Stormwater Pollution Prevention Plan (SWPPP)

July 2021

PREPARED BY:

Gale Associates, Inc.
6 Bedford Farms Drive
Suite 101
Bedford, NH

Stormwater Pollution Prevention Plan

for:

Nashua Airport
93 Perimeter Road
Nashua, NH 03063
603-882-0661

SWPPP Contact(s):

City of Nashua, Airport Authority
Chris Lynch, Airport Manager
93 Perimeter Road
Nashua, NH 03063
603-882-0661
chrislynch@nashuaairport.com

SWPPP Preparation Date:

07 / 30 / 2021

Page Intentionally Blank

Table of Contents

SECTION 1: FACILITY DESCRIPTION AND CONTACT INFORMATION

1.1 Facility Information.

Facility Information

Facility Name: Nashua Airport

Street/Location: 93 Perimeter Road

City: Nashua State: NH ZIP Code: 03063

County or Similar Government Subdivision: Hillsborough

NPDES ID (i.e., permit tracking number): NHR053108 (if covered under a previous permit)

Primary Industrial Activity SIC code, and Sector and Subsector (2021 MSGP, Appendix D and Part 8): Sector S, Sub-Sector S-1, SIC Code 4512-4581

Co-located Industrial Activity(s) SIC code(s), Sector(s) and Subsector(s) (2021 MSGP, Appendix D): N/A

Is your facility presently inactive and unstaffed and are there no industrial materials or activities exposed to stormwater? ☐ Yes ☒ No

Latitude/Longitude

Latitude:4657 Longitude:

4 2 . 7 8 2 2 º N (decimal degrees) 0 7 1. 5 1 3 9 º W (decimal degrees)

Method for determining latitude/longitude (check one):

☐Maps (If USGS topographic map used, specify scale:_____) ☐GPS

☒Other (please specify): Airnav.com

Horizontal Reference Datum (check one):

☐NAD 27 ☒NAD 83 ☐WGS 84

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

If yes, provide the name of the Indian tribe associated with the area of Indian country (including name of Indian reservation, if applicable). N/A

Are you considered a "federal operator" of the facility?

> **Federal Operator** – an entity that meets the definition of "operator" in [the 2021 MSGP] and is either any department, agency or instrumentality of the executive, legislative, and judicial branches of the Federal government of the United States, or another entity, such as a private contractor, operating for any such department, agency, or instrumentality. ☐ Yes ☒ No

Estimated area of industrial activity at your facility exposed to stormwater: 240 AC
(to the nearest quarter acre)

Discharge Information

Does this facility discharge stormwater into a municipal separate storm sewer system (MS4)?
☐ Yes ☒ No

If yes, name of MS4 operator: N/A

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

Spectacle Brook, Unnamed Pond

Does this facility discharge industrial stormwater directly into any segment of an "impaired water" (see definition in 2021 MSGP, Appendix A)? ☐ Yes ☒ No

If Yes, identify name of the impaired water(s) (and segment(s), if applicable): N/A

Identify the pollutant(s) causing the impairment(s): N/A

Which of the identified pollutants may be present in industrial stormwater discharges from this facility? N/A

Has a Total Maximum Daily Load (TMDL) been completed for any of the identified pollutants? If yes, please list the TMDL pollutants: N/A

Does this facility discharge industrial stormwater into a receiving water designated as a Tier 2, Tier 2.5 or Tier 3 water (see definitions in 2021 MSGP, Appendix A)? ☐ Yes ☒ No

Are any of your stormwater discharges subject to effluent limitation guidelines (ELGs) (2021 MSGP Table 1-1)? ☐ Yes ☒ No
If Yes, which guidelines apply? N/A

1.2 Contact Information/Responsible Parties.

Facility Operator(s):

Name: Nashua Airport
Address: 93 Perimeter Road
City, State, Zip Code: Nashua, NH 03063
Telephone Number: 603-882-0661
Email address: chrislynch@nashuaairport.com

Facility Owner(s):

Name: Nashua Airport Authority
Address: 93 Perimeter Road
City, State, Zip Code: Nashua, NH 03063
Telephone Number: 603-882-0061
Email address: ftwoods3@gmail.com

SWPPP Contact(s):

SWPPP Contact Name (Primary): Chris Lynch, Airport Manager
Telephone number: 603-882-0061
Email address: chrislynch@nashuaairport.com

SWPPP Contact Name (Backup): Farrell Woods, Chairman, Nashua Airport Authority
Telephone number: 603-801-0276
Email address: ftwoods3@gmail.com

1.3 Stormwater Pollution Prevention Team.

Staff Names	Individual Responsibilities
Gale Associates, Inc. (603-471-1887)	SWPPP Preparer: Responsible for initial development and publishing of the SWPPP, providing the SWPPP Team with regulatory expertise and interpretations with regard to the SWPPP; and providing coordination services with the Implementation Leader to assist in keeping SWPPP current.
Chris Lynch (603-882-0061)	SWPPP Implementation Leader: Responsible for overseeing daily activities including those of employees, tenants, and customers, to monitor compliance with the requirements and recommendations of the SWPPP; identifying needed improvements to the SWPPP; providing SWPPP training requirements to Airport employees; and supervising emergency response to an event that could lead to stormwater contamination.
Farrell Woods (603-801-0276)	SWPPP Implementation Team Member: Responsible for assisting the Implementation Leader with the enforcement of SWPPP requirements and recommendations by providing input into the development and evaluation of the SWPPP; and serving as the Implementation Leader during the Airport Manager's absence.
Joe Callahan	Airfield Technician: Responsible for assisting the Implementation Leader with enforcement of the SWPPP.
Eldon Richards	Airport Maintenance Technician: Responsible for assisting the Implementation Leader with enforcement of the SWPPP.
Greg Lison (603-598-4526)	Owner, Infinity Aviation: Responsible for attending annual SWPPP training meetings, disseminating SWPPP policies to employees of Infinity Aviation and incorporating SWPPP procedures into their internal practices.
Bob Byrd (603-557-1356)	Owner, Nashua Jet Aviation: Responsible for attending annual SWPPP training meetings, disseminating SWPPP policies to employees of Nashua Jet Aviation and incorporating SWPPP procedures into their internal practices.
Dave Wilkie (603-303-0883)	Owner, Blue Sky Aircraft Services: Responsible for attending annual SWPPP training meetings, disseminating SWPPP policies to employees of Blue Sky Aircraft Services and incorporating SWPPP procedures into their internal practices.
John Leland (603-882-1185)	Owner, Leland Aeroservice: Responsible for attending annual SWPPP training meetings, disseminating SWPPP policies to employees of Leland Aeroservice and incorporating SWPPP procedures into their internal practices.

1.4 Site Description.

Site Location/Description

The City of Nashua is located in southern Hillsborough County, New Hampshire. Developed as a mill town because of its location at the confluence of the Merrimack and Nashua Rivers, the City was incorporated in 1746. Today, the City is the second largest in New Hampshire and has a population of approximately 88,000 across its 32 square miles.

The Airport is situated approximately 3 miles north-west of downtown Nashua.

