



Stormwater Pollution Prevention Plan for:

Albuquerque International Sunport
2200 Sunport Boulevard SE
Albuquerque, NM 87106
(505) 244-7700



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PAH Monitoring Form

Monthly De-icing Inspection Form

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Overview of SWPPP Development and Availability

The EPA's National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity (MSGP) (effective March 1, 2021) recognizes that air transportation facilities typically have more than one operator (Operators include the Airport Authority and airport tenants including air passenger or cargo companies, fixed based operators, and other parties who routinely perform industrial activities on airport property) who could discharge stormwater associated with industrial activity. As such, Sector S of the MSGP includes guidelines for permit coverage for air transportation facilities with multiple operators.

To obtain coverage under the MSGP, the airport authority (City of Albuquerque Aviation Department or simply referred to as "Aviation") and each operator at the Albuquerque International Sunport (Sunport) must submit a Notice of Intent (NOI), or if appropriate, a No Exposure Certificate (NEC). The deadline to submit an NOI or NEC is May 30, 2021.

In accordance with Part 8 Subpart S – Sector S Air Transportation (8.S.3.2), the MSGP recognizes that the airport authority may choose to implement certain MSGP requirements on behalf of its tenants in order to increase efficiency and eliminate redundancy or duplication of efforts. [Note: For the purpose of this document, the terms "tenants" and "operators" are used interchangeably.] Throughout this Stormwater Pollution Prevention Plan (SWPPP), the responsibilities of each party (operators or Aviation Department) will be identified. The SWPPP will also describe processes for reporting (operators report to Aviation Department) and distribution of information (from Aviation Department to operators).

This SWPPP has been developed as a single comprehensive document for all Aviation operations (i.e. Terminal Operations, Landside Operations, Airfield Maintenance, etc.) and all air transportation related operators including airline and airfreight carriers, fixed-base operators, aircraft service providers, car rental companies, etc. All operators who fall under the MSGP must sign and certify this document (see Section 6.3). Operators that fall under the MSGP operate businesses with Standard Industry Codes (SIC) listed in Appendix N, MSGP 2021. A summary of all operators and their SIC Code is provided in **Table 1**.

All other operators (with SIC Codes not listed in the MSGP) with outdoor activities and stormwater exposure, must implement this SWPPP and good housekeeping practices as required by the City of Albuquerque Municipal Separate Storm Sewer System (MS4) Permit NMS000101 (effective January 31, 2012).

As stated in the MSGP, Duty to Comply, each individual operator at ABQ remains responsible for ensuring that all requirements of its own permit under the MSGP are met regardless of whether this SWPPP allocates the actual implementation of any of those responsibilities to another operator.

NPDES tracking numbers are summarized in **Table 2**.

Table 1
SIC and NAICS Codes and Descriptions and Applicable MSGP Sectors

Tenant	SIC Code	SIC Description	NAICS	NAICS Description	MSGP Sector
Albuquerque International Sunport <i>Airfield Maintenance</i> <i>Landside Operations</i> <i>Terminal Operations</i>	4581	Airports, Flying Fields, and Airport Terminal Services	488119	Other Airport Operations	S
10 Tanker Air Carrier	4522	Air Transportation, Nonscheduled	481219	Other Nonscheduled Air Transportation	S
Aerolynx	4522	Air Transportation, Nonscheduled	481211	Nonscheduled Chartered Passenger Air Transportation	S
Alaska Airlines <i>G2 Secure Staff</i>	4512 4581	Air Transportation, Scheduled <i>Airports, Flying Fields, and Airport Terminal Services</i>	481111	Scheduled Passenger Air Transportation	S
American Airlines <i>Envoy</i>	4512 4581	Air Transportation, Scheduled <i>Airports, Flying Fields, and Airport Terminal Services</i>	481111	Scheduled Passenger Air Transportation	S
Allegiant <i>Worldwide Flight Services</i>	4512 4581	Air Transportation, Scheduled <i>Airports, Flying Fields, and Airport Terminal Services</i>	481111	Scheduled Passenger Air Transportation	S
Atlantic Aviation	4522	Air Transportation, Nonscheduled	481211	Nonscheduled Chartered Passenger Air Transportation	S
Avis/Budget Group	7514	Automobile Renting	532111	Passenger Car Rental	N/A
Bode Aviation Inc. (Sunport)	4581	Airports, Flying Fields, and Airport Terminal Services	488190	Aircraft Servicing and Repair	S
Boutique Air	4512	Air Transportation, Scheduled	481111	Scheduled Passenger Air Transportation	S
Cutter Aviation	4522	Air Transportation, Nonscheduled	481211	Nonscheduled Chartered Passenger Air Transportation	S
CSI Aviation	4522	Air Transportation, Nonscheduled	621910	Ambulance Services	S
Delta Airlines <i>DAL Global Services</i>	4512 4581	Air Transportation, Scheduled <i>Airports, Flying Fields, and Airport Terminal Services</i>	481111	Scheduled Passenger Air Transportation	S
Del Sol Aviation	4522	Air Transportation, Nonscheduled	45220102	Flying Charter Service	S
EAN Holdings	7514	Automobile Renting	532111	Passenger Car Rental	N/A
Eclipse Aerospace	3721	Aircraft Manufacturing	336411	Aircraft Manufacturing	AB
Federal Express	4512	Air Transportation, Scheduled	481112	Scheduled Freight Air Transportation	S
Frontier Airlines	4512	Air Transportation, Scheduled	481111	Scheduled Passenger Air Transportation	S
Hertz	7514	Automobile Renting	532111	Passenger Car Rental	N/A
Jet Blue	4512	Air Transportation, Scheduled	481111	Scheduled Passenger Air Transportation	S

Table 1
SIC and NAICS Codes and Descriptions and Applicable MSGP Sectors

Tenant	SIC Code	SIC Description	NAICS	NAICS Description	MSGP Sector
Matheson Flight Extenders	4513	Air Courier Services	492110	Couriers and Express Delivery Services	S
Menzies Aviation	4581	Aircraft Servicing and Maintenance	488190	Petroleum Bulk Stations and Terminals	
National Weather Service	8999	Services, Not Elsewhere Classified	541990	All Other Professional, Scientific and Technical Services	N/A
Parks & General Services	0782	Lawn and Garden Services	561730	Landscaping services	N/A
PHI Air Medical	4522	Air Transportation, Nonscheduled	621910	Ambulance Services	S
PrimeFlight	4581	Airports, Flying Fields, and Airport Terminal Services	488119	Other Airport Operations	S
SevenBar	4522	Air Transportation, Nonscheduled	621910	Ambulance Services	S
Southwest Airlines	4512	Air Transportation, Scheduled	481111	Scheduled Passenger Air Transportation	S
SP Plus Transportation	4111	Local and Suburban Transit	458999	All Other Transit and Ground Passenger Transportation	P
Swissport Fueling Services	5171	Petroleum Bulk Stations and Terminals	424710	Petroleum Bulk Stations and Terminals	P
United Airlines <i>United Ground Express</i>	4512 4581	Air Transportation, Scheduled <i>Aircraft Servicing and Maintenance</i>	481111	Scheduled Passenger Air Transportation	S
United Parcel Service	4512	Air Transportation, Scheduled	481112	Scheduled Freight Air Transportation	S
US Postal Service	4311	United States Postal Service	491110	Postal Service	P
Vertical Limit Aviation	4522	Air Transportation, Nonscheduled	452201	Non-scheduled Charter Services	S

Table 2
NPDES Tracking Numbers

Tenant / Operation	NPDES Tracking Number
City of Albuquerque Aviation Department Albuquerque International Sunport Airfield Maintenance Landside Operations Terminal Operations CABQ Parks and General Services	NMR053023
10 Tanker Air Carrier	NMR053142
Aero Charter dba Aerolynx	NMR053029
Alaska Airlines (NOI Holder) <i>G2 Secure Staff</i>	NMR053138
Allegiant Airlines <i>Worldwide Flight Services (NOI Holder)</i>	- NMR053207
American Airlines (NOI Holder)	NMR053033
<i>Envoy</i>	-
Atlantic Aviation	NMR053031

Tenant / Operation	NPDES Tracking Number
Bode Aviation Inc. – Sunport	NMR053037
Boutique Air	NMR053036
Cutter Aviation	NMR053058
CSI Aviation	New/will file for MSGP 2021 coverage
Delta Airlines (NOI Holder) <i>DAL Global Services</i>	NMR053039 -
Del Sol Aviation	Will file for MSGP 2021 NEC
Eclipse Aerospace	NMR053116
Federal Express	NMR053213
Frontier Airlines <i>DAL Global Services</i>	In process of applying for coverage
Jet Blue Airlines <i>DAL Global Services</i>	NMR053109
Matheson Flight Extenders	NMR053188
Menzies Aviation	NMR053040
PHI Air Medical	NMR053139
Primeflight	NMR053207
SevenBar	Will file for MSGP 2021 NEC
Southwest Airlines	NMR053136
SP Plus Transportation	NMR053030
Swissport Fueling Services	NMR053140
United Airlines <i>United Ground Express</i>	- NMR053207
United Parcel Service	NMR053242
US Postal Service	NMR053194
Vertical Limit Aviation	Will file for MSGP 2021 NEC
Advantage Rent-A-Car	Not Regulated Under MSGP
Avis/Budget/Payless Group	Not Regulated Under MSGP
EAN Holdings (Enterprise, Alamo, National)	Not Regulated Under MSGP
Hertz/Thrifty Corporation	Not Regulated Under MSGP
National Weather Service	Not Regulated Under MSGP

