

**APPENDIX D**  
**DOA and Tenant Summary Sheets**

## DOA AND TENANT SUMMARY SHEETS

<b>ACE Rental Car</b>	<b>Federal Express</b>
<b>Aircraft Services International Group</b>	<b>Frontier Airlines</b>
<b>Alamo Rental Car</b>	<b>Ground Services International, Inc.</b>
<b>Alaska Airlines</b>	<b>Hertz Rental Car</b>
<b>American Airlines</b>	<b>Hilton Hotel</b>
<b>AMPCO System Parking</b>	<b>Integrated Airline Services</b>
<b>Atlantic Aviation Services</b>	<b>JetBlue Airways</b>
<b>Avis Rental Car</b>	<b>LSG Sky Chefs</b>
<b>Booth ABIA</b>	<b>North American Aircraft Services</b>
<b>Budget Rental Car</b>	<b>Signature Flight Support</b>
<b>United Airlines</b>	<b>Skytanking, Inc.</b>
<b>Delta Airlines</b>	<b>South Terminal</b>
<b>Department of Aviation – Airport Rescue &amp; Fire Fighting</b>	<b>Southwest Airlines</b>
<b>Department of Aviation – Building Maintenance</b>	<b>Texas Army National Guard – Austin Army Aviation Support Facility</b>
<b>Department of Aviation – Field Maintenance</b>	<b>Texas Army National Guard – Joint Vehicle Maintenance Facility</b>
<b>Department of Aviation – Rental Car Facility (Advantage)</b>	<b>Texas Department of Transportation – Flight Services</b>
<b>DHL Express</b>	<b>United Parcel Service</b>
<b>Dollar /Thrifty Rental Car</b>	<b>UPS-Supply Chain Solutions</b>
<b>Enterprise Rental Car</b>	<b>U.S. Airways</b>
<b>Federal Aviation Administration (Control Tower)</b>	<b>World Service Company</b>

**\*\*\*\*Dollar Rental Car merged with Thrifty Rental Car (Dollar-Thrifty); ACE Rental Car leases the facility formerly operated by Thrifty, from Dollar-Thrifty. Dollar-Thrifty was purchased by Hertz. These companies do not have TPDES permits.**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including ACE Rental Car (ACE) operations. It is noted that the identified activities may be performed directly by ACE, or may be subcontracted. A general description of the facility and primary industrial activities follows.

ACE stages and maintains automobiles for rent. The facility includes a parking lot; an office building that includes an enclosed automatic car wash system and an adjacent two position canopied fueling area. The facility has a 2,000-gallon unleaded gasoline aboveground storage tank (AST). A mobile lube contractor performs regular preventative maintenance services outdoors in the parking area. A licensed disposal contractor is used for off-site disposal of maintenance wastes. Vehicle maintenance services performed on site may include oil and filter changes, wiper fluid refills, automotive fluid top offs, limited other automotive fluid changes and minor interior cleaning. Soaps and wash water chemicals are stored indoors. Batteries and tires are changed off-site. Limited quantities of oil and grease are stored indoors in individual use size containers. Vehicle repairs are conducted off-site. Based on fueling, vehicle washing and maintenance activities performed, the facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at ACE. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from ACE's activities: Oils, lubricants, hydraulic fluids, window washing fluid, gasoline, lead acid batteries, antifreeze, soaps, pesticides/herbicides, and upholstery cleaner. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by ACE. The list below identifies the Specific BMP references applicable to Dollar's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	5
SC3	9,11,12,13,17
SC4	1,4,10
SC5	2
SC6	4,6,8
SC8	1,4,6,10,11

Industrial Activity	Applicable BMP References
SC9	1,2,10,11
SC10	4,9,12,20,23
TC1	1,2,6

Structural control measures used at Dollar include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,
- The AST is double walled steel and protected from traffic with bollards
- An indoor recycling wash system,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and

Drainage in the area beneath the fueling canopy is collected in trench drains that run parallel to the canopy and divert drainage to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Dollar's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

**Aircraft Service International Group**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Aircraft Service International Group (ASIG) operations. It is noted that the identified activities may be performed directly by ASIG, or may be subcontracted. A general description of the facility and primary industrial activities follows.

ASIG is the bulk jet fuel storage facility for the airport and is located west of the public parking lots on Spirit of Texas Drive. Jet A fuel is trucked into the facility by contractors, off-loaded to the storage tanks, then on-loaded to trucks (owned and operated by Signature or Atlantic Aviation) that distribute fuel to aircraft at the cargo and passenger terminal apron areas. Other waste materials stored at the site include used fuel filters, fuel sorbent pads, and dry sorbent, all stored in drums outside in a secondary contained area. A licensed disposal contractor has been designated as their waste hauler.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Aircraft. The following chemicals could be exposed to storm water from ASIG's activities: oil, lubricants, hydraulic fluid, diesel, Jet A fuel, fuel filters and related waste materials. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by ASIG. The list below identifies the Specific BMP references applicable to ASIG's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	8
SC8	2,4,5,10,12
SC9	2,5,6,9,10,12,13,16
SC10	1,4,10,11,16,21,23
TC1	2,4,5,6,7

Structural control measures used at ASIG include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- The fuel facility is equipped with secondary containment designed to contain 110% of the fuel tank capacities and collect any incidental spills and storage tank leaks,
- Storm water runoff from the paved areas and fuel transfer areas of the fuel facility, as well as the enclosed area at fuel storage tanks, drain through a 25,000-gallon oil/water separator prior to diversion of flow to the storm drain. The oil/water separator has a level control that will shut off flow if floating product is detected at a set level in the tank; otherwise trace contaminants are diverted continually to an adjacent 1,000-gallon waste fuel tank, and
- A common on-site water quality pond (WQP), WQP-T, receives discharges from ASIG's un-paved areas.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-4 shows drainage details surrounding ASIG's tanks. A description of drainage controls downstream of ASIG's operations follows.

Run off from the grassed areas outside of the operating areas at ASIG's facility is conveyed to WQP-T. Run off from paved portions and tank containment at ASIG's facility is captured in storm drains that discharge through piping to an oil/water separator. Both WQP-T and the oil/water separator discharge to an open drainage channel located east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area and is located at the head of the unnamed tributary above its confluence with Onion Creek.

**Alamo Rental Car**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Alamo Rental Car (Alamo) operations. It is noted that the identified activities may be performed directly by Alamo, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Alamo stages and maintains automobiles for rent. Alamo's operations include the former National Rental Car operations. Both Alamo and National are owned by Enterprise. The facility includes two parking lots - one on each side of Rental Car Drive; an office building with an enclosed four bay shop and two wash bays. Both wash bays are occupied by an automatic car wash system. The fueling area is canopied with eight service lanes and an attached service building. The facility has two 12,000-gallon unleaded gasoline aboveground storage tanks (ASTs). Vehicles are fueled, vacuumed and interiors are cleaned under the canopy. Trench drains are located at each overhead door in the shop. These interior drains and excess water from the car wash recycle system discharge to the sanitary sewer. Regular preventative maintenance performed in the shop includes oil and filter changes, wiper fluid refills, automotive fluid top offs, and other automotive fluid changes. Damaged vehicles may be stored on-site until final disposition and minor vehicle repairs may be conducted on-site. New and used oil is stored indoors in 200 and 400-gallon single walled steel tanks, respectively. Used oil filters are stored indoors in 55-gallon drums. Antifreeze is stored indoors and outdoors in 55-gallon drums. Small quantity (typically 2.5-gallons) chemical storage is provided in the building at the fueling canopy for glass cleaner, bug remover, detergent, multi-surface cleaner, carpet cleaner, and upholstery spot cleaner. These chemicals may be used outdoors, but typically under the fueling canopy. Icebreaker, a methyl alcohol product, is stored in 55-gallon drums both indoors and outdoors. Tires and batteries are stored on pallets outdoors. The tire vendor removes used tires and the battery vendor removes used batteries. Licensed disposal contractors remove waste oil and maintain a part washer. Empty drums and some unusable products are staged outdoors before they are removed. Based on fueling, vehicle washing and maintenance activities performed, the facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Alamo. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Alamo's activities: Oils, lubricants, hydraulic fluids, unleaded gasoline, window washing fluid, methyl alcohol, upholstery cleaner, lead acid batteries, antifreeze, non-halogenated solvent, cleaners, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Alamo. The list below identifies the Specific BMP references applicable to Alamo's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC3	5,11,12,13,17,18
SC4	1,3,4,5,6,7,8,9,10,11,14
SC5	2,8
SC6	4,5,6,11,12
SC9	1,2,3,6,7,9,10,11,13,16
SC10	2,3,4,7,8,9,10,11,12,16,20,21,23
SC13	2,3
TC1	1,2,6

Structural control measures used at Alamo include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,
- Double walled steel fuel ASTs protected from traffic with bollards,
- Interior drains in the maintenance bay discharge to sanitary sewer.
- An indoor recycling wash system that discharges to the sanitary sewer,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and
- Drainage in the area beneath the fueling canopy is collected in trench drains that run parallel to the canopy and divert drainage to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Alamo's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.



Tenant:

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**Alaska Airlines**

Tenant Description and Primary Industrial Activities:

Alaska Airlines does not perform any of industrial activities at ABIA that would require TPDES permitting. Alaska Airlines utilizes Delta Airlines' gates, and contracts ground handling activities to Delta Global Services (DGS), a subsidiary of Delta Airlines. DGS performs de/anti-icing, lav service, chemical storage, cargo handling, ground services equipment operations and maintenance and equipment staging. Fueling is performed by Signature. TPDES regulated activities are performed by companies with Texas storm water permits and they are included in ABIA's shared Storm Water Pollution Prevention Plan.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including American Airline's (AA) operations. It is noted that the identified activities may be performed directly by AA, or may be subcontracted. A general description of the facility and primary industrial activities follows.

*AMR Corporation, parent company of American Airlines and US Airways Group, parent company of US Airways merged in December 2013, forming American Airlines Group, Inc. Full integration of American Airlines and US Airways will take some time; no operational changes at ABIA are expected to take place immediately.* American Airlines is a passenger airline with primary operations located in the passenger terminal. Support facilities are located at GSEM Building 7005 and at Airline Freight Building 7025. AA operates aircraft and performs maintenance outdoors in terminal apron and terminal overnight areas. AA's aircraft maintenance storage and shop is located beneath the terminal. Aircraft and equipment fueling is performed by Signature Flight Services (Signature) at terminal apron areas. AA performs aircraft de/anti-icing services in the terminal apron area (within 250 feet of the trench drain) using a 50/50 mix of propylene glycol (PG) and water. Mixed PG is staged in de-icing trucks at the terminal or GSEM. AA has contracted Airport Terminal Services, Inc. (ATS) to handles its cargo with AA owned ground support equipment (GSE). ATS also performs cabin cleaning services for AA. AA services GSE both indoors and outdoors at GSEM. AA collects lav fluids from its aircraft for disposal at the triturator at GSEM operated by Signature. Chemical product and wastes both are stored beneath the terminal and at AAs GSEM shop and in a separate GSEM waste storage building. Licensed waste management contractors are used for waste disposal services. A 15-gallon parts washer at GSEM is serviced by AA mechanics. An emergency response contractor has been identified for services, if needed. Significant materials, such as chemical products and wastes, are stored covered/indoors on containment or in flammable cabinets at AA's GSEM shop, GSEM waste storage building, terminal shop, terminal waste storage area, and Belly Freight. Undiluted PG is stored in a 3,000-gallon, double wall steel aboveground storage tank (AST) outside at GSEM. Used batteries are returned to the vendor. AA does not rent, wash, or paint aircraft. Vehicles and equipment are washed indoors at the GSEM wash rack and painted indoors at the GSEM paint booth. Apron washing is performed by a contractor using booms or other means for collection and reclamation of wash waters. Based on maintenance and fueling activities, this facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water, including those at AA. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from AA's activities: Oils, lubricants, hydraulic fluids, Jet A fuel, gasoline, lead acid batteries, PG, lav fluids, non-halogenated solvents, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by AA. The list below identifies the Specific BMP references applicable to AA' operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	8
SC3	4,9,12,13,17
SC5	2
SC6	6,9
SC7	1,2,5,8
SC8	6
SC9	1,2,5,9,10
SC10	2,4,8,9,11,20,21
SC12	1,2,7,8
SC13	3
SC14	8,13

Structural control measures used at AA include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP) at GSEM (WQP-R) where AA performs GSE maintenance.
- Secondary containment valve-controlled discharge around the common GSEM waste storage building, where AA has a waste storage closet,
- A common on-site WQP at Belly Freight (WQP-T) where AA manages its freight operations, and
- Secondary containment of AA's propylene glycol aboveground storage tank at GSEM.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-3 and 5-5 show drainage details in the GSEM and Belly Freight areas, respectively. Figure 5-7 shows drainage around the passenger terminal. A description of drainage controls downstream of AA's operations follows.

Runoff from the GSEM area discharges to adjacent WQP-R that discharges to a larger WQP-L, where collected liquids are pumped to discharge through Outfall 21. Discharges from the Belly Freight area are conveyed to WQP-T before gravity discharge through piping and improved conveyances ultimately to Outfall 16. Discharges from the terminal areas within 250 feet of the terminal building are conveyed to concrete lined WQP-E via a terminal trench drain system. Discharge from WQP-T and WQP-E are conveyed to an open drainage channel located east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area and is located at the head of the unnamed tributary above its confluence with Onion Creek.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Ampco System Parking (AMPCO) operations. It is noted that the identified activities may be performed directly by AMPCO, or may be subcontracted. A general description of the facility and primary industrial activities follows.

