there are circumstances where exceedances are detected in samples; however, it is typically not possible to trace those exceedances to specific events. Where a known event, such as a spill, is reported, Massport routinely checks the drainage system for possible sources. There were no other exceedances in 2005. Detailed water quality monitoring results for the permitted stormwater outfalls for 2005 are found in *Appendix J, Water Quality/Environmental Compliance*.

Table 8-2 Stormwater Outfall NPDES Water Quality Sampling													
	1993	1994	1995	1996	1997	1998	1999	2000	2001 ¹	2002	2003 ¹	2004	2005
Oil and Grease (mg/L)													
North Outfall	30/31	35/36	33/35	29/35	30/35	35/36	29/30	34/36	28/28	36/36	30/32	32/34	33/35
West Outfall	29/30	36/36	34/34	36/36	34/35	36/36	30/30	35/35	27/28	36/36	31/32	33/34	35/35
Porter Street Outfall	30/30	35/36	34/34	36/36	35/35	34/36	30/30	35/36	28/28	34/36	32/32	33/34	34/35
Maverick Street Outfall	29/29	36/36	35/35	36/36	35/35	35/36	30/30	34/34	26/28	35/36	32/32	34/34	35/35
Settable Solids (ml/L)													
North Outfall	19/19	34/35	34/35	32/35	31/34	34/36	30/30	34/36	29/29	32/36	32/32	34/34	33/35
West Outfall	19/19	32/36	34/34	35/36	34/34	35/36	29/30	36/36	27/28	36/36	31/32	34/34	32/35
pH													
North Outfall	34/35	33/36	35/35	35/35	35/35	36/36	30/30	36/36	29/29	36/36	32/32	34/34	35/35
West Outfall	34/34	28/36	33/34	35/36	35/35	36/36	30/30	36/36	29/29	36/36	32/32	34/34	35/35
Porter Street Outfall	35/35	30/36	34/34	36/36	35/35	36/36	30/30	36/36	28/28	36/36	32/32	34/34	35/35
Maverick Street Outfall	35/35	35/36	35/35	36/36	34/35	36/36	30/30	35/35	28/28	36/36	32/32	34/34	35/35

¹ In 2001 and 2003, exceptional weather, tidal conditions, or insufficient discharge precluded the collection of some samples, leading to a fewer number of samples collected than in other years.

Notes: A portion of the Porter Street Drainage Area was incorporated into the West Drainage Area as part of the roadway construction projects at Logan Airport.
30/32 = Number of samples at or below NPDES limits/Total number of samples taken.

Detailed sampling results for 2005 are provided in Table J-1 in *Appendix J, Water Quality/Environmental Compliance*.

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Fire Training Facility NPDES Compliance

NPDES Permit No. MA0032751 regulates treated wastewater from the Fire Training Facility on Governors Island (Figure 8-1). The treated wastewater from fire training exercises is stored, treated with a carbon filter to remove any contaminants, and then either discharged or reused. Since 1999, in an effort to conserve water, most of the treated water from fire fighting exercises has been reused at the facility instead of being discharged into the harbor. When necessary, the facility operator discharges excess water only after it has been tested to ensure compliance with the NPDES permit. Discharge monitoring reports are submitted monthly to the EPA. In 2005, Massport recycled all of the wastewater from the Fire Training Facility, for fire training purposes.

Fuel Use and Spills

Massport's management of fuel storage and containment, and clean-up of spills, is designed to minimize the impacts to water quality. Massport's jet fuel storage and distribution infrastructure installed in 2000-2001, includes a state-of-the-art, zoned, leak detection system for underground fuel piping, which identifies volumetric changes of product in the pipe at operating pressure and zero pressure. The new system combined the storage facility with a hydrant fuel system that reduced the need for trucks and dispensing.

This new upgraded fuel storage and distribution system allows for the reliable detection of leaks. The above-ground, jet fuel storage facility and distribution system are operated by a single party, BOSFUEL, improving management and coordination. Considerable organization effort was put in place to minimize potential fuel spills and maximize water quality protection for the storage and distribution facilities. Cathodic protection, leak detection, secondary containment, and tank overflow protection methods such as alarms, inventory gauging sensors in the tanks, and emergency fuel shut-off systems, have been installed. The operation and maintenance of these controls have been included in the Operation and Maintenance Manual which is used by BOSFUEL to operate and maintain the facility. Built-in environmental controls, the unified operation, and the ongoing contingency planning provide heightened environmental protection and more efficient fuel handling operations than the previous system. The former fuel farms were removed in the first half of 2000.