It is located just off of NH Route 3, locally known as the Everett Turnpike, a major north-south arterial connecting the City to Interstate 495 in Massachusetts. The Airport is a large general aviation airport serving mostly private pilots and business aircraft. It is comprised of 390± acres set at approximately 200 feet above mean sea level. Approximately 37% of the Airport property is covered by impervious surfaces.

Industrial Activities Occurring at the Airport

Industrial activities conducted at the Airport include the following:

- Aircraft, automobile, and equipment parking
- Aircraft and equipment fueling
- Aircraft and equipment washing
- Aircraft and equipment maintenance and repair
- Aircraft taxiing, departing, and arriving
- Aircraft preflight checks
- Fuel and lubricants storage
- Spot painting of aircraft
- Disturbed or constructed areas

Pollutants associated with the above activities are outlined in Section 2.1, Potential Pollutants Associated with Industrial Activity.

1.5 General Location Map.

The general location map for this facility can be found in Attachment A.

1.6 Site Map.

The site map for this facility can be found in Attachment B.

SECTION 2: POTENTIAL POLLUTANT SOURCES

Section 2 describes all areas at the Airport where industrial materials or activities are exposed to stormwater or from which authorized non-stormwater discharges originate. Industrial materials or activities include but are not limited to material handling equipment or activities; industrial machinery; raw materials; intermediate products, by-products, final products, and waste products. Material handling activities include, but are not limited to the storage, loading and unloading, transportation, or conveyance of any raw material, intermediate product, final product or waste product.

For each area identified, the SWPPP includes industrial activities in the area, potential pollutants or pollutant constituents for each identified activity, documentation of where potential spills and leaks could contribute pollutants to stormwater discharges, evaluation of unauthorized non-stormwater discharges, salt storage location, stormwater discharge sampling data and descriptions of stormwater control measures.

2.1 Potential Pollutants Associated with Industrial Activity.

Industrial Activity	Associated Pollutants
Aircraft , automobile, and equipment parking	TSS, Oils, Fuels (Jet-A and 100LL)
Aircraft and vehicle fueling	Fuels (Jet-A and 100LL)
Aircraft preflight checks	Fuels (Jet-A and 100LL)
Aircraft and equipment washing	Oils, Fuels, Hydraulic Fluids, TSS, Wash Water, Detergents
Refuse Disposal	Food oils
Aircraft taxiing, departing, and arriving	TSS
Fuel and lubricant storage	Fuels (Jet-A and 100-LL), Oils, Lubricants
Painting of aircraft	Chemical Solvents, Paints
Disturbed or constructed areas	TSS

If you are a Sector S (Air Transportation) facility, do you anticipate using more than 100,000 gallons of pure glycol in glycol-based deicing fluids and/or 100 tons or more of urea on an average annual basis?

☐ Yes ☒ No

2.2 Spills and Leaks.

Areas of Site Where Potential Spills/Leaks Could Occur

Location	Discharge Points
Material loading and unloading (e.g., maintenance hangar and fueling facilities)	Discharge Point 1
Indoor storage areas (e.g., chemical storage)	Discharge Point 1
Fueling areas	Discharge Points 1, 3, 4, and 5
Solid waste storage facilities (e.g., dumpsters)	Discharge Point 1
Fuel truck storage area	Discharge Point 1

Description of Past Spills/Leaks

According to a NH Department of Environmental Services Onestop data portal search of cleanup sites and spills, no significant spills or leaks of oil or toxic or hazardous substances have occurred at the Airport in the past three years.

Date	Description	Discharge Points
N/A	N/A	N/A

2.3 Unauthorized Non-stormwater Discharges Evaluation.

Non-stormwater discharges include both authorized and unauthorized discharges to the stormwater system. Section 1.2.2.1 of the 2021 MSGP identifies the following as being the only non-stormwater discharges allowed under the permit:

- Discharges from emergency/unplanned fire-fighting activities.
- Fire hydrant flushings.
- Potable water, including uncontaminated water line flushings.
- Uncontaminated condensate from air conditioners, coolers/chillers, and other compressors and from the outside storage of refrigerated gases or liquids.
- Irrigation/landscape drainage, provided all pesticides, herbicides, and fertilizers have been applied in accordance with the approved labeling.
- Pavement wash waters, provided that detergents or hazardous cleaning products are not used (e.g., bleach, hydrofluoric acid, muriatic acid, sodium hydroxide, nonylphenols), and the wash waters do not come into contact with oil and grease deposits, sources of pollutants associated with industrial activities or any other toxic or hazardous materials, unless residues are first cleaned up using dry clean-up methods (e.g., applying absorbent materials and sweeping, using hydrophobic mops/rags) and you have implemented appropriate control measures to minimize discharges of mobilized solids and other pollutants (e.g., filtration, detention, settlement);
- External building/structure washdown / power wash water that does not use detergents or hazardous cleaning products (e.g., those containing bleach, hydrofluoric acid, muriatic acid, sodium hydroxide, nonylphenols) and you have implemented appropriate control measures to minimize discharges of mobilized solids and other pollutants (e.g., filtration, detention, settlement).
- Uncontaminated ground water or spring water.
- Foundation or footing drains where flows are not contaminated with process materials.
- Incidental windblown mist from cooling towers that collects on rooftops or adjacent portions of a facility, but not intentional discharges from the cooling tower (e.g., “piped” cooling tower blowdown; drains).

2.4 Salt Storage.

Not applicable.

2.5 Sampling Data Summary.

Analytical monitoring has not been required at this site because the Airport has not used Aircraft Deicing materials of any type to date. The Airport also does not use any regulated pavement deicing materials. Pavement deicing is limited to landside pedestrian walkways and automobile parking areas using Calcium Chloride. Thus, the Airport has not performed any analytical sampling.

SECTION 3: STORMWATER CONTROL MEASURES (SCM)

3.1 Non-numeric Technology-based Effluent Limits (BPT/BAT/BCT)

The Airport must comply with the applicable non-numeric effluent limits as well as any sector-specific non-numeric effluent limits in Part 8, except where otherwise specified. The following sections describe how the Airport meets standards for minimizing exposure, good housekeeping, maintenance, spill prevention response, erosion and sediment controls, stormwater management, salt storage piles, and dust generation, as applicable.

3.1.1 Minimize Exposure.

Structural controls and practices used to minimize the exposure of potential pollutant sources to rain, snow, snowmelt, and stormwater include the following:

- Shallow Grassed Swales – remove pollutants through sedimentation and gravity separation.
- Deep Sump Catch Basins – remove trash, debris, and coarse sediment from stormwater runoff and serve as temporary spill containment devices for floatables such as oils and greases.
- Leaching Catch Basins – permit runoff to infiltrate into the ground.
- Oil/Water Separators and Secondary Containment Structures – separate and divert oil or fuel from stormwater. The systems have oil stop valves, safety oil sumps and secondary underground storage tanks. The oil stop valve's ballasted float remains open when submerged in water but closed and sealed when submerged in oil or fuel. When closed the pollutant is captured by the underground storage tank. Oil-water separators are located at every hangar with drainage.
- Infiltration Basin with Infiltration Trench – impounds and stores runoff until it can exfiltrate through the basin floor, and sides/bottom of the stone infiltration trench. The trench provides the storage of runoff under ground level
- Porous Pavement – allows infiltration of stormwater runoff in areas with poor drainage.
- Sub-Surface Detention – attenuates peak flow so stormwater is released slowly.

