

STORMWATER

POLLUTION PREVENTION PLAN



**DURANGO-LA PLATA COUNTY
AIRPORT
DURANGO, COLORADO**

CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

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Durango-La Plata County Airport

Date

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Part 1: Integration of SWPPP and Pollution Prevention Teams (5.2.1)

1.1 Comprehensive SWPPP and Integration (8.S.3.3)

This comprehensive SWPPP has been developed by the Durango La Plata County Airport to minimize the release of pollutants into the surrounding environment as a result of routine industrial activities occurring on the airfield. To prevent these releases, collaboration between the airport and its tenants is essential. Responsibilities for maintaining and implementing this SWPPP are listed below for all stakeholders at the airport. All individual operators are responsible for implementing their assigned portion of the comprehensive SWPPP, and operators must ensure that their individual activities do not render the airport's structural stormwater controls, or another operator's procedural controls ineffective.

1.2 Airport Pollution Prevention Team

The airport's pollution prevention team shall consist of the director of aviation, environmental manager, environmental specialist, airport operations staff, airport maintenance staff and the firefighter/public safety staff. The director of aviation shall have overall responsibility for the maintenance and enforcement of the SWPPP plan. The environmental manager and environmental specialist will ensure coverage under the latest Multi-Sector General Permit, perform inspections, determine appropriate control measures and corrective actions, conduct personnel training, and review and revise the SWPPP as needed. The environmental manager will notify all responsible tenants of discrepancies found during inspections and suggest corrective actions in writing as soon as possible. The environmental manager or environmental specialist will follow up on discrepancies within 14 days of notification to the responsible tenants to ensure swift remediation of any problems that may release pollutants into the environment. The airport maintenance staff will assist in the installation and upkeep of airfield structural controls. The firefighter/public safety staff will respond to spills occurring on the airfield in conjunction with the environmental manager and environmental specialist.

1.3 Fixed Base Operator Pollution Prevention Team

The general manager of AvFlight Durango shall be directly responsible for oversight of FBO line personnel. Line personnel who perform aircraft fueling, aircraft deicing, aircraft maintenance, aircraft cleaning, and aviation fuel loading/unloading oversight shall constitute the FBO pollution prevention team. Each member of this team shall be trained in the contents of the airport's SWPPP plan, recognition of potential pollutants to stormwater and in the procedures of deice reporting, hazardous material spill cleanup and the prevention of such materials from entering the airport's stormwater system. The FBO shall also report the quantity of aircraft deicing fluids dispensed on the airport to the environmental manager monthly during the winter deicing season. The FBO will be responsible for housekeeping within its leased facilities to prevent exposure of potential pollutants to stormwater. The FBO will be responsible for

implementing procedural stormwater controls as necessary to address deficiencies noted by airport environmental staff during inspections of FBO facilities and activities.

1.4 Commercial Air Carriers Pollution Prevention Team

Each airline station manager and shift supervisor shall be directly responsible for oversight of operations that have a potential of releasing pollutants into the airport's stormwater discharge system. Such potential releases include: lavatory cart spills; hydraulic fluid, anti-freeze, fuel or concentrated deicing fluid leaks or spills from ground service equipment; hazardous material spills from aircraft or aircraft fueling operations. Each member of this team shall be trained in the applicable contents of the airport's SWPPP plan, to recognize potential pollutants to stormwater, and in the procedures of hazardous material spill containment and reporting so as to minimize or prevent such materials from entering the airport's stormwater system. Each station manager shall also report the quantity of aircraft deicing fluids dispensed on the airport by its personnel to the environmental manager monthly during the winter deicing season. Each commercial operator will be responsible for implementing procedural stormwater controls as necessary to address deficiencies noted by airport environmental staff during inspections of FBO facilities and activities.

1.5 US Forest Service Air Tanker Base Pollution Prevention Team

The US Forest Service maintains its own SWPPP plan and program but shall be required to report the spills of any hazardous material or potential pollutants to the airport's director of aviation or his designated alternate. The Forest Service will also be responsible for regular sand oil separator inspections and annual tests of the spill containment isolation valve. The US Forest Service will be responsible for implementing procedural stormwater controls as necessary to address deficiencies noted by airport environmental staff during inspections of FBO facilities and activities.

Part 2: Site Description (5.2.2)

2.1 General Description

The Durango-La Plata County Airport is a commercial service airport located 14 miles southeast of Durango, Colorado. The airport is located on Florida Mesa with the western boundary being the Florida River and the eastern boundary being Salt Creek, both tributaries of the Animas River, and approximately 485 acres of land lies within the perimeter fence, although the vast majority of this acreage is undeveloped vegetated land and lacks industrial activity. The airport is located within the outer boundaries of the Southern Ute Indian Reservation. The terminal sits at coordinates 37.1598°N, 107.7508°W.

2.2 Receiving Waters and Wetlands

All drainage west of the centerline of the runway (with the exception of the north hangar development area) flows into the Florida River, which is a tributary of the Animas River, which is a tributary to the San Juan River. Drainage from the east side of the runway centerline, as well as the north hangar development area, flows into a tributary of Salt Creek, which itself is a tributary of the Florida River. There are no jurisdictional wetlands on the airport.

2.3 Activities at Facility

The airport is served by 2 airlines – United and American, which operate 14 arriving and 14 departing flights to Denver, Phoenix, Dallas-Fort Worth and Los Angeles. In 2015, the airport served almost 380,000 airline passengers. The airport also has approximately 65 based aircraft. There is one fixed base operator, AvFlight Durango, a subsidiary of AvFuel Corporation. The airport also has 5 rental car agencies, a restaurant and a gift shop. There is one medical evacuation operator located at the airport and a US Forest Service air tanker base.

Stormwater quality at the airport can be impacted by the following:

- Aircraft, ground vehicle and equipment cleaning, maintenance and storage
- Airport fuel systems and fueling areas
- Aircraft deicing
- Material storage areas

All industrial areas are drained by underground concrete drainage systems and flow into retention ponds. Most of this drainage flows over constructed rundown structures to minimize erosion. Significant improvements have been constructed in the last 10 years to minimize stormwater erosion and the potential for stormwater contamination. These include two major constructed rundown structures, a new bulk fuel storage facility and the acquisition and use of a vacuum sweeper to remove glycol from paved surfaces. Sand oil separators are located at the Forest Service Air tanker base, AvFlight main hangar, SRE, and at the rental car wash facility.