The Massport Fire-Rescue Department keeps logs of all spills at Logan Airport. State environmental regulations require the responsible party to report petroleum spills of ten gallons or greater to MDEP. 2005 marks the lowest number of spills (but not the smallest volume) in the 15 years that the numbers have been reported. In 2005, of the 97 spills reported to the Logan Airport Fire-Rescue Department, 15 (15 percent) were ten gallons or greater in quantity. Jet fuel spills accounted for 66 (68 percent) of the total spills, with 12 of the jet fuel spills (18 percent) being ten gallons or greater in quantity. The remaining 31 spills involved gasoline, hydraulic oil, diesel fuel, and other substances. Of these spills, three (10 percent) were ten gallons or greater. A summary of Logan Airport jet fuel usage and all spills from 1990 to 2005 is presented in Table 8-3. Greater detail pertaining to type and quantity of the spills can be found in *Appendix J, Water Quality/Environmental Compliance*.

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Table 8-3 Logan Airport Spills¹ and Jet Fuel Handling					
Year	Total Number of all Spills	Total Number of all Spills >10 gallons	Total Volume of all Spills (Gallons)	Estimated Volume of Jet Fuel Handled (Gallons)	Total Volume of Jet Fuel Spilled (Gallons)
1990	173	NA	NA	438,100,000	3,745
1991	186	NA	NA	NA	2,471
1992	195	NA	NA	NA	4,355
1993	188	NA	NA	451,900,000	3,131
1994	217	NA	NA	476,700,000	4,046
1995	161	NA	NA	309,200,000	21,412 ²
1996	159	NA	NA	346,700,000	1,321
1997	147	NA	NA	377,488,161	2,029 ³
1998	191	NA	NA	387,224,004	10,047 ⁴
1999	196	43	7,151	425,937,051	7,012 ⁵
2000	136	20	1,318	441,901,932	1,227
2001	139	37	1,924	416,748,819	1,771
2002	101	16	653	358,190,362	559
2003	128	19	10,364	319,439,910	10,188 ⁶
2004	126	18	894	373,996,141	574
2005	97	15	2,319	368,645,932	585

Source: Massport Fire-Rescue Department

NA Information not available.

1 Materials include: jet fuel, hydraulic oil, diesel fuel, gasoline, and other materials such as glycol and paint.

2 One tenant spill, which occurred on October 15, 1995, totaled 18,000 gallons (84 percent of the annual spill total). The spill did not enter the airport's storm drain system.

3 On October 23, 1997, a fuel line on an aircraft failed, resulting in the release of approximately 2,500 gallons, all but 60 gallons of which were recovered in drums before reaching the ground. Only the 60 gallons is included in the 1997 total.

4 Includes a 7,200-gallon spill that was discovered on September 2, 1998, and a 1,300-gallon spill that occurred on June 3, 1998. Neither spill entered the Airport's storm drain system.

5 Includes a 5,000-gallon spill, none of which entered the airport's storm drainage system.

6 One fuel spill comprised 9,460 gallons or 94 percent of the total volume of the MDEP/MCP reportable spills. The fuel spill was contained and did not enter the drainage system.

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Tank Management Program

Massport's Tank Management Program includes a tank upgrade and replacement program, which by the end of 1998 had brought all Massport-owned tanks into regulatory compliance, meeting federal and state upgrade deadlines. In 1993, Massport began a six-phase Storage Tank Modifications Construction program. In 2004, Massport completed Phases I through IV of the Storage Tank Modifications Construction work, upgrading several existing tanks. As a BMP, Massport will continue to upgrade older tanks and to monitor tank systems.

Massport is also implementing a successful tank release prevention strategy, which includes:

- A program of monthly inspections of all Massport-owned tanks, related piping, and tank monitoring systems.
- Annual Stage II Vapor Recovery testing of Massport's underground storage tank and piping systems. Stage II Vapor Recovery Systems collect gasoline vapors from vehicles' fuel tanks while customers dispense gasoline products into their vehicles at gasoline dispensing facilities. The Stage II system consists of special nozzles and coaxial hoses at each gasoline pump that captures vapors from the vehicle's fuel tank and re-routes them to the station's storage tank(s) during the refueling process.
- Annual inspections of Massport's above-ground storage tanks that are greater than 10,000 gallons in volume.
- Under the Tenant Alteration Application process, Massport reviewed all proposed tenant tank upgrades, installations, and tank removals to ensure compliance with applicable state and federal regulations and with Massport policy.
- Ongoing upgrade and maintenance of a GIS database that contains information on all storage tanks located on Massport property. For each tank, the database tracks location, permit status, compliance status with applicable tank regulations, and tank and monitoring system equipment summaries.