3.1.2 Good Housekeeping.

The following good housekeeping best management practices (BMPs) are being implemented at the Airport to keep potential sources of pollutants clean:

Good Housekeeping Best Management Practices (BMPs)	
Areas of Concern	**BMPs**
Trash containers, dumpsters	• Place all trash into containers • Firmly attach lids on trash containers • Replace trash containers that leak • Contract for regular trash disposal services • Inspect trash container areas daily
Exterior unsheltered storage areas	• Provide secondary containment for oil and hazardous materials • Firmly attach lids on all drums and containers • Place materials under cover or indoors whenever possible

Cargo handling or loading areas	• Provide cover over loading/ unloading areas where possible or practicable to reduce exposure to precipitation • Park delivery vehicles so that spills can be contained • Avoid transfer of loads near storm drains • Provide adequate supplies of cleanup materials near areas where cargo is handled or located
Roadside areas	• Remove all trash from paved and turfed areas • Mow drainage swales on a regular basis • Remove excess sand from winter sanding operations from drainage swales and culverts
Aircraft tie-downs	• Require aircraft owners to keep their tie down spaces neat and free from debris or trash • Do not allow placement of gas cans, oil containers, or other potential pollutants to stormwater in tie-down areas • Contain spills and leaks immediately and dispose of spilled or leaked materials properly • Check aircraft tie-downs regularly (weekly) for leaks, particularly aircraft that have not been flown for an extended period of time.
Fueling areas	• Provide adequate supplies of cleanup materials nearby • Maintain fueling tanks and dispensing equipment • Do not hose down spills or leaks but instead use absorbent materials and dispose of properly • Park fuel trucks in a secure location with secondary containment
Aircraft and equipment washing areas	• Prohibit the washing of aircraft at the Airport to avoid polluting the stormwater management system or provide an oil/water separator
Equipment Maintenance	• Check equipment and vehicles regularly for leaks and repair any leaks promptly

Aircraft preflight checks	• Restrict pilots conducting preflight fuel sump checks to use GATS[1] jars or equivalent instead of discarding sumped fuel on the ground
Aircraft or runway de-icing	• The Airport does not currently offer de-icing services • If de-icing is offered in the future, the SWPPP will need to be updated to incorporate BMPs to reduce or prevent pollutants associated with de-icing activities from entering the stormwater system
Stormwater basins and swales	• Inspect basins at least twice annually and repair or clean as needed to remove sediment • Inspect swales weekly along with airfield inspection, remove sediments, and mow the swales regularly during the growing season
Material storage and handling	• Look for signs that materials are being lost during loading/unloading operations • Reduce inventory quantities of possible pollutants stored at the airport • Provide adequate space for material storage • Keep material containers away from traffic areas to prevent accidental spills • Store all chemicals and lubricants indoors, and store on shelves whenever possible • Maintain a current inventory of materials • Assure that all containers are properly labeled to show the type of substance, expiration date, potential health hazard, suggestions for handling, and first aid instructions • Substitute less harmful substances whenever practicable • Recycle pollutants that cannot be eliminated completely from use • Locate waste and recycling containers in controlled areas of the Airport • Recycle cleaning agents where possible

[1] See GATS Jar literature in Attachment E

Building and grounds maintenance	• Plant vegetation that reduces or eliminates the need for irrigation, pesticides, and fertilizers • Clean gutters and storm drains or a regular basis • Remove trash and dispose of properly
Aircraft Maintenance	• Investigate the use of non-caustic detergents for parts cleaning • Use detergent or water-based cleaning agents where practical • Replace chlorinated solvents where possible • Place drip pans under aircraft that might leak while work is being performed • Transfer used fluids to proper waste or recycling containers for proper disposal
Employee Training	• Incorporate good housekeeping practices into the Airport's employee training program • Discuss good housekeeping items at employee meetings including how to contain spills, no topping or fuel tanks, how to contact the proper authorities, and encouraging the use of GATS jars • Post a bulletin board in the maintenance hangar with reminders, tips, and procedures for good housekeeping
Airport Lease Holders	• Require all leaseholders to maintain their own SWPPP by lease condition • Provide a copy of this SWPPP to all Airport leaseholders

3.1.3 Maintenance.

To maintain the site in compliance with EPA Regulations, the Airport continues to take the following steps to maintain their stormwater system:

- Inspect dumpsters at least weekly to confirm that they are covered and that they are not leaking.
- Inspect leak and spill containment products at or near areas for potential leaks and/or spills of pollutants regularly.
- Inspect aircraft tie-downs weekly to confirm that areas are free of debris, that no potential pollutants (e.g., gas cans, oil containers, etc.) are present, and that aircraft are not leaking
- Maintain an adequate supply of cleanup materials near fueling areas
- Inspect stormwater basins at least twice annually repair/clean as needed
- Inspect swales weekly during airfield inspection and remove sediments/mow as needed
- Promptly repair any areas that show signs of erosion as they appear
- Clean gutters and storm drains on a regular basis
- Continue to contract with a licensed firm to recycle waste chemical cleaning products until suitable less hazardous products can be used.
- Develop and implement an education program for Airport users, employees, businesses and vendors that stresses the prevention or reduction of activities that may cause a discharge of pollutants to stormwater.
- Maintain the oil/water separators in hangar areas and check the mechanical shutoffs monthly to assure they are working properly.
- Consider developing an airport policy that prohibits the storage of fuel or oil in hangars other than that contained in the aircraft fuel tank itself, or the aircraft owner's vehicle fuel tank that is stored when the owner is away on a flight.

3.1.4 Spill Prevention and Response Procedures.

The Airport currently maintains a Spill Prevention, Control & Countermeasures (SPCC) Plan describing measures the airport implements to prevent and mitigate the impacts of oil discharges. A copy of the plan is kept onsite and made available for review. The following is a similar description of the airport's policies and procedures, generalized for the various types of materials which could be spilled.

3.1.4.1 Common Sense Practices and Spill Prevention

Airport and FBO employees should be trained to implement spill prevention practices for work with and around oil sources. Personnel should use common sense and rely on spill prevention practices at all times to minimize the potential for a release of oil.

For example, the following "common sense" practices are recommended:

- Keep container lids securely fastened at all times.
- Do not leave portable sources outside unattended.
- Return portable sources to their storage location after use.
- Use pads, drip pans, and funnels when transferring petroleum products from a portable container.
- Protect oil sources from damage by moving equipment.
- Containers susceptible to spillage or leakage should be clearly labelled (e.g., used oil, spent

solvents, fertilizers, etc.) to encourage proper handling and facilitate rapid response if spills or leaks occur.
- Contaminated water should be removed and disposed of by a licensed hazardous waste contractor.
- Do not store oil sources near catch basins or drains that could lead to stormwater or groundwater contamination.
- Loading and unloading of petroleum products should be attended at all times.
- Spill response equipment should be stored convenient to the fuel pumps and maintenance hangars wherever a spill could reasonably occur.