Section 1: Facility Description and Contact Information

1.1 Facility Information

Name of Facility: Albuquerque International Sunport (Sunport)

Street: 2200 Sunport Boulevard SE

City: Albuquerque State: NM ZIP Code: 87106

County or Similar Subdivision: Bernalillo County

Permit Tracking Number: NMR053023 (for Sunport, all other operators have their own Permit Tracking Number, refer to Table 2) (if covered under a previous permit)

Latitude/Longitude (Use **one** of three possible formats, and specify method)

Latitude: Longitude:

1. 35 ° 02 ' 27" N (degrees, minutes, seconds) 1. 106 ° 36 ' 29" W (degrees, minutes, seconds)

2. __ ° __ ' __" N (degrees, minutes, decimal) 2. __ ° __ ' __" W (degrees, minutes, decimal)

3. __ ° __ ' __" N (decimal) 3. __ ° __ ' __" W (decimal)

Method for determining latitude/longitude (check one):

☐ USGS topographic map (specify scale: _____) ☒ EPA Web site ☐ GPS

☐ Other (please specify): _____

Is the facility located in Indian Country? ☐ Yes ☒ No

If yes, name of Reservation, or if not part of a Reservation, indicate "not applicable." _____

Is this facility considered a Federal Facility? ☐ Yes ☒ No

Estimated area of industrial activity at site exposed to stormwater: 1853 (acres)

1.2 Discharge Information

Does this facility discharge stormwater into an MS4? ☒ Yes ☐ No

If yes, name of MS4 operator: Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA)

Name(s) of water(s) that receive stormwater from your facility AMAFCA South Diversion Channel, Tijeras Arroyo, AMAFCA Tijeras Channel, and the Rio Grande

Are any of your discharges directly into any segment of an "impaired" water? ☒ Yes ☐ No

If Yes, identify name of the impaired water (and segment, if applicable): Middle Rio Grande

Identify the pollutant(s) causing the impairment: E. coli, dissolved oxygen, PCBs in Fish Tissue, Mercury in Fish Tissue, and temperature

For pollutants identified, which do you have reason to believe will be present in your discharge? None

For pollutants identified, which have a completed TMDL? E. coli

Do you discharge into a receiving water designated as a Tier 2 (or Tier 2.5) water? ☐ Yes ☒ No

Are any of your stormwater discharges subject to effluent guidelines? ☐ Yes ☒ No

If Yes, which guidelines apply? _____

Primary SIC Code or 2-letter Activity Code: 4581, refer to **Table 1**, (refer to Appendix D of the MSGP)

Identify your applicable sector and subsector: Sector S – Air Transportation

1.3 Contact Information/Responsible Parties

Facility Operator (s):

Name: City of Albuquerque Aviation Department

Address: 2200 Sunport Boulevard SE

City, State, Zip Code: Albuquerque, NM 87106

Telephone Number: (505) 244-7700

Email address: _____

Facility Owner (s):

Name: City of Albuquerque Aviation Department

Address: P.O. Box 9948

City, State, Zip Code: Albuquerque, NM 87119

Telephone Number: (505) 244-7700

Email address: _____

SWPPP Contact:

Name: Christopher Albrecht, Environmental Manager

Telephone number: (505) 244-7836

Email address: calbrecht@cabq.gov

TO REPORT A SPILL PLEASE CALL:

(Non-Emergency Contact)
Communications Center
244-7706

24-HOUR EMERGENCY CONTACT

Communications Center
842-4004

1.4 Stormwater Pollution Prevention Team (PPT)

The stormwater pollution prevention team (PPT) is comprised of representatives from the Aviation Department and at least one staff member from each additional operator. The responsibility of the PPT is to oversee development of the SWPPP and for implementing and maintaining control measures and taking corrective actions when required. A list of PPT members and contact information is provided in **Appendix A**. A summary of PPT members' responsibilities follows.

- Aviation Department Environmental Manager (PPT Leader) - Responsibilities include SWPPP development and management, Aviation-led facility inspections, stormwater monitoring, de-icing inspections, annual training, EPA annual reporting, NOI submission, spill response and reporting, evaluation of spill data to identify preventative measures, etc.
- Operators PPT Members - Responsibilities include NOI submission, implementation of the SWPPP, quarterly inspections, annual training, EPA annual reporting, de-icing usage tracking and submission, etc.

Each PPT member is provided an electronic copy of the SWPPP and Multi-Sector General Permit 2021 (MSGP). It is the responsibility of the PPT member to maintain their copy of the SWPPP and ensure its completeness and availability and to fully implement the procedures and best management practices (BMPs). **Appendix A** (generated by the "Team Member" report of the Sunport Stormwater Database) shall be updated as needed to reflect changes in personnel.

MSGP 2021 is included as **Appendix B** of this SWPPP.

1.5 Activities at the Facility

The Aviation Department and operators of Sunport perform activities directly related or in support of commercial aviation. Sunport consists of approximately 2,423 acres with a terminal building of 574,000 square feet including two concourses and 21 gates. There are three runways currently in use at Sunport. The airport is served by eight major airline carriers and two commuter airlines offering non-stop services to 20 cities. Sunport handled approximately 152,000 major airline takeoffs and landings in 2019 and approximately 131,000 tons of air cargo are handled annually at the Sunport. Sunport is also hub for aerial firefighting. Fire missions out of the Sunport are performed in New Mexico, Arizona, California, Colorado, Idaho, Nevada, Utah, South Dakota, Montana, Oregon, Texas, Washington, and Wyoming as well as Alberta, Canada, and Australia.



Overview of the Sunport terminal (Source: abqsunport.com)

In addition to the airlines and airfreight carriers, operators at the airport include fixed base operators (FBOs); aircraft service providers; aircraft manufacturers; automobile rental companies; governmental agencies including the US Postal Service (USPS) and the National Weather Service (NWS); and other miscellaneous operations.

Sunport is located adjacent to Kirtland Air Force Base (KAFB) (**Figure 2/Appendix C**) and the airport runways and taxiways are shared by Sunport and the Air Force. A large portion (roughly the eastern two thirds) of Sunport's Runway 8-26 drains to KAFB property (**Figure 3/Appendix C**). Due to restricted accessibility to outfalls on KAFB property, the Aviation Department has an agreement with the Air Force that KAFB is responsible for stormwater pollution prevention for this portion of the runway under the KAFB SWPPP. The drainage basins shown on **Figure 3/Appendix C** illustrate the portions of the airport which are covered by this SWPPP.

1.6 General Location Map

The general location map for Sunport is included as **Figure 1/Appendix C**.

1.7 Site Maps

As required in Section 6.2.2 of the MSGP, the following figures include the items listed below. All figures are located in **Appendix C**.

- **Figure 2 Site Plan**
 - Boundary of the property and size in acres
 - Location and extent of significant structures and impervious surfaces (evident on aerial photograph)
- **Figure 3 Drainage Plan**
 - Directions of stormwater flow
 - Locations of all existing structural control measures
 - Locations of all stormwater conveyances including ditches, pipes, and swales
 - Locations of all stormwater monitoring points
 - Locations of stormwater inlets and outfalls, with a unique identification code for each outfall, including "substantially identical" outfalls
 - Municipal separate storm sewer systems (MS4), where stormwater discharges offsite.
- **Figures 4 through 7 Activity Plans**
 - Activity Plans Include:
 - Locations of potential pollutant sources identified under MSGP, Part 6.2.2.3
 - Locations of the following activities where such activities are exposed to precipitation:
 - Fueling stations

- Vehicle and equipment maintenance and/or cleaning areas
- Loading/unloading areas
- Locations used for the treatment, storage, or disposal of wastes
- Liquid storage tanks
- Transfer areas for substances in bulk
- Machinery
- Locations and sources of run-on to your site from adjacent property that contains significant quantities of pollutants
- **Figure 4 Terminal Tenants Activities Plan**
- **Figure 5 Fixed Base Operators Activities Plan**
- **Figure 6 Cargo Facility Activity Plan**
- **Figure 7 Rental Car Facility Activities Plan**
- **Figure 8 Building/Grounds Maintenance Roadway/Runway De-icing Plan**
 - Locations for roadway and runway anti-icing
- **Figure 9 Non-Stormwater Discharges/Significant Spills Plan**
 - Locations and descriptions of all non-stormwater discharges identified under MSGP, Part 2.1.2.9
 - Locations where significant spills or leaks identified under MSGP, Part 6.2.3.3 have occurred
- **Not Applicable**
 - Processing and storage areas
 - Immediate access roads and rail lines used or traveled by carriers of raw materials, manufactured products, waste material, or by-products used or created by the facility
 - Areas of designated critical habitat for endangered or threatened species

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Section 2: Potential Pollutant Sources

2.1 Industrial Activity and Associated Pollutants

Table 3 describes industrial activities performed at Sunport and the potential pollutants associated with them.