Massport also provides tenants with revised storage tank regulatory requirements and assists with tank permitting processes.

Site Assessment and Remediation

The MCP, 310 CMR 40, which is administered by the MDEP, pertains to releases of oil or hazardous materials into the environment, govern the protection of groundwater at Logan Airport. The MCP prescribes the site cleanup process on the nature and extent of the release's contamination. The MCP defines the roles for those parties affected by and potentially responsible for the release, and establishes the release reporting program and submission deadlines for tracking events from initial release to final disposition.

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In accordance with the MCP, Massport continues to assess, remediate, and bring to regulatory closure areas of subsurface contamination. There are a number of phases for the investigation of contaminated sites. Phase I involves initial site investigations for the presence of contamination and Phase II assessments are more comprehensive site investigations. Phase III identifies, evaluates, and selects remediation actions and Phase IV involves the implementation of selected remedial actions. Phase V involves the operation, maintenance and/or monitoring of the remediation program. Massport led the performance of a variety of response actions, including remediation at sites where Massport is the responsible party, where there are multiple responsible parties, and where no responsible party has been identified.

Table 8-4 describes Massport's progress in 2005 in achieving regulatory closure of the MCP sites identified in Figure 8-2.

Figure 8-2 Massachusetts Contingency Plan Sites



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Table 8-4 MCP Activities Status of Massport Sites at Logan Airport	
Location (Release Tracking Number) and MDEP Reporting Status	Action/Status
1. Fuel Distribution System (3-1287)	
Phase II Report filed in April 1997	Indicated fuel floating on the groundwater table in 10 discrete locations in the terminal areas; cleanup required to achieve regulatory closure.
Phase III Report filed in April 1997	Reported product recovery as the preferred cleanup alternative; none of the areas to be cleaned up by a responsible party (i.e., a tenant responsible for the contamination). Cleanup was anticipated to span a minimum of three years.
Phase IV Remedy Implementation Plan filed in March 1998	The plan described seven discrete locations of separate phase hydrocarbons (jet fuel floating on the groundwater) to be remediated at Terminals C and E as well as three discrete areas at Terminal B to be remediated by tenants who were responsible for the historic release. The remediation strategies that Massport undertook at the seven areas differed depending on the product thickness. Strategies included trench-based product recovery, multi-phase extraction, excavation and dewatering during construction, and passive remediation.
Phase V Inspection and Monitoring Status Reports filed in September 1998, March 1999, and October 1999	The Status Reports documented remedial actions at seven areas including passive recovery of separate phase hydrocarbons (SPH) at Areas 1, 6, and 7, and pumping to recover SPH at Area 3. Interim passive recovery was also implemented at Areas 2 and 4, pending the evaluation of active recovery systems. Remedial objective of less than 1/2 inch of product has been met at Areas 1, 2, 5, 6, and 7, but monitoring continues. MCP closure will be achieved at these areas by applying an AUL.
Tier II Extension Request submitted in March 2000	Site Closure was not achieved by the March 2000 deadline. A Tier II Extension Request was submitted, providing a plan for continued SPH recovery and monitoring until the remedial objective has been accomplished.
Response Action Outcome (RAO) Submitted March 2001	Under the Class C Response Action Outcome (RAO), monitoring continues at this location along the fuel line for the presence of SPH.
Tier II Extension Request Submitted in July 2002	The Tier II Extension Request and RAM Plan were submitted prior to construction of the Baggage Screening Project in the area of the Fuel Distribution System.
2003	Massport submitted status reports detailing fuel recovery efforts along the distribution system.
2004	Massport submitted status reports to MDEP detailing fuel recovery efforts along the distribution system in March and September 2004.
2005 Update	<i>Inspection and Monitoring Status Reports were submitted to the MDEP in March 2005 and March 2006 detailing monitoring and product recovery efforts along the fuel distribution system during the period between September 2004 and September 2005. Massport continues to review data for tightness testing of the fuel line conducted by the fuel system operator, Swissport Fueling, Inc.</i>
2. Citgo Service Station (3-2616)	
Phase II Report filed in April 1997	Indicated soil and groundwater contamination exists; cleanup required to achieve regulatory closure.
Phase III Report filed in April 1997	Identified various alternatives that could be implemented to achieve closure. Underground storage tanks were removed by the CA/T Project during building demolition. Additional soil was removed during CA/T Project construction.

Notes: Abbreviations are defined at the end of this table. Refer to Figure 8-2 for location of MCP sites.