AMPCO manages the public parking lots at ABIA and provides public shuttle bus service from the airport terminal to parking areas. Shuttle busses are staged and stored in a designated parking area located adjacent to the AMPCO dispatch and office facility, at the north end of the public parking lots. Minor maintenance activities are performed onsite in the bus parking area. Materials and wastes are managed by AMPCO's maintenance contractor (Penske). Washing is performed off-site, except interior cleaning. A contractor performs interior cleaning in the designated parking area. AMPCO stores small quantities of cleaning and service chemicals in a portable building at their facility. Fueling is done at the onsite propane and CNG fueling station.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at AMPCO. The following chemicals could be exposed to storm water from AMPCO's activities: Oils, lubricants, hydraulic fluids, window washing fluid, unleaded gasoline, diesel, lead acid batteries, and antifreeze. Waste materials include media contaminated with the above chemicals. It is noted that the materials listed may be used directly by the Tenant or by others who use AMPCO's facilities.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by AMPCO. The list below identifies the Specific BMP references applicable to AMPCO's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC3	3,4,5,6,7,8,9,11,12,15,16,17,18
SC6	4,6,8,9,10,11,12
SC9	1,2,9,10,11
SC10	1,2,3,4,5,9,12,23
SC11	1,2,3,8,9,10,11,12,18
SC13	2,5

Structural control measures used at AMPCO include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-2, and 5-9 show drainage in the AMPCO parking lots. A description of drainage controls downstream of AMPCO's operations follows.

Runoff from the AMPCO public parking areas is conveyed to the Hydraulic Control Basin before discharge through the storm drain system to WQP-G. Figure 5-8 shows drainage downstream of the Hydraulic Control Basin. Discharge from WQP-G is conveyed to an open drainage channel located east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area and is located at the head of the unnamed tributary above its confluence with Onion Creek.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Atlantic Aviation (Atlantic) operations. It is noted that the identified activities may be performed directly by Atlantic, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Atlantic manages six hangars and an apron area for aircraft storage, rental, and general private aviation use. Its facility is located toward the south end of runway 17L/35R on the west side. The landside is accessible from the south via Emma Browning Avenue. Atlantic has several ASTs for fuel storage: three 20,000-gallon Jet A tanks; one 12,000-gallon aviation gas tank and one 500-gallon waste fuel tank. The tank farm is north of Hangar 1. Waste oil is stored in this area in a 500-gallon tank. A reclaim fuel tank, approximately 50 gallons, is used to reclaim fuel from fuel truck samples for example. Chemical product containers are stored outdoors. Atlantic has three Jet A tanker trucks: two 3,000-gallon, and one 5,000-gallon. Atlantic also has two low-lead tanker trucks: one 750-gallon and one 1,000-gallon. Atlantic also has a split-tank tanker truck with a 1,000-gallon diesel tank and 1,000-gallon gas tank.

Batteries are stored above grade indoors. No deicing is performed at the facility. The GSEM triturator is used for customers needing lavatory services. Aircraft and GSE preventative maintenance services are performed on the apron and/or in the hangars at the facility. Atlantic uses a licensed waste oil disposal contractor to perform GSE mobile services and manage wastes. Batteries are returned to the battery supplier. Limited quantities of oil and grease products are stored indoors in individual use size containers. Based on these activities this facility maintains a City of Austin Watershed Protection Department Permit. Hangars 1 through 5 have interior drain inlets that discharge to a covered 10,000-gallon concrete tank located beneath the parking lot near the south entrance. Hangar 6 has its own 20,000-gallon underground storage tank which is adjacent to the hangar on the north side. These tanks do not discharge to either the storm water or sanitary sewer system and must be pumped for removal of any collected liquids. The interior drain and vault system serves fire fighting and emergency response needs for removal of liquid chemicals or fire fighting foam and should not be used for any other purpose.

Atlantic is also responsible for mobile aircraft maintenance activities that are performed on their ramp. These activities may potentially pollute storm water if SWP3 BMPs are not implemented.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Atlantic. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Atlantic's activities: oils, lubricants, hydraulic fluids, Jet A fuel, aviation gasoline, gas de-ice additive, Varsol (Stoddard Solvent; non-halogenated), lead acid batteries, lav fluids, and antifreeze. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Atlantic. The list below identifies the Specific BMP references applicable to Atlantic's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	5
SC3	11,12,13,17,20
SC4	2,4,5,7,10
SC6	7,8,10
SC8	4,6,11
SC9	1,2,9,12,14
SC10	4,7,12,21
SC11	1,3
SC12	1,10
TC1	1,2,5

Structural control measures used at Atlantic include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP), WQP-B, for Atlantic's facilities,
- Hangars each have an interior drain inlet that discharges to a concrete vault serving fire fighting and emergency spill response needs that does not discharge and must be pumped for removal of any collected liquids,
- Aboveground storage tanks are protected with secondary containment or by double walls and are protected from traffic with bollards or concrete masonry unit walls.
- Storm water in the vicinity of the Atlantic fuel tanks is conveyed first to an open topped emergency spill collection tank where discharge is controlled via a normally closed valve. The valve can be opened to allow uncontaminated storm water to discharge through a dedicated oil/water separator then through piping to WQP-B.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-10 shows drainage around the Atlantic facilities. A description of drainage controls downstream of Atlantic's operations follows.

Runoff from the Atlantic facility is collected via a trench drain and inlets. Drains discharge to underground pipes that convey the storm water to WQP-B and then discharge through underground pipes to an open channel located south and east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.



Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Avis Rental Car (AVIS) operations. It is noted that the identified activities may be performed directly by AVIS, or may be subcontracted. A general description of the facility and primary industrial activities follows.

AVIS stages and maintains automobiles for rent. The facility includes: a large paved parking lot; an office building with an enclosed four position shop and two bay car wash; and a canopied fueling area with eight service lanes and a 12,000-gallon unleaded gasoline aboveground storage tank (AST). Vehicles are fueled and interiors are cleaned under the canopy. Floor drains are centered in each position in the shop. Shop interior drains and excess water from the car wash recycle system discharge to the sanitary sewer. Regular preventative maintenance performed in the shop includes oil and filter changes, wiper fluid refills, automotive fluid top offs, and other automotive fluid changes. Damaged vehicles may be stored on-site until final disposition and minor vehicle repairs may be conducted on-site. New and used oil is stored indoors in 500-gallon double wall steel tanks. Used oil filters are drained and stored indoors in 55-gallon drums located above secondary containment. Antifreeze is stored indoors. Small volume and individual use chemical storage is provided indoors. Glass cleaner and leather cleaners are stored in bulk containers located uncovered outdoors in secondary containment. 48% aluminum sulfate is stored in a 55-gallon drum indoors. Tires and batteries are stored indoors. The battery supplier removes batteries. Licensed disposal contractors remove waste oil and maintain a part washer. Based on fueling, vehicle washing and maintenance activities performed, the facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at AVIS. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Avis's activities: Oils, lubricants, hydraulic fluids, unleaded gasoline, non-halogenated solvent, window washing fluid, aluminum sulfate, leather cleaner, lead acid batteries, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by AVIS. The list below identifies the Specific BMP references applicable to AVIS's operations. Appendix E provides a description for each of the Specific BMP references:

Industrial Activity	Applicable BMP References
SC1	All
SC2	4,8
SC3	7,9,11,16
SC4	1,4,6,10,14
SC5	2,9
SC6	8,9,12
SC8	2,4,11
SC9	2,3,9,11
SC10	4,8,12
SC11	2,3,9,11
SC12	6,7,8
SC14	1,2,3
TC1	1,3,4,5

Structural control measures used at Avis include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,
- A double walled steel concrete clad fuel AST protected from traffic with bollards,
- Interior drains in the maintenance bay discharge to sanitary sewer,
- An indoor recycling wash system that discharges to the sanitary sewer,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and
- Drainage in the area beneath the fueling canopy is collected in trench drains that run parallel to the canopy and divert drainage to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Avis's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

**Booth ABIA (located at site formerly owned/operated by Temple Inland)**

**Tenant Description and Primary Industrial Activities:**

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Booth ABIA operations. It is noted that the identified activities may be performed directly by Booth ABIA, or may be subcontracted. A general description of the facility and primary industrial activities follows (Note: information was provided prior to Booth ABIA beginning operations; any information that may have changed once operations began will be updated in the next annual revision).

Booth ABIA operations are conducted adjacent to the general aviation ramp that is managed by Signature. This facility is located at the south end of runway 17L/35R on the west side and is accessible from Emma Browning Avenue. The facility includes a 17,000 SF hangar, 6,600 SF office building, ramp, and 12,000 gallon Jet A tank. Booth ABIA owns one aircraft; Executive Jet Management employees manage the facility and operations. Booth ABIA (Executive Jet Management) fuels their aircraft and performs minor maintenance at the facility. Aircraft maintenance includes fueling, fuel sumping, aircraft lubrication, hydraulic system maintenance, brake system maintenance, and general aircraft maintenance. Aircraft washing is primarily a dry wash, but may be performed at Signature's washrack if ever needed. NAAS maintains ground service equipment (GSE), which includes fluid changes, fueling and general maintenance. Maintenance activities are performed inside the hangar and outside on the ramp. Aircraft de-icing is contracted and only performed in approved locations. Booth ABIA will contact airport operations to coordinate de-icing activities. Waste petroleum products are stored in two 55-gallon drums. The waste drums are stored outdoors using secondary containment and cover to prevent contact with precipitation. A licensed disposal company has been contracted for Booth ABIA's waste disposal activities. Minor chemicals will be stored inside the hangar in fire proof cabinets. Based on fueling, maintenance and other activities this facility is required to maintain a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Booth ABIA. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of facility operations. The following chemicals could be exposed to storm water from Booth ABIA's activities: oils, lubricants, hydraulic fluids, Jet A fuel, lead acid batteries, lav fluids, paints, antifreeze, alcohol, propane and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Booth ABIA. The list below identifies the Specific BMP references applicable to Booth ABIA's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	All Policies
SC3	All Policies
SC4	All Policies
SC5	All Policies
SC6	All Policies
SC8	All Policies
SC9	All Policies
SC10	All Policies
SC11	All Policies
SC12	All Policies
SC13	All Policies
SC14	All Policies
TC1	All Policies

Structural control measures used at Booth ABIA's facility include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- Aboveground storage tanks (ASTs) are protected with secondary containment or by double walls and are protected from traffic with bollards or concrete masonry walls.
- AST secondary containment drains at Booth ABIA's fuel facility discharge through an oil/water separator before discharging to storm drains,
- The AST loading rack has a spill containment trench designed to capture AST overflows and tanker truck breeches,
- Discharges from the facility are directed to WQP-C,
- WQP-C is equipped with a diversion system and holding tank to capture released material and reduce the potential for off-site discharges,
- Interior hangar drains discharge to a 25,000 gallon underground holding tank.

Figures 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water

separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-11 shows drainage around the Booth ABIA hangar facility. A description of drainage controls downstream of Booth ABIA's operations follows.

Runoff from the Booth ABIA facility is conveyed through piping to WQP-C and then is discharged to a channel located west of Runway 17L/35R (the East Runway). The open channel then discharges to an unnamed tributary that joins Onion Creek within ABIA property. Outfall 13 is the designated discharge point to waters in the State for this drainage area. Outfall 13 is within the storm drain channel just before its confluence with the unnamed tributary.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Budget Rental Car (Budget) operations. It is noted that the identified activities may be performed directly by Budget, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Avis Budget Group operates both Avis and Budget. Budget previously had its own facility; however, the facility and the majority of the parking lot is now owned and operated by the DOA and used as a ground transportation staging area (GTSA) for taxi cabs. Budget vehicles are serviced and maintained at Avis' facility. Budget uses a portion of its previous parking lot to stage vehicles (located on the north side of the GTSA). Regular preventative maintenance services are performed off-site; however, minor services performed on site at Avis' facility may include wiper fluid refills, automotive fluid top offs, and minor interior cleaning. Batteries are returned to the battery supplier. Limited quantities of oil and grease are stored indoors in small containers. Vehicle repairs are conducted off-site. Based on fueling and vehicle washing activities performed, the facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Budget. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Budget's activities: Oils, lubricants, hydraulic fluids, window washing fluid, upholstery cleaner, lead acid batteries, antifreeze, soaps, and pesticides/herbicides. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Budget. The list below identifies the Specific BMP references applicable to Budget's operations. Appendix E provides a description for each of the Specific BMP references.

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 5	
SC 6	
SC 9	

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 10	
SC 11	
SC 13	
TC 1	

Structural control measures used at Budget include (see the Avis section above for a description of controls used at the Avis facility, where Budget cars are maintained):

- Pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Budget's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Delta Airlines (DA) operations. It is noted that the identified activities may be performed directly by DA, or may be subcontracted. A general description of the facility and primary industrial activities follows.

DA is a passenger airline with primary operations located in the passenger terminal. Support facilities are located at GSEM Building 7005 and at Airline Freight Building 7030. DA does not store any liquids at building 7030. DA operates their aircraft and a subsidiary, Delta Global Services, performs de/anti-icing, lav service, chemical storage, cargo handling, ground services equipment operations and equipment staging in support of DA operations. Scheduled aircraft maintenance is performed outdoors in the terminal apron and overnight areas. Global Aviation Services is under contract to Delta to maintain GSE, and NAAS is under contract to maintain aircraft. De/anti-icing services are performed in the terminal apron area (within 250' of the trench drain) and use a 50/50 mix of propylene glycol (PG) and water. Diluted PG may be stored in a de-icing truck staged at the terminal or GSEM. Aircraft and equipment fueling is performed by Signature Flight Services at terminal apron areas. GSE is serviced indoors and outdoors at GSEM. Global Aviation Services, Inc. is contracted to do GSE maintenance at Delta's belly freight location. Lav fluids are collected from DA's aircraft and disposed at the GSEM triturator. DA does not wash or paint aircraft at ABIA. Waste chemicals such as drums of oils, anti-freeze, oil filters and used absorbents are stored indoors on containment at the GSEM shop and at the GSEM waste storage building prior to pick up by a licensed disposal contractor. Undiluted PG is stored in a 3,000-gal double-walled AST outdoors at GSEM. Chemicals are stored indoors in the GSEM shop or under the terminal. DA has a licensed response contractor that may be contacted in an emergency. Vehicles and equipment are washed at the GSEM wash rack. Based on maintenance and fueling activities this facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at DA. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from DA's activities: Oils, lubricants, hydraulic fluids, Jet A fuel, gasoline, lead acid batteries, PG, lav fluids, non-halogenated solvents, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Delta. The list below identifies the Specific BMP references applicable to Delta's operations. Appendix E provides a description for each of the Specific BMP references.