3.1.4.2 Spill Prevention Procedures

Following is a list of actions that will lessen the potential for a spill:

- Maintain leak detection and overflow controls on fueling equipment.
- Do not top-off fuel tanks in aircraft.
- Use caution when fueling aircraft to prevent overflows.
- Implement material transfer procedures that reduce the chance of spills.
- Spill prevention during oil deliveries (offloading) is the primary responsibility of the supplier until the product is safely in the tank or vessel; aircraft fueling is the responsibility of FBO personnel. Each FBO responsible for fueling should implement spill prevention measures for aircraft fueling and truck unloading operations.
- Inspect dumpsters weekly for leaks, failing parts, missing lid or other deficiency including overloading.
- Any deficiencies found should be corrected without delay.

Aircraft Fueling

- Only trained personnel will perform aircraft fueling operations.
- Facility personnel will monitor the fueling area for safe and proper operation and take immediate action to correct any deficiencies.
- Unattended fueling operation is not allowed (self-serve fueling is not allowed).

Inspection of Fuel Dispensing Equipment

All petroleum tank and piping problems shall be immediately reported to the Airport Manager or designee. Visible oil spills (leaks) that cause a loss of oil from dispensing equipment or other components shall be repaired immediately and replaced as soon as possible to prevent the potential for a major spill from the source. This is especially important for sources located outside or near drains or catch basins that discharge to the environment.

Training

The Airport shall provide spill training for personnel involved with handling hazardous materials. The Airport Manager shall arrange for annual training, which shall include the following training topics:

- An introduction to pollution control laws.
- Rules and regulations pertaining to the use and storage of petroleum products.

- Inspection, operation and maintenance of spill equipment, and petroleum storage and dispensing equipment.
- Spill response and cleanup.
- Spill notification and record keeping.
- Spill prevention practices.

The Airport Manager shall maintain records of attendance and topics covered at each training session. The annual SWPPP training shall be documented to include the instructor's name, course outline, date and duration of training, attendant's names and signatures, and corrective action list for areas in need of improvement, if any. This information shall be filed in the SWPPP and maintained for at least three years at the Airport Manager's Office with a copy to the Airport Authority Chair.

Security

A chain link perimeter fence to limit access to the facility surrounds the Airport. Electronic gates control access to the Airport, and only authorized individuals may enter the Airport property.

The Airport is periodically patrolled during the day and night by the Nashua Police Department as part of the Airport's overall security plan.

The Airport is occupied with Airport personnel Monday through Friday from 7:00 AM to 5:00 PM and often longer into the evening.

The airport entrances, aprons and fueling areas are lighted at night.

Emergency Response

This section describes the cleanup response protocols to follow in the event of an oil spill. State or federal laws prohibit the uncontrolled discharge of oil to groundwater, surface water, or soil. It is imperative that action be taken to respond to a spill once it has occurred. In the event of an oil spill, depending on the volume and characteristics of the material released, the Airport has defined spill response as either a "Minor Spill Response" or "Major Spill Response" ("Spill Emergency"). A list of Emergency Contacts is included in Attachment H. A list of recommended spill response materials that should be kept at the Airport in a central location is also included in Attachment I.

3.1.4.3 Minor Spill Response

A "Minor Spill Response" is defined as one that poses no significant harm to human health or the environment. These spills involve generally less than 10 gallons and can usually be cleaned up by Airport personnel. Other characteristics of a minor spill include the following:

- The spilled material is easily stopped or controlled at the time of the spill.
- The spill is localized.
- The spilled material is not likely to reach surface water or groundwater.
- There is little danger to human health.
- There is little danger of fire or explosion.

In the event of a minor spill the following guidelines shall apply:

- Contact the Nashua Fire Department (603-594-3650) immediately. The Fire Department will advise whether NHDES should be notified at 1-800-346-3899.
- Notify the senior on-site person (i.e., Airport Manager, or designee).

- Under the direction of the senior on-site person, contain the spill with spill response materials and equipment.
- Place spill debris in properly labeled waste containers and dispose of properly.
- Complete the Spill Notification Form (Attachment D) and send to the Nashua Fire Prevention Officer.

3.1.4.4 Major Spill Response (Spill Emergency)

A "Major Spill Emergency" is defined as one involving a spill that cannot be safely controlled or cleaned up. Characteristics include the following:

- The spill is large enough to spread beyond the immediate spill area or is large enough to be reportable (see Attachment F for a list of Reportable Quantities of Hazardous Substances)
- The spill material enters surface water or groundwater (regardless of spill size)
- The spill requires special training and equipment to clean up
- The spilled material is dangerous to human health
- There is danger of fire explosion

In the event of a spill emergency, the following guidelines shall apply:

- All workers shall immediately evacuate the spill site and move to a safe distance away from the spill
- The senior on-site person shall call for medical assistance if workers are injured (no worker shall engage in rescue operations unless they have been properly trained and equipped)
- The senior on-site person shall immediately contact the Nashua Fire Department (603-594-3651) and notify the New Hampshire Department of Environmental Services (603- 271-3899) and the National Response Center (800-424-8802). Document the telephone call on the Spill Notification Form in Attachment D.
- The senior on-site person shall contact the Airport Manager and the Airport Authority Chairman and provide details regarding the spill.
- The Airport Manager will coordinate cleanup efforts and seek assistance from a cleanup contactor as necessary. The party responsible for the spill will be charge for all cleanup and reporting costs.

If a senior on-site person is not available at the time of the spill, then the next highest Airport employee in command shall assume responsibility.

3.1.5 Erosion and Sediment Controls.

During construction the Airport will maintain areas prone to erosion using methods including but not limited to application of rip-rap, turf, installation of silt fencing, or stone/hay bale check dams. The purpose of these methods is to prevent soil from entering the stormwater system and will be administered with coverage under the EPA's Construction General Permit (CGP) for each project. Permanent erosion control methods include seeding, mulching, and erosion control netting in areas that exhibit poor growth and installation of rip-rap outlet protection at each outfall location. Treating stormwater at the Airport takes place through vegetated swales, stormwater sedimentation basins and infiltration basins. As the Airport reconstructed and relocated its runway, and reconstructed some of its taxiways and aprons, the stormwater management system reviewed upgrades and new BMPs by installing some detention, sedimentation and infiltration basins and flow attenuating grassed swales for pre-treatment prior to entering the sedimentation basins and subsequent infiltration into the ground.

All stormwater treatment facilities are designed and constructed in accordance with NHDES stormwater policies.

3.1.6 Management of Stormwater.

In general, surface water from the Airport is transported through man-made and natural vegetated swales to either underground culvert pipes or infiltration-type catch basins. The Attachment B Site Map shows the stormwater flow directions at the Airport.

The western-most area of the airport drains indirectly to a wetland area near the Runway 14 end of the Airport's parallel taxiway. The remaining stormwater flows are directed through vegetated swales and drainage pipes to Spectacle Brook and its associated wetlands.

3.1.7 Salt Storage Piles or Piles Containing Salt.

Not applicable.

3.1.8 Dust Generation and Vehicle Tracking of Industrial Materials.

Dust generation during construction will be minimized using haul routes, which will be clearly delineated at the time of the project and shown on the plans. Haul routes constructed on non-paved areas must be capable of supporting the equipment and vehicles using them. All paved haul routes must be kept clear of stones, dirt, debris, and foreign matter at all times. If it is determined that a sweeping of the pavement will generate too much dust, then a vacuum type street cleaner or other approved pavement cleaning equipment shall be used. The contractor will provide dust control on the haul routes at all times and will have on site a water truck operator who will monitor construction activities for dust generation and take corrective action as required.