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Table 8-4 MCP Activities Status of Massport Sites at Logan Airport (Continued)	
Location (Release Tracking Number) and MDEP Reporting Status	Action/Status
2002	Massport is preparing to close out this site following removal of petroleum-contaminated soil during CA/T project construction.
2003 and 2004	The CA/T Project has collected subsurface data necessary to close this site. Massport and the CA/T Project are evaluating the data and preparing the documentation required to close the site.
<i>2005 Update</i>	<i>The CA/T Project is preparing a final closure report for work that included excavating contaminated material in the area of the former Citgo Service Station.</i>
3. Terminal A (3-4829)	
Phase II and Phase III Reports filed in March 1997	Phase II: Indicated contamination existed at the site which required cleanup to reach regulatory closure. Phase III: Recommended pumping and treating the groundwater and floating fuel.
Phase IV Remedy Implementation Plan transmitted in March 1998	Plan described one discrete area at former Terminal A between Gates 5 and 6 that required remediation because of separate phase hydrocarbons. The remediation technology to be implemented was multi-phase extraction.
Phase V Inspection and Monitoring Status Reports filed in September 1998, March 1999 and October 1999	The status reports documented the installation of the multi-phase extraction system. System start-up occurred in December 1999, and approximately 500 gallons of product were recovered as of December 2001.
RAO submitted in March 2000	Under the Class C Response Action Outcome, the remediation system continued to operate until October 2000 at which point product levels were significantly reduced. Gauging of monitoring wells continued in 2001. SPH was found to be reduced sufficiently to meet remedial objective.
Post RAO C Status Reports submitted in January and July 2002	The remediation system was decommissioned in May 2002 and gauging of the monitoring wells continued. Remedial actions are being conducted under a RAM Plan for the Terminal A Redevelopment Project.
RAM Plan Status Reports Submitted in 2003	Gauging of onsite monitoring wells completed. Massport is reviewing soil data generated during excavation for the new Terminal A building and associated infrastructure. The data will be used to complete a risk assessment to close the site.
2004	Extensive soil testing was conducted during excavation for the Terminal A Redevelopment project as documented in RAM Plan Status Reports. Massport is reviewing soil data generated during excavation which will be used to complete a risk assessment to close the site.
<i>2005 Update</i>	<i>A Class A-2 Response Action Outcome was submitted to the MDEP for this site in September 2005. No further response actions are required.</i>
4. Pan Am Fuel Farm (3-4835)	
Phase II Report filed in March 1997	Reported that remediation was required to bring the site to regulatory closure due to the presence of floating fuel on the groundwater table in three discrete areas at this site.
Phase III Report filed in April 1997	Described the cleanup actions to be performed in 1999 by the CA/T Project before roadway construction. Portion of the site assigned to United Airlines to remediate.

Notes: Abbreviations are defined at the end of this table. Refer to Figure 8-2 for location of MCP sites.

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Table 8-4 MCP Activities Status of Massport Sites at Logan Airport (Continued)	
Location (Release Tracking Number) and MDEP Reporting Status	Action/Status
Phase IV Remedy Implementation Plan filed in March 1998	Described the decommissioning of the fuel farm and removal of Underground Storage Tanks (USTs) conducted under the CA/T Project RO8A4 contract. Fuel farm was decommissioned and underground storage tanks and contaminated soil were removed. The CA/T Project prepared a Partial RAO for the remediated portion of the fuel farm. Additional assessment is ongoing to achieve closure of the entire site.
Tier II Extension Request submitted in March 2000	Extension valid for one (1) year period, at which time a request for renewal will be submitted.
Tier II Extension Request submitted in March 2001	Massport is reviewing a partial RAO prepared by the CA/T project and is also completing investigations and a risk assessment to close out the remaining portion of the site.
Tier II Extension Request submitted in May 2002	Massport is conducting seasonal groundwater monitoring and a risk assessment to close out the remaining portion of this site.
Partial RAO submitted by the CA/T in November 2002	
2003	Groundwater monitoring was completed and a risk assessment was prepared to support a partial RAO submitted during the first quarter of 2004. CA/T Project is preparing a partial RAO for the remainder of the site.
2004	CA/T Project has completed a revised partial RAO. The partial RAOs submitted by MPA and the CA/T Project cover the entire fuel farm site.
2005 Update	<i>The CA/T Project submitted a partial RAO to the MDEP in April 2005. This partial RAO, in combination with the partial RAO submitted by Massport in March 2004, fully address the disposal site. No further response actions are required.</i>

Notes: Abbreviations are defined at the end of this table. Refer to Figure 8-2 for location of MCP sites.