Industrial Activity	Applicable BMP References
SC1	All
SC2	8
SC3	1,2,4,5,6,7,8,9,11,12,13,15,16, 17,18,20
SC4	10,11
SC5	2
SC6	4,6,7,8,9,10,11,12,14
SC7	1,2,3,4,5,7,8
SC8	1,2,3,4,5,6,7,9,10
SC9	1,2,3,5,7,9,10,12,13,14,15,16
SC10	1,2,3,4,5,6,7,8,9,10,11,12,13,16, 17,18,19,20,21,22,23
SC11	2,3,6,7,8,9,10,11,12,13,18,19
SC12	1,2,3,4,6,7,8,9,10,11,12
SC13	1,2,3,4,5
SC14	1,2,3,8,13

Structural control measures used at DA include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP) at GSEM (WQP-R) where DA performs GSE maintenance.
- Secondary containment valve-controlled discharge around the common GSEM waste storage building, where DA has a waste storage closet,
- A common on-site WQP at Belly Freight (WQP-T) where DA manages its freight operations, and
- Secondary containment of DA's propylene glycol aboveground storage tank at GSEM.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-3 and 5-5 show drainage details in the GSEM and Belly Freight areas, respectively. Figure 5-7 shows drainage around the passenger terminal. A description of drainage controls downstream of DA's operations follows.

Runoff from the GSEM area discharges to adjacent WQP-R that discharges to a larger WQP-L, where collected liquids are pumped to discharge through Outfall 21. Discharges from the Belly Freight area are conveyed to WQP-T before gravity discharge through piping and

improved conveyances ultimately to Outfall 16. Discharges from the terminal areas within 250 feet of the terminal building are conveyed to concrete lined WQP-E via a terminal trench drain system. Discharge from WQP-T and WQP-E are conveyed through the storm drain system to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

**Department of Aviation - Airport Rescue and Fire Fighting Station**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Airport Rescue and Fire Fighting (ARFF) operations. It is noted that the identified activities may be performed directly by ARFF, or may be subcontracted. A general description of the facility and primary industrial activities follows.

ARFF is the local emergency response agency. ARFF is first responder for releases of fuels and chemicals at ABIA and maintains a hazardous materials response trailer equipped with various personal protective equipment, safety equipment, and absorbent materials (spill kits). The ARFF station is located south of the passenger terminal and functions as the local fire station for ABIA. Fire equipment and vehicle storage, limited maintenance, and washing is performed at this facility. Outdoor washing is performed using cold water with no additives. Wash waters indoors are collected in floor drains that discharge through an oil/water separator before discharge to the sanitary sewer. When necessary, DOA Field maintenance arranges for ARFF used absorbents and waste materials disposal by a licensed disposal contractor. With the exception of minor amounts of cleaning supplies and maintenance supplies, and lawn mower gasoline, the only chemicals stored at the ARFF Station are fire fighting foams (aqueous film forming foam, AFFF), dry chemicals, and absorbents. AFFF, necessary to control flammable/combustible liquid fires, is a synthetic foam typically containing water, diethylene glycol monobutyl ether, ethylene glycol, proprietary hydrocarbon and fluorosurfactants, and synthetic detergents. The surfactants alter the surface properties of water so that a thin high boiling point aqueous solvent film can spread on a hydrocarbon fuel, even though the film is more dense than the fuel. Equipment and chemicals at ARFF are stored indoors.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at ARFF. The following chemicals could be exposed to storm water from ARFF's activities: oils, lubricants, hydraulic fluids, gasoline, antifreeze, AFFF, dry chemical (Purple K), pesticides and herbicides. Waste materials include media contaminated with the above chemicals and used filters. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by ARFF. The list below identifies the Specific BMP references applicable to ARFF's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC3	1,3
SC4	10
SC5	2
SC16	2

Structural control measures used at the ARFF include:

- Roofing and pavement to direct drainage,
- Vegetated buffers between operating areas and conveyances, and
- Vegetated channels to collect drainage for discharge to downstream water quality controls,

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-12 shows drainage areas and drainage paths around the ARFF. A description of drainage controls downstream of ARFF's operations follows.

Runoff from the ARFF sheet flows across open (typically heavily vegetated) areas to a series of vegetated ditches and channels into underground concrete culverts that discharge into an open vegetated channel located east of Runway 17L/35R. The vegetated channel leads to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

**Department of Aviation - Building Maintenance**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including DOA Building Maintenance (DOA BM) operations. It is noted that the identified activities may be performed directly by DOA BM, or may be subcontracted. A general description of the facility and primary industrial activities follows.

DOA BM is responsible for carpentry, electrical, mechanical, plumbing, painting, janitorial and other miscellaneous building maintenance services at ABIA buildings. Miscellaneous small containers (five gallons or less) and a couple of 55-gallons containers of chemicals and paint supplies used in support of building maintenance activities are stored indoors at building No. 6040, 8218, 8220 and under the terminal in the tug tunnel. Supplies for their activities including chemicals are stored in the DOA warehousing facilities located in the Aeroterm building 6040. DOA BM also services three grease traps at the Terminal and services the DOA wash rack on a regular basis. A licensed disposal contractor performs removal and disposal of grease and grit trap waste.

BM also uses the newly installed wash rack to clean equipment and clean water based paint supplies. The wash rack is permitted to discharge into the sanitary sewer system.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at DOA BM. The following chemicals could be exposed to storm water from DOA BM's activities: lubricants, hydraulic fluids, diesel, unleaded gasoline, household chemicals used in building maintenance, sealers, spray paint, solvents and other paints. Waste materials include media contaminated with the above chemicals. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by DOA BM. The list below identifies the Specific BMP references applicable to DOA BM's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	5
SC4	4,10
SC5	1,2
SC6	2,8
SC8	1,4,11
SC9	1,5
SC10	4,10,20
SC11	2,8,15,16
SC14	6,12,13
TC1	1,2,6

Structural control measures used at DOA BM include:

- Roofing and pavement to direct drainage,
- Vegetated channels to collect drainage for discharge to downstream water quality controls,

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-8 shows drainage in the vicinity of DOA BM. A description of drainage controls downstream of DOA BM's operations follows.

Runoff drains by sheet flow across vegetated areas to channels that drain to the Hydraulic Control Basin before discharge through the storm drain system to WQP-G. Discharge from WQP-G is conveyed through the storm drain system to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

Landside runoff from the Aeroterm structure, where the DOA warehouse operates, and associated parking areas is discharged to the landside portion of the WQP-N treatment system. Runoff collected in the landside WQP-N sedimentation basin is conveyed to a filtration pond. Treated water is discharged to Outfall 1. Landside overflows discharge to the WQP-N detention pond and then to Outfall 1. Outfall 1 discharges to an unnamed tributary of the Colorado River.

**Department of Aviation - Field Maintenance & Motorpool**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including DOA Field Maintenance (DOA FM) operations. It is noted that the identified activities may be performed directly by DOA FM, or may be subcontracted. A general description of the facility and primary industrial activities follows.

DOA FM is responsible for maintaining all paved areas at the airport including runways, taxiways, aprons, roadways and parking lots, as well as, lawn maintenance for the open unpaved areas of ABIA. DOA FM is also responsible for de/anti-icing of runways, taxiways and roads at ABIA during inclement weather. The DOA FM division is currently operating out of former Air Force buildings and new buildings 8217 and 8219, located in the area between the two runways, and south of the terminal apron. Equipment and vehicle maintenance is performed primarily indoors but also on the paved area in front of service bays at building No. 8250. Equipment and vehicles have been staged outdoors. Several storage buildings are located in a compound surrounded by security fencing around building 8250. Chemicals are kept indoors or under covered areas to protect storm water. Surplus equipment waiting for final disposal is also located within the compound. Antifreeze and grease are stored indoors. Chemicals and flammable paints are stored in a Hazardous Material building that has secondary containment. A licensed disposal contractor manages waste fluids including parts washing fluids. Herbicides, new and used batteries, and used paints are stored on pallets under cover or indoors. Used batteries are returned to the vendor or reclaimed for recycling by the DOA waste contractors.

Rubber removal is conducted on a regular basis to remove tire rubber build up within 3,000 ft of the end of each runway. DOA FM currently contracts rubber removal activities to a contractor that pressure washes and recovers the process water. The process water is discharged to the sanitary sewer system. In the past, DOA FM or a contractor used a derubberizer soap to loosen accumulated rubber, then a 10,000 psi clean water pressure wash followed by fresh water flooding. This method of derubberizing generated waters that discharged as sheet flow overland across vegetated areas. These vegetated areas (vegetated filter strips) provide significant treatment and prevent a discharge of process water (for details, see analysis of ABIA's vegetated filter strips in May 2011 ABIA Storm Water Drainage Master Plan).

DOA FM performs a minor amount of airfield markings removal occasionally on an as-needed basis. Significant airfield markings removal is contracted (note: significant removal of airfield markings has occurred one time since ABIA opened in May 1999). The contractor uses a high pressure washer to remove the water-based paint, and recovers the process water which is disposed of into the sanitary sewer system.

DOA FM uses a scrubber equipped with a vacuum system to wash residuals from the apron areas, the garage and curb areas, and in front of the Terminal. The recovered wash materials are disposed of within the sanitary sewer system. DOA FM personnel power wash sidewalks approximately once each quarter and the terminal central dumpster storage facility on a daily basis using water with no additives. DOA FM washes all equipment in the recently built wash rack that is permitted to discharge to the sanitary sewer system.

DOA FM washes the tug tunnel as needed with potable water, no detergents, to remove dust and other respiratory irritants to improve worker environmental conditions. Due to the numerous small drains and other obstacles in this area it is not feasible to collect the run-off created. Since

minor contaminants may be picked up during this activity, FM places absorbent booms in the downgradient drainage features. The run-off then enters WQP-G for treatment.

DOA FM has substituted a runway de/anti-icing chemical that is better for the environment than urea, used previously. The substitute, potassium acetate, is stored indoors at building 8070 for de/anti-icing of the aprons, runways and taxiways during freezing weather.

Storage buildings are utilized for waste materials and chemicals including de/anti-icing materials, herbicides/pesticides, derubberizing liquid, paint, and toluene. Herbicides are used to clear fence lines and utilities of vegetation.

Buildings 8217 and 8219 are also utilized for materials and chemical storage. These buildings are used to store cement, blasting sand, rubber removal surfactants and asphalt patch materials.

DOA FM operates and maintains two fueling facilities to support DOA FM vehicles and equipment. Two 1,000 gallon ASTs are located adjacent to the Building 8250 compound, and two 1,000 gallon ASTs are located on Spirit of Texas Drive near the GSEM facility. These ASTs are double walled and are concrete clad to protect them from impact. The ASTs are used to store diesel and unleaded gasoline at each area.

Water-based painting equipment is cleaned in the wash rack. The wash rack is permitted to discharge to the sanitary sewer system.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at DOA FM. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from DOA FM's activities: oils, lubricants, hydraulic fluids, diesel, unleaded gasoline, fuel additives, window washing fluid, deice fluid, spray paint, other paints, non-halogenated solvents, lead acid batteries, antifreeze, potassium acetate, urea, toluene, Setfast chlorinated rubber traffic paint, derubberizer compound, cement and asphalt patch material and sealer, pesticides/herbicides, cleaning fluids and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by DOA FM. The list below identifies the Specific BMP references applicable to DOA FM's operations. Appendix E provides a description for each of the Specific BMP references.



Industrial Activity	Applicable BMP References
SC1	All
SC2	5,6,7
SC3	9,11,13,16
SC4	4,10,11
SC5	1,5
SC6	6,8,9,12
SC7	6,7
SC8	1,4,10
SC9	1,5,9,14
SC10	2,3,4,10,20
SC11	1,2,3,4,5,6
SC13	1,3,4
SC14	6,9,11,12,13
SC15	1,4,6
TC2	2,3

Structural control measures used at DOA FM include:

- Roofing and pavement to direct drainage,
- Vegetated buffers between operating areas and conveyances,
- Discharges enter WQPs designed to remove suspended material,
- Vegetated channels to collect drainage for discharge to downstream water quality controls,
- Aboveground storage tanks (ASTs) are concrete clad double walled steel and are protected from precipitation with a cover,
- Flammable product is stored in a hazardous material building constructed of steel, and
- Waste materials are stored under cover within secondary containment.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-12 shows the area around the DOA FM buildings. A description of drainage controls downstream of DOA FM's operations follows.

Runoff drains by sheet flow across vegetated areas to channels that drain to inlets and an open vegetated channel that conveys flow south and east of Runway 17L/35R. The channel conveys flow south and east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

**Department of Aviation – Rental Car Facility (Advantage Rental Car)**

Note: Advantage Rental Car’s facilities reverted back to the DOA after bankruptcy proceedings. This facility was then leased to Hertz Rental Car, and operated by Advantage Rental Car (which at that time was owned by Hertz). Hertz provided maintenance services for Advantage, and the AST for gasoline was sold to Hertz and registered in their name. As of ~November 2012 Hertz sold Advantage and was no longer providing services for Advantage. This facility does not require TPDES permitting.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including expected Advantage Rental Car operations. It is noted that the identified activities may be performed directly by Advantage Rental Car (Advantage), or may be subcontracted. A general description of the facility and primary industrial activities follows.