All sand used in conjunction with snow removal is stored in a covered, concrete containment facility.

2.4 Maps

1. General Location Map
2. Site Map with Potential Pollution Sources (North General Aviation Hangar Area)
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17. Deicing Pads (Commercial Terminal Area; 8.S.5.1)

Part 3: Summary of Potential Pollutant Sources (5.2.3)

3.1 Industrial Agents and Activities (5.2.3.1)

Commercial Airlines and Terminal

Commercial airline carriers operate from the commercial terminal and the commercial apron adjoining it. Aircraft refueling is contracted to AvFlight Durango, who refuels on the commercial apron. Lavatory waste is discharged into a disposal station located between the commercial apron and the passenger credit card parking lot. Primary deicing is performed at the north east corner of the commercial apron. In the event of aircraft or equipment failure within this primary deicing area, or excessive commercial apron congestion, deicing will be performed on the commercial apron south west of commercial apron aircraft entrance. Used deice fluid is collected by airport staff daily from either location. Ground service equipment is stored both within the terminal bag make-up area and outside on the northeastern end of the building.

Fire Station / SRE / Airport Maintenance Bays

The fire station and airport maintenance building is the southernmost occupied building at the airport. Activities undertaken at this facility that could influence stormwater quality include the washing, maintenance and storage of the airport's ground vehicle fleet. Solid waste generated by the airport is also stored in this facility. A diesel fuel tank and two tanks for reclaimed deicing fluid are located west of the facility, as is a covered storage facility for road sand.

United States Forest Service Air Tanker Base

Bulk fire retardant material used by the US Forest Service is stored just northwest of air tanker loading pads. Fire retardant is loaded onto aircraft on loadings pads which overlie a sand/oil separator.

AvFlight Durango

AvFlight Durango operates out of a series of aircraft hangars between the commercial terminal and the General Aviation (GA) ramp. Aircraft washing and maintenance, as well as maintenance of commercial ground service vehicles, is performed within a maintenance hangar. AvFlight Durango deices GA aircraft on the GA apron and used deice fluid is removed daily by airport staff. AvFlight Durango is also responsible for refueling aircraft on the GA apron.

Fuel Farm

Aviation fuel for aircraft and unleaded fuel for ground service equipment and rental cars is located within the perimeter fence on the west side of the airport just south of the wastewater treatment plant. An unleaded fuel pump is located adjacent to the unleaded tank just outside the perimeter fence. Bulk glycol storage is also located in this area.

Rental Car Facilities

The airport's five rental car agencies operate from offices within the commercial terminal building. Their rental vehicle fleet is located adjacent to the terminal building. Rental vehicles are washed at a carwash facility just east of the wastewater treatment plant.

3.2 Pollutants (5.2.3.2 & 8.S.5.2 & 8.S.5.3)

Chemicals associated with aircraft and ground vehicle operation, maintenance and cleaning are the most common potential pollutants at the airport. These include fuel, oil and grease, solvents and detergents. Propylene glycol is used by both the Fixed Base Operator (FBO) and the commercial airlines as aircraft deicing agent. At most, approximately 10,000 gallons of propylene glycol is applied to aircraft during the coldest winter months. These quantities taper off at the beginning and the ending of the deicing season. Chemicals associated with airport operations and maintenance includes herbicides, paint and detergents. Pesticides are not used on airport premises, while herbicides are applied sparingly and per manufacturer's recommendations.

Some potential pollutants used at the airport flow to the airport's wastewater treatment facility. Lavatory waste drains directly into the treatment facility, while other chemicals, such as fire retardant from the USFS air tanker base, soap and detergent from the carwash facility, AvFlight maintenance hangar and SRE, and spilled oil, grease and solvents that pass into floor drains in maintenance facilities first flow through sand/oil separators before entering the wastewater treatment facility. This facility is composed of three lagoon ponds, the first two of which are aerated. The effluent from this facility is chlorinated prior to discharge into the Florida River as allowed by Colorado discharge permit number CO0047457. The capacity for this facility is 25,000 gallons per day.

The following chart lists potential pollutants and industrial agents and locations where these chemicals could impact stormwater quality.

Potential Pollutants	Industrial Agents					
	Commercial Airlines and Terminal	Fire Station and Maintenance Facility	USFS Tanker Base	AvFlight	Fuel Farm	Rental Cars
Oil and Grease	X	X	X	X		X
Fuel	X	X	X	X	X	X
Solvents		X		X		
Used Batteries		X		X		
Lavatory Waste	X					
Soaps/detergents	X	X	X	X		X
Pesticides		X				
Propylene Glycol	X	X		X		

3.3 Spills and Leaks (5.2.3.3)

Spills and leaks can occur at the airport that may contribute pollutants to stormwater discharges. Many of the potential pollutants used at the airport are housed and used within buildings, such as oils and solvents used in AvFlight Durango's maintenance hangar. These chemicals are not subject to stormwater flows. Other potential pollutants are contained outside within secondary confinement to provide extra protection against spills and leaks, such as empty deicing totes and the aircraft fuel storage tanks located at the fuel farm. However, areas where aircraft and ground service vehicles are stored outside could spill or leak and degrade stormwater flows. Spills and leaks may occur during routine servicing of commercial and private aircraft, such as refueling and offloading of human waste.

Commercial carrier aircraft, ground vehicles, rental vehicles and passenger vehicles located in the Commercial Terminal Drainage Area (see Map 4) could leak fuel, oil and hydraulic fluids into stormwater drains that discharge into Pond #1 west of the terminal. Aircraft and ground vehicles also could leak these pollutants in the South General Aviation Drainage Area (see Map 5) around the FBO operator and the North Hangar Drainage Area (see Map 5). Spilled or leaked pollutants from the South General Aviation Drainage Area can be contained by closing a gate located at Detention Pond #2 just southwest of the fire station. Any pollutants spilled or leaked from the North Hangar Drainage Area will flow to an outfall via an underground CRP.

