



## **Stormwater Pollution Prevention Plan for:**

Double Eagle II Airport  
7401 Atrisco Vista Boulevard NW  
Albuquerque, NM 87121  
(505) 244-7885



## **SWPPP Contact:**

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## **SWPPP Preparation Date:**

May 2021

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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 Double Eagle II Airport (DEII) 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.** New dischargers must submit an NOI as soon as possible.

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. Airfield Maintenance, etc.) and all air transportation related operators including fixed-base operators, aircraft service providers, 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 DEII 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 MSGP 2021 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 |
|--|-------------|---|---------------|---------------------------------|-------------|
| <b>DEII Airport</b>                                  | <b>4581</b> | <b>Airports, Flying Fields, and Airport Terminal Services</b> | <b>488119</b> | <b>Other Airport Operations</b> | <b>S</b>    |
| Albuquerque Police Department – Air Support          | 9221        | Police Departments  | 922120        | Police Protection               | S           |
| Bernalillo County Sheriff’s Department – Air Support | 9221        | Sheriff   | 922120        | Police Protection               | S           |
| Bode Aviation Inc. (DEII)                            | 4581        | Airports, Flying Fields, and Airport Terminal Services        | 488190        | Aircraft Servicing and Repair   | S           |
| New Mexico State Police –Air Support                 | 9221        | Police Departments  | 922120        | Police Protection               | S           |

**Table 2**  
**Tenant NPDES Tracking Numbers**

| Tenant / Operation                                   | NPDES Tracking Number |
|--|-----------------------|
| <b>DEII Airport</b>                                  | <b>NMR053025</b>      |
| Albuquerque Police Department – Air Support          | NMR053041             |
| Bernalillo County Sheriff’s Department – Air Support | NMR053253             |
| Bode Aviation Inc. (DEII)                            | NMR053056             |
| New Mexico State Police –Air Support                 | NMR05J03T             |



## Section 1: Facility Description and Contact Information

### 1.1 Facility Information

Name of Facility: Double Eagle II Airport (DEII)

Street: 7401 Atrisco Vista Boulevard NW

City: Albuquerque State: NM ZIP Code: 87121

County or Similar Subdivision: Bernalillo County

Permit Tracking Number: NMR053025 (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° 08' 42" N (degrees, minutes, seconds)

1. 106° 47' 40" W (degrees, minutes, seconds)

2. 35.142° N (degrees, minutes, decimal)

2. 106.794° W (degrees, minutes, decimal)

3. 35.142° N (decimal)

3. 106.794° W (decimal)

Method for determining latitude/longitude (check one):

☐ USGS topographic map (specify scale: \_\_\_\_\_)

☐ EPA Web site

☐ GPS

☒ Other (please specify): Double Eagle II Airport Survey

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: 539 (acres)

### 1.2 Discharge Information

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

If yes, name of MS4 operator: \_\_\_\_\_

Name(s) of water(s) that receive stormwater from your facility 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: 4522 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:**

City of Albuquerque Aviation Department  
7401 Atrisco Vista Boulevard NW  
Albuquerque, NM 87121  
(505) 244-7888  
Mylo Moraga, mmoraga@cabq.gov

**Facility Owner:**

City of Albuquerque Aviation Department  
P.O. Box 9948  
Albuquerque, NM 87119  
(505) 244-7805

**SWPPP Contact:**

Christopher Albrecht, Environmental Manager  
(505) 244-7836  
calbrecht@cabq.gov