Advantage Rental Car stages and maintains automobiles for rent. The facility includes a parking lot; an office building that includes an enclosed automatic car wash system; and an adjacent fueling area with an unleaded gasoline aboveground storage tank (AST). Regular preventative maintenance services will be performed on company vehicles, possibly outdoors. Vehicle maintenance services performed on site may include oil and filter changes; automotive fluid refills and limited fluid changes, and interior cleaning. A licensed disposal contractor is used to manage waste materials. Based on fueling, vehicle washing and maintenance activities performed, the facility will maintain a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Advantage. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility’s operations. The following chemicals could be exposed to storm water from Advantage’s activities: Oils, lubricants, hydraulic fluids, unleaded gasoline, window washing fluid, upholstery cleaner, lead acid batteries, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Advantage. The list below identifies the Specific BMP references applicable to Advantage’s operations. Appendix E provides a description for each of the Specific BMP references:

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 5	
SC 6	
SC 9	
SC 10	
SC 13	
TC 1	

Structural control measures used at Advantage include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,
- A double walled steel fuel AST protected from traffic with bollards or concrete cladding,
- An indoor recycling wash system that discharges to the sanitary sewer,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and
- Drainage in the area beneath the fueling canopy is collected and diverted to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Advantage's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including DHL Express (DHL). It is noted that the identified activities may be performed directly by DHL or may be subcontracted. A general description of the facility and primary industrial activities follows.

DHL is a cargo transportation and warehousing company at ABIA. Currently DHL contracts with cargo airlines to transport their air cargo. However, DHL is responsible for all contracted airline activities that could impact storm water quality at ABIA. DHL maintains a TPDES permit for all activities that occur within their operational areas at ABIA. DHL currently contracts with SER Enterprises for cargo handling operations. DHL operates from Cargo Port Building No. 2.

DHL's airline contractor owns and operates aircraft and GSE, and contracts maintenance to North American Aircraft Services. DHL does not perform or contract deicing services.

DHL fuels their delivery trucks off-site. Signature Flight Services fuels DHL aircraft and GSE. DHL performs minor maintenance (changing tires) in the landside parking lot located north of Cargo Port Building No. 2. All chemicals are stored indoors. A licensed disposal contractor manages their waste fluids and filters. Based on these activities, the City of Austin Watershed Protection Department (WPD) has determined a WPD permit is not required. However, WPD periodically conducts non-permittable inspections.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at DHL. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from DHL's activities: oils, lubricants, hydraulic fluids, Jet A, diesel, unleaded gasoline, and antifreeze.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by DHL. The list below identifies the Specific BMP references applicable to DHL's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	1,2
SC3	1,7,11,12,13,16,17,18 (if possible)
SC4	9,10,11,12
SC5	3
SC6	7,8,9,11
SC7	1,2,5,7
SC8	1,4,5,6,
SC9	1(a),2,5 (except dikes), 6,7,9,10,11,12
SC10	1,2,3,4,5,6,8,9,10,11,12,13,18,20, 21,23
SC11	2,3,6,7,9,10,12,19
SC12	1,2,6,10,11
SC13	1,3,4

Structural control measures used at DHL include:

- Roofing, pavement and curbing to direct drainage, and
- Inlets and piping to collect drainage for discharge to downstream water quality controls.

Figures 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-1 shows drainage details in the Cargo Terminal areas. A description of drainage controls downstream of DHL's operations follows.

Runoff from the airside drainage area (cargo apron) at DHL is captured by a trench drain Piping conveys discharges to a separate concrete lined sedimentation/filtration pond. The concrete pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron for filtration treatment and then discharges the treated water to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1, where flow is then conveyed to an unnamed tributary of the Colorado River.

Landside runoff from Cargo Port Building 2, where DHL operates, and associated parking areas is diverted through inlets and underground pipes to the WQP-P treatment system. The WQP-P treatment system discharges to Outfall 2 next to State Highway 71 via a ditch. The ditch conveys flow to an unnamed tributary of Carson Creek and thence to the Colorado River.

**Dollar-Thrifty Rental Car**

**\*\*\*\*\*Thrifty Rental Car combined with Dollar Rental Car; the former Thrifty facility is now subleased to ACE Rental Car. Dollar-Thrifty was purchased by Hertz. These companies do not have TPDES permits.**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Dollar-Thrifty Car Rental (Dollar-Thrifty) operations. It is noted that the identified activities may be performed directly by Thrifty, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Dollar-Thrifty stages and maintains automobiles for rent. The facility includes a parking lot, an office building, an enclosed automatic car wash system with 2 1,000-gallon tanks for reclaiming wash water, and an adjacent canopied fueling area with a 2,000-gallon gasoline aboveground storage tank (AST). In addition, Dollar-Thrifty has a 200-gallon fuel reclaim tank for removing fuel from vehicles (with plans to add a reclaim system to the 2,000-gallon gasoline AST). A mobile lube contractor performs regular preventative maintenance services outdoors in the parking area. A licensed disposal contractor is used for off-site disposal of maintenance wastes. Vehicle maintenance services performed on site may include oil and filter changes, wiper fluid refills, automotive fluid top offs, limited other automotive fluid changes and minor interior cleaning. Soaps and wash water chemicals are stored indoors. Batteries are returned to the battery supplier. Limited quantities of oil and grease are stored indoors in individual use size containers. Damaged vehicles may be stored on-site until final disposition. Vehicle repairs are conducted off-site. Based on fueling, vehicle washing and maintenance activities performed, the facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Dollar-Thrifty. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Dollar-Thrifty's activities: Oils, lubricants, hydraulic fluids, window washing fluid, unleaded gasoline, lead acid batteries, antifreeze, soap, and upholstery cleaner. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Thrifty. The list below identifies the Specific BMP references applicable to Dollar-Thrifty's operations. Appendix E provides a description for each of the Specific BMP references.

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 5	
SC 6	

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 9	
SC 10	
SC 13	
TC 1	

Structural control measures used at Dollar-Thrifty include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,
- AST are concrete clad double walled steel and are protected from impact with bollards and located partially under a canopy.
- An indoor recycling wash system that discharges to the sanitary sewer,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and
- Drainage in the area beneath the fueling canopy is collected and diverted to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Thrifty's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

**Enterprise Rental Car**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Enterprise Rental Car (Enterprise) operations. It is noted that the identified activities may be performed directly by Enterprise, or may be subcontracted. A general description of the facility and primary industrial activities follows.

The Enterprise lot is used to stage and maintain automobiles for rent. The facility includes a parking lot; an office building that includes an enclosed automatic car wash system and an adjacent fueling area with a gasoline aboveground storage tank (AST). Regular preventative maintenance services will be performed on company vehicles, possibly outdoors. Vehicle maintenance services performed on site may include oil and filter changes, wiper fluid refills, automotive fluid top offs, limited other automotive fluid changes and minor interior cleaning. A licensed disposal contractor will be used to manage waste materials. Based on fueling, vehicle washing and maintenance activities performed, the facility will maintain a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Enterprise. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Enterprise's activities: Oils, lubricants, hydraulic fluids, unleaded gasoline, window washing fluid, upholstery cleaner, lead acid batteries, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Enterprise. The list below identifies the Specific BMP references applicable to Enterprise's operations. Appendix E provides a description for each of the Specific BMP references.



<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 5	
SC 6	
SC 9	
SC 10	
SC 13	
TC 1	

Structural control measures used at Enterprise include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common downstream water quality pond (WQP), WQP-L,
- An aboveground storage tank (AST) protected by double walls and protected from traffic with bollards or concrete cladding,
- An indoor recycling wash system that discharges to the sanitary sewer,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and
- Drainage in the area beneath the fueling canopy is collected and diverted to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Enterprise's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

**Federal Aviation Administration Control Tower**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Federal Aviation Administration (FAA) operations. It is noted that the identified activities may be performed directly by FAA, or may be subcontracted. A general description of the facility and primary industrial activities follows.

FAA operates the air traffic control tower, east runway lighting system, and a radar facility. The tower, office building and control rooms are located south of the terminal, the lighting system control building is located near the north end of the east runway, and the radar facility is located near the east airport boundary, south of the Golf Course. Emergency backup power generators are maintained at each location. Diesel fuel for the generators is stored in double walled ASTs at the following locations: 2000 gallon AST and a 70 gallon built-in tank for a portable generator at the tower, 1000 gallon AST at the radar facility, and a 1000 gallon AST at the runway lighting control. Waste oil and filters are currently stored outdoors, in a covered container with secondary containment, at the radar facility for pick up by a waste contractor. All other chemicals are stored in portable chemical storage buildings located at the tower compound and at the radar facility.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at FAA. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from FAA's activities: oils, and diesel. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by FAA. The list below identifies the Specific BMP references applicable to FAA's operations. Appendix E provides a description for each of the Specific BMP references.

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 6	
SC 9	
SC 10	

Structural control measures used at the FAA include:

- Roofing, pavement and curbing to direct drainage,
- Piping inlets to collect drainage for discharge,
- Double wall steel ASTs protected from traffic impacts with concrete cladding or by traffic bollards and double wall steel USTs, and
- Vegetated filter strips buffering remote sites from adjacent drainage ways.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-12 show drainage areas and drainage paths around the FAA. A description of drainage controls downstream of the FAA's operations follows.

Runoff from the FAA main facility is collected in underground piping nearby. Runoff then discharges into underground concrete culverts that drain into an open vegetated channel located east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

Runoff from the FAA remote facilities located east of Runway 17L/35R is conveyed overland across vegetated areas to open ditches and channels. The channels then convey the runoff to unnamed tributaries of the Colorado River (north) and Onion Creek (south). This runoff will discharge from the ABIA property within or in the vicinity of either the unnamed tributary located on the eastern north side of the property (possibly contributing to Outfall 20) or at the southern east-side in the vicinity of Onion Creek as it leaves the airport property (possibly contributing to Outfall 16).

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Federal Express (FedEx) operations. It is noted that the identified activities may be performed directly by FedEx, or may be subcontracted. A general description of the facility and primary industrial activities follows.

FedEx is an air cargo delivery company located Cargo Port Building No. 1. FedEx formerly operated under their own SWPPP, but is now operating under the DOA SWPPP as a co-located industrial facility. FedEx operates their own aircraft, and conducts minor maintenance of the aircraft on the cargo apron. FedEx does not conduct aircraft washing at ABIA. Aircraft and GSE fueling is provided by Signature Flight Support and is conducted on the cargo apron. FedEx handles their own cargo and maintains their own ground support equipment. Equipment storage and maintenance is conducted both indoors and outdoors. FEDEX washes their tractor trailers on the landside truck staging area using an approved contractor. The contractor reclaims all wash waters generated for proper off-site disposal. Deicing fluid is stored in a 5000-gallon single walled tanker trailer at the west end of the apron. FedEx also owns a deicing truck that stores deicing fluid and when needed, sprays down their aircraft with a 50/50 propylene glycol and water mix on the cargo apron. All other chemicals used in aircraft and GSE maintenance are stored indoors. A licensed disposal contractor manages their waste fluids and filters. Based on these activities this facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at FedEx. It is noted that the materials may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from FedEx's activities: oils, lubricants, hydraulic fluids, unleaded gas, diesel, Jet A, non-halogenated solvents, antifreeze, methanol, lead acid batteries, and propylene glycol deicing fluids. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by FedEx. The list below identifies the Specific BMP references applicable to FedEx's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC3	1,4,7,8,11,12,13,15,16,17,18,20
SC5	3,6,8,9
SC6	4,5,6,7,8,9,10,11
SC7	1,2,3,5,7
SC8	1,2,4
SC9	1,2,3,9,10,11,12,13,14
SC10	2,3,4,5,6,7,8,9,10,11,12,13,15,16, 20,21,23
SC11	1,2,3,6,7,8,9,12,13,17,19
SC13	1,2

Structural control measures used at FedEx include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- Use of an oil/water separator to treat discharges from interior trench drains prior to discharge to the sanitary sewer.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-1 shows drainage details in the Cargo Terminal areas. A description of drainage controls downstream of FedEx's operations follows.

Runoff from the airside drainage area (cargo apron) at Fed Ex is captured by a trench drain and piping conveys discharges to a separate concrete lined sedimentation/filtration pond. The concrete pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron for filtration treatment and then discharges the treated water to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1.

Landside runoff from Cargo Port Building 1, where Fed Ex operates, and associated parking areas is diverted through inlets and underground pipes to the WQP-P treatment system. The WQP-P treatment system discharges to Outfall 2 next to State Highway 71 via a ditch. The ditch conveys flow to an unnamed tributary of Carson Creek and thence to the Colorado River.

Tenant:

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**Frontier Airlines**

Tenant Description and Primary Industrial Activities:

Frontier Airlines does not perform any of industrial activities at ABIA that would require TPDES permitting. Ground handling activities are contracted to Flight Services and Systems, Inc. (FSS) and fueling is performed by Signature Flight Support. FSS contracts their maintenance activities to North American Aircraft Services. TPDES regulated activities are performed by companies with Texas storm water permits and they are included in ABIA's shared Storm Water Pollution Prevention Plan.

**Ground Services International (GSI)/British Airways**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Ground Services International (GSI) operations. It is noted that the identified activities may be performed directly by GSI, or may be subcontracted. A general description of the facility and primary industrial activities follows.