Past Significant Spills and Leaks

There has been one reported petroleum spill in 1996 made to the Region 8 office of the EPA, which required the earth to be excavated and removed from the property to a certified reclamation site by

a licensed mitigation company. It was estimated that the amount spilled was approximately 100 gallons.

Additionally, 6 fuel tanks were removed in 1993 under supervision of the EPA and the Southern Ute Tribe. Site contamination was discovered due to overflow and spillage, and the contaminated earth was removed and land-farmed under approval from the EPA. Monitoring wells were installed and monitored under the mitigation plan.

In 2000, a 2000 gallon automobile fuel tank was removed under supervision of the EPA. Contamination was discovered due to overflow events in the past. The site was mitigated by the environmental contractor, additional monitoring wells were installed, and based upon ground water sampling, a finding of No Further Action on the project was issued by the EPA on July 9, 2009.

In 2009, during construction of the new fuel farm, fuel contamination was noted during the removal of the underground storage tanks. The contamination was reported by the contractor to the EPA as required and the site has since been cleaned up. Monitoring wells were installed to monitor potential contamination of groundwater.

There have been no further spills which were not contained at the site and removed by absorption materials to prevent those pollutants from reaching adjacent soils or drainage fixtures.

3.4 Allowable and Unallowable Non-Stormwater Discharges (5.2.3.4)

The following allowable non-stormwater discharges allowed in part 1.1.3.1 of the 2015 MSGP occur on airport premises:

- Discharges from fire-fighting training activities occur in the vicinity of the fire station.
- Potable water line flushings are conducted monthly in the spring, summer and fall. Flushing occurs from fire hydrants located adjacent to the fire station, Advance Mobile Propulsion lab, commercial terminal and the Care Flight facility.
- Landscaping to the west of the terminal is watered during the summer to present a pleasing aesthetic to passengers, however, the airport does not apply herbicides to landscaping and minimizes the use of pesticides. All applications of pesticides are performed according to manufacturer's specifications.
- Uncontaminated spring water flows down from the mesa in several locations on airport property.

Unallowable non-stormwater discharges on airport property were evaluated by the airport's environmental department staff during the summer of 2015. Because of the intermittent activity of tenants on airport property, this evaluation occurred over the course of the summer months when tenants may contribute unallowable non-stormwater discharges into the airport's

stormwater drainage system rather than the sanitary sewers connected to tenant hangars. Unallowable non-stormwater discharges witnessed by airport environmental staff included vehicle equipment washing and vehicle paint-stripping. Tenants were notified that these activities were not permitted to occur outside of hangars and covered maintenance bays that were plumbed into the airport's sanitary sewer.

3.5 Salt Storage (5.2.3.5)

The airport does not apply salt to roads during winter storm events. A pile of washed sand, which is stored within a covered fabric structure is used on roads as conditions require. Sidewalk salt is used sparingly on passenger walkways in front of the terminal and between loading gates and aircraft. This salt is removed as soon as practical by airport staff both to reduce environmental exposure and to reduce chemical wear to concrete and asphalt.

3.6 Sampling Data (5.2.3.6)

The airport is not required to perform chemical testing of its stormwater discharge as a Sector S industry due to its limited use of aircraft deicing fluid. During 2014, approximately 15,000 gallons of polypropylene glycol (Type I deicing fluid) was discharged at the airport, which is below the 100,000 gallon requirement. The airport also does not utilize urea or ethylene glycol and so is not required to test its stormwater discharge for these substances.

The regular quarterly inspections require visual monitoring of stormwater outflows. These are evaluated for color, odor, clarity, foam, sheen, floating solids, suspended solids, and settled solids. Miniscule quantities of suspended and settled solids are occasionally present in these collected samples, although they are determined not to be evidence of industrial pollutants entering the airport's stormwater discharge system. Several samples during fall, winter and spring have exhibited a sweet odor indicative of propylene glycol deicing fluid entering the airport's stormwater discharge system.

Part 4: Stormwater Controls (5.2.4)

Drainage Outflow Structural BMP's

There are four developed stormwater drainage areas at the airport. Each of these developed drainage areas feature structural BMPs to channel and direct flow ultimately leading to a discreet outfall area.

The first structural outflow (Outfall 001) drains the Commercial Terminal Drainage Area comprising the general aviation ramp north of AvFlight Durango's facilities, terminal building, and the USFS air tanker base. It is located just west of the water treatment plant at coordinates 37.1610°N, -107.7572°W. This drains into a retention pond which has three paths for outflow. Normal flows are through a 12" concrete pipe through a drainage structure located at ground level. In the event of a major stormwater event, the outflow is through the top of the concrete structure which is located approximately 3' above base level. If the stormwater flows exceed the carrying capacity of this structure, the water can flow over a concrete encased rip-rap structure onto the drainage rundown structure directly. The rundown structure is concrete encased riprap with a plunge pool at the bottom of the valley to slow the velocity of the water and the potential for erosion. The bottom outflow is capable of being quickly shut down to allow for the impounding and collection of any spilled pollutants prior to their escape to the Florida River.

The second structural outflow (Outfall 002) is located immediately south of the fire station and maintenance building at coordinates 37.1502°N, -107.7625°W, and handles drainage from the south aircraft hangar storage area and general aviation parking apron south of AvFlight Durango's facilities. This is the South General Aviation Drainage Area. The outflow BMP is a retention pond with a 12" culvert pipe that is capable of being plugged in the event of a spill of hazardous materials or pollutants.

The third structural outflow (Outfall 003) drains the North Hangar Drainage Area. A network of underground pipes collects stormwater flows from the apron and surrounding grassy vegetation and discharges from an outfall culvert at coordinates 37.1612°N, -107.7424°W into an irrigation tributary of Salt Creek. Development of a retention pond for this outflow is possible in the future, although no plans have been formalized.

The fourth structural outflow (Outfall 004) is located at coordinates 37.1452°N, -107.7656°W and drains the area between the west side of the centerline of the runway and the taxiway. This comprises the West of Center Line Drainage Area. This is primarily an erosion control structure and consists of a concrete rundown structure that spills into a riprap lined retention pond. This is also capable of being blocked in the extremely unlikely event of a spill of hazardous pollutants.