3.2 Numeric Effluent Limitations Based on Effluent Limitations Guidelines (ELGs).

Not Applicable.

Regulated Activity	40 CFR Part/Subpart	Effluent Limit
Discharges resulting from spray down or intentional wetting of logs at wet deck storage areas	Part 429, Subpart I	See Part 8.A.8
Runoff from phosphate fertilizer manufacturing facilities that comes into contact with any raw materials, finished product, by-products or waste products (SIC 2874)	Part 418, Subpart A	See Part 8.C.5
Runoff from asphalt emulsion facilities	Part 443, Subpart A	See Part 8.D.5
Runoff from material storage piles at cement manufacturing facilities	Part 411, Subpart C	See Part 8.E.6
Mine dewatering discharges at crushed stone, construction sand and gravel, or industrial sand mining facilities	Part 436, Subparts B, C, or D	See Part 8.J.10
Runoff from hazardous waste landfills	Part 445, Subpart A	See Part 8.K.7
Runoff from non-hazardous waste landfills	Part 445, Subpart B	See Part 8.L.11
Runoff from coal storage piles at steam electric generating facilities	Part 423	See Part 8.O.8
Runoff containing urea from airfield pavement deicing at existing and new primary airports with 1,000 or more annual non-propeller aircraft departures	Part 449	See Part 8.S.9

3.3 Water Quality-based Effluent Limitations and Water Quality Standards.

See Section 3.1.2, Good Housekeeping, for measures that will be implemented at the site to control industrial stormwater discharge.

3.4 Sector-Specific Non-Numeric Effluent Limits.

Because the Airport will not be using deicing fluids containing urea, the facility does not meet the criteria for Sector-Specific Non-Numeric Effluent Limits.

SECTION 4: SCHEDULES AND PROCEDURES

4.1 Good Housekeeping.

The good housekeeping measures identified in Section 3.1.2, Good Housekeeping, will be implemented on the following schedule:

4.1.1 Routine Facility Inspections

Routine facility inspections will be conducted by qualified airport personnel on a quarterly basis, or in some cases as frequently as monthly, as appropriate. At least one member of the stormwater pollution prevention team must participate in routine inspections. Inspections of the following areas must occur:

- Areas where industrial materials or activities are exposed to stormwater.
- Areas identified in the SWPPP and those that are potential pollutant sources
- Areas were spills and leaks have occurred in the past three years.
- Discharge points.
- Control measures used to comply with the effluent limits contained in this permit.

The inspector must examine or look out for the following:

- Industrial materials, residue or trash that may have or could come in contact with stormwater.
- Leaks or spills from industrial equipment, drums, tanks and other containers.
- Offsite tracking or industrial or waste materials, or sediment where vehicles enter or exit the site.
- Tracking or blowing of raw, final or waste materials from areas of no exposure to exposed areas.
- Control measures needing replacement, maintenance or repair.

During an inspection occurring during a stormwater discharge, control measures implemented to comply with effluent limits must be observed to ensure they are functioning correctly. Discharge points, as defined in the Attachment B Site Map, must also be observed during this inspection. If such discharge locations are inaccessible, nearby downstream locations must be inspected.

4.1.2 Quarterly Visual Assessments

Once each quarter for the entirety of permit coverage, the Airport must collect a stormwater sample from each discharge point and conduct a visual assessment of each of these samples. These samples are not required to be collected consistent with 40 CFR Part 136 procedures but must be collected in such a manner that the samples are representative of the stormwater discharge. Guidance on monitoring is available at: https://www.epa.gov/sites/production/files/2015-11/documents/msgp_monitoring_guide.pdf.

The following sampling methods and criteria will be used to sample and record the information for the quarterly visual monitoring:

- The discharge sample must be made in a clean, colorless glass or plastic container and examined in a well-lit area.
- Assessment of the sample must be made within the first 30 minutes of an actual discharge from a storm event. If it is not possible to collect the sample within the first 30 minutes of discharge, the sample must be made as soon as practicable after the first 30 minutes, and the Airport must document why it was not possible to take the sample within the first 30 minutes. Snowmelt

samples must be taken during a period with a measurable discharge.

- Form storm events, the assessment must be made on discharges that occur at least 72 hours from the previous discharge. The 72-hour storm interval does not apply if the Airport documents that less than a 72-hour interval is representative for local storm events during the sampling period.
- The sample must be observed for the following water quality characteristics, which may be evidence of stormwater pollution:
    - Color
    - Odor
    - Clarity (diminished)
    - Floating solids
    - Settled solids
    - Suspended solids
    - Foam
    - Oil Sheen
    - Other obvious indicators of stormwater pollution
- Whenever the visual assessment shows evidence of stormwater pollution in the discharge, the Airport must indicate corrective action procedures.

The Airport must document the results of all visual assessments and maintain this documentation onsite with the SWPPP. Any corrective action required as a result of a quarterly visual assessment must be conducted consistent with Part 5 of the MSGP. Visual assessments are not required to be submitted to EPA unless specifically requested, however, a summary of findings must be submitted through annual reporting. Documentation of the visual assessment must include but not be limited to:

- Sample location(s).
- Sample collection date and time, and visual assessment date and time for each sample.
- Personnel collecting the sample and conducting the visual assessment, and their signatures.
- Nature of the discharge (i.e. stormwater from rain or snow).
- Results of observations of the stormwater discharge.
- Probable sources of any observed stormwater contamination.
- If applicable, why it was not possible to take samples within the first 30 minutes.
- A statement signed and certified in accordance with the MSGP, Appendix B, Subsection 11.

Adverse weather conditions are those that are dangerous or create inaccessibility for personnel, such as local flooding, high winds, or electrical storms, or situations that otherwise make sampling impractical, such as extended frozen conditions. When any of these conditions prevent the collection of samples during the quarter, the Airport must take a substitute sample during the next qualifying storm event and document to rationale for no visual assessment in the SWPPP records.

4.1.3 Annual Compliance Evaluation

Annual Comprehensive Site Compliance Evaluations are reviews performed by the individuals designated by the Airport and at least one member of the Pollution Prevention Team that have the responsibility and expertise in conducting such reviews. The individual(s) conducting the annual comprehensive Site Compliance Evaluation shall be known as inspector(s). When conducting the annual Comprehensive Site Compliance Evaluation, the inspector(s) must look for the following:

- Industrial materials, residue, or trash that may have come into contact with stormwater.
- Leaks or spills from industrial equipment, drums, tanks, and other containers.
- Offsite tracking of industrial or waste materials, or sediment where vehicles enter or exit the site.
- Tracking or blowing of raw, final, or waste materials from areas of no exposure to exposed areas.
- Evidence of, or the potential for, pollutants entering the drainage system.
- Evidence of pollutants discharging to surface waters at all facility outfalls, and the condition of and around the outfall.
- Evidence of ineffective pollution reduction measures and BMPs.
- Insufficient equipment and supplies for SWPPP implementation.
- Evidence that SWPPP changes were implemented in a timely fashion.