GSI is a contract ground handler for British Airways (BA). GSI's ground support equipment is stored outdoors on the terminal apron and remain-over-night parking area near international gate 1. GSI conducts GSE maintenance in its shop located at airline belly freight building 7030. No equipment, materials, or waste are stored outside at the GSE shop. GSI stores small amounts (less than 55 gallon containers) of antifreeze, oil, used oil and filters, and grease indoors on secondary containment at the GSE shop. A small flammable cabinet is used to store small amounts of common GSE maintenance chemicals such as brake fluid. GSI does not conduct or contract equipment washing. SFS manages waste oil, filters, antifreeze and grease for GSI. GSI stores lead acid batteries and scrap tires indoors. Lead acid battery cores are exchanged to an auto parts store, and scrap tires will be managed according to state scrap tire rules.

Signature Flight Support (SFS) provides aircraft and GSE fueling services. GSE fueling is only conducted on the terminal apron. BA does not have a contract for deicing services. Airway Cleaners provides plane cleaning and lav services. Note: BA conducts aircraft maintenance as needed in conjunction with North American Aircraft Services (NAAS). NAAS has storm water permit coverage and as such, aircraft maintenance activities conducted by or in conjunction with NAAS are covered. BA aircraft maintenance has a small flammable cabinet indoors at BA's ramp office. BA does not store any waste. LSG Sky Chefs, Inc. is contracted to provide international trash service for BA.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at GSI. It is noted that the materials listed may be used directly by GSI or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from GSI's activities: oils, lubricants, hydraulic fluids, diesel, antifreeze, non-halogenated solvent, unleaded gas and lead acid batteries. Waste materials include media contaminated with the above chemicals, waste fluids, scrap metal, tires, used batteries and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activities performed by ABIA Tenants, including those performed for or by GSI. The list below identifies the Industrial Activities performed by GSI. Appendix E provides the DOA Policies and Procedures for Industrial Activities, and specific best management practices (BMPs) for each Industrial Activity.

Industrial Activity

SC 1  
SC 2  
SC 3  
SC 4  
SC 5  
SC 6  
SC 8  
SC 9  
SC 10  
SC 13

Structural control measures used at GSI include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/Ws) and water quality ponds (WQPs) facility-wide. Figures 5-5 and 5-7 show drainage around belly freight building 7030 and the terminal apron. A description of drainage controls downstream of GSI's primary areas of operation follows.

Discharges from the Belly Freight area are conveyed to WQP-T before gravity discharge through piping and improved conveyances ultimately to Outfall 16. Discharges from the terminal areas within 250 feet of the terminal building are conveyed to concrete lined WQP-E via a terminal trench drain system. Discharge from WQP-T and WQP-E are conveyed to an open drainage channel located east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area and is located at the head of the unnamed tributary above its confluence with Onion Creek.



Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Hertz Rental Car (Hertz) operations. It is noted that the identified activities may be performed directly by Hertz, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Hertz stages and maintains automobiles for rent. The facility includes: a large parking lot; an office building with a five position enclosed shop; and an automatic car wash system associated with a canopied fueling area with ten service lanes. Hertz has three 6,000-gallon unleaded gasoline aboveground storage tanks (ASTs). Vehicles are fueled, vacuumed and interiors are cleaned under the canopy. Excess water from the automatic car wash is recycled then discharges to the sanitary sewer. Regular preventative maintenance performed in the shop includes oil and filter changes, wiper fluid refills, automotive fluid top offs, and other automotive fluid changes. Damaged vehicles may be stored until final disposition. Minor vehicle repairs may be conducted on-site. New and used oil is stored indoors in 500-gallon double walled steel tanks. Used oil filters are stored outdoors in an enclosed container managed by a waste disposal contractor. Small volume and individual use chemical storage is provided indoors. Tires and batteries are stored above grade outdoors and removed by the vendor or recycler. A licensed disposal contractor removes waste oil and maintains the oil/water separator and part washer. Based on fueling, vehicle washing and maintenance activities performed, the facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Hertz. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Hertz's activities: Oils, lubricants, hydraulic fluids, window washing fluid, unleaded gasoline, lead acid batteries, antifreeze, soap, pesticides/herbicides, non-halogenated solvent, leather cleaner and cleaners. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Hertz. The list below identifies the Specific BMP references applicable to Hertz's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	7,8
SC3	1,4,11,12,13
SC4	1,2,4,5,10
SC5	2
SC6	4,5,7
SC8	1,4,6,10
SC9	1,2,5,7,9
SC10	2,4,7,12,20,21
SC11	3,12
TC1	1,2

Structural control measures used at Hertz include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP), WQP-L,
- Aboveground storage tanks (ASTs) are concrete clad double walled steel and are protected from traffic with bollards,
- An indoor recycling wash system that discharges to the sanitary sewer,
- Interior drains in the maintenance bay discharge to sanitary sewer,
- Fueling areas graded to minimize run-on and located under a canopy to protect against direct precipitation, and
- Drainage in the area beneath the fueling canopy is collected and diverted to an oil/water separator before discharge to storm drains as an added precaution to protect against fuel spills.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Rental Car Company facilities. A description of drainage controls downstream of Hertz's operations follows.

Storm drain discharges from this area are conveyed to WQP-L via open and closed vegetated and concrete lined conveyances. Liquids collected in WQP-L are pumped to discharge through Outfall 21, which discharges to an unnamed tributary of the Colorado River.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including the Airport Hilton's operations. It is noted that the identified activities may be performed directly by the Hilton, or may be subcontracted. A general description of the facility and primary industrial activities follows.

The Airport Hilton is located in the northern portion of the airport. The Hotel is accessible off of Spirit of Texas Drive near the HWY 71 Air Cargo Entrance to the airport. The Hotel does not conduct activities where there may be significant exposure to storm water. Hilton conducts building maintenance activities mostly indoors where discharges are to sanitary drains. Maintenance chemicals are stored indoors. Normally, no equipment maintenance, washing, or fueling activities are conducted outdoors at the facility. A contractor performs lawn care maintenance and may use fertilizers, pesticides and herbicides. The hotel has a diesel powered back-up electrical generator located outside with an attached diesel AST, an outside covered trash compactor and an outdoor swimming pool. Swimming pool filters are back-flushed to a grassy swale on Hilton property.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Airport Hilton. The following chemicals could be exposed to storm water Hilton's activities: food service grease, trace chlorine in pool filter backflush, suspended/dissolved solids, diesel, pesticides and herbicides. Waste materials include media contaminated with the above chemicals, used filters and putrescible wastes. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Airport Hilton. The list below identifies the Specific BMP references applicable to Airport Hilton's operations. Appendix E provides a description for each of the Specific BMP references.

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 10	
SC 11	
SC 13	
TC 2	

Structural control measures used at Hilton include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to on-site water quality controls, and
- A dedicated on-site water quality pond (WQP), the Hilton WQP

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-2 shows drainage in the vicinity of the Hilton. A description of drainage controls downstream of Hilton's operations follows.

Storm drain discharges from this area are conveyed to the Hilton WQP. Liquids collected in the Hilton WQP are pumped to discharge through grass lined channels into an unnamed tributary of the Colorado River.

**Integrated Airline Services, Inc. (acquired by Cargo Airport Services, LLC)**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Integrated Airline Services (Integrated) operations. It is noted that the identified activities may be performed directly by Integrated, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Integrated is a contract cargo handler for UPS and operates out of the west end of the Aeroterm Cargo Building located on the south side of the cargo ramp. Integrated's equipment is stored outdoors on the northeast and southwest sections of the cargo apron. Integrated also performs all equipment repairs and maintenance in these areas. Integrated obtains equipment fueling services from Signature Flight Support. GSE fueling is only conducted in an equipment staging area located along the east boundary of the cargo apron. Integrated performs deicing activities for UPS using UPS equipment. Integrated stores used oil indoors in a 275-gallon tank equipped with secondary containment. New oil is stored indoors in quart-size containers. Antifreeze and used oil filters are stored inside on secondary containment pallets. Integrated does not conduct or contract equipment washing. A licensed disposal contractor manages their waste fluids and filters, etc. Based on these activities this facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Integrated. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Integrated's activities: oils, lubricants, hydraulic fluids, diesel, antifreeze, non-halogenated solvent, unleaded gas and lead acid batteries. Waste materials include media contaminated with the above chemicals, waste fluids, scrap metal, tires, used batteries and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Integrated. The list below identifies the Specific BMP references applicable to Integrated's operations. Appendix E provides a description for each of the Specific BMP references:

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 5	
SC 6	
SC 8	
SC 9	
SC 10	
SC 13	

Structural control measures used at Integrated include:

- Roofing, pavement and curbing to direct drainage, and
- Inlets and piping to collect drainage for discharge to downstream water quality controls.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-1 shows drainage details in the Cargo Terminal areas. A description of drainage controls downstream of Integrated's operations follows.

Runoff from the cargo apron is collected in a trench drain system and conveyed to a concrete lined holding pond (Cargo Pond). The Cargo Pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron which is then pumped to a filtration pond. Treated water is discharged to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1.

Landside runoff from the Aeroterm structure, where Integrated operates, and associated parking areas is discharged to the landside portion of the WQP-N treatment system. Runoff collected in the landside WQP-N sedimentation basin is conveyed to the filtration pond. Treated water is discharged to Outfall 1. Landside overflows discharge to the WQP-N detention pond and then to Outfall 1. Outfall 1 discharges to an unnamed tributary of the Colorado River.

Tenant:  
**JetBlue Airways**

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Tenant Description and Primary Industrial Activities:

JetBlue Airways does not perform any of industrial activities at ABIA that would require TPDES permitting. Industrial activities are performed by contractors with TPDES permits. Aircraft maintenance is done by North American Aircraft Services. Aircraft fueling is done by Skytanking, Inc.. Aircraft de-icing is performed by DGS. Ground handling activities are contracted to Menzies Aviation. Currently, Menzies Aviation does not have a TPDES permit because they do not perform regulated activities at ABIA; however, if in the future regulated activities are performed they will require TPDES permitting. Menzies ground service equipment (GSE) is serviced by NAAS. Cargo handling activities are contracted to Air General, Inc.

Although, JetBlue and its ground handling contractor are not TPDES permitted they are still required to comply with all ABIA Environmental Policies and Procedures.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including LSG Sky Chefs (Sky Chefs) operations. It is noted that the identified activities may be performed directly by Sky Chefs, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Sky Chefs provides in-flight food service (airline-catering) services. Their facility is located between the east runway and the east side of the airport terminal off of Hotel Drive. Sky Chefs maintains a waste compactor that is covered and enclosed on three sides. Floor grades direct precipitation away from the enclosure entry; however a floor drain inside the enclosure discharges to a grit trap and then to the sanitary sewer. Waste disposal services are provided by a licensed waste management company. Used cooking oil is collected in a tank that is regularly serviced by a disposal contractor. Sky Chefs has a grease trap permitted through Austin Water Utility. Fleet maintenance is performed offsite. No truck washing is performed on-site. Sky Chefs provides international trash service to airlines. International trash is managed either through Sky Chefs onsite autoclave, or collected and stored by Sky Chefs, then disposed of by Stericycle.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Sky Chefs. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of Sky Chef's operations. The following chemicals could be exposed to storm water from Sky Chefs' activities: food service grease, putrescible materials, suspended and dissolved solids, and wind blown debris. Waste materials include media contaminated with the above constituents.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Sky Chef. The list below identifies the Specific BMP references applicable to Sky Chef's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	1
SC6	4,6,9
SC11	2,13,18
SC13	1,4
SC14	11
TC1	1



Structural control measures used at Sky Chef include:

- Covered three sided enclosure for waste disposal rolloff box,
- Roofing, pavement and curbing to direct drainage, and
- Inlets and piping to collect drainage for discharge to local water quality controls.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-8 shows drainage in the vicinity of Sky Chef. A description of drainage controls downstream of Sky Chef's operations follows.

Runoff from the building and parking areas is conveyed to the Hydraulic Control Basin, a large vegetated basin, before discharge through the storm drain system to WQP-G. Discharge from WQP-G is conveyed to a vegetated channel. The channel discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

**North American Aircraft Services**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including North American Aircraft Services (NAAS) operations. It is noted that the identified activities may be performed directly by NAAS or may be subcontracted. A general description of the facility and primary industrial activities follows.

NAAS performs mobile aircraft line maintenance and on-site ground service equipment maintenance for several ABIA airlines. Minor aircraft maintenance activities are performed at the airlines and cargo companies' apron areas on an as-needed basis. Chemicals used for aircraft maintenance are stored in the service vehicle or at the tenant's facility. Scrap metal may be stored outside protected from storm water. The service vehicles are used to transport mechanics, tools and supplies to various work locations at ABIA. Waste generated from aircraft maintenance services are collected and stored at their client's facility for management by a licensed disposal contractor.

NAAS also provides on-site ground service equipment (GSE) maintenance for several ABIA airlines. In addition, NAAS' performs maintenance on its own service vehicles. Ground service equipment is serviced indoors or outdoors at NAAS' facility located in the Lynx Cargo Port #3 building on the north side of the cargo ramp. Maintenance activities include scheduled PMs, engine change outs, brake service, tire changing, engine and hydraulic oil changes, etc. GSE washing activities are performed in an approved ABIA washrack or utilizing an approved vehicle washing contractor which is capable of reclaiming all process waters generated. NAAS occasionally paints vehicles using rollers, and follows BMPs for painting. All maintenance materials used on-site including chemicals are stored indoors. Used oil is stored indoors in a tank equipped with secondary containment. A licensed disposal contractor is used to manage waste materials. NAAS is responsible for identifying a licensed emergency spill contractor to handle large spills.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at NAAS' facility. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from their use in performance of services at NAAS's areas of operation: oil, lubricants, hydraulic fluids, brake fluid, solvents, paints, aviation gasoline, gasoline, diesel, Jet A, lead acid batteries, antifreeze, and janitorial supplies. Waste materials include media and filters contaminated with the above chemicals.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by NAAS. The list below identifies the Specific BMP references applicable to NAAS operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	5
SC3	4,7,13,16,17
SC4	
SC5	2
SC6	7,8,9,10,11
SC8	Policies & Procedures
SC9	1,9
SC10	2
SC13	
SC14	

Structural control measures used at NAAS include:

- Roofing, pavement and curbing to direct drainage, and
- Inlets and piping to collect drainage for discharge to downstream water quality controls.
- Secondary containment systems for drums and ASTs.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-1 and 5-7 show drainage around the cargo and passenger terminals. A description of drainage controls downstream of NAAS' primary areas of operation follows.