**24-Hour Contact (Non-Emergency):**

Communications Center  
(505) 244-7706

**TO REPORT A SPILL PLEASE CALL:**

(Non-Emergency Contact)  
Communications Center  
244-7706

**24-HOUR EMERGENCY CONTACT**

911

## 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 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.

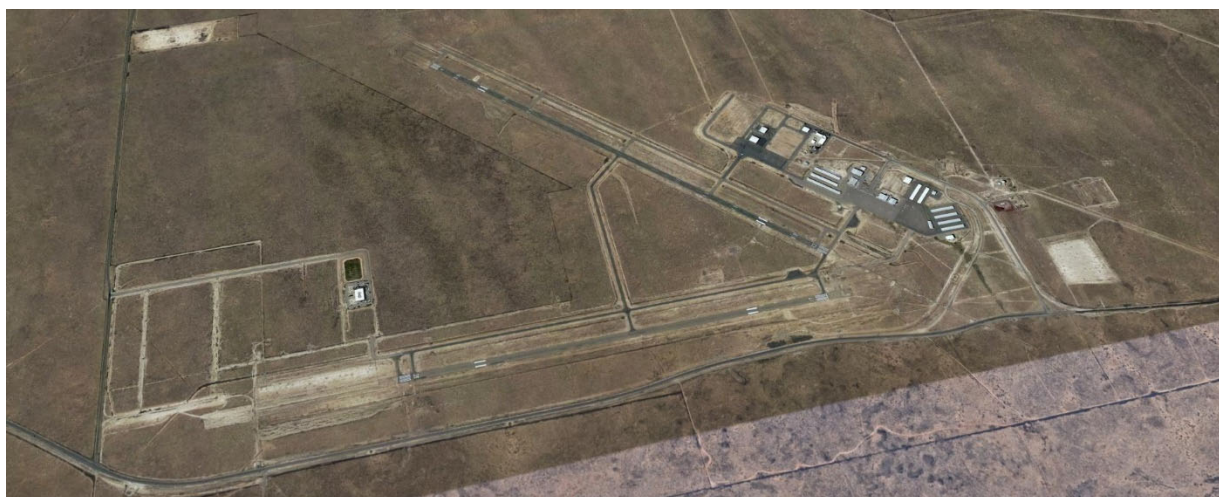
- Aviation Department Environmental Manager (PPT Leader) - Responsibilities include SWPPP development and management, Aviation-led facility inspections, stormwater monitoring, de-icing inspections, annual training, EPA annual reporting, NOI submission, spill response and reporting, evaluation of spill data to identify preventative measures, etc.
- Double Eagle II Airport (DEII) Airport Manager - Responsibilities include: assisting as tenant/operator liaison and implementation of the SWPPP, quarterly inspections, annual training, and NOI submission.
- Operators PPT Members - Responsibilities include NOI submission, SWPPP certification, implementation of the SWPPP, quarterly inspections, annual training, etc.

Each PPT member is provided an electronic copy of the SWPPP and 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 DEII Stormwater Database) shall be updated periodically 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 DEII perform activities directly related or in support of commercial aviation. Facilities at DEII include two runways; runway 4-22 (7,400 ft x 100 ft) and runway 17-35 (6,000 ft x 100 ft) (**Figure 2/Appendix C**). The airport serves approximately 240 based aircraft and 120,000 annual operations comprised of training, military, air ambulance, charter, private, and corporate flights. DEII's largest operator is Bode Aero Services (Bode). Bode offers fuel services, repair, avionics service, hangars, and catering. Flight training and aircraft rental are also available through Bode. The Albuquerque Police Department (APD), Bernalillo County Sheriff's Department, and New Mexico State Police also operate and maintain their aircraft fleet from DEII. The City of Albuquerque Department of Municipal Development (DMD) maintains an unstaffed facility where salt and cinders are stored for use in road maintenance which is inspected during Aviation Department facility inspection.



Aerial view of the DEII airport (Source: Google Earth).

## 1.6 General Location Map

The general location map for DEII 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.

- **Figure 2 Site Plan**

- Boundary of the property and size of property in acres
- Location and extent of significant structures and impervious surfaces (paved areas evident on aerial photograph)

- **Figure 3 Activities Plan/ Significant Spills**

- 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:
  - Fuel storage and fueling areas
  - Aircraft, vehicle, and equipment maintenance areas
  - Outdoor material storage areas
  - Locations used for the treatment, storage, or disposal of wastes
  - Liquid storage tanks
  - Equipment degreasing areas

- Locations and descriptions of all non-stormwater discharges identified under MSGP, Part 2.1.2.10. (Currently no non-stormwater discharges were observed.)
- Locations where significant spills or leaks identified under MSGP, Part 6.2.2.3 have occurred in the past three years
- **Figure 4 Drainage Plan**
  - Directions of stormwater flow
  - Locations of all existing structural control measures
  - Locations of all receiving waters in the immediate vicinity of DEII
  - 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
  - Locations and sources of run-on to your site from adjacent property that contains significant quantities of pollutants
- **Items Not Applicable to DEII**
  - 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
  - Municipal separate storm sewer systems, where your stormwater discharges to them
  - Locations for roadway and runway de-icing
  - 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 DEII and the potential pollutants associated with them.