A fifth drainage area, the East of Center Line Drainage Area, drains the east side of the runway and all lands to the east, which are almost entirely composed of soil and vegetation. It is a sheet flow drainage without a discreet outfall and drains generally to the southeast towards Salt Creek over mostly planar topography. There are no industrial processes on this side of the runway and the only source of pollutants would be the unlikely event of an aircraft accident.

Sediment and Erosion (5.2.5.1 & 2.1.2.5)

The Durango-La Plata County Airport is located on the top of the Florida Mesa and the topography slopes away from the airport property on three sides – east, west and south. The airport area has been planted with dry-land pasture type grasses to stabilize non-directed flow slopes. In the developed areas, the airport has constructed structural BMPs as described above. These BMPs meter outflow to prevent erosion from significant stormwater events. Two BMPs consist of constructed rundown structures and plunge pools to reduce water velocity prior to discharging into the Florida River.

Management of Runoff

Runoff is managed through structural velocity controls at three of the airport's five drainage areas. The Commercial Terminal Drainage Area, South General Aviation Drainage Area and the West of Center Line Drainage Area are equipped with retention ponds that pool stormwater outflows and allow for infiltration into the substrate. The Commercial Terminal Drainage Area and the West of Center Line Drainage Area also feature lined channels and plunge pools to prevent channel erosion and slow stormwater velocities upon reaching the Florida valley.

Also, industrial processes, with the exception of aircraft deicing and aircraft refueling, are conducted within buildings such as vehicle washing, aircraft and vehicle maintenance. By performing these activities within buildings, the outflows are able to be discharged through sand/oil filters and then into the wastewater treatment plant or septic system. Used aircraft deicing fluids are vacuumed from the ramp surfaces as quickly as possible and stored for reprocessing or treatment, depending on concentration.

Other Controls

Riparian corridor restoration along the Florida River was completed on airport property in 2014. Native vegetation was reintroduced to the riparian corridor between the river and the airport's stormwater outfalls. This project was undertaken with the participation of surrounding landowners to improve river health and riparian habitat. It is the expectation of the airport and participating agencies that this reinvigorated riparian corridor will help eliminate pollutants which may be discharged from the airport towards the Florida River.

During construction projects where there is a significant amount of exposed, non-vegetated earth, dust emission controls such as watering, compaction, etc., shall be enacted to minimize wind transport of dust. Also, if earth is disturbed in areas subject to stormwater flows, BMPs such as silt fences, straw bales, pillows, etc., shall be used to prevent sediments from entering drainage structures or the general stormwater flow. Areas that have the potential for contributing pollution during the stormwater runoff period have been identified during the construction and expansion of the existing runways and taxiways. At that time the exposed areas were seeded. The

seed was held in place by the use of a wood fiber hydromulch or erosion mats until the seed germinated.

BMP Controls for Hazardous Materials, Industrial Wastewaters and Pollutant Generating Processes

Commercial Airlines and Terminal

Processes in this area include aircraft refueling, deicing, and disposal of lavatory waste. A trench drain was installed across the entire length of the commercial apron in 2011 capable of intercepting deicing fluid or other hazardous fluids in the event of a spill. A holding tank has the provision to valve the outflow to a storage tank or concentrator system; however, these facilities have not yet been installed. There are currently no structural BMPs to prevent the runoff of aircraft deicing fluid from the commercial apron onto adjacent soil. To prevent this occurrence, the airport employs a mobile vacuum unit to remove and recover deicing fluid from the commercial apron. Airport staff tows this vacuum unit across the deicing areas of the apron at the earliest opportunity following the last application of deicing fluid each day. The recovered glycol is pumped into storage tanks located at the fire station as needed. The airport works closely with the commercial airlines to minimize the application of deicing fluid as much as possible. This includes but is not limited to coordination between airport operations and commercial carriers to minimize the need for multiple applications of deicing fluid per aircraft due to shortened holdover times during snowfall events.

Aircraft fueling generally does not result in stormwater pollution due to spills, but in the event that such a spill takes place, it is immediately reported and spill control and containment procedures are put into effect. This is also the policy in the event of any fluid leaks from automobiles or aircraft ground service equipment.

In the event of a spill that reaches a drainage inlet, the airport is capable of closing off the outflows of each drainage system (except the North General Aviation Drainage Area) to allow removal and remediation of the spill prior to reaching the rundown structures.

Lavatory waste is disposed of into a dump station south of the apron by commercial airline employees. As part of the airport's wastewater system inspections, this disposal site is inspected weekly for spills, cleared of accumulated solids and flushed to remove settled solids from the collection system.

Fire Station and Maintenance Facility

Processes in this area include vehicle washing, storage, maintenance and the storage of used oil. Vehicle washing and maintenance occur within the snow removal equipment and maintenance facility. BMP's for this facility include trench drains in garages which lead to sand/oil separators followed by a septic/leach field system. The separator was fully pumped by contractor in 2016 and the trench drains are cleaned at least annually. Oil drained from vehicles in this facility is

collected in a 500 gallon tank located inside the snow removal equipment storage area. This tank has secondary containment and is disposed of by a licensed oil reclamation firm as needed. A 2,000 gallon double wall diesel tank and dispensing unit used for airport vehicles is located immediately west of the fire station. A spill kit is located at the pump and contains absorbent socks and peat moss. Beside the diesel tank are two 2,500 gallon tanks which contain deicing fluid recovered by the mobile vacuum unit that is recycled by a contractor in the spring. These three structures are surrounded on three sides by an earthen berm. Empty deicing fluid totes are stored just south of the fire station/maintenance facility in an area surrounded by earthen berms.

Sand applied to airport roadways during storm events is housed in a dedicated, covered storage facility next to the fire station. This sand contains no salt or additives.

Solid wastes are stored in designated containers within the maintenance facility and are picked up and disposed of by a private contractor. All waste products are disposed of in a private, licensed landfill. The airport has an active recycling program which includes the recycling of used fluorescent bulbs, aerosol cans, used electronic equipment and dry and wet cell batteries through the city of Durango. High pressure sodium bulbs, metal halide bulbs and ballasts are shipped to a licensed recycler.