Runoff from the terminal apron is collected in a trench drain system and conveyed to concrete lined sedimentation/filtration pond WQP-E. The first one-half inch of runoff is captured in WQP-E and subsequent overflow is conveyed to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

Runoff from the cargo apron is collected in a trench drain system and conveyed to a concrete lined holding pond (Cargo Pond). The Cargo Pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron which is then pumped to a filtration pond. Treated water is discharged to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1.

Landside runoff from the Lynx Cargo Port #3 building and associated parking area is discharged via a concrete channel and underground piping to the landside portion of the WQP-N treatment system. Runoff collected in the landside WQP-N sedimentation basin is conveyed to the filtration pond. Treated water is discharged to Outfall 1. Landside overflows discharge to the WQP-N detention pond and then to Outfall 1. Outfall 1 discharges to an unnamed tributary of the Colorado River.

Tenant:  
**Signature Flight Support**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Signature Flight Support (Signature) operations. It is noted that the identified activities may be performed directly by Signature, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Signature Flight Support (Signature) manages five hangars and an apron area for aircraft storage and general private aviation use. This facility is located at the south end of runway 17L/35R on the west side and is accessible from Emma Browning Avenue. This is Signatures' main facility. Signature also manages the T-Hangars that locate on the southern portion of their facility. Signature performs aircraft fueling, equipment and vehicle fueling, equipment and vehicle maintenance, and washing services. Signature is the primary provider for aircraft and GSE fuel delivery at ABIA. Signature has an AST fuel farm located north of the Hangars at the main facility: two 12,000-gallon Jet A tanks, a 12,000-gallon aviation gasoline tank, a 2,000-gallon unleaded gasoline tank and a 500-gallon sump fuel tank. GSE is maintained at the GSEM, where an indoor 250-gallon AST is used to store new oil and a 250-gallon AST is used for used oil. Signature uses a 250 gallon AST for sump fuel which is stored within the GSEM's HAZMAT building containment system. A licensed disposal company has been contracted for waste management at Signature. An outdoor aircraft wash rack is located next to the fuel farm. Maintenance activities are conducted outside on the apron. Chemicals are stored inside portable hazmat buildings near the fuel farm, at the GSEM facility and by tenants inside the hangars. Waste products are stored indoors on containment pallets at a staging area near the fuel ASTs and at designated areas in the hangars and at a hazardous waste storage building at GSEM. Based on fueling, maintenance and other activities this facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Signature. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Signature's activities: oils, lubricants, hydraulic fluids, Jet A fuel, diesel, aviation gasoline, unleaded gasoline, gas de-ice additive, non-halogenated solvent, lead acid batteries, lav fluids, paints, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Signature. The list below identifies the Specific BMP references applicable to Signature's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	4,5
SC3	1,4,7,11,12,16,17,18,19
SC4	10,11,13,14
SC5	5,8,9
SC6	4,8,9
SC8	4,6
SC9	3,9,13,14,16
SC10	1,3,4,9,10,11,12,13,14,16,19,20,21,23
SC11	2,6,7,8,9,11,13,19
SC12	1,2,6,7,8,9,10
SC13	1,3
SC14	1,2,3,7,8,11,13
TC1	2,5,6,7

Structural control measures used at Signature include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- Aboveground storage tanks (ASTs) are protected with secondary containment or by double walls and are protected from traffic with bollards or concrete masonry walls.
- AST secondary containment drains at Signature's fuel facilities discharge through oil/water separators before discharge to storm drains,
- Secondary containment with valve-controlled discharge around the common GSEM waste storage building, where Signature manages and maintains waste storage closets,
- A common on-site water quality pond (WQP), WQP-R, at the Signature-managed GSEM facilities,
- Common on-site WQPs, WQP-A & C, for Signature's hangar facilities and T-Hangar facilities,

- An outdoor aircraft wash pad at Signature's hangar facilities that discharges through an oil/water separator before discharge to the sanitary sewer when operational or to storm drains when not operational,
- Interior hangar drains that discharge through an oil/water separator before discharge to storm drains.
- Discharges to storm drains at Signature's aircraft wash pad, hangar and fuel storage facilities may be intercepted downstream of the oil/water separators by manually closing a valve to divert flow into a 10,000-gallon holding tank located upstream of the WQPs for collection of liquids from fire or spill emergencies.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-11 shows drainage around the Signature hangar facilities. Figure 5-3 shows drainage details in the GSEM area. A description of drainage controls downstream of Signature's operations follows.

Runoff from the Signature facility is conveyed through piping to WQP-A and WQP-C and then is discharged to a channel located west of Runway 17L/35R (the East Runway). The open channel then discharges to an unnamed tributary that joins Onion Creek within ABIA property. Outfall 13 is the designated discharge point to waters in the State for this drainage area. Outfall 13 is within the storm drain channel just before its confluence with the unnamed tributary.

Runoff from the GSEM area discharges to adjacent WQP-R. WQP-R discharges to the larger WQP-L, where collected liquids are discharged through Outfall 21 at the ABIA property boundary.

Runoff from the cargo and passenger terminal areas are controlled and conveyed to WQPs throughout ABIA before discharge through any Outfall. Runoff from the passenger terminal trench drains is conveyed to concrete lined sedimentation/filtration pond WQP-E. The first one-half inch of runoff is captured in WQP-E and subsequent overflow is conveyed through the storm drain system to Outfall 16. Runoff from the cargo terminal apron is captured by a trench drain and piping system that conveys discharges first to a separate concrete lined sedimentation/filtration pond. The concrete-lined pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron for filtration treatment and then discharges the treated water to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1.

Tenant Description and Primary Industrial Activities:

Aircraft Service International Group (ASIG), a BBA Aviation plc company, acquired Skytanking, Inc. (Skytanking) in 2014. BBA Aviation, plc also owns Signature Flight Support (SFS). It is expected that Skytanking and SFS will eventually transition into one operation.

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Skytanking operations. It is noted that the identified activities may be performed directly by Skytanking, or may be subcontracted. A general description of the facility and primary industrial activities follows.

Skytanking provides aircraft and GSE refueling services for several airlines at ABIA, including Southwest, United, and JetBlue. Skytanking's facility is located at 9401 Cargo Avenue, Suite 200. Skytanking does not have fuel storage tanks. Skytanking has eight Jet A fuel tanker trucks: five 5,000-gallon, one 6,000-gallon, and two 8,000-gallon. The trucks load fuel at the ASIG fuel farm. When not in use, the trucks are staged at the fuel truck parking area on ASIG's lease area. Each tanker is equipped with manual emergency shutoffs and spill prevention equipment. Skytanking also has two tanker trucks, one with a 600-gallon gas tank and one with a 600-gallon diesel tank for fueling GSE. Skytanking also has a split-tank tanker truck with a 1,000-gallon diesel tank and 800-gallon gas tank for fueling GSE. These trucks may be staged on the Cargo Ramp near Skytanking's facility, or at ASIG's fuel truck parking area. The tanks are filled offsite. Skytanking has a 110-gallon off-spec Jet A tank which is staged at the ASIG fuel truck parking area.

Minor maintenance of Skytanking trucks (i.e. fluid and battery checks, general inspections) are performed on the cargo ramp near Skytanking's facility. Heavy maintenance, including tires, engine, brakes, and transmission work, are contracted and done off site. Maintenance of the fuel dispensing system and monthly checks requiring the recirculation of jet fuel is performed at either the fuel system load rack or ASIG truck staging area. Washing will be done in designated areas (either at a permitted wash rack, or conducted by a contractor that can reclaim process water and dispose of the process water accordingly).

Small quantities of chemicals used for Skytanking's operations are stored indoors. A few chemicals are stored outside near the truck maintenance area on the Cargo ramp; these include a 50 gallon container of oil, small containers of coolant (approximately 12 gallons maximum), and brake cleaner. Used oil and filters are stored in 55-gallon drums inside. Skytanking has a contracted a licensed disposal company for waste disposal.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at Skytanking. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from Skytanking's activities: oils, lubricants, hydraulic fluids, Jet A fuel, diesel, aviation gasoline, unleaded gasoline, non-halogenated solvent, lead acid batteries, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by Skytanking. The list below identifies the Specific BMP references applicable to Signature's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	4,5
SC3	1,4,7,11,12,16,17,18,19
SC4	10,11,13,14
SC5	5,8,9
SC8	4,6
SC9	3,9,13,14,16
SC10	1,3,4,9,10,11,12,13,14,16,19,20,21, 23
SC11	2,6,7,8,9,11,13,19
SC13	1,3
TC1	2,5,6,7

Structural control measures used at Skytanking include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP), WQP–N with valve-controlled discharge for airside drainage.
- A common on-site water quality pond (WQP), WQP–P for landside drainage.



Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-1 and 5-7 show drainage around the cargo and passenger terminals. A description of drainage controls downstream of Skytanking's primary areas of operation follows.

Runoff from the terminal apron is collected in a trench drain system and conveyed to concrete lined sedimentation/filtration pond WQP-E. The first one-half inch of runoff is captured in WQP-E and subsequent overflow is conveyed to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

Runoff from the cargo apron is collected in a trench drain system and conveyed to a concrete lined holding pond (Cargo Pond). The Cargo Pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron which is then pumped to a filtration pond. Treated water is discharged to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1.

Landside runoff from Cargo Port Building 2, where Skytanking operates, and associated parking areas is diverted through inlets and underground pipes to the WQP-P treatment system. The WQP-P treatment system discharges to Outfall 2 next to State Highway 71 via a ditch. The ditch conveys flow to an unnamed tributary of Carson Creek and thence to the Colorado River.

For a description of controls at the ASIG facility, where Skytanking loads fuel and stages trucks and a 110-gallon portable tank for off-spec Jet A, see the section on ASIG's facility.

Tenant:  
**South Terminal**

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**The South Terminal (ST) is now closed and all operations have ceased at this facility.** The ST is designed to provide low cost terminal services to airlines flying into ABIA. The entire facility uses abandoned United States Air Force infrastructure including the terminal, aircraft ramp and parking lots.

This portion of ABIA has limited underground drainage features with much of the drainage being overland flow. The aircraft ramp has a trench drain system designed to capture chemical releases associated with aircraft operations. The trench drain discharges into a 20,000 gallon concrete holding tank. If the captured storm water is uncontaminated the contents of the tank are pumped through an O/W separator prior to being directed to an existing swale. The ST aircraft ramp does not support aircraft de-icing activities and all airlines requiring this service will be directed to ABIA approved locations.

Although TPDES permits are not required all ABIA Environmental Policies must be followed at all times.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Southwest Airlines (SWA) operations. It is noted that the identified activities may be performed directly by SWA, or may be subcontracted. A general description of the facility and primary industrial activities follows.

SWA is a passenger airline with primary operations located in the passenger terminal at Gates 7 through 12. SWA acquired AirTran Airways, which now operates out of ABIA. Support facilities are located at GSEM Building 7005 and at Airline Freight Building 7025. SWA performs minor aircraft maintenance (using North American Aircraft Services), de/anti-icing, lav service, chemical storage, cargo handling, ground services equipment operations and maintenance, and equipment staging. Aircraft maintenance is performed outdoors at the terminal apron or overnight area. SWA performs aircraft de/anti-icing services in the terminal apron area (within 250 feet of the trench drain) using propylene glycol (PG) based de/anti-icer. The de-icer is applied with in a 50/50 mix of propylene glycol and water. The anti-icer is applied undiluted. De/anti-icing fluid is applied using two de-icer trucks staged at the terminal area during the de-icing season. One truck is staged at the terminal during the summer months for dry weather de-icing of long haul flights. Skytanking, Inc. performs aircraft and GSE fueling at the terminal apron area. SWA handles its cargo with its ground support equipment (GSE) and services the equipment indoors and outdoors at GSEM. SWA collects lav fluids from its aircraft that are disposed at the GSEM triturator. Undiluted de-icer is stored in a 3,000-gal double-walled AST outdoors at GSEM. Anti-icer is stored in 265 gallon totes within their belly freight facilities. Most chemicals are stored in the GSEM shop. Some chemicals are stored in a storage cabinet under the terminal. Waste chemicals are stored under cover on containment at the GSEM shop or at the GSEM waste storage building prior to pick up by a licensed disposal contractor. International trash is managed by LSG SkyChefs. SWA has a licensed response contractor that may be contacted in an emergency. SWA does not rent, wash, or paint aircraft. Vehicles and equipment may be washed at the GSEM wash rack. Based on maintenance and fueling activities, this facility maintains a City of Austin Watershed Protection and Development Review Department Permit Number 2153.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at SWA. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from SWA's activities: Oils, lubricants, hydraulic fluids, Jet A fuel, gasoline, lead acid batteries, PG, lav fluids, non-halogenated solvents, antifreeze, diesel, window washing fluid, and soaps. Waste materials include the above chemicals, media contaminated with the above chemicals, and used oil filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by SWA. The list below identifies the Specific BMP references applicable to SWA's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC3	4,7,8,11,12,13 (except crushing),16,17,18
SC5	2
SC6	4,5,6,7,8,9,12
SC7	1,2,5,7
SC8	2,4,6
SC9	1,2,3,5,9,10,11,16
SC10	1,2,3,4,8,9,11,20,21
SC11	2,6,9
SC12	1,2,4,7,8,11,12
SC13	4 (whenever applicable)
SC14	1,3,11,12

Structural control measures used at SWA include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP) at GSEM (WQP-R) where SWA performs GSE maintenance.
- Secondary containment valve-controlled discharge around the common GSEM waste storage building, where SWA stores materials for disposal,
- A common on-site WQP at Belly Freight (WQP-T) where SWA manages its freight operations, and
- Secondary containment of SWA's propylene glycol aboveground storage tank at GSEM.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-3 and 5-5 show drainage details in the GSEM and Belly Freight areas. Figure 5-7 shows drainage from the passenger terminal. A description of drainage controls downstream of SWA's operations follows.