Table 3
Industrial Activities Performed at ABQ and Associated Potential Pollutants

Industrial Activity	Associated Potential Pollutants
Aircraft, Ground Vehicle, and Equipment Fueling	Avgas, Jet A, unleaded gasoline, diesel fuel
Aircraft, Ground Vehicle, and Equipment Maintenance	Engine oil, hydraulic fluid, coolant, degreasers, windshield wiper fluid, Skydrol (aircraft hydraulic fluid), battery acid, grease
Aircraft De-icing/Anti-Icing	Type I and Type IV de-icing fluid (propylene glycol), potassium acetate
Aircraft, Ground Vehicle, and Equipment Washing	Washwater, soaps, detergents, grease, oil, or other residue
Outdoor Handling of Materials	Fuels, lubricants, "blue water" and lavatory wastes
Outdoor Material Storage	Waste oil, fuels
Aircraft/Vehicle Outdoor Storage Areas	Hydraulic fluid, fuels, oils, grease
Waste Handling and Disposal	Solid waste, used oil, used hydraulic fluid, used coolant, lavatory wastes, recycled materials
Buildings and Ground Maintenance	Cinder, sand, paints, potassium acetate, herbicides, pesticides, landscape wastes
Equipment Cleaning and Degreasing	Degreasing solvents, oil, grease
Seasonal Fire Fighting	Fire retardant
Restaurant/Catering Operations	Kitchen Grease

Each item listed above has been handled or stored at Sunport within the three years prior to the submission of this SWPPP. Tenant specific potential pollutants are summarized in **Tables D-1, D-2, D-3, D-4, D-5, and D-6** of **Appendix D**.

2.2 Spills and Leaks

Table 4 summarizes locations within ABQ where spills have the potential to occur and which outfall the spill would have potential to affect. Outfalls are illustrated on **Figure 3/Appendix C**.

Table 4
Areas Where Potential Spills/Leaks Could Occur

Location	Outfalls
Sunport Jet-A Fuel Farm	GAV
Remote Fueling on West Ramp	SP1, 08W
Fuel transfer to aircraft on the tarmac	SP2, N17, 08W, W3W, W3S
Refueler Staging Area, West Ramp	SP1
Aviation Department Airfield Maintenance (AFMX) fuel dispensing facility	W3S, W3W
Multiple maintenance garages and hangars	N17, SP1, SP2, GAV, W3S, W3W, 08W
Car Rental fuel dispensing and car wash facilities	GAV, CRNE, CRNW
South Cargo facilities	W3S, W3W
General Aviation fueling operations	GAV
General Aviation fuel storage tanks	GAV
Sunport II & III fuel storage tanks	GAV
Sunport II & III fueling operations	GAV
De-icing & Anti-icing Aircraft operations	SP2, 08W, W3S, W3W, N17
De-icing storage tanks and transfer process	SP1, SP2, GAV, W3S, W3W
De-icing & Anti-icing Aircraft Runway and Taxiway	08W, W3S, W3W, S35A, S35B
De-icing storage tanks and transfer process at Airfield Maintenance	W3S, W3W
Aircraft lavatory/underwing operations	SP1, SP2, 08W

Table 5 displays locations within Sunport where spills/leaks have occurred in the past three years and which outfall was potentially affected by the release. Outfalls can be located on **Figure 5/Appendix C**. Locations of major spills are identified on **Figure 9/Appendix C**.



Fluid spill that was not cleaned up (March 2021).

Table 5
Description of Past Spills/Leaks (Past 3 years)

Date	Description	Outfall	Figure 9 Identifier Number*	Did Spill/Leak Reach Outfall?
1/17/2018	10:00 Primeflight lavatory truck leaked blue juice at Gate A2. Leak was cleaned and Global Aviation repaired the cart.	SP2		No
2/8/2018	11:30 Water used to extinguish a vehicle fire in parking lot. Absorbent was applied to charred area after vehicle was removed.	CRNW		No
2/26/2018	11:37 Very small oil drip on ground. Cleaned with absorbent.	SP2		No
3/30/2018	11:26 8.3 gallons of AVGAS was spilled into the drain trap on lane #3 at the remote fuel facility. Staff used vacuum to remove fuel.	08W/SP1		No
5/11/2018	14:47 A vehicle in the parking structure leaked a lot of oil throughout the structure and ultimately drained while in the parking space. Absorbent was applied and material was removed.	N17		No
7/4/2018	10:00 Hydraulic fluid leak of approx. 6-8 gallons. Staff used absorbent, stored waste in 55-gal drum, and had it disposed of.	GAV/W3S		No
7/12/2018	06:10 A lavatory cart tipped over and contents were released. The liquid evaporated and no solids made it into the drain. Absorbent was used to soak up remaining material.	SP1	1	No
11/15/2018	11:30 Fuel carrier overfilled diesel underground storage tank and spill bucket. Approximately 3 gallons spilled on drive pad. Dry absorbent used to contain and clean spill.	08W/SP1		No
11/24/2018	12:28 Antifreeze spill in the garage. The vehicle had been parked since 11/21/18 in level 2, row K, space 51. Cleaned with absorbent.	N17		No

Table 5
Description of Past Spills/Leaks (Past 3 years)

Date	Description	Outfall	Figure 9 Identifier Number*	Did Spill/Leak Reach Outfall?
12/9/2018	16:26 Hydraulic fluid spill on B just east of C and on B/D taxiing. Nothing on the runway. Absorbent applied and removed. Runway sweeper used to clean up remaining absorbent.	SP2		No
1/8/2019	18:43 Lavatory cart spill. Looks like the motor froze in the shade at B6. Threw down an absorbent berm and put a bucket under the motor. Material was picked up and disposed of.	SP2		No
2/7/2019	17:00 Contractor came out to service a bus and while parked, the service truck started leaking diesel. Spill was cleaned entirely.	N17	2	No
2/12/2019	16:45 Refueler had a transmission line fail. 2-gallon transmission line release and 1-gallon coolant line release. Absorbent pads used to contain the release. Vehicle was towed to safe pullout. Residual fluids were drained, and drip pans were used to catch any remaining fluid.	08W		No
3/21/2019	09:37 Fuel truck 94111 was involved in an accident at fuel farm north. No damage to load rack but tanker sustained damage to the bottom loader which caused a minor fuel spill. About 5 gallons total. Fuel was cleaned immediately.	08W/SP1		No
3/24/2019	12:53 Tanker 703 hose ruptured while fueling on B4. Boomed and covered nearest drain. Approx. 15 gallons. Fuel was cleaned up.	SP2	3	No
4/10/2019	15:13 Hydraulic fluid being tracked on the UPS ramp by a K-loader. Approx. 5 gallons. Spill was cleaned by Sunport responders.	GAV/W3S	4	No
4/19/2019	00:07 Lavatory waste spill at gate A1. Approx. 5 gallons released. Sweeper used to pick up waste.	SP2		No
5/2/2019	12:49 Fuel spill at fuel farm. Fuel truck #3 experienced failure of the hook up port at the loading rack. Approximately 20 gallons was released and at the rack but drained into the containment pond. Pond was drained of fuel by environmental waste contractor.	GAV	5	No
5/4/2019	15:00 737 PTO didn't shut off the flow, causing a fuel spill onto ramp. Approx. 5 gallons spilled.	SP2		No
8/22/2019	1845 Fueling vehicle 17006 started leaking from the very bottom of the tanker. At said time fueler shut off his vehicle and notified Supervisor on duty. After notifying supervisor he immediately made his way to the spill cart located just NW of the location of the leaking tanker to begin the containment process. The leak continued despite the truck being shut off. A perimeter was created around the spill with the absorbent. Attempts were made to stop the leak after mechanical assessment; however this was unsuccessful. The only option was to allow the fuel to spill out in a contained area. Approximately 42 bags of absorbent were poured onto the ramp to contain the leak. Another 12 bags were borrowed from another airline in order to strengthen the berm. The tanker was defueled and the spill was cleaned up. Approx. 500-600 gallons spilled.	08W	6	No
9/17/2019	09:00 A/C at gate dumped fluid. Absorbent was used to clean spill.	SP2		No
9/18/2019	12:49 Jet A venting from right wing of aircraft. Approx. 3 gallons spilled. Fuel was contained with absorbent and plastic trash cans.	SP2		No

Table 5
Description of Past Spills/Leaks (Past 3 years)

Date	Description	Outfall	Figure 9 Identifier Number*	Did Spill/Leak Reach Outfall?
9/30/2019	0800 A gravel truck rolled over on the Sunport perimeter road between runway 03/21 and 17/35. Truck cab and trailer on its side with hydraulic fluid leaked onto the soil. Less than 5 gallons spilled. Drip pan was used to contain leak. Soil was removed and placed in 55 gal drums.	GA		No
11/15/2019	09:30 Type IV pump on Truck 2 failed and blew all glycol contents on the ground. Approx. 300 gallons spilled. Airport glycol vacuum truck responded within 15 minutes.	SP2	7	No
12/29/2019	09:00 Hydraulic fluid spill from leak. Less than 5 gallons. Leak was fixed and spill was promptly cleaned up.	GAV/W3S		No
1/1/2020	07:45 Wing overboard dump valve would not close causing fuel from the wing to be expelled onto the ramp. Absorbent cloth and dry absorbent were used to clean fuel. Approx. 20 gallons spilled.	SP2	8	No
1/2/2020	07:55 Fuel leak from engine # 1 on A/C# 740 Flight 6620 ABQ-PHX. Approx. 30 gallons. Absorbent laid down and then picked up by vacuum truck.	SP2	9	No
1/16/2020	08:15 Crack in SWA's Type IV tank on Truck 2 at the 200-gallon level, causing a leak of anything above that amount. Glycol truck arrived and cleaned up spill.	08W/GAV		No
2/26/2020	Portable GPU unit cracked a fuel filter spraying all of its contents at gate A-2. The fuel tank on the unit holds 5-gallons. Responsible party stated: When I arrived this morning, we began the process of cleaning up the spill which unfortunately spilled into the storm water drain behind gate A-2. Repair contractor came and picked up the unit and took it to their shop for repair. Diesel followed the expansion strips towards the storm water drain at gate A-4 but stopped short of dripping into that drain. Shop vac was used to remove diesel and water mixture from drain near A-2. Oil dry was used to soak up fuel. Following pick up of absorbent, Micro-Blaze was applied to surface and storm drain to mitigate contamination.	SP2		Yes
3/3/2020	11:50 Belt loader was leaking fluid, due to a burst hydraulic filter. Valve was closed. Absorbent was used to soak up spill. Micro-Blaze was used to treat the area of the leak.	SP2		No
3/3/2020	08:47 Employees noticed there was a small leak and immediately removed the K-Loader from the ramp and took it to the staging location for the K-Loaders. There was a small trail of fluid on the ramp due to the relocation but most of the fluid was contained in the asphalt/staging area which can be found in the pictures below. It was estimated that about 15 gallons of hydraulic fluid was lost/spilled. Spill was cleaned promptly.	GAV/W3S	11	No
4/17/2020	12:00 Aircraft 259 had a fuel leak; it was fixed then continued leaking overnight where parked on the RON (bullpen 10). Approx. 3 gallons released. Absorbent was applied and picked up.	08W		No
6/10/2020	07:43 Belt loader was leaking hydraulic fluid under gate B9. Absorbent was used to pick up spilled material. Loader was taken to shop for repairs.	SP2		No
8/29/2020	09:45 Spill of Type IV from de-icing Truck 2 in the wash bay. They pulled out of the bay and realized they left the fill valve open and contents of the 'close to empty' tank spilled on the pavement. Approx. 3 gallons spilled. Absorbent was used and contents were placed in a 55-gal drum.	SP1		No