United States Forest Service Air Tanker Base

Processes in this area include loading and offloading of fire retardant material. The US Forest Service maintains its own SWPPP plan, however, all materials which are drained from the loading pads pass through a sand/oil separator and then flow into the airport's wastewater treatment plant.

AvFlight Durango

Processes in this area include vehicle storage and maintenance, refueling and deicing. There are no structural BMP's to prevent runoff of deicing fluid applied by AvFlight on the general aviation apron, but there is very little deicing fluid expended on this apron as aircraft are stored whenever possible in heated hangars. Deicing fluids for the FBO operation are stored in poly tanks inside a lean-to hangar and surrounded by an earthen berm.

AvFlight Durango performs maintenance to aircraft and ground vehicles, including commercial airline ground vehicles, in a maintenance hangar. This hangar has a sand/oil separator through which all internal building drainage flows prior to discharge into the wastewater treatment plant. Used oil is stored in a double wall tank. AvFlight is responsible for cleaning spills that occur during the course of its operations, however, airport operations will assist them if personnel or equipment, such as the glycol recovery unit, are required to clean the spill.

Fuel Farm

The aviation fuel storage area was completed in December 2009 and is completely surrounded by a concrete containment structure capable of storing the contents of all four 12,000 gallon aircraft fuel storage tanks. AvFlight Durango provides Jet "A" and 100 LL (Avgas) fuel to all aircraft on premises. Trucks are loaded and off-loaded within a concrete containment structure. The outflow valve must be shut off during all loading/unloading operations. The emergency shut-off for these storage tanks is located within the concrete containment structure beside the loading/offloading area. Fuel which is removed from the tanks for quality control testing is reprocessed by a separate fuel reprocessing unit and returned to the tanks, eliminating the need for contaminated fuel storage.

A 12,000 gallon automobile fuel storage tank located at the fuel farm is a double-wall FireGuard® tank. All underground piping is fiberglass, double-wall and equipped with leakage alarms at either ends of the piping. There is an earthen berm on three sides capable of impeding any leakage. This berm was upgraded in the summer of 2012. The emergency shut-off for the ground vehicle fueling station is located next to the perimeter fence adjacent to the fuel pump. This fuel pump has a spill kit onsite containing absorbent socks and peat moss. The is configured with a transaction limit of 50 gallons to limit potential spill quantities. A deice fluid tote storage area is also located at the fuel farm. This storage area was completed in the fall of 2012 with adequate space and berm for containment.

Rental Car Facilities

Rental vehicles are cleaned in a facility featuring five wash bays near the wastewater treatment plant. Wash water passes through sand/oil separators in each wash bay before discharging into the wastewater treatment plant for disposal. Vehicle maintenance is performed offsite, though vehicles awaiting pickup are located beside the carwash facility.

Part 5: Schedules and Procedures (5.2.5)

5.1 Good Housekeeping Practices (5.2.5.1 & 2.1.2.2)

Due to the nature of the operations at any airport, good housekeeping practices are of utmost importance. All non-fuel, non-glycol, potential pollutants at the airport are stored inside in order to protect them from the elements and so they are kept away from aircraft. In addition, it is required that any spills be first confined, and second, be cleaned up as soon as possible, again so that there is no danger to the aircraft and environment.

Where determined to be feasible and to accommodate considerations of safety, space, etc., all maintenance activities shall be performed indoors. Materials used in maintenance areas shall be kept organized, and fluids shall be drained and properly contained for disposal prior to disposal of waste parts. If maintenance must be performed outside due to operational constraints, the work areas must be cleaned with dry methods.

Runways, taxiways and apron areas must be kept free of debris and contamination at all times to prevent damage to aircraft. This helps in restricting pollutants in any stormwater discharge from the airport. In keeping with this requirement, all dumpsters on site are equipped with lids and are kept closed when not in use. Dry weather discharges from dumpsters are not authorized.

5.2 Preventative Maintenance (5.2.5.1 & 2.1.2.3)

During the spring and fall months, the following preventative maintenance should be performed:

- The sand/oil separator manholes shall be inspected and cleaned as required to minimize the potential flow of contaminated water to the wastewater treatment plant.
- The sand/oil separator upstream of the leach field serving the maintenance building should be inspected and cleaned as required to keep the oil and grease from entering the leach field.
- All silt fences, silt dams shall be inspected regularly for integrity. Structural BMP's shall be inspected to ensure that they are working properly and that there is no adjacent erosion due to failure of the BMP.
- All catch basins shall be inspected and cleaned when the depth of debris reaches two-thirds (2/3) of the sump depth and/or the debris surface reaches six inches below the lowest outlet pipe.

In addition, each of the leases for aircraft storage should be reviewed at the time of renewal, to be sure that there are requirements included which will prevent pollutants from entering the stormwater collection system. Examples are as follows:

- Restrict aircraft maintenance to “light” maintenance only in the T-hangar area.
- Restrict the use of hazardous materials by the hangar owners and limit such use to designated areas of the airport.
- Restrict all tenants from storing any materials outside of their leased hangar area where it would be subject to stormwaters.

5.3 Spill Prevention and Response Procedures (5.2.5.1 & 2.1.2.4)

There are full time employees of the airport who are available for the correction of any spill that occurs during normal working hours. The airport maintains an inventory of absorbent (peat moss), pillows, socks, etc. to contain and absorb any pollution spill anticipated, including floating water-phobic socks that can be installed upon the Florida River or Salt Creek. These materials are stored in the MCI/Spill Response trailer. A supply of absorbent materials are stored in barrels at the fuel farm, and at the diesel and unleaded pumps to expedite spill response at these locations. Mobile spill response kits are also maintained in both environmental department vehicles. It shall be the responsibility of the person who caused the spill to immediately contact the airport operations staff for spill containment and control. In the event of a spill of fuel, oil, antifreeze, airport staff responds with the spill containment kit and, following assessment of the potential of such material of entering the airport’s stormwater drainage system, immediately begin containment procedures to prevent the material from contaminating the stormwater outflow. In the event that the spill is of such severity or quantity, responding staff shall contact Envirotech, Inc. at 505-632-0615 for emergency spill response and mitigation.