**Table 3**  
**Industrial Activities Performed at DEII 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, and Skydrol (aircraft hydraulic fluid) |
| Aircraft, Ground Vehicle, and Equipment Washing     | Wash water, soaps, detergents, grease, oil, or other residue   |
| Outdoor Handling of Materials                       | Fuels, oil   |
| Outdoor Material Storage                            | Waste oil, fuels   |
| Waste Handling and Disposal                         | Solid waste, used oil, used hydraulic fluid, used coolant  |
| Aircraft/Vehicle Outdoor Storage Areas              | Hydraulic fluid, fuels, oils, grease   |
| Buildings and Ground Maintenance                    | Cinder, potassium acetate, sand, paints, herbicides, pesticides, landscape waste                                 |
| Equipment Cleaning and Degreasing                   | Degreasing solvents/ oils  |
| Seasonal Fire Fighting                              | Fire retardant   |
| Restaurant/Catering Operations                      | Kitchen Grease   |

Each item listed above has been handled or stored at DEII within the three years prior to the submission of this SWPPP. No aircraft de-icing is conducted at the DEII Airport. A list of tenant-specific potential pollutants is included in **Appendix D**.

### 2.2 Spills and Leaks

**Table 4** displays locations within DEII where spills have the potential to occur and which outfall the spill would have potential to affect. Outfalls can be located on the Drainage Plan (**Figure 4/ Appendix C**). Over the past three years (2018-2020), no spills have been reported at DEII.

**Table 4**  
**Areas Where Potential Spills/Leaks Could Occur**

| Location   | Outfalls |
|--|----------|
| Bode underground fuel storage tanks                | 00C      |
| Bode fuel island                                   | 00C      |
| Aviation Department underground fuel storage tanks | 00C      |
| Aviation Department fuel island                    | 00C      |
| Aircraft fueling areas                             | 00C      |
| Multiple maintenance hangars                       | 00C      |

**Reporting Process:** All operators at DEII 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 DEII 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 flushing;
- 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 00A through 00N were observed during this evaluation.

***Different types of non-stormwater discharge(s) and source locations:***

No non-stormwater discharges were observed at DEII during this evaluation. Historically, DEII tenants have utilized a bermed paved area for washing equipment and/or aircraft (Figure 4/Appendix C). This is a non-permitted non-stormwater discharge and is strictly prohibited by this SWPPP. Tenants have removed the valve to the hose bib and posted signs indicating the prohibition.



**Outfall 00L during the inspection.**

***Action(s) taken, such as a list of control measures used to eliminate unauthorized discharge(s), if any were identified.***

No actions were taken as a result of the evaluation.

## 2.4 Salt Storage

Salt for roadway de-icing is not used or stored by Aviation at DEII. A small quantity of ice melt is kept at the maintenance facility to use on walkways. City of Albuquerque Department of Municipal Development (DMD) has a site at DEII where salt and cinders are stored for use in roadway de-icing. DMD applies salt to Atrisco Vista Boulevard up to the DEII gate, but not inside the secured area within the fence.

## 2.5 Sampling Data Summary

Visual assessments of the stormwater outfalls during storm events flow from the airport property is highly unlikely to reach the outfalls. In the five years of monitoring during the last permit period (2015-2021), flow was never observed in the outfalls. Since the last MSGP permit was issued, the outfalls have been upgraded with RCP culverts and riprap structures. Tumbleweeds and debris tend to accumulate at the outfalls over time. The Fire Department performs controlled burns on the tumble weeds when they take over the outfalls. No indications of stormwater pollution have been observed.



**No runoff observed during June 2020  
stormwater monitoring event at Outfall 00E.**

## Section 3: Stormwater Control Measures

Stormwater controls at DEII 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 seven BMPs implemented at DEII. 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

**Table 5** summarizes which BMPs have been assigned to each tenant and operation according to activities performed at each location.