Table 5
Description of Past Spills/Leaks (Past 3 years)

Date	Description	Outfall	Figure 9 Identifier Number*	Did Spill/Leak Reach Outfall?
11/15/2020	08:00 Hydraulic fluid spill of approximately 2 gallons. O Ring seal closed up and stopped leaking after engine warm up. Absorbent, boom, and shovel were used to clean up spill.	SP2	10	No
12/16/2020	13:00 Lavatory spill at B4. Approx. 5 gallons spilled. Spill was contained and cleaned immediately.	SP2		No

REPORTING PROCESS: All operators at ABQ will report spills greater than 5 gallons to the Communications Center and to the Environmental Manager. The following information must be reported:

- Date and time
- Responsible party
- Fluid type and quantity
- Spill location and surface (concrete, asphalt, soil)
- Brief description of activity causing spill

The Environmental Manager will follow up and notify operator if any additional local, state, or federal reporting is required.

2.3 Non-Stormwater Discharges Documentation

Date of evaluation: October 6, 2020

Description of the evaluation criteria used:

Each Sunport stormwater outfall was visually assessed, photographed, and documented. A summary report of the evaluation is included in **Appendix E**. Potential non-stormwater discharges permissible under this SWPPP include:

- Discharges from emergency/unplanned fire-fighting activities;
- Fire hydrant flushing;
- Potable water, including water line flushings;
- Uncontaminated condensate from air conditioners, coolers/chillers, and other compressors and from the outside storage of refrigerated gases or liquids;
- Irrigation drainage;
- Landscape watering provided all pesticides, herbicides, and fertilizers have been applied in accordance with the approved labeling;
- Pavement wash waters where no detergents or hazardous cleaning products are used (e.g., bleach, hydrofluoric acid, muriatic acid, sodium hydroxide, nonylphenols), and the wash

waters do not come into contact with oil and grease deposits, sources of pollutants associated with industrial activities (see Part 6.2.3.4), or any other toxic or hazardous materials, unless residues are first cleaned up using dry clean-up methods (e.g., applying absorbent materials and sweeping, using hydrophobic mops/rags) and MSGP appropriate control measures have been implemented to minimize discharges of mobilized solids and other pollutants (e.g., filtration, detention; settlement);

- Routine external building washdown/power wash water that does not use detergents or hazardous cleaning products (e.g., those containing bleach, hydrofluoric acid, muriatic acid, sodium hydroxide, nonylphenols);
- Uncontaminated ground water or spring water;
- Foundation or footing drains where flows are not contaminated with process materials; and
- Incidental windblown mist from cooling towers that collects on rooftops or adjacent portions of your facility, but not intentional discharges from the cooling tower (e.g., “piped” cooling tower blowdown; drains).

List of the outfalls or onsite drainage points that were directly observed during the evaluation:

Outfalls 08W, CRNE, CRNW, SP1, SP2, W3S, 35A, 35B, 35C, W3W, S35A, and S35B, were observed during this evaluation.

No non-stormwater discharges were observed at the Sunport outfalls. A description of each outfall condition can be found in **Appendix C**.

Action(s) taken, such as a list of control measures used to eliminate unauthorized discharge(s), if any were identified. For example, a floor drain was sealed, a sink drain was re-routed to sanitary, or an NPDES permit application was submitted for an unauthorized cooling water discharge:

No non-stormwater discharges were observed; thus no actions were taken as a result of the evaluation.

2.4 Roadway De-Ice Storage

Sodium acetate or E36 for roadway anti/de-icing is stored indoors at the Aviation Department Airfield Maintenance facility. Several car rental facilities store a pelletized de-icing product for de-icing outside of their carwash facilities. No urea-based products are used.

2.5 Sampling Data Summary

Stormwater is sampled at 8 outfalls around the Sunport. Table 6 summarizes the results of the visual stormwater monitoring events during the prior permit period (2015-2020).



Outfall 08W during the inspection.

Table 6
Summary of Visual Stormwater Events (2015-2020)

Year	Number of VSM Events	Summary
2015	1	Several outfalls in the first quarter had a strong odor of glycol due to de-icing actives. Three of those outfalls also had foam present. Sheen was not observed at any of the outfalls.
2016	2	Two outfalls were exposed to hydrocarbons based on an odor observed in the sample, but a sheen was never observed. The odor of glycol was observed in five outfalls during the first quarter. The odor of car washing detergent was detected once, but no foam was associated.
2017	1	One outfall was exposed to hydrocarbons based on an odor in the collected sample and a sheen on the ponded water at the outfall. Sediment and floating solids were observed in several of the samples, but sediment pollution is mitigated by onsite detention basins.
2018	3	Three outfalls were exposed to hydrocarbons based on the odor of the collected sample. A sheen was observed in the pooling water at all of these outfalls. Sediment and floating solids were observed in several of the samples, but sediment pollution is mitigated by onsite detention basins.
2019	3	Two outfalls were exposed to hydrocarbons. A sheen was observed on the pooling water and a hydrocarbon odor was detected. Sediment and floating solids were observed in several of the samples, but sediment pollution is mitigated by onsite detention basins.
2020	6	One outfall was exposed to hydrocarbons. A sheen was observed on the pooling water and a hydrocarbon odor was detected. Sediment and floating solids were observed in several of the samples, but sediment pollution is mitigated by onsite detention basins.

Pollution has been an issue in past monitoring events, and the generally clean observations during this monitoring event indicate Aviation and the tenants are taking care to help mitigate stormwater pollution.

Section 3: Stormwater Control Measures

Stormwater controls at Sunport are instituted in the form of Best Management Practices (BMPs) designed to address activities that are potential sources of stormwater pollution. Each BMP outlines measures designed to reduce the potential for stormwater pollution. There are currently eight BMPs implemented at Sunport. The BMPs are listed below and presented in their entirety in **Appendix F**.

BMP 1 – Facility-Wide Best Management Practices

BMP 2 – Aircraft, Vehicle, and Equipment Maintenance

BMP 3 – Aircraft, Vehicle, and Equipment Cleaning

BMP 4 – Aircraft, Vehicle, and Equipment Storage

BMP 5 – Outdoor Handling, Storage, and Disposal of Waste and Materials

BMP 6 – Fuel Storage and Delivery

BMP 7 – Building and Grounds Maintenance

BMP 8 – Aircraft De-icing

Table F-1/Appendix F includes a matrix of which BMPs have been assigned to each tenant/operation according to activities performed at each location.

3.1 Minimize Exposure

All operators at Sunport shall minimize the potential for exposure of all materials to stormwater runoff. Methods of minimizing exposure include:

- Use grading, berming, or curbing to prevent stormwater from contacting on site contaminants;
- Locate materials and equipment and conduct activities indoors so leaks or spills are contained;
- Clean up spills promptly using dry methods (i.e. absorbents). Dispose of absorbents appropriately;
- Store leaking equipment or vehicles indoors or place drip pans beneath them. Drain fluids if prolonged storage is anticipated;
- Perform aircraft, vehicle, or equipment cleaning activities in approved locations (i.e. wash rack or inside maintenance hangars). Wash water shall always drain to the sanitary sewer and never to a storm drain;
- Conduct fueling activities under cover and on paved surfaces when possible. Keep all fuel stored outdoors within secondary containment.
- PPT members are required to inspect their facilities on a quarterly basis to ensure exposure to pollutants is minimal.

3.2 Good Housekeeping

Good housekeeping is an ongoing effort by all of the tenants of Sunport. Some specific techniques utilized by Sunport operators include:

- Sweep or vacuum paved surfaces on a regular basis. Collect and properly dispose of water from power washing activities;
- Solid waste pickup should occur frequently enough to prevent dumpsters from overfilling. Schedule special waste pick up events when necessary. Areas surrounding trash compactors should be bermed and drain to the sanitary sewer. Dumpsters should be plugged and free of leaks. Keep lids closed.
- Operators are required to inspect trash receptacles for the presence of potential stormwater pollutants (solid waste, hazardous fluids, leachate, etc.) associated with good housekeeping in conjunction with the quarterly routine facility inspections discussed in Section 5.
- Remove material and equipment that are not in use as soon as practical to prevent “bone yards” or material accumulation areas. Minimize inventory of fluids and reduce the number of chemicals stored on site.