In the event that a spill meets or exceeds the quantities defined by 40 CFR 110.10 and 40 CFR 117.21, then such spill shall be reported as required. The National Response Center must be notified at 1-800-424-8802. Also, in the event of an oil spill, EPA Region 8 should be notified at 1-303-293-1788. In the event of an oil or fuel spill, the Facility Response Plan in the SPCC shall be activated. Also, the manager of the tenant business whose employee or equipment caused the spill shall also be notified. Measures for cleaning up hazardous material spills or leaks must be consistent with applicable RCRA regulations at 40 CFR Part 264 and 40 CFR Part 265.

5.4 Employee Training (5.2.5.2 & 2.1.2.8)

The following employee training program is designed to instruct airport employees and other members of pollution prevention teams (FBO, Airlines, US Forest Service, etc.) of their responsibilities under this SWPPP plan. The schedules and syllabus for each team are as follows:

Airport’s Pollution Prevention Team

Members of this team (see section 1.1) shall be trained upon hire on the following elements:

- Contents and obligations of the SWPPP plan
- Methodology and frequency of each type of facility inspection required under this SWPPP plan
- Responsibilities of the team of oversight of the other tenant pollution prevention teams and tenant operations.
- Description of significant spill criteria under 40 CFR 110.10 and 40 CFR 117.21 and required reporting procedures and documentation.
- Spill containment and clean-up procedures, including requesting assistance from the contracted environmental services company. This module shall include instruction on the existing inventory of spill control/clean-up material maintained on the airport and its proper, efficient use in preventing spilled material from reaching the stormwater system.
- Best Management Practices (BMP's) and good housekeeping practices to reduce or eliminate stormwater contamination or contamination of airport surfaces. Such training shall be in accordance with and concurrent with instruction concerning Generator Requirements of the Colorado Hazardous Waste Regulations.
- Preventative maintenance of stormwater management devices including BMP's, retention pond outflows, sand/oil separators, containment structures, etc.

New employees who will function as a member of this team shall be required to be trained in the above syllabus as a part of the new employee training program.

Fixed Base Operation Team

The AvFlight Durango general manager and his chief of line operations shall be given the following training upon hire by the environmental manager or environmental specialist. They will be responsible for insuring that all line personnel receive training in the following items at hire.

- Contents of the applicable portion of the airport's SWPPP.
- Inspection requirements for the following: containment structures, fuel farm facility, loading areas, mobile refuelers, sand/oil separators, aircraft deicing fluid storage areas, ground service equipment, and vehicle and aircraft storage areas.
- Proper initial spill response, use of absorbents, dams and other spill response equipment and materials, reporting procedures, fire safety (in the instance of an aviation fuel spill).
- Good housekeeping and maintenance of BMP's.

Commercial Air Carrier Teams

Each airline station manager and shift supervisor shall be given the following training upon hire or promotion by the environmental manager or environmental specialist. They will be responsible to ensure that each employee involved in line operations be trained in the following program annually and/or during initial employee training.

- Contents of the applicable portion of the airport's SWPPP.
- Inspection requirements for the following: aircraft mobile deicing vehicles, ground service equipment, hazardous material storage areas etc.
- Proper initial spill response and reporting requirements. Generally airline personnel shall not be responsible for spill response and containment but shall notify duty airport operations personnel immediately.
- Good housekeeping procedures.

Part 6: Facility Inspections (5.2.5.2)

Inspections at the airport shall consist of three routine quarterly inspections, four quarterly visual inspections of active stormwater discharges at the North Hangar Area, the Commercial Terminal Area, and the South General Aviation Area. A comprehensive inspection shall supplant one routine quarterly inspection. During deicing season, inspections of the deicing facilities and equipment shall be conducted on a daily basis.

6.1 Routine Inspections (5.2.5.2 & 3.1)

Quarterly routine inspections shall be conducted at least once every 3 months by the environmental manager or the environmental specialist. All areas in which industrial activity is exposed to stormwater shall be inspected. Specifically, the inspector shall inspect each retention pond and rundown structure to ensure integrity and proper working condition. The inspector shall also inspect all vehicle service areas, GSE and vehicle storage areas, sand/oil separators for the fire station/maintenance building, rental car service facility and AvFlight Durango. The inspector shall also inspect each fuel storage facility, deice storage facilities, emptied tote storage area and the sand storage facility to ensure integrity of all secondary containment structures. Inspectors shall look for previously unidentified pollutants and evaluate the need for additional control measures in these areas. At least one routine quarterly inspection must be conducted during a period when a stormwater discharge is occurring.

6.2 Quarterly Visual Monitoring (5.2.5.2 & 3.2)

Once during each 3 month period, visual examination of stormwater discharges shall be performed by the environmental manager or environmental specialist. The visual examination shall be performed during daylight hours, within 30 minutes (or as soon thereafter as practical, but not to exceed 1 hour) of when the runoff or snowmelt begins discharging from the outflows. The outflow samples shall be collected at the outflow of the north general aviation hangar area, and the openings of the outflows of the north retention pond and the fire station retention pond. Each sample shall be examined for color, odor, clarity, floating solids, settled solids, suspended solids, foam, oil sheen and other obvious indicators of stormwater pollution. The examination shall be conducted in a well-lit area. All such samples shall be collected from the discharge resulting from a storm event that is greater than 0.1 inches in magnitude and that occurs at least 72 hours from the previously measurable storm event.

In the event that there is no qualifying storm event within the 3 month period, the inspection report shall be signed as required in and certified as required in and such documentation shall be inserted and maintained in the SWPPP plan for at least 3 years.

6.3 Annual Comprehensive Site Compliance Evaluation

The annual comprehensive site compliance evaluation will be conducted jointly by the director of aviation, environmental manager or environmental specialist. This evaluation shall be done annually and will supplant a regular quarterly facility inspection.

6.3.1 Scope of the Compliance Evaluation

Inlets and Drainage Outflows

The inspection team shall inspect each drainage inlet and outflow for sediment, proper working condition, erosion, contamination and proper operation of headgates (if installed). The retention ponds shall be checked for any contamination, vegetation die-off, and sediment accumulation.