Inspectors must consider the result of the past year's visual and analytical monitoring when planning and conducting inspections. Stormwater BMPs identified in the SWPPP must be observed during active operation, i.e., during a stormwater runoff event, to ensure their proper operation. Where discharge locations are inaccessible, nearby downstream locations must be inspected.

When the Comprehensive Site Compliance Evaluation overlaps with a routine facility inspection required under the MSGP, the Comprehensive Site Compliance Evaluation may also be used as one of the routine inspections, provided all components of both types of inspections are included. Any corrective action required as a result of the comprehensive site inspection must be performed within 14 days of discovery of any faulty condition. Within 24 hours of discovery of any faulty condition the inspector must document the following information:

- Identification of the condition triggering the need for corrective action review.
- Description of the problem identified.
- Date the problem was identified.

A Compliance Evaluation Report, as included in Attachment D, must be filled out after the completion of the annual comprehensive site compliance evaluation. Completed copies of the Compliance Evaluation Report form must be filed with the SWPPP in Attachment J.

4.2 Maintenance.

Preventative maintenance (including regular inspections, testing, maintenance and repair of all stormwater control measures to avoid situations that may result in leaks, spills, and other releases) is critical to the success of the SWPPP. The schedule and frequency of conducting routine inspections of the Airport and taking the appropriate corrective actions are contained in the Good Housekeeping Best Management Practices table in Section 3.1.2.

If routine inspections indicate that corrective actions are necessary, the Airport will take all reasonable steps to minimize or prevent the discharge of pollutants until a permanent solution is installed and made operational, including cleaning up any contaminated surfaces so that the material will not discharge in subsequent storm events.

If the Airport determines that additional changes are necessary, a repair must be completed, or a new or modified control must be installed and made fully operational before the next storm event if possible and within 14 days from the time of discovery. If it is infeasible to complete the installation or repair within 14 calendar days, the Airport must document why it is infeasible and identify a schedule for completing the work, which must be done as soon as practicable after the 14-day timeframe but no longer than 45 days after discovery.

Where corrective actions result in changes to any of the controls or procedures documented in the SWPPP, the SWPPP must be modified accordingly within 14 calendar days of completing corrective action work.

4.3 Spill Prevention and Response Procedures.

Spill prevention and response procedures are outlined in the following sections of this SWPPP:

- Spill prevention procedures: Section 3.1.4.1 Common Sense Practices and Spill Prevention and Section 3.1.4.2 Spill Prevention Procedures
- Spill response and reporting: Section 3.1.4.2 Minor Spill Response and Section 3.1.4.4 Major Spill Response (Spill Emergency)
- Stormwater control measures: Section 3.1.1 Minimize Exposure
- Cleanup equipment: Attachment I
- Spill logs: Attachment D

4.4 Erosion and Sediment Control.

No such chemicals or polymers are used.

4.5 Employee Training.

Scheduled tenant and Airport personnel employee training occurs once each year, and at the time a new employee is hired, as well as when changes to the SWPPP are made. Training updates or bulletins should be posted in the Airport Manager's office in a conspicuous location. The annual SWPPP training shall be documented to include the instructor's name, course outline, date and duration of training, attendant's names and signatures, and corrective action list for areas in need of improvement, if any. This information shall be filed with the SWPPP in Attachment J and maintained for at least three years at the Airport Manager's office with a copy to the Airport Authority Chair. Blank employee training logs are contained in Attachment D.

The SWPPP training program should include but not be limited to the following:

- An overview of what is in the SWPPP.
- Spill Prevention and Response
    - Potential spill areas and stormwater drainage patterns are identified and information on past spills and causes is provided.
    - Spill containment procedures are discussed and the location and proper use of spill response equipment is identified.
    - Significant (reportable) spills are reported as required in the SWPPP.
    - Material handling and storage procedures and requirements are provided.
    - On-site contractors and temporary personnel are informed of Airport operations with a view toward preventing accidental discharges and spills.

- Good Housekeeping
    - Airport tenants and personnel are instructed on how to maintain a clean and orderly work environment with an emphasis on regular sweeping, prompt cleanup of spilled materials, and instruction on securing drums and other containers and frequently checking for spills and leaks.
- Materials Management Practices
    - The importance of organizing stored materials is discussed.
    - All toxic or hazardous materials or substances that are stored or handled onsite should be identified.
    - Proper handling and storage procedures for all toxic or hazardous materials are discussed.
    - Unacceptable practices, such as hosing down work areas or washing or pouring materials down drains and sinks is discussed.
- Location and Maintenance of Controls
- Conducting Inspections, Recording Findings and Taking Corrective Actions
- Spill Response Procedures
    - Minor spill response in accordance with Section 3.1.4.3
    - Major spill response (Spill Emergency) in accordance with Section 3.1.4.4
- Training Program Tools
    - Airport and tenant meetings are conducted on a regular basis.
    - A bulletin board is maintained in the Airport Manager's office for display of stormwater management practices.

4.6 Inspections and Assessments.

Procedures for conducting routine inspections and assessments are contained in Section 4.1, Good Housekeeping.

4.6.1 Routine Facility Inspections.

Facility inspections are conducted in accordance with the schedule and procedures contained in Section 4.1.1, Routine Inspections.

For routine facility inspections to be performed at your site, your SWPPP must include a description of the following:

1. **Person(s) or positions of person(s) responsible for inspection.** Airport Manager or qualified designee.

   Note: Inspections must be performed by qualified personnel with at least one member of your stormwater pollution prevention team participating. Inspectors must consider the results of visual and analytical monitoring (if any) for the past year when planning and conducting inspections. Qualified personnel are those who possess the knowledge and skills to assess conditions and activities that could impact stormwater quality at your facility, and who can also evaluate the effectiveness of control measures.

2. **Schedules for conducting inspections, including tentative schedule for facilities in climates with irregular stormwater discharges.** At least quarterly.

   Note: The qualified personnel must conduct inspections at least quarterly (i.e., once each calendar quarter), or in some instances more frequently (e.g., monthly). Increased frequency may be appropriate for some types of equipment, processes and stormwater control measures, or areas of the facility with significant activities and materials exposed to stormwater. At least once each calendar year, the routine inspection must be conducted during a period when a stormwater discharge is occurring.

3. **List areas where industrial materials or activities are exposed to stormwater**. See Sections 2.1 Potential Pollutants Associated with Industrial Activity and Section 2.2 Spills and Leaks, Areas of Site Where Potential Spills/Leaks Could Occur.