3.3 Maintenance of Control Measures

Perform preventive maintenance on control measures to keep them in effective operating condition. Specific techniques for minimizing discharge of pollutants include:

- Maintain the integrity of structural control measures such as curbing, secondary containment, etc. Ensure cracks, openings, damage are not present.
- Remove built-up sediment and debris in energy dissipation structures, grass and asphalt swales, and detention ponds.
- Clean secondary containment catch basins regularly and after rain events. Oil present in secondary containment basins shall be disposed properly.
- Clean storm drain inlets regularly to prevent buildup of materials and loss of function of the catch basin. Prevent floatables and other materials from contacting storm water.
- Corrective actions associated with control measures should follow the procedures outlined in Section 4.4.

3.4 Spill Prevention and Response

As stated in the BMP 1, each tenant is required to implement a facility specific Spill Response Plan (SRP). Spill response procedures vary by tenant according to the types and quantities of materials used and stored on site and whether or not the tenant has an SPCC Plan (Aviation Department, Menzies, Atlantic Aviation, Cutter, Swissport, Eclipse Aerospace, and EAN Holdings currently have SPCC plans in place). Spill prevention and response procedures should be assessed on a quarterly

basis for facility and personnel changes that might affect the efficiency in responding to a spill or release. Specific techniques for implementing spill prevention and response measures include:

- Plainly label all fluid storage tanks, drums, buckets, etc. (i.e. “Oil”, “Used Oil”, “Water”, “Spent Solvents”, etc.)
- Fluid containers stored outdoors or indoors directly adjacent to a doorway, shall be secondarily contained.
- Spill cleanup materials must be located where spills are likely to occur and must be stocked and labeled at all times.
- Dispose of spent cleanup materials immediately and properly.
- Develop training on the procedures for stopping, containing, and cleaning up leaks, spills, or other releases.
- Maintain current Safety Data Sheets for all materials stored on site to assist in emergency response.
- Report all spills, leaks, releases in accordance with the spill response plan and the procedures outlined in Section 4.4.
- Annual training of employees on spill response and proper use and disposal of spill kit materials



Example of a mobile spill response cart which includes a spill response plan and is stocked with appropriate spill cleanup materials.

3.5 Erosion and Sediment Controls

Most surfaces at Sunport are paved with asphalt or concrete or landscaped with gravel and/or vegetation. Grasses and other groundcover are maintained on infield areas around runways and taxiways. The greatest potential for erosion is where stormwater coalesces at the stormwater outfalls. Structural controls (addressed in BMP 7) currently in place to reduce or eliminate erosion at the stormwater outfalls include:

- Outfall SP1 – riprap
- Outfall SP2 – retention basin
- Outfall 08W – riprap and retention basin
- Outfall CRNE and CRNW – retention basin
- Outfall GAV – concrete dissipation structure and riprap gabions
- Outfall W3W – concrete dissipation structure
- Outfall W3S – concrete dissipation structure

- Outfalls 35A, 35B, and 35C – concrete outlets, riprap, concrete energy dissipation structures
- Outfalls S35A and S35B – corrugated metal pipe

Erosion is evaluated quarterly during stormwater monitoring events and annually during the dry weather evaluation of the stormwater outfalls. The Aviation Department is responsible for maintaining controls to prevent excess erosion and sediment transport. As part of the continued improvement of drainage structures at Sunport, the Aviation Department constructed stormwater drainage controls at outfalls 35A, 35B, and 35C in 2010. Tenants shall evaluate erosion as part of their quarterly routine inspections and report any significant findings to the Aviation Department. Stormwater management structures are shown on the **Drainage Plan (Figure 3 /Appendix C)**.

3.6 Management of Runoff

A network of stormwater drains exist throughout Sunport diverting all stormwater to the AMAFCA municipal separate storm sewer system (MS4). Stormwater from these storm sewer systems discharge at a series of outfalls. Stormwater outfalls CRNE, CRNW, SP2 and 08W drain into large retention basins before eventually discharging to the South Diversion Channel. All outfalls on the southern end of Sunport drain to a series of unlined tributary arroyos leading to the Tijeras Arroyo.

3.7 Salt Storage Piles or Piles Containing Salt

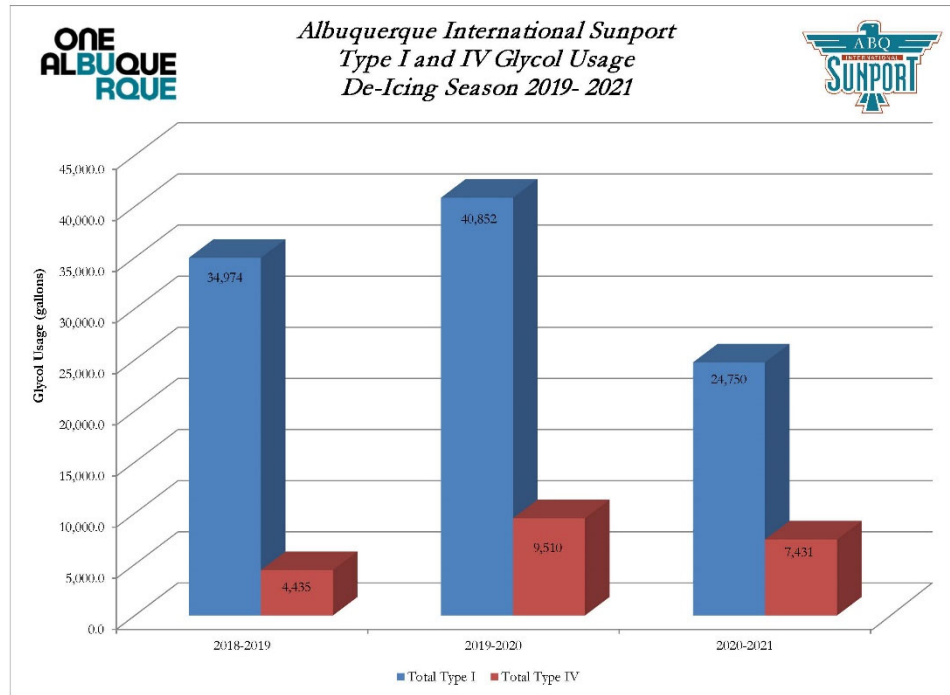
Refer to Section 2.4.

3.8 MSGP Sector-Specific Non-Numeric Effluent Limits

Sector S – Air Transportation has specific benchmark parameters only for airports which use more than 100,000 gallons of glycol-based de-icing chemicals and/or 100 tons or more of urea on an annual basis. Sunport uses approximately 25,000-45,000 gallons of Type I glycol and 4,000-10,000 gallons of Type IV glycol and does not apply urea on the airfield (**Figure 3.8-1**). Therefore, Aviation does not meet this minimum threshold for requiring controls for effluent limits.

The EPA promulgated the Effluent Limitation Guidelines (ELG) and New Source Performance Standards for the Airport De-icing Category; Final Rule on May 16, 2012. This rule, which addresses airfield and aircraft de-icing at airports, was integrated into MSGP 2021. In summary:

- Airfield De-icing: For all airports with 1,000 departures per year or more, the EPA has identified the use of alternative pavement deicers as the Best Available Technology (BAT) for eliminating urea use and consequently removing ammonia from airfield de-icing discharges. Aviation does not apply urea on the airfield and only uses minimal amounts on the landside roads and sidewalks.
- Aircraft De-icing: For all airports dispensing less than 100,000 gallons of pure glycol in glycol based de-icing fluids are not subject to the requirements of the ELG, but would have the technology-based limitations for aircraft de-icing discharges in their NPDES permits determined by the permitting authority on a case-by-case, best professional judgment basis. During dry weather de-icing, Aviation already collects available ADF by using pavement sweepers consistent with the goals of the ELG. **Figure 3.8-1**



* Deicing season is October through April

De-icing data for 2018-2019, 2019-2020, and 2020-2021 seasons.

In order to reduce the aggregate amount of de-icing chemicals and/or lessen their environmental impact, Sunport uses alternatives such as potassium acetate and anhydrous sodium acetate. Potassium acetate is applied to runways, taxiways, and ramps. Sodium acetate is applied to ramps and roads. There are no specific benchmark parameters outlined for the use of these chemical alternatives.

Discharge of washwater and dry weather discharge of de-icing chemicals is prohibited by MSGP Sector S. BMPs 1, 3, and 7 (**Appendix F**) have been implemented to eliminate occurrence of these discharges. Tenants who perform dry weather de-icing are required to contact Aviation Department Airfield Maintenance to collect and properly dispose residual de-icing fluid.

3.9 Employee Training

The Environmental Manager at the Aviation Department is responsible for providing training to other Aviation Department managers and tenant PPT members regarding the components and goals of this SWPPP. Each operator at Sunport is expected to send at least one representative (PPT member) to participate in annual SWPPP training and to conduct annual staff training for their organization. Employees who work in areas where industrial materials or activities are exposed to stormwater, or who are responsible for implementing activities to meet the conditions of the MSGP 2021 are required to have annual SWPPP training.