Fuel Storage Areas

The inspection team shall inspect the aviation fuel farm, automobile fuel storage facility, and mobile refueler storage area. Inspectors shall check for proper operation of containment structure shutoff's, evidence of fuel spillage, good housekeeping measures, secondary containment of any non-tank fuel storage, and the condition of any earthen berms used to contain possible fuel spills.

Fire Station / SRE / Airport Maintenance Facility

The inspection team shall inspect the vehicle maintenance area, the fire station bays and the snow removal equipment storage area. Items for inspection shall be the proper operation of the sand/oil separator, good housekeeping measures including evidence of leaks or spills of fluids from stored vehicles, drums, barrels, tanks and storage of hazardous materials such as waste oil, antifreeze and hydraulic fluids; inspection of sand storage to ensure that the material is contained and not subject to transport by water or wind into the stormwater drainage system.

AvFlight Durango Hangars

The inspection team shall inspect the four AvFlight hangars. Items for inspection shall be the proper operation of the sand/oil separator and evidence of servicing and inspection; the waste oil storage area, the vehicle storage hangar and the covered aircraft deicing fluid storage area. Inspectors shall look for evidence of leaks or spills of fluids from stored vehicles, aircraft, drums, barrels, tanks and acceptable storage of hazardous materials such as waste oil, antifreeze and hydraulic fluids.

Airline Ground Service Equipment Storage Areas

The inspection team shall inspect the airline ground service vehicle parking areas and operating areas. The inspectors shall check for evidence of leaks or spills of oil, hydraulic fluid, deicing fluid, lavatory chemicals, or any other hazardous material that could contaminate the stormwater discharge. Inspectors shall also inspect for good housekeeping practices in these areas as well as the out bag make-up area.

United States Forest Service Air Tanker Base

The inspection team shall inspect for evidence of any leaks of retardant material or oil leaks from aircraft or ground vehicles that have the potential to enter the stormwater system.

Aircraft Deicing Fluid Storage

The inspection team shall inspect the aircraft deicing fluid storage areas for evidence of leaks and shall inspect the integrity of the earthen berms to insure that they are capable of preventing leaks from reaching the stormwater drainage system.

BMP's

The inspection team shall inspect the integrity of any non-construction BMP's such as silt fences, erosion socks, straw bales that have been temporarily installed to keep materials from eroding into the stormwater drainage system.

General

The inspection team shall make a comprehensive tour of the airport to insure that there are no new erosion areas that need attention and BMP's to prevent further erosion.

Construction

The resident engineer shall be responsible for the inspection and oversight of all BMP's installed by the contractor. If construction is underway during the inspection, the inspection team shall inspect all contractor installed BMP's for integrity and adequacy.

6.3.2 Reporting of Results

Because the comprehensive inspection evaluates the entire airfield for impacts to and from stormwater outflows, findings will require notification of, and may require intervention by, the entire airport pollution prevention team. The findings of the comprehensive inspection will be

presented to the director of aviation, maintenance supervisor and AARF/public safety supervisor during the subsequent supervisor staff meeting by the environmental manager. At this time additional control measures will be selected, if necessary, and a timeline for their installation will be determined.

6.4 Corrective Actions (4)

Correcting deficiencies noted during inspections may be the responsibility of airport tenants, for example FBO or commercial air carrier standard operating procedures which risk exposing pollutants to stormwater. If deficiencies are noted, the environmental manager will notify the relevant supervisor or acting manager of the problem as soon as practicable in writing with a description of the problem and a date and time the problem was noted. The responsible tenant or agency is charged with resolving the problem using whatever means are necessary.

If deficiencies are found during the inspection, the airport or responsible tenant must immediately take all reasonable steps necessary to minimize or prevent the discharge of pollutants until a permanent solution is installed and made operational, including cleaning any contaminated surfaces so that the material will not discharge in subsequent storm events. If additional actions are necessary beyond those implemented, corrective actions must be completed before the next storm event if possible, or within 14 calendar days. If it is infeasible to complete the corrective action within 14 calendar days, the airport or responsible tenant must document why it is impossible to complete the corrective action within 14 calendar days. If corrective actions cannot be completed for more than 45 calendar days, the airport or responsible tenant must provide rationale for an extension to EPA Regional Office 8. The airport environmental department will contact the EPA with the responsible tenant, if applicable, to provide notification at this time.

6.5 Sector S Special Inspection Requirements (8.S.4.2)

Refer to section 7.5 below.

6.6 Supplemental Inspections

The runways, taxiways and air operations areas are inspected at least daily as required by 14 CFR 139.327. The wastewater treatment plant is inspected as required under the CDPHE permit. Although these inspections are not stormwater specific, the daily inspections of these operating areas often reveal issues relating to stormwater management. In addition, the Federal Aviation Administration requires that airport personnel inspect all fuel storage facilities and mobile refuelers at least quarterly (14 CFR 129.321). FBO personnel also inspect the fuel storage areas and mobile refuelers daily. Although this does not meet the inspections requirements under the permit, such inspections generally allow corrective interventions into such potential stormwater contamination such as oil leaks, erosion, etc.

6.7 Pertaining to Monitoring (5.2.5.3 & 6.2)

At this time the airport does not use more than 100,000 gallons of pure glycol in glycol-based deicing fluids and does not apply deicing materials containing urea to pavement surfaces, so the airport is not required to perform benchmark monitoring per part 8.S.7 and effluent limitations monitoring per part 6.2.2.

Although located on fee land within the Southern Ute Indian Reservation, the airport is not required by the Southern Ute Indian Tribe to conduct specific monitoring of its stormwater discharges at this time.

The State of Colorado is the NPDES permitting authority for the airport's wastewater treatment plant, however, the EPA is the permitting authority for the airport's stormwater discharges. Neither the State of Colorado nor the EPA requires supplemental monitoring of stormwater discharges beyond those described in the 2015 MSGP at this time.

The airport's receiving bodies, the Florida River to the west and Salt Creek to the east, are not classified as impaired waterbodies. No supplemental monitoring is required at this time.