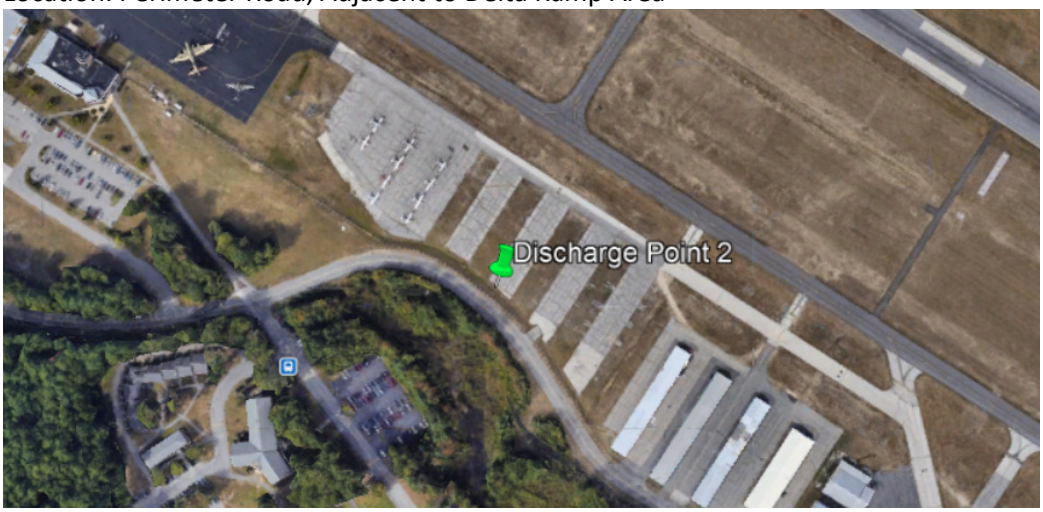
4. **List areas identified in the SWPPP (section 1 of the SWPPP Template) and those that are potential pollutant sources (see Part 6.2.3).** See Sections 2.1 Potential Pollutants Associated with Industrial Activity and Section 2.2 Spills and Leaks, Areas of Site Where Potential Spills/Leaks Could Occur.

5. **Areas where spills and leaks have occurred in the past three years.** None – See Section 2.2 Spills and Leaks, Description of Past Leaks and Spills.

6. **Inspection information for discharge points.**

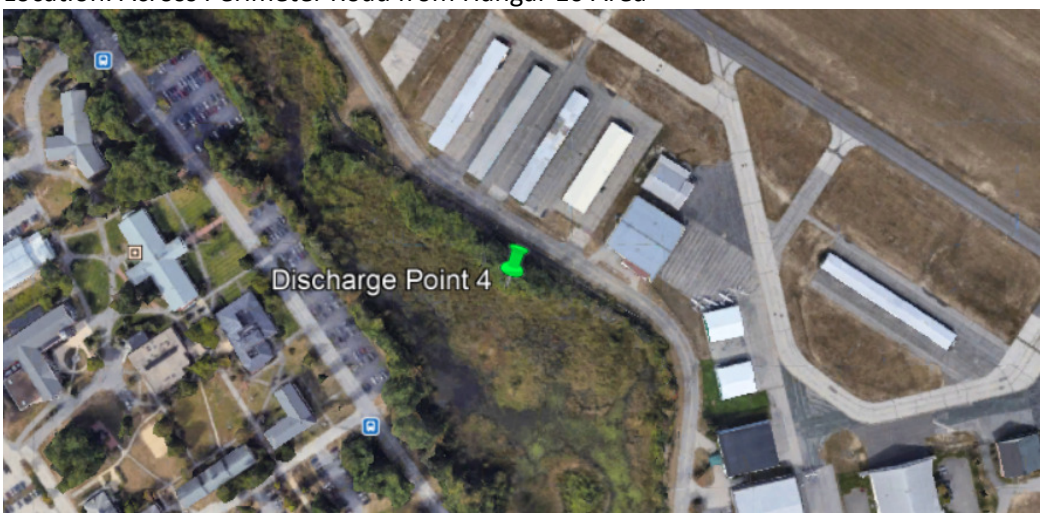
   Discharge Point 1
   42.778769°N, 71.513106°W
   Location: Across Perimeter Road from Delta Ramp Area

Discharge Point 2
42.778894°N, 71.51265°W
Location: Perimeter Road, Adjacent to Delta Ramp Area



Discharge Point 3
42.777994°N, 71.512572°W
Location: Across Perimeter Road from Gate 8 Area

Discharge Point 4
42.777094°N, 71.5112°W
Location: Across Perimeter Road from Hangar 10 Area



Discharge Point 5
42.776772°N, 71.510053°W
Location: Across Perimeter Road from Hangar 6 Area

Discharge Point 6
42.775714°N, 71.506856°W
Location: Along Pine Hill Road Adjacent to Hangar 1 (Nashua Airport Authority) Driveway

7. **List the control measures used to comply with the effluent limits contained in the 2021 MSGP.** This site does not meet the criteria for effluent limits because it does not use those materials identified in sufficient quantities to trigger discharge monitoring for compliance with effluent limits.
8. **Other site-specific inspection objectives.** None

4.6.2 Quarterly Visual Assessment of Stormwater Discharges.

Quarterly visual assessments are conducted in accordance with the procedures contained in Section 4.1.2, Quarterly Visual Assessments.

For quarterly visual assessments to be performed at your site, your SWPPP must include a description of the following:

1. **Person(s) or positions of person(s) responsible for assessments.** Airport Manager or qualified designee.
2. **Schedules for conducting assessments.** To be conducted at least once per quarter.
3. **Specific assessment activities.** Using a clear, colorless glass or plastic container, a sample of stormwater discharge will be collected from each discharge point during daylight hours in a well-lit area within at least 30 minutes of discharge (or as soon as practicable) from a storm event occurring at least 72 hours from the previous discharge. The sample will be visually inspected in accordance with the requirements of Section 4.1.2 Quarterly Visual Assessments.

4.6.3 Exception to Routine Facility Inspections and Quarterly Visual Assessments for Inactive and Unstaffed Sites.

☐ **This site is inactive and unstaffed, and has no industrial materials or activities exposed to stormwater, in accordance with the substantive requirements in 40 CFR 122.26(g)(4)(iii) as signed and certified in Section 7 below.**

If you are invoking the exception for inactive and unstaffed sites for your routine facility inspections and/or quarterly visual assessments, include information to support this claim.

Not applicable.

4.7 Monitoring.

The facility does not meet the minimum requirements for effluent discharge monitoring.

Check the following monitoring activities applicable to your facility:

☐ Indicator monitoring
☐ Benchmark monitoring
☐ Effluent limitations guidelines monitoring
☐ State- or tribal-specific monitoring
☐ Impaired waters monitoring
☐ Other monitoring required by EPA

SECTION 5: DOCUMENTATION TO SUPPORT ELIGIBILITY CONSIDERATIONS UNDER OTHER FEDERAL LAWS

5.1 Documentation Regarding Endangered Species Act (ESA) Listed Species and Critical Habitat Protection.

An Official Species List obtained from the U.S. Fish and Wildlife Service (USFWS) using the online mapping tool IPaC (Information, Planning, and Consultation System) showed one (1) threatened species, the northern long-eared bat, in the airport's "action area" . A review of National Marine Fisheries Service maps revealed that no endangered or threatened species or critical habitat areas are present in the "action area." Under the MSGP, the Airport meets Criterion C3 (see Appendix E of the MSGP). A copy of the USFWS correspondence for the purposes of this project can be found in Attachment G.

5.2 Documentation Regarding National Historic Preservation Act (NHPA)-Protected Properties.

At this time, the Airport is not proposing construction of additional stormwater controls in previously undisturbed areas; therefore, it is assumed that no historical resources will be impacted. The Airport will coordinate with the NH Division of Historical Resources, as applicable, when additional projects are proposed.