Training for PPT members will be provided by the Environmental Manager or designee at least annually, with additional training made available as requested by operators at Sunport. Annual training includes, but is not limited to, the following:

- Purpose, need, and requirement for stormwater pollution prevention;
- Examples of unallowable non-stormwater discharges;
- Availability, layout, and contents of the SWPPP;
- Description and applicability of the BMPs;
- Good housekeeping and preventative maintenance requirements;
- Material management practices;
- Spill response procedures;
- Spill reporting requirements;
- Corrective action reporting;
- Documentation requirements; and
- Notice of Intent (NOI) submission (when applicable).



Aviation-Led SWPPP Training.

All training events must be documented including the date of training, identification of the trainer and attendees, and subjects covered. Training records for Aviation's PPT member training over the last three years are included in **Appendix G** of this SWPPP.

REPORTING PROCESS: Following each PPT member training session, Aviation will distribute training certificates by email to all staff and PPT members that attend training and submit a training assessment.

3.10 Non-Stormwater Discharges

An evaluation of non-stormwater discharges was performed as described in Section 2.3 Non-Stormwater Discharges Documentation.

Sector S of the MSGP 2021 specifically prohibits the discharge of aircraft, ground vehicle, runway and equipment wash waters; or the dry weather discharge of de-icing chemicals.

3.11 Waste, Garbage and Floatable Debris

The Aviation Department sweeps the Sunport grounds on a routine basis. Fencing installed around each car rental facility as well as grates over storm drain inlets minimizes solid waste and floatables reaching the storm sewer and blowing off site. Each car rental facility is responsible for maintaining

solid waste within their property and for periodically cleaning the grates over stormwater inlets. Solid waste and recyclable materials are temporarily stored in covered dumpsters at each car rental facility. Airfield maintenance cleans out storm drains within the property boundary each spring and fall and as needed.

Good housekeeping by all Sunport tenants helps reduce the potential for waste, garbage, and floatable debris from becoming potential stormwater pollutants.

3.12 Dust Generation and Vehicle Tracking of Industrial Materials

All driving surfaces at Sunport are paved except near the outfalls outside of the southern fence line; therefore, there is little opportunity for dust generation or tracking of industrial materials. Any construction projects conducted on Sunport property will be covered under a separate construction SWPPP.

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Section 4: Schedules and Procedures

4.1 Schedules and Procedures Pertaining to Control Measures

Schedules and procedures pertaining to control measures are discussed in Section 3 Stormwater Control Measures. Detailed procedures are provided in the form of standard operating procedures (SOPs) included in **Appendix H**.

4.2 Schedules and Procedures Pertaining to Inspections

4.2.1 Routine Facility Inspections

The purpose of Routine Facility Inspections is to look for and identify:

1. Industrial materials, residue, or trash that could come into contact with stormwater;
2. Leaks or spills from industrial equipment, drums, tanks, containers, etc.;
3. Offsite tracking of industrial or waste materials, or sediment;
4. Tracking or blowing of waste materials; and
5. Control measures or BMPs needing replacement, maintenance, or repair.

The inspections must cover the following areas:

1. Fuel storage and dispensing areas;
2. De-icing fluid storage and dispensing areas;
3. Maintenance areas;
4. Fluid storage areas;
5. Used oil and fuel storage areas;
6. Vehicle, aircraft, or equipment washing areas;
7. Waste handling and disposal areas;
8. Outdoor materials handling and storage areas; and
9. Stormwater outfalls and areas susceptible to erosion (Aviation Department only).

Aviation has developed a standard quarterly inspection form covering all of the items listed above for use in conducting routine facility inspections. These forms are provided to each operator annually in electronic format and are also included in **Appendix L**. A detailed outline of inspection procedures can be found in the Routine Facility Inspection SOP, **Appendix H**.

Schedule

Routine Facility Inspections must be conducted at least **once per annual quarter** during the entire permit term by Aviation and by each operator.

Once per calendar year, a routine facility inspection must be conducted while stormwater runoff is discharging from the site.

At least one Routine Facility Inspections will be conducted by Aviation and/or their designee. Inspection conducted by Aviation are denoted as “Aviation Led Inspections”. These inspections can take the place of a routine quarterly facility inspection conducted by each operator.

Persons Responsible for Inspections

Routine Facility Inspections must be conducted by qualified personnel. The inspections should be conducted by each operator’s PPT member or an appropriately trained staff member. A full list of Sunport PPT members is included in **Appendix A**.

Aviation Led Inspections will be conducted by the Aviation Department Environmental Manager and/or designee. Currently, inspections are conducted by Aviation Department and its contractor, CDM Smith.

ROUTINE FACILITY INSPECTIONS (4/YEAR)

1. Operators must conduct routine facility inspections at least quarterly.
2. One routine facility inspection must be conducted during a precipitation event.
3. Routine facility inspections may be substituted with an Aviation led inspection.

REPORTING PROCESS: Aviation will conduct at least one quarterly inspection at each operator’s facility. Each operator is responsible for conducting quarterly inspections for any remaining quarters (including one quarterly inspection during a precipitation event).

Aviation Led Inspections:

- ✓ Following each facility inspection conducted by Aviation and/or their designee, the inspector will email the completed inspection form to the appropriate operator’s PPT member.
- ✓ Additionally, each operator will receive a letter summarizing any identified deficiencies. PPT members will place completed inspection forms and letters with their SWPPP records and retain for a minimum of 3 years.
- ✓ PPT members will remedy the major or minor deficiencies identified in the letter within 30 days of receipt and provide Aviation written documentation of the actions taken.
- ✓ All completed quarterly inspection forms will be uploaded to the stormwater database and compiled into a report for submittal to the Aviation Department.

Operator Led Inspections:

- ✓ Following each facility inspection conducted by each operator’s PPT member, the completed inspection form will be placed with the SWPPP documentation and retained for a minimum of three years.
- ✓ All deficiencies observed will be corrected and documented.

4.2.2 Monthly De-icing Inspections

De-icing season is designated as October – April; however, most de-icing operations occur at Sunport during the period from November – February. During the designated de-icing season, monthly de-icing inspections are conducted by Aviation and/or designee. Inspectors mobilize to Sunport when weather conditions are conducive to aircraft de-icing. Inspectors follow procedures outlined in the Monthly De-icing Inspection SOP, **Appendix H**. Inspectors will mobilize to either the main terminal or the cargo area. Inspectors collect and report the following information during each de-icing inspection:



Application of de-icing fluid at the Sunport. De-icing inspections are performed on a monthly basis.

1. Weather conditions
2. Airlines performing de-icing operations
 - a. Verify aircraft are at least 50 ft from the nearest storm drain
 - b. Verify the amount of fluid sprayed appears appropriate for weather conditions
3. Glycol collection activities by Airfield Maintenance sweeper vehicle
4. Obtain Airfield Maintenance report log to confirm which airlines report de-icing activities
5. Photographs

REPORTING PROCESS:

- ✓ Following each monthly de-icing inspection conducted by the Aviation Department and/or their designee, the inspector will compile a letter report for retention by Aviation.
- ✓ Aviation will follow up (via email) with any airlines who failed to report de-icing activities and/or are performing de-icing activities in inappropriate locations or manner.

4.3 Schedules and Procedures Pertaining to Monitoring

4.3.1 Quarterly Visual Stormwater Assessment

Schedule

Once per calendar quarter of the entire permit term, Aviation and/or its designee will conduct **quarterly visual stormwater assessments** at each designated stormwater outfall. During quarters without a rainfall event resulting in discharge, the monitoring event will be rescheduled to occur during the predominately rainy season (July – September). During adverse weather conditions which may prevent collection of a sample (i.e. local flooding, high winds, electrical storms, or other dangerous situations), the monitoring event will be substituted with the next storm event.

Procedures

The visual stormwater assessment must be made at all outfall locations identified on **Figure 3/ Appendix C**. Inspectors will follow the Visual Stormwater Monitoring SOP, **Appendix H** when conducting a monitoring event. A description of the procedure is included herein

1. The sample will be collected in a clean, colorless glass or plastic container, and examined in a well-lit area;
2. The sample will be collected within 30 minutes of an actual storm water discharge. *If it is not possible to collect a sample within the first 30 minutes following discharge, the sample must be taken as soon as practicable and documentation must be made in the report.*
3. Samples will be collected from storm events that occur at least 72 hours from the previous storm event.



Stormwater grab sample taken from outfall being visually evaluated for presence of potential contaminants.

The following observations will be documented:

1. Stormwater color, odor, clarity;
2. Presence of floating, settled, or suspended solids;
3. Presence of foam, oil sheen, or other obvious indicator of stormwater pollution.

The person(s) currently responsible for visual stormwater assessments include:

1. City of Albuquerque Aviation Department Environmental Manager and current contractor, CDM Smith

The following documentation will be included in each quarterly visual stormwater monitoring report:

1. Outfall ID
2. Sample collection date/time
3. Personnel performing the assessment, including signatures
4. Nature of the discharge (i.e. runoff or snowmelt)
5. Results of observations of the stormwater discharge
6. Probable sources of any observed stormwater contamination
7. If applicable, why it was not possible to assess stormwater within 30 minutes of discharge
8. A statement signed and certified.

Visual monitoring reports will be prepared by Aviation and/or its designee and placed with the SWPPP records and uploaded to the stormwater database.

REPORTING PROCESS:

- ✓ Following each quarterly visual stormwater assessment conducted by the Aviation Department and/or their designee, the inspector will compile a letter report for retention by Aviation.
- ✓ Aviation will initiate a follow up inspection of any drainage basin associated with stormwater outfall in which stormwater pollution was identified. Follow up inspections will be documented in accordance with the Corrective Action Schedule.