**Table 5**  
**Tenant-Specific Best Management Practices**

| Tenant/Operation<br>BMPs Assigned                       | BMP 1 – Facility-Wide Best<br>Management Practices | BMP 2 – Aircraft, Vehicle, and<br>Equipment Maintenance | BMP 3 – Aircraft, Vehicle, and<br>Equipment Cleaning | BMP 4 – Aircraft, Vehicle, and<br>Equipment Storage | BMP 5 – Outdoor Handling, Storage,<br>and Disposal of Waste and Materials | BMP 6 – Fuel Storage and Delivery | BMP 7 – Building and Grounds<br>Maintenance |
|---|--|---|--|---|---|-----------------------------------|---|
| Albuquerque Police Department -<br>Air Support          | X  | X   |  | X   | X   | X                                 |   |
| Aviation Department DEII                                | X  | X   | X  | X   | X   | X                                 | X   |
| Bernalillo County Sheriff's<br>Department - Air Support | X  | X   |  | X   | X   | X                                 |   |
| Bode Aviation   | X  | X   | X  | X   | X   | X                                 | X   |
| New Mexico State Police-Air<br>Support                  | X  | X   |  | X   | X   | X                                 |   |

### 3.1 Minimize Exposure

All operators at DEII 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 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.



**DEII Airfield Maintenance identified leaking equipment and moved it to the covered wash bay and utilized a drip pan until the equipment could be serviced.**

### 3.2 Good Housekeeping

Good housekeeping is an ongoing effort by all of the tenants of DEII. Some specific techniques utilized by DEII 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

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, and Bode 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.



**Mobile refueling truck well stocked with spill response materials and spill response plan.**

- 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.

### 3.5 Erosion and Sediment Controls

Most surfaces at DEII are paved with asphalt or concrete or are stabilized with gravel, landscaping materials, or natural vegetation. A storm drain system is not present at DEII; however, there are drainage structures such as concrete rundowns, culverts, riprap, and site detention ponds to minimize erosion and potential for flooding. The greatest potential for erosion occurs at the stormwater outfalls. All outfalls with the exception of 00I consist of RCP culverts and riprap structures.

Erosion is evaluated annually during the dry weather monitoring of the stormwater outfalls. The Aviation Department is the only party responsible for maintaining controls to prevent erosion. Tenants shall evaluate erosion as part of their quarterly routine inspections and report any significant findings to the Aviation Department. The Aviation Department is evaluating current and future stormwater structural controls and will design, install, and maintain structural controls as necessary to reduce and manage stormwater flows, sediment, and erosion. Stormwater management structures are shown on the Drainage Plan (**Figure 4/Appendix C**).

### 3.6 Management of Runoff

Two detention ponds are installed and used for stormwater infiltration at DEII. One detention basin is located east of Bode's underground fuel storage tanks and one is located south of Runway 17-35. Each detention basin is shown on the Drainage Plan (**Figure 4/Appendix C**).

### 3.7 Salt Storage Piles or Piles Containing Salt

See 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. DEII does not perform anti-icing/de-icing on aircrafts. Additionally, DEII does not use de-icing fluid or urea for pavement de-icing; therefore, DEII does not meet this minimum threshold for requiring controls for effluent limits.

### 3.9 Employee Training

The Environmental Manager at the Aviation Department is responsible for providing training to staff and tenant PPT members regarding the components and goals of this SWPPP. Each operator at DEII is expected to send at least one representative (PPT member) to participate in annual SWPPP training and then perform annual staff training for their organization (train the trainer). 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 appropriate SWPPP training.

Training will be provided by the Environmental Manager or designee at least annually, with additional training made available as requested by operators at DEII. Training will include, but not be limited to, the following elements:

- 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;
- Spill response procedures;
- Spill reporting requirements;
- 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 the past three years are included in **Appendix G** and additional records are included at least annually.

**Reporting Process:** Following each train-the-trainer 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 DEII grounds on a regular basis. Solid waste is not only a hazard on the runway, but a potential stormwater pollutant. City-owned covered dumpsters are provided for use by each tenant and are emptied on a regular basis. Good housekeeping helps reduce the potential for waste, garbage, and floatable debris from becoming a potential stormwater pollutant.

### 3.12 Dust Generation and Vehicle Tracking of Industrial Materials

Most driving surfaces at DEII are paved. If it is anticipated that dust generation or tracking of industrial materials has become a concern, this section will be modified to reflect the controls and procedures installed to minimize the potential for pollution.