Because the industrial activities and potential pollutants vary for each discharge area at the airport, no two outfalls are designated substantially identical outfalls.

Part 7: Sector S Additional SWPPP Requirements (8.S.5)

6.1 Drainage Area Site Map (8.S.5.1)

Refer to map 17, “Deicing Pads”

6.2 Potential Pollutant Sources (8.S.5.2)

Deicing Fluid

Deicing fluid is stored adjacent to the aviation fuel farm (see site map) in two 3,000 gallon, double-wall, above ground steel tanks and one 5,000 gallon double-walled, above ground polyethylene tank. This area is protected by an earthen berm containment structure which was constructed in 2010.

Runway Deicing Material

The Airport keeps up to 7 tons of sodium formate/acetate stored within the snow removal equipment storage building. This material is not subject to stormwater contact while in storage. During intense winter stormwater events that may require application of sodium formate/acetate on the runway, airport staff is assigned to two 12-hour shifts to ensure 24-hour snow removal coverage. Because of this round-the-clock staffing, sodium formate/acetate application is only required sparingly to facilitate easy removal of ice and slush following the transition of staffing. No sodium formate/acetate is applied to taxiways or aprons.

Sand

The airport utilizes clean sand for its winter road clearing operations. This sand is currently stored in a dedicated, concrete based, covered sand storage facility. Sand used on public roads is free of salt.

6.3 Good Housekeeping Measures (6.S.5.3)

Aircraft, Ground Vehicle and Equipment Maintenance Areas

All routine aircraft maintenance and vehicle equipment maintenance is performed indoors in the FBO hangars or the airport fire station / SRE / maintenance building. Both facilities have sand/oil separators on the outflow of their drains. Outflows from the FBO hangars are processed in the wastewater treatment plant and flows from the fire station / SRE / maintenance building are processed in its septic system. There is occasional light vehicle maintenance on airline

equipment and emergency repairs on airline aircraft on the commercial aircraft parking apron and GSE storage areas. In the event of any spills of vehicle fluids, these are absorbed with peat moss and disposed of in the required manner. Both the FBO and the airport store waste oil in double walled used oil tanks with full containment. Spills in the airport's maintenance facility are absorbed with peat moss and disposed of in the required manner.

Material Storage Areas

The airport stores all hazardous waste and petroleum fluids in a manner meeting the requirements of the Colorado Department of Public and Environment Generator Requirements of the Colorado Hazardous Waste Regulations. All such materials, with the exception of aviation and automobile fuels, are stored indoors, labeled, and the MSDS sheets are co-located with the material. Waste or contaminated aviation fuel is reprocessed in a fuel reprocessing unit and returned to the storage tanks.

Airport Fuel System and Fueling Areas

The primary loading/unloading areas for aviation fuels are located within a concrete containment structure. The automobile unleaded fuel is contained with an earthen berm. All pumping systems have emergency shut-offs in the event of a problem with the loading systems. In the event of a spill, absorbent material is quickly applied and if the spill is migrating, the airport fire department is notified and spill dams and dikes are promptly deployed and, if the spilled material enters a storm drain, then the outflow is shut-off until the material can be collected.

Source Reduction

Runway Deicing

Although the airport uses very little runway deicing chemical, it has elected to use a sodium formate/acetate blend for runway deicing.

Aircraft Deicing

The FBO utilizes its heated hangar in lieu of deicing whenever possible. Presently, the airlines continue to use propylene glycol for deicing as there does not seem to be an acceptable substitute. The fluid is dispensed using deicing boom-trucks. Each airline that dispenses glycol on the airport must submit a form monthly (see attached form) stating the amount of glycol used during the month, whether the amount is estimated or measured, and certifying that the information is correct. The airport determines the amount of glycol recovered by visual monitoring of the recovery tank. The amount titrated into the WWTP is calculated on the titration setting multiplied by the time period the titration is in progress times the concentration

as determined by a digital refractometer. This is verified by visual monitoring of the storage tank.

Management of Runoff

Currently, used deicing fluid is vacuumed from the ramp using a mobile recovery vehicle. This is then stored for recycling by commercial re-processor, or titrated into the wastewater treatment plant during warm weather. The airport currently collects approximately 30% of applied deicing fluid.

6.4 Sector S Special Inspection Requirements (8.S.4.2)

During the deicing season, generally October through April, inspections shall be conducted monthly. The deicing inspections shall include drainage pond #1 outflow and the water stream shall be inspected visually for color and for smell to determine whether or not large quantities of deicing fluid are being discharged into the rundown structure to the Florida River. The outflow shall also be visually inspected for any evidence of petroleum contamination. During the inspection, a sample shall be gathered in a clear glass container and visually inspected for color and odor. Each of the pipe sources into drainage pond #1 shall be inspected.

The inspections shall include a careful inspection of the deicing fluid and used deicing fluid storage areas to inspect for leaks from the storage tanks, the deice pads and the used deice fluid recovery unit. The deicing vehicles shall also be inspected for leakage of deicing fluid, fuel or oils. The ground service equipment shall also be inspected.

These additional inspections shall not supplant the quarterly routine and visual inspections.

**ENDANGERED SPECIES AND HISTORIC SITES
CERTIFICATION STATEMENT**

I certify under penalty of law that I have read and understand the Part 1.1 eligibility requirements for coverage under the 2015 Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity (MSGP) including those requirements relating to the protection of endangered or threatened species or critical habitat. To the best of my knowledge, the stormwater and allowable non-storm discharges authorized by this permit (and discharged related activities), pose no jeopardy to endangered or threatened species or critical habitat, or are otherwise eligible for coverage under Part 1.1.4.5 of the permit. To the best of my knowledge, I further certify that such discharges and discharge related activities do not have an effect on properties listed or eligible for listing on the National Register of Historic Places under the National Historic Preservation Act, or are otherwise eligible for coverage under Part 1.1.4.6 of the permit. I understand that continued coverage under the Multi-Sector General Permit is contingent upon maintaining eligibility as provided for in Part 1.1.

Tony Vicari
Interim Director of Aviation
Durango-La Plata County Airport

Date