4.3.2 PAH Indicator Monitoring

Schedule

Biannually (twice per year) in the first and fourth years of the permit term, Aviation and/or its designee must conduct polyaromatic hydrocarbon (PAH) indicator monitoring at each designated stormwater outfall. Reporting is required for 16 PAHs: naphthalene, acenaphthylene, acenaphthene, fluorene, phenanthrene, anthracene, fluoranthene, pyrene, benzo[a]anthracene, chrysene, benzo[b]fluoranthene, benzo[k]fluoranthene, benzo[a]pyrene, benzo[g,h,i]perylene, indeno[1,2,3 c,d]pyrene, and dibenz[a,h]anthracene. Sampling will be conducted during a stormwater event that generates discharge sufficient to fill the sampling receptacle. During adverse weather conditions which may prevent collection of a sample (i.e. local flooding, high winds, electrical storms, or other dangerous situations), the monitoring event will be substituted with the next storm event.

Procedures

PAH Indicator Monitoring must be conducted at all outfall locations identified on **Figure 3/ Appendix C**. Hall Environmental Analysis Laboratory (lab) will be used to determine the concentration of the 16 PAHs in the collected samples.

Inspectors will follow the PAH Indicator Monitoring SOP, **Appendix H** when conducting a monitoring event. A description of the procedure is included herein:

1. The sample must be collected in a clean, lab provided, 1-L glass amber jar that is labeled with the outfall name, date, time, and initials of the inspector. After collection, the sample must immediately be stored at 4°C until delivery to the lab.
2. The sample must be collected within 30 minutes of an actual storm water discharge. *If it is not possible to collect a sample within the first 30 minutes following discharge, the sample must be taken as soon as practicable and documentation must be made in the report.*
3. The sample must be collected from storm events that occur at least 72 hours from the previous storm event.

The person(s) currently responsible for PAH Indicator Monitoring include:

1. City of Albuquerque Aviation Department Environmental Manager and current contractor, CDM Smith.

The following documentation will be included in each biannual PAH indicator monitoring report:

1. Outfall ID
2. Sample collection date/time
3. Personnel performing the assessment, including signatures
4. Nature of the discharge (i.e. runoff or snowmelt)
5. Results of the PAH analysis from the lab
6. If applicable, why it was not possible to assess stormwater within 30 minutes of discharge
7. A statement signed and certified.

PAH monitoring reports will be prepared by Aviation and/or its designee and placed with the SWPPP records and uploaded to the stormwater database. Results of PAH monitoring must also be uploaded to the EPA NetDMR system as described in Section 7.3.1.

REPORTING PROCESS:

- ✓ Following each biannual PAH monitoring event conducted by the Aviation Department and/or their designee, the inspector will compile a letter report for retention by Aviation.
- ✓ Aviation Department and/or their designee will document the results in NetDMR.

4.3.3 Benchmark Monitoring

For Sector S, Sector-Specific Benchmark Monitoring is required if glycol use at the airport exceeds 100,000 gallons and/or urea usage exceeds 100 tons. Total glycol at Sunport has never exceeded these threshold values; therefore, **benchmark monitoring is not required (Figure 3.8-1)**. If the threshold values are projected to be exceeded in any year, Aviation will complete the benchmark monitoring for Sector S.

4.3.4 ELG Monitoring

Aircraft Pavement De-icing

As noted in Section 3.8, Aviation utilizes approximately urea on the land side of the airport. Sector S prohibits the discharge of airfield pavement deicers containing urea and has established an effluent limitation of 14.7 mg/L of ammonia as nitrogen in stormwater effluent. Aviation does not apply urea containing deicers to the airfield; therefore, ELG monitoring is not applicable.

Aircraft De-icing

The MSGP requires that airports with more than 1,000 or more aircraft departures meet the applicable requirements for aircraft de-icing in 40 CFR 449.11(a). This CFR requires that Aviation must collect at least 60 percent of the available aircraft de-icing fluid. During aircraft de-icing season, Airfield Maintenance collects glycol over sprayed by aircraft de-icing activities by using a pavement sweeping vehicle. All collected glycol is discharged to the sanitary sewer at the Airfield Maintenance facility.

4.3.5 State- or Tribal-Specific Monitoring

None required.

4.3.6 Impaired Waters Monitoring

Impaired waters monitoring is required as described in section 4.2.5. *Impaired Waters Monitoring* of MSGP 2021. Sunport will implement impaired waters monitoring if notified by the EPA.

4.3.7 Substantially Identical Outfall Exception

Aviation plans to use the substantially identical outfall exception for quarterly visual stormwater assessment requirements; therefore, herein provides the following required information.

Location of each of the substantially identical outfalls.

Sunport has 14 outfalls, 6 of which are substantially identical:

- Outfall W3W is substantially identical to outfall W3S
- Outfalls 35A, 35B, and 35C are substantially identical to outfall W3S
- Outfalls S35A and S35B are substantially identical to outfall W3S.

All 6 substantially identical outfalls are located on the southern boundary of Sunport (**Figure 3/Appendix C**). Outfall W3W is southeast of Runway 3-21 and outfall W3S is located near Los Picaros Road. Outfalls 35A, 35B, and 35C are located directly south of former Runway 17-35 (this runway has been milled and is no longer in use) and outfall S35A and S35B is located southwest of Runway 12-30.



Stormwater discharges at Outfall W3W are substantially identical to W3S.

Description of the general industrial activities conducted in the drainage area of each outfall.

Drainage basin W3 includes industrial activities such as cargo handling and cargo aircraft fueling, aircraft de-icing, aircraft arrivals and departures, and runway maintenance including application of road and runway de-icing chemicals. Water quality at outfall W3W is expected to be substantially identical to that of W3S. Activities conducted in drainage basins SW35 and S35 include aircraft arrivals and departures and runway maintenance. Water quality at outfalls 35A, 35B, and 35C and outfalls S35A and S35B is expected to be substantially identical to that of outfall W3S.

Description of the control measures implemented in the drainage area of each outfall:

- Outfall W3W – concrete energy dissipation structure
- Outfall W3S – large, engineered energy dissipation structure
- Outfalls 35A, 35B, and 35C – concrete outlets, riprap, concrete energy dissipation structures
- Outfall S35A and S35B – compromised riprap

Description of the exposed materials located in the drainage area of each outfall that are likely to be significant contributors of pollutants to stormwater discharges:

- Outfall W3W – runway de-icing chemicals, rubber, aircraft fuel, and aircraft de-icing fluid
- Outfall W3S – runway de-icing chemicals, rubber, aircraft fuel, and aircraft de-icing fluid
- Outfalls 35A, 35B, and 35C – runway de-icing chemicals and rubber
- Outfall S35A and S35B – runway de-icing chemicals and rubber

Estimate of the runoff coefficient of the drainage areas (low=under 40%; medium=40 to 65%; high =above 65%):

Approximate drainage basin areas and runoff coefficients are tabulated in **Table 7**.

Table 7
Substantially Identical Outfall Areas and Coefficient of Runoff

Stormwater Outfall	Total Area (acres)	Paved Area (acres)	Percent Paved
Outfall W3W	164	47	29% Medium
Outfall W3S	450	159	35% Low
Outfall 35A, 35B, and 35C	68	19	28% Low
Outfall S35A and S35B	74	21	28% Low

Note: All areas and percentages are approximate.

Why the outfalls are expected to discharge substantially identical effluents?

Outfalls W3W, SW35ABC, and S35AB are expected to discharge substantially identical effluents as outfall W3S which is monitored quarterly. Aircraft arrivals and departures and runway anti-icing are the only activities conducted in drainage areas of SW35 and S35. These activities also occur in drainage area W3. Drainage area W3 is substantially larger than areas SW35 and S35 and involves additional industrial activities such as cargo handling and cargo aircraft fueling and de-icing. Outfall W3W drains from a small area of W3 where runway arrivals and departures occur. Monitoring outfall W3S captures all industrial activity on the southern half of Sunport therefore represents a worst-case monitoring point for outfalls W3S, W3W, SW35ABC, and S35AB. In addition to substantially identical effluents; mobilizing to outfalls W3W, SW35ABC, and S35AB involves driving across the channel of Tijeras Arroyo during runoff conditions posing a threat to human safety and difficult 4-wheel driving conditions to access these outfalls located along the southern airport property fence line.

4.4 Schedules and Procedures Pertaining to Corrective Action

Conditions that may require corrective action include those that have an immediate threat to stormwater quality, including, but not limited to:

1. Spill or leak
2. Unallowed non-stormwater discharge
3. Discharge of washwater
4. Damaged control measure
5. Stormwater contact with industrial materials
6. Pollutants entering the drainage system
7. Evidence of pollution during stormwater visual assessment

When an inspection, monitoring event, or other site observation reveals a condition that may result in stormwater pollution, the corrective action schedule must be implemented:

1. Immediate Actions – Within 24 Hours

- a. Minimize or prevent the discharge of pollutants until a permanent solution is installed.
- b. Cleanup any contaminated surfaces so that material will not discharge in subsequent storm events.
- c. Document the conditions observed using the Corrective Action Form (**Appendix M**). Documentation should include:
 - 1) Condition triggering the corrective action
 - a) For spills include material, volume, reason causing the release
 - 2) Date/time
 - 3) Location
 - 4) Description of immediate actions taken
 - a) For spills include response actions, date/time cleanup completed, notifications made, and staff involved.
 - 5) Signature of an individual with signatory authority.
 - 6) Place a copy of the completed Corrective Action Form in **Appendix M** of your operating SWPPP.