## Section 4: Schedules and Procedures for Monitoring

### 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

Aviation has developed a standard quarterly inspection form use in conducting routine facility inspections. These forms are provided to each operator annually in electronic format and are included in **Appendix M**.

#### 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. Maintenance areas;
3. Fluid storage areas;
4. Used oil and fuel storage areas;
5. Vehicle, aircraft, or equipment washing areas;
6. Waste handling and disposal areas;
7. Outdoor materials handling and storage areas; and
8. Stormwater outfalls and areas susceptible to erosion (Aviation Department only).



**Inspection of outdoor storage areas**

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 Inspection will be conducted by Aviation and/or their designee. Inspections conducted by Aviation are denoted as “Aviation Led Inspections”. These Aviation Led inspections may be substituted for the Operator Led routine facility inspections.

#### **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.

### ***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 trained. A full list of DEII 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.

**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 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

No de-icing is conducted at DEII.

## 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 4/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. The sample will be collected from storm events that occur at least 72 hours from the previous storm event.

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:

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:

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

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. DEII does not use Type I de-icing fluid, Type IV anti-icing fluid, or urea for pavement de-icing; therefore, DEII does not meet this minimum threshold for requiring controls for effluent limits.

### 4.3.4 ELG Monitoring

ELG monitoring is not required because de-icing is not performed at DEII.

### 4.3.5 State- or Tribal-Specific Monitoring

None required.

### 4.3.6 Impaired Waters Monitoring

Impaired waters monitoring is required described in section 4.2.5. *Impaired Waters Monitoring* of the MSGP 2021. DEII 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.***

**Figure 4/Appendix C** displays all of the substantially identical outfalls. Substantially identical outfalls include:

| Substantially Identical Outfall(s) | Substantially Identical to Monitoring Point |
|------------------------------------|---|
| 00B                                | 00C   |
| 00D, 00I                           | 00E   |
| 00F, 00G, 00J, 00K, 00L, 00M, 00N  | 00H   |

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

| Substantially Identical Outfall(s) | General Industrial Activities   |
|------------------------------------|---|
| 00B                                | Runway support activities including rubber removal.   |
| 00D, 00I                           | Aviation support activities including aircraft fueling, maintenance, and grounds maintenance.   |
| 00F, 00G, 00J, 00K, 00L, 00M, 00N  | No industrial activities present in drainage area. Drainage from Atrisco Vista Blvd (residential and light truck traffic) and native soil only. |

***Description of the control measures implemented in the drainage area of each outfall.***

| Substantially Identical Outfall(s) | Control Measures to Prevent Erosion at Outfall Location             |
|------------------------------------|---|
| 00B                                | 1 concrete culvert with riprap                                      |
| 00D, 00I                           | 2 concrete culverts with riprap<br>Small pipe within native grasses |
| 00F, 00G, 00J, 00K, 00L, 00M, 00N  | All outfalls consist of RCP pipe with 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:** Natural vegetation is the only exposed material in the drainage area of the substantially identical outfalls (Drainage Basin NB, Figure 4/Appendix C).

| Substantially Identical Outfall(s) | Exposed Materials   |
|------------------------------------|---|
| 00B                                | None. Runway and native soil only.  |
| 00D, 00I                           | All fuels, oils, chemicals are stored indoors. Solid waste stored in covered dumpsters. Landscape waste is disposed of immediately. Equipment and mobile refuelers are stored outdoors. |
| 00F, 00G, 00J, 00K, 00L, 00M, 00N  | None. Native soil only.   |

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

| Substantially Identical Outfall(s) | Estimated Runoff Coefficient                    |
|------------------------------------|---|
| 00B                                | Less than 5% (runway)                           |
| 00D, 00I                           | Approximately 15% (includes paved airport area) |
| 00F, 00G, 00J, 00K, 00L, 00M, 00N  | 0% (entire drainage area is native soil)        |