Runoff from the GSEM area discharges to adjacent WQP-R that discharges to the larger WQP-L, where collected liquids discharge through Outfall 21. Discharges from the Belly Freight area are conveyed to WQP-T before gravity discharge through piping and improved conveyances ultimately to Outfall 16. Discharges from the terminal areas within 250 feet of the terminal building are conveyed to concrete lined WQP-E via a terminal trench drain system. Discharges from WQP-T and WQP-E are conveyed through the storm drain system to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

**Texas Army National Guard – Austin Army Aviation Support Facility**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Texas Army National Guard (TXARNG), Austin Army Aviation Support Facility (AAASF) operations. It is noted that the identified activities may be performed directly by TXARNG AAASF, or may be subcontracted. A general description of the facility and primary industrial activities follows. Note: In 2013, TXARNG completed development of a large portion of its site which now includes new facilities and activities in addition to AAASF facilities and activities. The new facilities, separated by a security fence from AAASF, support the vehicle storage and maintenance activities of TXARNG, Marines, and U.S. Army Reserve (USAR). Development of the site included significant modifications to the water quality and flood control ponds and infrastructure. TXARNG developed a site-specific industrial SWP3 that addresses the entire site (including both TPDES and non-TPDES regulated activities). TXANRG has a detailed, site-specific SWP3, but also participates in ABIA's shared storm water program and SWP3. Tenant and DOA responsibilities are outlined in Section 8.1 of the ABIA SWP3 Main Text.

AAASF's mission is primarily to respond to weather-related disaster and fire-fighting support efforts around the State. AAASF's facilities are located in a compound of 5 buildings and five portable storage containers located on the south side of the airport. Aircraft (primarily helicopters with a few fixed wing aircraft) equipment and vehicles are stored, maintained, and spot painted, indoors, and outdoors, at the hanger buildings in the compound. Part washing is performed indoors. Washing is performed outdoors at a dedicated aircraft wash pad. Fueling is also performed outdoors. No deicing is performed. Cargo is also handled. Hangars are buildings 9550, 9542, 9541, and 9532. All have trench drains along the front near the hangar doors to divert rain away from the hangar interior. These drains all discharge to a 60,000-gallon stilling basin, which is pumped to an oil/water separator before discharge to water quality ponds. Waste materials and chemicals are stored indoors or outdoors under cover in secondary containment. Fuel is stored in 2-10,000 gallon ASTs and 5-2,500 gallon tanker trucks. Tankers are loaded at AAASF's fuel farm loading/unloading rack and staged within secondary containment dike when not in use. A 2,500 gallon oil/water separator is associated with the outdoor aircraft wash pad. The oil/water separator automatically discharges to the sanitary sewer when the wash pad is in use (when the spray heads are activated) and an automatic valve switches to the storm drain when the wash system is not being used. However, the wash rack does not automatically discharge to the sanitary sewer if washing by hose. Therefore, AAASF personnel are required to follow the posted standard operating procedure (SOP) when using the wash pad to ensure the valves are manually switched when using the hose.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at AAASF. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from AAASF's activities: oils, lubricants, hydraulic fluids, JP-8, diesel, unleaded gasoline, paint, non-halogenated solvents, lead acid batteries, acids, adhesives/sealants, aircraft cleaning compound, alkaline fixative, antifreeze, pesticides/herbicides, aqueous fire-fighting chemicals, and soap. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by AAASF. The list below identifies the Specific BMP References applicable to AAASF's operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	8
SC3	1,4,5,7,8,9,11,12,15,16,17,18
SC4	4,5,8,9,10,11,12,13
SC5	4,5
SC6	4,5,6,8,9,11,12,14
SC8	4,5,11,12
SC9	1,2,3,5,6,7,9,10,11,12,13
SC10	1,2,3,4,5,6,8,9,10,11,13,15,16,18, 20,21,23
SC11	1,2,3,6,7,8,9,12,18,19
SC13	2,3,5
SC14	7,8,9,11,12,13
TC1	1,2,4,6,7

Structural control measures used at AAASF include:

- Roofing, pavement, curbing and inlets to direct drainage,
- A water quality pond system which includes sedimentation/detention, designed to handle up to a 100-year storm event,
- Double-walled ASTs located within concrete secondary containment dikes,
- A fuel farm loading/unloading area that has sloped concrete pad to contain releases, and drains to the 60,000-gallon stilling basin that discharges to an OWS prior to the WQP system,
- Secondary containment for tanker truck staging,
- Outdoor helicopter pads and hangar trench drains that discharge to a 60,000-gallon stilling basin that is pumped to an OWS prior to the WQP, and
- Storage of chemicals and flammable paints within chemical storage rooms or containers that have secondary containment.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-19 shows the area around AAASF buildings. A description of drainage controls downstream of AAASF operations follows.

Generally, storm water run-off flows in the eastward direction towards a system of on-site water quality ponds. Most of the storm water is captured by drop inlets or curb inlets. There are two detention/sedimentation ponds referred to as WQP-TXARNG (or AFRC and JVMF Complex ponds in the AAASF SWP3). These ponds function as a single pond since they are hydraulically connected. For up to a 2-year storm event, the ponds are designed to discharge

into a 24-inch storm water line, which runs under Emma Browning Avenue to a ravine (called Outfall #2 in the AAASF SWP3). For flows from larger than a 2-year storm event, the ponds discharge into a 30-inch storm water line that leads to Outfall #22 (called Outfall #1 in AAASF SWP3) in the ditch on the north side of Burleson Road. The storm water eventually reaches Onion Creek, which is approximately 500 feet south of the facility.

**Texas Army National Guard Joint Vehicle Maintenance Facility**Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including Texas Army National Guard (TXARNG) Joint Vehicle Maintenance Facility (JVMF) operations. It is noted that the identified activities may be performed directly by the JVMF, or may be subcontracted. A general description of the facility and primary industrial activities follows. Note: The former TXARNG vehicle maintenance shop (Organizational Maintenance Shop #3) was relocated to the JVMF in 2013. The JVMF complex includes the vehicle storage and maintenance activities of TXARNG, Marines, and USAR. It also includes the Armed Forces Reserve Center (AFRC) administration, conference and training offices.

The JVMF is located next to Austin Army Aviation Support Facilities (AAASF). The primary industrial activity is ground vehicle maintenance. Maintenance is performed indoors in service bays. The service bays do not have floor drains. Waste and materials are stored in hazardous material storage rooms equipped with secondary containment, ventilation and an alarm system. A 600-gallon used oil tank is stored within one of the hazardous material rooms. An 8,000-gallon diesel, double-walled above-ground tank is located near the maintenance shop. The tank, fuel unloading and dispensing area is covered and enclosed by a concrete curb and rollover humps. A valve in the concrete containment area is normally closed to allow standing water to be inspected prior to discharge to an oil-water separator (OWS), which drains to the storm sewer. There is one uncovered, and two covered wash rack bays, which discharge to the sanitary sewer via an OWS. The uncovered bay is not in use at this time, and the drain is temporarily plugged to prevent storm water discharge to the sanitary sewer system. Ground vehicles are stored outside in three separate paved parking lots. No vehicle maintenance or fueling is conducted in the storage lots.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at JVMF. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from JVMF's activities: oils, lubricants, hydraulic fluids, diesel, unleaded gasoline, spray paint, non-halogenated solvents, lead acid batteries, antifreeze, and soap. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by JVMF. The list below identifies the Specific BMP references applicable to JVMF's operations. Appendix E provides a description for each of the Specific BMP references.



Industrial Activity	Applicable BMP References
SC1	All
SC2	8
SC3	1,4,5,6,7,8,9,11,12,13,17,18
SC4	4,5,6,8,10,11,12,13
SC5	4,5
SC6	4,6,8,9,11,12
SC9	1,2,3,5,6,7,9,10,11,12,13
SC10	1,2,3,4,5,6,8,9,10,11,13,15,16,18, 20,21,23
SC13	2,3,5

Structural control measures used at JVMF include:

- Roofing, pavement, curbing and inlets to direct drainage,
- A water quality pond system which includes sedimentation/detention, designed to handle up to a 100-year storm event,
- Double-walled AST located within concrete secondary containment,
- Vehicle fueling, and loading/unloading area designed to contain a release, and which drains to an OWS prior to the WQP system (a valve can be closed in the event of a release to prevent discharge to the WQP system), and
- Flammables, oil and chemicals stored inside hazardous material storage rooms.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and water quality controls, such as vegetated areas, storm water oil water separators and water quality ponds facility-wide. Figure 5-19 shows the area around JVMF buildings. A description of drainage controls downstream of JVMF's operations follows.

Generally, storm water run-off flows in the eastward direction towards a system of on-site water quality ponds. Most of the storm water is captured by drop inlets or curb inlets. There are two detention/sedimentation ponds referred to as WQP-TXARNG (or AFRC and JVMF Complex ponds in the AAASF SWP3). These ponds function as a single pond since they are hydraulically connected. For up to a 2-year storm event, the ponds are designed to discharge into a 24-inch storm water line, which runs under Emma Browning Avenue to a ravine (called Outfall #2 in the AAASF SWP3). For flows from larger than a 2-year storm event, the ponds discharge into a 30-inch storm water line that leads to Outfall #22 (called Outfall #1 in AAASF SWP3) in the ditch on the north side of Burleson Road. The storm water eventually reaches Onion Creek, which is approximately 500 feet south of the facility.

**Texas Department of Transportation- Flight Services**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including The Texas Department of Transportation – Flight Services (TXDOT). It is noted that the identified activities may be performed directly by TXDOT, or may be subcontracted. A general description of the facility and primary industrial activities follows.

TXDOT is located east of the east runway and immediately west of the Golf Course. Commuter style aircraft owned by the State of Texas are fueled, washed, stored and maintained at this facility. All aircraft maintenance is performed indoors at Building 2015, where chemicals and waste materials are stored and handled indoors in an explosion proof room located at the southeast corner of the building. Chemicals and paints are stored in safety cabinets in this room equipped with a floor drain that discharges to a 1000-gallon wastewater/waste solvent underground storage tank (UST). A 500-gallon fiberglass waste oil UST is also located near the southeast corner of Building 2015. Hangars located at the west-end of Building 2015 and in Buildings 2005 and 2010 are used solely for aircraft storage. TXDOT has several other tanks: three 12,000-gallon Jet A aboveground storage tanks (ASTs), and a 12,000-gallon aviation gasoline AST. TXDOT has two Jet A tanker trucks: 2,200-gallon and 3,000-gallon, and one 500-gallon avgas tanker truck. Vehicles and GSE may be fueled, washed, stored and maintained outdoors. The facility maintains an aircraft wash rack where wash water discharges are conveyed to the sanitary sewer after passing through an oil/water separator. A non-halogenated solvent is used in a part washer maintained by the facility. A licensed disposal contractor manages waste materials.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at TXDOT. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from TXDOT's activities: oils, lubricants, hydraulic fluids, aviation gasoline, Jet A fuel, unleaded gasoline, gas de-ice additive, non-halogenated solvent, lead acid batteries, lav fluids, antifreeze, paint, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by TXDOT. The list below identifies the Specific BMP references applicable to TXDOT's operations. Appendix E provides a description for each of the Specific BMP references:

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 3	
SC 4	
SC 5	
SC 6	
SC 9	
SC 10	
SC 13	
SC 14	
TC 1	

Structural control measures used at TXDOT include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls,
- A common on-site water quality pond (WQP), WQP-J, for TXDOT's facilities,
- Hangars have interior trench drains that discharge to dedicated 500-gallon concrete vaults for removal of interior drainage to serve fire fighting and emergency spill response needs, and overflows discharge to the sedimentation pond,
- Two valves located between the sedimentation pond and the filtration pond can be closed in the event of an emergency flow that exceeds the capacity of a hangar vault,
- A fire proof storage room designed for and dedicated to management of chemicals and hazardous materials with a floor drain that discharges to a 1,000 gallon UST,
- A canopy is provided for protection of the fuel transfer areas from precipitation at the tank farm,
- Aboveground storage tanks are protected by double walls and are protected from traffic with security fencing, and
- AST fuel facility drains discharge through an oil/water separator before discharge to the storm drain.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-6 shows drainage around the TXDOT facilities. A description of drainage controls downstream of TXDOT's operations follows.

A trench drain and underground piping system captures airside and landside storm water runoff from the TXDOT facility. Storm water gravity flows to WQP-J. Discharge from WQP-J gravity flows through the storm drain system to an unnamed tributary of Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 19 is the designated discharge point to waters in the State for this drainage area. Outfall 19 is located in the storm drain channel just above the channel confluence with Onion Creek.

Tenant:  
**United Airlines**

Page 1 of 2

Tenant Description and Primary Industrial Activities:

Note: United and Continental Airlines merged in 2011. The merged airline, United Airlines, Inc. (United), is owned and operated by United Continental Holdings, Inc. Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including United operations. It is noted that the identified activities may be performed directly by United, or may be subcontracted. A general description of the current facility and primary industrial activities follows.