2. Subsequent Actions – Within 14 Days

- a. Install or modify a control measure to prevent continued or reoccurring discharge.
- b. Notify the Aviation Environmental Manager in writing of what actions were taken (CALbrecht@cabq.gov).
- c. Place written documentation in the corrective action section of your operating SWPPP (**Appendix M**) using the Corrective Action Form. Documentation should include:
 - 1) Description of corrective actions taken with beginning and end dates.
 - 2) If applicable, document why it is not feasible to have corrective action installation within 14 days and your schedule for completing the controls and making them operational within 45 days. If you are unable to complete the corrective action within 45 days, you must notify the EPA Region VI office and include an explanation of why you will exceed 45 days and your estimated completion date. All previous corrective action documentation must also be provided.

4.5 Schedules and Procedures Pertaining to Annual Reports

An Annual Report is required to be prepared and submitted to the EPA each year by January 30, covering the past calendar year. The Annual Report includes

- Routine facility inspection documentation
- Statement of compliance with effluent limitation, if applicable
- Summary of quarterly visual assessment documentation
- Summary of why additional pollutant reduction is not practical, if applicable
- Summary of past year's corrective action documentation

The EPA's interpretation of the Sector S airport authority and tenant requirements and responsibilities, including, but not limited to, reporting, submittals, and SWPPP development. Under the MSGP 2021 Sector S Part 8.S.3.2, as long as roles and responsibilities are identified and documented in the SWPPP, the airport authority can take responsibility for the following and other activities:

1. Assign certain MSGP requirements
2. Perform certain activities and report on behalf of the airport and tenants (such as monitoring of outfalls, annual reports, etc.)
3. Conduct annual train-the-trainer sessions
4. Report on airport and tenants' industrial activities
5. Conduct monthly de-icing inspections and compile and report anti-icing and de-icing usage

Aviation takes responsibility, as the airport authority to prepare and submit a single annual report, covering all activities at the Sunport. The following describes activities performed by Aviation on behalf of tenants and activities that require tenant input to prepare and submit a single, all-inclusive annual reports.

1. Aviation Contribution
 - a. Perform and provide documentation for at least one of the routine facility inspections.
 - b. Provide the review and documentation required for effluent limitations, as applicable;
 - c. Perform and document quarterly visual assessments; PAH indicator monitoring, and dry weather monitoring
 - d. Review and provide the necessary documentation for benchmark monitoring exceedance occurrences and pollution reduction, as applicable;
 - e. Prepare corrective action reports, as applicable;
 - f. Provide tenants with a copy of the Annual Reports, **Appendix N**.

2. TENANT RESPONSIBILITIES

- a. Attend and facilitate four routine facility inspections per year. Attends the Aviation led inspections. Provides documentation that deficiencies identified during inspections are corrected;
- b. Attend one SWPPP train-the-trainer session, minimum per year. Train your employees and document annually. Maintain employee training documentation.
- c. Conducting and documenting the routine inspection during a rain event.
- d. If involved in a Corrective Action, follow the reporting process described in Section 4.4 and provide Aviation with documentation necessary.
- e. Supply Aviation with the required documentation in time to submit the Annual Report.
- f. Submit an Annual Report, which references Aviation's NPDES number. This fulfills the tenants reporting requirements.
- g. Retain a copy of the Annual Report with SWPPP documentation.
- h. Maintain records (inspections, training, HW and UW waste disposal documentation, corrective action, etc.) for a minimum of three years.

Section 5: Documentation to Support Eligibility Considerations under Other Federal Laws

5.1 Documentation Regarding Endangered Species

In accordance with the requirements of *MSGP 2021*, an eligibility screening was performed with regards to endangered species. The eligibility screening followed the procedures outlined in Appendix E of the *MSGP 2021*. **Appendix I** of this SWPPP contains a memorandum, which provides an update of the US Fish and Wildlife Service's (FWS) list of threatened and endangered species. Appendix I also contains the 2018 memorandum describing the eligibility screening process and findings. Sunport was found to be eligible for coverage under the MSGP with respect to endangered species under Criterion C2.

When completing and submitting an NOI, all operators shall select Criterion B indicating that discharges and discharge-related activities were already addressed in another operator's valid certification of eligibility for your action area under this permit and there is no reason to believe that federally listed species or designated critical habitat not considered in the prior certification may be present or located in the "action area".

5.2 Documentation Regarding Historic Properties

In accordance with the requirements of *MSGP 2021*, an eligibility screening was performed with regards to historic properties. The eligibility screening followed the procedures outlined in Appendix F of the *MSGP 2021*. **Appendix J** of this SWPPP contains a memorandum describing the eligibility screening process and findings. Sunport was found to be eligible for coverage under the MSGP with respect to historic properties under Criterion A.

5.3 Documentation Regarding NEPA Review (if applicable)



Sunport is not subject to any New Source Performance Standards (NSPS) as described in Section 1.1.2.5 of *MSGP 2021*; therefore, NEPA process review is not required.

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Section 6: SWPPP Certification

6.1 Person(s) Responsible for SWPPP Preparation

The SWPPP shall be prepared in accordance with good engineering practices and to industry standards. The SWPPP was developed by a "qualified person" as defined by the MSGP 2021. A "qualified person" is a person knowledgeable in the principles and practices of industrial stormwater controls and pollution prevention and possesses the education and ability to assess conditions at the industrial facility that could impact stormwater quality, and the education and ability to assess the effectiveness of stormwater controls selected and installed to meet the requirements of the permit.

Name	<u>Dacia R. Tucholke</u>	Title	<u>Project Manager</u>
Signature	<u></u>	Date	<u>April 27, 2021</u>
Name	<u>Christopher P. Albrecht</u>	Title	<u>Environmental Manager</u>
Signature	<u></u>	Date	<u>April 27, 2021</u>

6.2 SWPPP Certification – Aviation Department

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information contained therein. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information contained 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	<u>Nyika Allen, C.M.</u>	Title	<u>Director of Aviation</u>
Signature	<u></u>	Date	<u>4/28/2021 3:07 PM PDT</u>

DS
RGM

6.3 SWPPP Acknowledgement – Operators

As an individual operator among multiple operators with compliance responsibilities under the comprehensive SWPPP, I acknowledge that each operator's responsibilities are clearly identified in the comprehensive SWPPP, including responsibility to comply with the standard permit conditions found in Appendix B of MSGP 2021, to implement its assigned portion of the comprehensive SWPPP, to ensure that its individual activities do not render another operator's stormwater controls ineffective, and to ensure all requirements of its own MSGP coverage are met regardless of whether the comprehensive SWPPP allocates the actual implementation of any of those responsibilities to another entity.









Name _____ Title _____

Signature _____ Date _____

TENANT RESPONSIBILITIES

Each tenant must sign and return this form to the Environmental Manager for inclusion in the Aviation's SWPPP. Refer to b.11

Section 7: SWPPP Modifications

Date	Section of SWPPP Revised	Authorization of the Modification
November 2010	Full SWPPP update and revision.	Name: Christopher Albrecht Signature: 
November 2010	Added spills from April to October 2010 and replaced relevant pages.	Name: Christopher Albrecht Signature: 
April 2012	Full SWPPP Update and Revision.	Name: Christopher Albrecht Signature: 
October 2013	Full SWPPP Update and Revision.	Name: Christopher Albrecht Signature: 
August 2015	Full SWPPP Update and Revision per the MSGP 2015.	Name: Christopher Albrecht Signature: 
September 2015	Inclusion of NPDES tracking numbers and completed NOIs.	Name: Christopher Albrecht Signature: 
May 2018	Full SWPPP Update and Revision	Name: Christopher Albrecht Signature: 
May 2021	Full SWPPP Update and Revision per the MSGP 2021	Name: Christopher Albrecht Signature: 
		Name: Signature:
		Name: Signature:
		Name: Signature:
		Name: Signature:
		Name: Signature:
		Name: Signature:

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SWPPP Appendices

Appendix A Pollution Prevention Team Members

Appendix B Multi-Sector General Permit 2021

Appendix C Figures

Figure 1 Site Location Map

Figure 2 Site Plan

Figure 3 Drainage Plan

Figure 4 Terminal Tenants Activities Plan

Figure 5 Fixed Base Operators Activities Plan

Figure 6 Cargo Facility Activities Plan

Figure 7 Rental Car Facility Activities Plan

Figure 8 Building/Grounds Maintenance Roadway/Runway De-icing Plan

Figure 9 Non-Stormwater Discharges/Significant Spills Plan

Appendix D List of Tenant Specific Potential Pollutants

Appendix E Evaluation of Non-Stormwater Discharges

Appendix F Best Management Practices and Summary of Tenant-Specific BMPs

Appendix G Training Records

Appendix H Standard Operating Procedures (SOPs)

De-icing Inspections

Quarterly Visual Assessment of Stormwater Discharges

PAH Indicator Monitoring

SWPPP Bi-Annual Inspections

Assessment of Non-Stormwater Discharges

Appendix I Endangered and Threatened Species Screening Memorandum

Appendix J Historic Properties Preservation Screening Memorandum

Appendix K Copy of the Notice of Intent and Acknowledgement Letter

Appendix L Inspection Forms

Tenant Quarterly Routine Facility Inspection Form

Aviation Led SWPPP Inspection Form

Quarterly Stormwater Monitoring Inspection Form

PAH Monitoring Form

Monthly De-icing Inspection Form

Dry Weather Inspection of Stormwater Outfalls Form

Appendix M Corrective Action Form and Reports

Appendix N Annual Reports

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