**Why the outfalls are expected to discharge substantially identical effluents?**

| Substantially Identical Outfall(s) | Why Outfalls are Expected to Discharge Substantially Identical Effluents  |
|------------------------------------|---|
| 00B                                | Outfall 00B is located immediately south of Outfall 00C and they both drain a very small portion of paved runway area.  |
| 00D, 00I                           | Outfalls 00D and 00I are located nearest to the airport area. Outfall 00D is located south of Outfall E and Outfall I is located upstream of Outfall E. Outfall E is a more effective monitoring location because Outfall I does not have a concentrated discharge point. Outfall 00D discharges the same drainage area as Outfall E. |
| 00F, 00G, 00J, 00K, 00L, 00M, 00N  | Outfall 00H is expected to produce stormwater discharge substantially identical to the effluent observed at Outfalls 00F-00G and 00J-00M. No industrial activities are conducted in this drainage area and the same residential and truck traffic is observed on the roadway.   |



## 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 wash water
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**). 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 include, but are 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 de-icing usage

Aviation takes responsibility, as the Airport Authority to prepare and submit a single annual report, covering all activities at the DEII, requiring tenants at the DEII to only submit an annual report referencing the DEII NPDES number. 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.

### ***Aviation Responsibilities***

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

### **Tenant Responsibilities**

1. Attend and facilitate four routine facility inspections per year. Attends the Aviation led inspections Provides documentation that deficiencies identified during inspections are corrected;
2. Attend one SWPPP train-the-trainer session, minimum per year. Train your employees and document annually. Maintain employee training documentation.
3. Conducting and documenting the routine inspection during a rain event.
4. If involved in a Corrective Action, follow the reporting process described in Section 4.4 and provide Aviation with documentation necessary.
5. Supply Aviation with the required documentation in time to submit the Annual Report.
6. Submit an annual report to the EPA, referencing the DEII NPDES number. This fulfills the tenant's annual reporting requirements.
7. Retain a copy of the Annual Report with SWPPP documentation.
8. Maintain records (inspections, training, HW and UW waste disposal documentation, corrective action, etc.) for a minimum of three years.

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## 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 H** also contains the 2015 memorandum describing the eligibility screening process and findings. DEII 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. DEII was found to be eligible for coverage under Criterion A of the MSGP with respect to historic properties.

### 5.3 Documentation Regarding NEPA Review (if applicable)



DEII 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


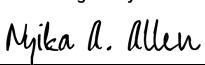
### 6.1 Person(s) Responsible for SWPPP Preparation

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><br><small>DocuSigned by:<br/>7F93EEDDB46946A...</small> | Date  | <u>4/28/2021   3:07 PM PDT</u> |

### 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 2021 MSGP, 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.

Organization \_\_\_\_\_

Name \_\_\_\_\_

Title \_\_\_\_\_

Signature \_\_\_\_\_


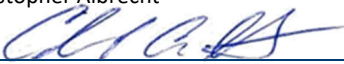


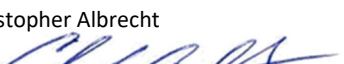


Date \_\_\_\_\_

#### **TENANT RESPONSIBILITIES**

Each operator must sign and return this form to the Environmental Manager for inclusion in the Aviation's SWPPP. Refer to MSGP Appendix B.11.



## Section 7: SWPPP Modifications

| Date           | Section of SWPPP Revised                                | Authorization of the Modification   |
|----------------|---|---|
| November 2010  | Full SWPPP Revision and Update.                         | Name: Christopher Albrecht<br>Signature:  |
| April 2012     | Full SWPPP Update and Revision.                         | Name: Christopher Albrecht<br>Signature:  |
| October 2013   | Full SWPPP Update and Revision.                         | Name: Christopher Albrecht<br>Signature:  |
| August 2015    | Full SWPPP Update and Revision per the MSGP 2015.       | Name: Christopher Albrecht<br>Signature:  |
| September 2015 | Inclusion of NPDES tracking numbers and completed NOIs. | Name: Christopher Albrecht<br>Signature:  |
| May 2018       | Full SWPPP Update and Revision                          | Name: Christopher Albrecht<br>Signature:  |
| May 2021       | Full SWPPP Update and Revision per the MSGP 2021.       | Name:<br>Signature:                     |
|                |   | Name:<br>Signature:   |
|                |   | Name:<br>Signature:   |
|                |   | Name:<br>Signature:   |
|                |   | Name:<br>Signature:   |
|                |   | Name:<br>Signature:   |
|                |   | Name:<br>Signature:   |