United is a passenger airline with primary operations located in the passenger terminal. Support facilities are located at Airline Freight Buildings 7025 and 7030. United operates their aircraft and performs scheduled aircraft maintenance outdoors at the terminal apron and overnight areas. Some aircraft and ground support equipment maintenance services are contracted to NAAS; United mechanics also perform aircraft and GSE maintenance. United performs GSE maintenance inside the United GSE shop located in Airline Freight Building 7025. United performs aircraft de/anti-icing services in the terminal apron area (within 250' of the trench drain) using a 50/50 mix of propylene glycol (PG) and water. PG may be stored in a de-icing truck staged at the terminal or Belly Freight. Aircraft and equipment fueling is performed by Skytanking at terminal apron areas. United contracts its cargo handling to Air General, Inc. who uses UA GSE. United collects lav fluids from its aircraft and operates two deicing trucks that are staged near the terminal when not in use. Lav fluids are disposed at the ground support equipment maintenance (GSEM) building triturator operated by AFCO. United does not rent, wash, or paint aircraft. United aircraft maintenance operates out of Airline Belly Freight Building 7030. Small amounts of oils, aerosols, and other fluids are stored inside the aircraft maintenance shop utilizing secondary containment pallets and fire cabinets. The United aircraft maintenance division also stores a 250 gallon sump fuel cart under the overhang of Building 7030. Wastes including 55-gallon drums of used oil, antifreeze, oil filters, aerosol cans, and off-spec material are stored on secondary containment inside United's GSE shop prior to pick up by a licensed disposal contractor. United's GSE indoor operations use a parts washer maintained by a licensed disposal contractor. United's GSE shop contains a 250-gallon AST for oil, and a 250-gallon tank for antifreeze. United stores scrap metal waiting to be taken off-site outside of the GSE shop. Vehicles and equipment are washed indoors at the GSEM wash rack and painted indoors at the GSEM paint booth. Based on these activities, this facility maintains a City of Austin Watershed Protection Department Permit.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at United. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water United's activities: Oils, lubricants, hydraulic fluids, Jet A fuel, gasoline, lead acid batteries, PG, lav fluids, non-halogenated solvents, antifreeze, and soaps. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by United. The list below identifies the Specific BMP references applicable to United operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	5
SC3	1,4,7,9,11,12,16,17
SC5	2
SC6	4,6,7,8,9,10,11,12,14
SC7	1,2,4,5,7,8
SC8	1,2,4,6,11
SC9	1,5,9,10
SC10	2,4,5,8,9,10,11,12,13,16,20,21,23
SC12	1,2,3,4,5,6,7,8,10,12
SC13	1,2,3,4
SC14	1,3,9,13

Structural control measures used at United include:

- Roofing, pavement, and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls, and
- A common on-site WQP at Belly Freight (WQP-T) where United performs GSE maintenance and Air General, Inc. manages United's freight operations.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figures 5-3 and 5-5 show drainage details in the GSEM and Belly Freight areas, respectively. Figure 5-7 shows drainage around the passenger terminal. A description of drainage controls downstream of United's operations follows.

Discharges from the Belly Freight area are conveyed to WQP-T before gravity discharge through piping and improved conveyances ultimately to Outfall 16. Discharges from the terminal areas within 250 feet of the terminal building are conveyed to concrete lined WQP-E via a terminal trench drain system. Discharges from WQP-T and WQP-E are conveyed through the storm drain system to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including United Parcel Service (UPS) operations. It is noted that the identified activities may be performed directly by UPS, or may be subcontracted. A general description of the facility and primary industrial activities follows.

UPS is an air cargo delivery company. UPS operates their own aircraft. Aircraft maintenance is contracted to North American Aircraft Services. Cargo handling is contracted to Integrated who owns and operates their equipment and stores the equipment on the UPS apron area and at the southwest area of the cargo apron. Signature performs fueling. No washing of UPS aircraft or equipment is conducted on the cargo ramp. UPS owns their own de/anti-icing vehicle and contracts Integrated to perform these activities in approved areas on the cargo ramp. The de/anti-icing truck is staged on the cargo ramp. UPS stores all of their chemicals indoors, including drums/totes of deicing fluid (propylene glycol) and limited quantities of motor oil, hydraulic fluid, and antifreeze.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at UPS. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from UPS's activities: oils, lubricants, hydraulic fluids, diesel, Jet A, unleaded gasoline, and propylene glycol deicing fluids. Waste materials include media contaminated with the above chemicals and used filters.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by UPS. The list below identifies the Specific BMP references applicable to UPS's operations. Appendix E provides a description for each of the Specific BMP references.:

<u>Industrial Activity</u>	<u>Applicable BMP References</u>
SC 1	
SC 2	
SC 4	
SC 6	
SC 7	
SC 8	
SC 9	
SC 10	
SC 13	

Structural control measures used at UPS include:

- Roofing, pavement and curbing to direct drainage,
- Inlets and piping to collect drainage for discharge to downstream water quality controls, and
- interior trench drains discharge to the sanitary sewer through an oil/water separator.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-1 shows drainage details in the Cargo Terminal areas. A description of drainage controls downstream of UPS's operations follows.

Runoff from the airside drainage area (cargo apron) at UPS is captured by a trench drain and piping conveys discharges to a separate concrete lined sedimentation/filtration pond. The concrete pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron for filtration treatment and then discharges the treated water to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1, where flow is conveyed to an unnamed tributary to the Colorado River.

Landside runoff from Cargo Port Building 2, where UPS operates, and associated parking areas is diverted through inlets and underground pipes to the WQP-P treatment system. The WQP-P treatment system discharges to Outfall 2 next to State Highway 71 via a ditch. The ditch conveys flow to an unnamed tributary of Carson Creek and thence to the Colorado River.

**UPS-Supply Chain Solutions**

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including UPS-Supply Chain Solutions (UPS-SCS) operations. It is noted that the identified activities may be performed directly by UPS-SCS or may be subcontracted. A general description of the facility and primary industrial activities follows.

UPS-SCS is a motor freight transportation facility located in the Aeroterm Building at ABIA. Cargo is delivered to UPS-SCS from contracted vendors. There are no aircraft or ground support handling activities at UPS-SCS yard. UPS-SCS processes cargo on the ground that is air transported by UPS. Apron cargo handling for UPS-SCS is contracted to Integrated Airlines Services, Inc. who owns and operates GSE.

Cargo truck washing is contracted and is performed in the truck parking area (landside). Wash waters are reclaimed and properly disposed off-site. UPS-SCS also contracts building cleaning services. Chemicals are stored indoors. Truck maintenance is contracted and performed off-site. Topping off of engine fluids is performed occasionally by UPS-SCS personnel. All maintenance materials used on-site are stored indoors. A licensed disposal contractor is used to manage waste materials. Propane tanks are located outdoors. UPS-SCS has identified a licensed emergency spill contractor.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at UPS-SCS. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. The following chemicals could be exposed to storm water from UPS-SCS activities: oils, lubricants, hydraulic fluids, antifreeze, and janitorial supplies. Waste materials include media contaminated with the above chemicals.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by UPS-SCS. The list below identifies the Specific BMP references applicable to UPS-SCS operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	5
SC6	7,8,10
SC5	5
SC8	
SC9	1,9



Structural control measures used at UPS-SCS include:

- Roofing, pavement and curbing to direct drainage, and
- Inlets and piping to collect drainage for discharge to downstream water quality controls.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-1 shows drainage details in the Cargo Terminal areas. A description of drainage controls downstream of UPS-SCS operations follows.

Runoff from the cargo apron is collected in a trench drain system and conveyed to a concrete lined holding pond (Cargo Pond). The Cargo Pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron which is then pumped to a filtration pond. Treated water is discharged to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1.

Landside runoff from the Aeroterm structure, where UPS-SCS operates, and associated parking areas is discharged to the landside portion of the WQP-N treatment system. Runoff collected in the landside WQP-N sedimentation basin is conveyed to the filtration pond. Treated water is discharged to Outfall 1. Landside overflows discharge to the WQP-N detention pond and then to Outfall 1. Outfall 1 discharges to an unnamed tributary of the Colorado River.

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including U.S. Airways (USA) operations. It is noted that the identified activities may be performed directly by USA, or may be subcontracted. A general description of the facility and primary industrial activities follows.

*AMR Corporation, parent company of American Airlines and US Airways Group, parent company of US Airways merged in December 2013, forming American Airlines Group, Inc. Full integration of American Airlines and US Airways will take some time; no operational changes at ABIA are expected to take place immediately.* USA is a passenger airline with primary operations located in the passenger terminal. USA contracts aircraft maintenance to North American Aircraft Services. Aircraft fueling is performed by Signature and ground service equipment maintenance (GSEM) is contracted to North American Aircraft Services which has its own GSE maintenance facility. Ramp operations (above and below wing) are contracted to Delta Global Services (DGS). USA stores minor quantities of chemicals beneath the terminal. USA performs lav services for their aircraft and may occasionally share cargo-handling services with a contractor. USA performs aircraft de/anti-icing services in the terminal apron area (within 250' of the trench drain). Propylene glycol is stored in 265-gallon totes in North American Aircraft Services' building and underneath the Terminal in baggage carts USA has a de-icing truck parked outside.

The Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water, including those at USA facilities. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility's operations. Although USA chemical use is minimal, the following chemicals could be exposed to storm water from USA's activities: Oils, lubricants, hydraulic fluids, Jet A fuel, gasoline, propylene glycol, and lav fluids. Waste materials include media contaminated with the above chemicals.

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by USA. The list below identifies the Specific BMPs applicable to USA operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC2	2
SC4	9,10,11
SC6	4,7,8,9,12
SC7	1,2,3
SC8	9,10,11
SC9	1,9,10,12
SC10	2,6
SC12	2,3,4,5,6,7,8,9,10,12
SC13	2,3,4

Structural control measures used at USA include:

- Roofing, pavement and curbing to direct drainage, and
- Inlets and piping to collect drainage for discharge to downstream water quality controls.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/WSs) and water quality ponds (WQPs) facility-wide. Figure 5-7 shows drainage around the passenger terminal. A description of drainage controls downstream of USA's operations follows.

Runoff from the terminal areas within 250 feet of the terminal building are conveyed to concrete lined WQP-E via a terminal trench drain system. Discharge from WQP-E is conveyed through the storm drain system to an open drainage channel located east of Runway 17L/35R (the East Runway). The eastern open channel then discharges to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area and is located at the head of the unnamed tributary above its confluence with Onion Creek.

**World Service Company**

*World Services no longer provides aircraft lavatory services for ABIA airlines therefore they no longer require a TPDES permit. They remain in the ABIA SWP3 because the company still operates on ABIA property.*

Tenant Description and Primary Industrial Activities:

Table 5-1 provides a comprehensive summary of the industrial activities conducted facility wide, including World Service Co. (WSC) operations. It is noted that the identified activities may be performed directly by WSC, or may be subcontracted. A general description of the facility and primary industrial activities follows.

WSC performs office cleaning for ABIA tenants and inside cleaning of aircraft for commercial airlines. Most work is performed on the apron of the airlines, and WSC occupies office space off the tug tunnel under the main terminal adjacent to United Airlines. Chemicals used for interior cleaning are stored indoors. WSC ground service equipment and vehicles are washed and serviced by Signature at the GSEM facility Building 7005, and fueled by Signature at the terminal apron area. Small quantities of chemicals and waste materials are stored at the office located off the tug tunnel under the main terminal adjacent to United Airlines.

Significant Materials Potentially Exposed to Storm Water:

Table 5-2 provides an ABIA facility-wide summary of significant materials potentially exposed to storm water including those at WSC. It is noted that the materials listed may be used directly by the Tenant or by subcontractors in support of the facility’s operations. **WSC no longer performs activities on the ramp which contaminate storm water at ABIA.**

Best Management Practices and Current Structural Controls:

Table 5-1 includes a list of the Industrial Activity Categories performed by ABIA Tenants, including those performed for or by WSC. The list below identifies the Specific BMP references applicable to WSC’s operations. Appendix E provides a description for each of the Specific BMP references.

Industrial Activity	Applicable BMP References
SC1	All
SC11	1,2,3,6,8,9,12,19
SC12	1,2,3,4,5,6,7,8,9,10,11,12

Structural control measures in areas where WSC operates include paved and curbed surfaces to direct drainage. These areas have inlets and piping to collect drainage for discharge to downstream water quality controls.

Figure 4-1 shows drainage areas at ABIA. Figure 4-2 shows drainage conveyances and on-site and off-site water quality controls, such as vegetated areas, storm water oil/water separators (O/Ws) and water quality ponds (WQPs) facility-wide. Figures 5-1 and 5-7 show drainage around the cargo and passenger terminals where WSC provides most of its services. A description of drainage controls downstream of WSC's primary areas of operation follows.

Runoff from the passenger terminal trench drains is conveyed to concrete lined sedimentation/filtration pond WQP-E. The first one-half inch of runoff is captured in WQP-E and subsequent overflow is conveyed through the storm drain system to an unnamed tributary that joins Onion Creek upstream of the area where Onion Creek leaves ABIA property. Outfall 16 is the designated discharge point to waters in the State for this drainage area. Outfall 16 is located at the head of the unnamed tributary above its confluence with Onion Creek.

Runoff from the cargo terminal apron is captured by a trench drain and piping conveys discharges first to a separate concrete lined sedimentation/filtration pond. The concrete pond is the airside portion of the WQP-N treatment system. This pond captures the first one-half inch of storm water runoff from the cargo apron for filtration treatment and then discharges the treated water to Outfall 1, located along State Highway 71. Subsequent airside overflows discharge to the WQP-N detention pond and then to Outfall 1 and then to a Colorado River tributary.