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Table 8-4 MCP Activities Status of Massport Sites at Logan Airport (Continued)

5. North Outfall (3-4837)

Phase II and Phase III Reports filed in March 1997	Indicated petroleum contamination present at the site is likely the result of decades of airport operation; risk assessment reported no significant risk to human health, or to the aquatic and avian community.
RAO submitted in March 1998	Class C RAO using a Temporary Solution (periodic site monitoring and assessment); remediation steps included (not limited to) installation of a new fuel distribution system and decommissioning of certain fuel lines, and natural biodegradation processes; goal is to have petroleum contamination reduced to an area less than 1,000 SF. Installation of the new fuel distribution system and decommissioning of sections of the old system are completed. Massport has initiated site evaluation to document the reduction of petroleum contamination following the decommissioning of the North Fuel Farm and fuel distribution system.
Post RAO C evaluation report submitted in December 2002	Massport has eliminated substantial hazards at this site and has submitted a Class C RAO statement. In accordance with applicable regulations, Massport will conduct a periodic evaluation at five year intervals until a Permanent Solution has been achieved. The next periodic evaluation is scheduled for 2007.
2004	Evaluation report indicated that a "Condition of No Significant Risk" has not been achieved at this site. Massport will conduct another assessment in 2007.
<i>2005 Update</i>	<i>No change in status for 2005.</i>

Acronyms

AUL	Activity and Use Limitation	Phase I	Initial Site Investigation
IRA	Immediate Response Action	Phase II	Comprehensive Site Assessment
MCP	Massachusetts Contingency Plan	Phase III	Identification, Evaluation, and Selection of Comprehensive Remedial Actions
RAM	Release Abatement Measure	Phase IV	Implementation of Selected Remediation Action
RAO	Response Action Outcome	Phase V	Operation, Maintenance and/or Monitoring
SPH	Separate Phase Hydrocarbon	NOR	Notice of Responsibility Alternative
UST	Underground Storage Tank	SF	Square Feet

Notes: This list includes Massport MCP sites only. Additional sites are the responsibility of Logan Airport tenants. Italicized text denotes progress in 2005. Refer to Figure 8-2 for location of MCP sites.

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Environmental Compliance and Management

Massport works to minimize environmental impacts at Logan Airport through ongoing programs and new initiatives. Massport's environmental compliance and management efforts address the following goals:

- Protect water quality airport-wide
- Protect groundwater resources
- Protect surface water resources (Boston Harbor)
- Protect resources during construction
- Mitigate construction impacts
- Reduce occurrences of fuel leaks and spills
- Preserve coastal resources adjacent to the Airport

The progress report for environmental compliance in Table 8-5 summarizes Massport's mechanisms for implementing these goals and details where changes to these efforts occurred in 2005.

Table 8-5 Progress Report for Environmental Management	
Plan Elements	Progress Report for 2005
Environmental Compliance Inspections	In 2005, Massport performed tenant inspections and made recommendations suggesting how to rectify issues identified during the inspections. Tenants inspected included Delta Air Lines, US Airways, Triangle, and Independence Air.
Tenant Technical Assistance	Massport continued publication of <i>EnviroNews</i> , a quarterly newsletter that informs tenants of regulatory calendar milestones, permitting requirements, pollution prevention, BMPs; recommends use of sustainable materials; and provides information on Massport and other environmental requirements. Copies of the newsletters for quarters two, three, and four are provided in <i>Appendix J, Water Quality /Environmental Compliance</i> , and are also available on Massport's website at www.massport.com . Massport did not produce a newsletter for quarter one in 2005.
Stormwater Pollution Prevention Plan (SWPPP)	Massport encourages tenants to incorporate BMPs into their daily operations. Massport also inspected ramp operations to ensure compliance.
Construction Plans	Massport requires construction BMPs to be included in contracts. Massport uses a generic SWPPP for Logan Airport construction projects, which provides guidance and BMPs to control sedimentation and other pollutants from construction projects. Massport monitored construction projects at Logan Airport for compliance with project SWPPPs and regulatory requirements. For larger construction projects, Massport incorporates into project specifications a requirement to retrofit applicable construction equipment with pollution control devices such as diesel oxidation catalysts and/or particulate filters.
Spill Prevention Countermeasure and Control (SPCC)	Tenants meeting certain thresholds are required to prepare their own SPCC plans for their facilities. Massport checks for SPCC plans during its environmental compliance inspections. Additionally, tenants receive information on BMPs, which focus on spill management and prevention.

Acronyms:

BMP	Best Management Practices
SWPPP	Stormwater Pollution Prevention Plan
SPCC	Spill Prevention Countermeasure and Control