SECTION 6: CORRECTIVE ACTIONS AND ADDITIONAL IMPLEMENTATION MEASURES

Preventative maintenance (including regular inspections, testing, maintenance and repair of all stormwater control measures to avoid situations that may result in leaks, spills, and other releases) is critical to the success of the SWPPP. The schedule and frequency of conducting routine inspections of the Airport and taking the appropriate corrective actions are contained in the Good Housekeeping Best Management Practices table in Section 3.1.2.

If routine inspections indicate that corrective actions are necessary, the Airport will take all reasonable steps to minimize or prevent the discharge of pollutants until a permanent solution is installed and made operational, including cleaning up any contaminated surfaces so that the material will not discharge in subsequent storm events.

If the Airport determines that additional changes are necessary, a repair must be completed, or a new or modified control must be installed and made fully operational before the next storm event if possible and within 14 days from the time of discovery. If it is infeasible to complete the installation or repair within 14 calendar days, the Airport must document why it is infeasible and identify a schedule for completing the work, which must be done as soon as practicable after the 14-day timeframe but no longer than 45 days after discovery.

Where corrective actions result in changes to any of the controls or procedures documented in the SWPPP, the SWPPP must be modified accordingly within 14 calendar days of completing corrective action work.

SECTION 7: SWPPP CERTIFICATION

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

Name: Farrell Woods Title: Airport Authority Chairman

Signature: _____ Date: _____

SECTION 8: SWPPP MODIFICATIONS

The SWPPP will be regularly reviewed and evaluated for effectiveness. Records of any such evaluations will be kept with this SWPPP.

The SWPPP will be updated when changes occur at the Airport, or when in the Airport's opinion, the SWPPP or one of its components is not producing the desired result of preventing, reducing and/or removing measurable pollution of stormwater and adequately mitigating the potential to pollute stormwater.

SECTION 9: SWPPP AVAILABILITY

The Nashua Airport's SWPPP is available on the Airport's website at:
http://www.nashuaairport.com/links---documents.html

SWPPP ATTACHMENTS

Attachment A – General Location Map

Attachment B – Site Map

Attachment C – 2021 MSGP (URL)

Attachment D – Blank Logs and Checklists

Attachment E – GATS Jar Literature

Attachment F – Reportable Quantities of Hazardous Substances

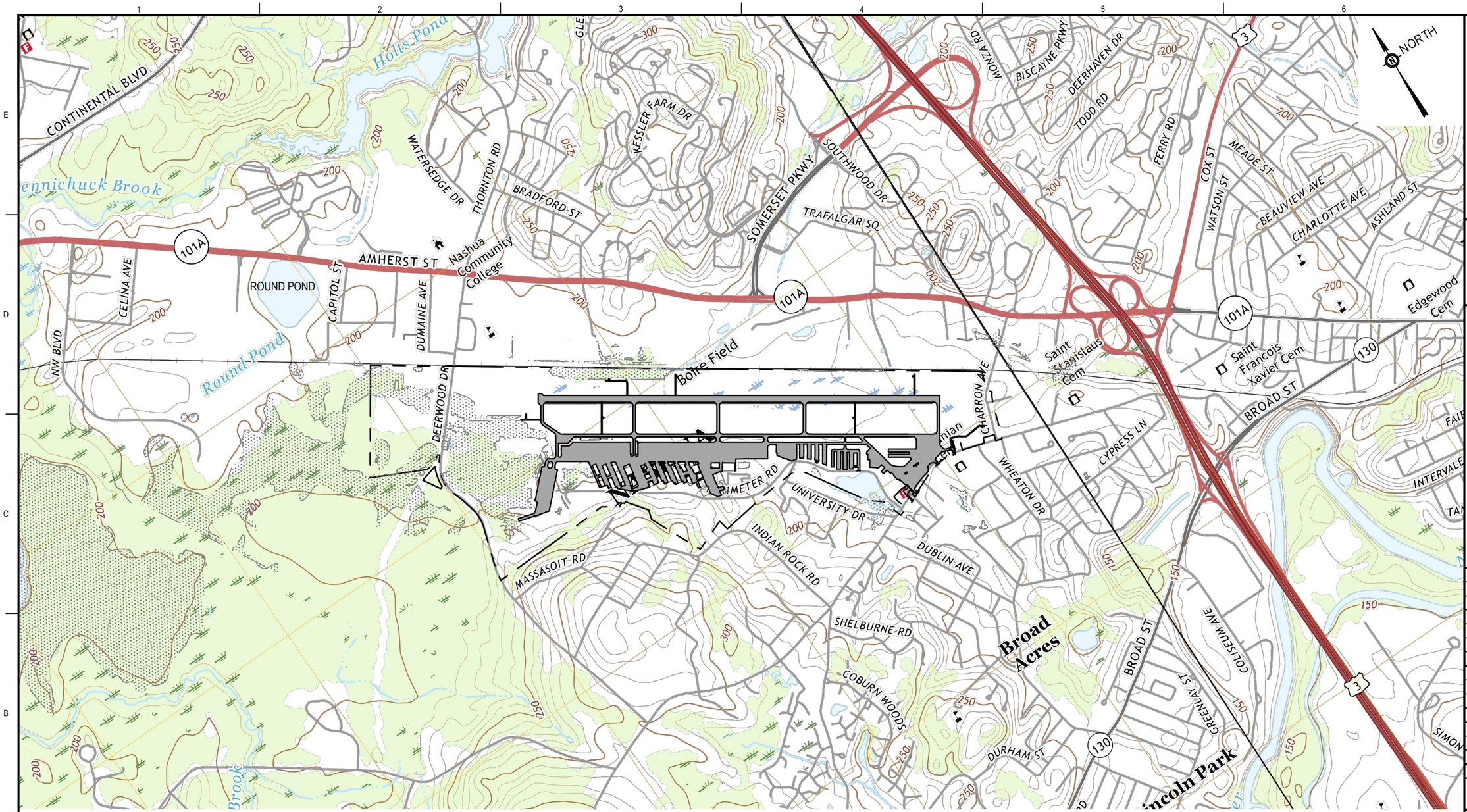
Attachment G – U.S. Fish and Wildlife Correspondence

Attachment H – Emergency Contacts

Attachment I – Emergency Spill Response Equipment

Attachment J – Completed SWPPP Reports, Forms, Logs, and Checklists

Attachment A – General Location Map



NASHUA AIRPORT SWPPP GENERAL LOCATION MAP

SCALE: 1" = 1500'

GALE

Gale Associates, Inc.
Engineers and Planners

6 BEDFORD FARMS DRIVE SUITE 101
BEDFORD, NH 03110
T 603.471.1887 F 603.471.1809

www.gainc.com
Boston Baltimore Orlando Hartford

PROJECT
NASHUA AIRPORT - BOIRE FIELD
STORMWATER POLLUTION
PREVENTION PLAN

OWNER
NASHUA AIRPORT - BOIRE FIELD
NASHUA, NEW HAMPSHIRE

NO.	DATE	DESCRIPTION	BY

PROJECT NO.	777097
CADD FILE	SWPPP LOCATION MAP.DWG
DESIGNED BY	AWC
DRAWN BY	AWC
CHECKED BY	JCM
DATE	MAY 2021
DRAWING SCALE	1" = 1500'

GRAPHIC SCALE

0' 750' 1500' 3000'

SHEET TITLE

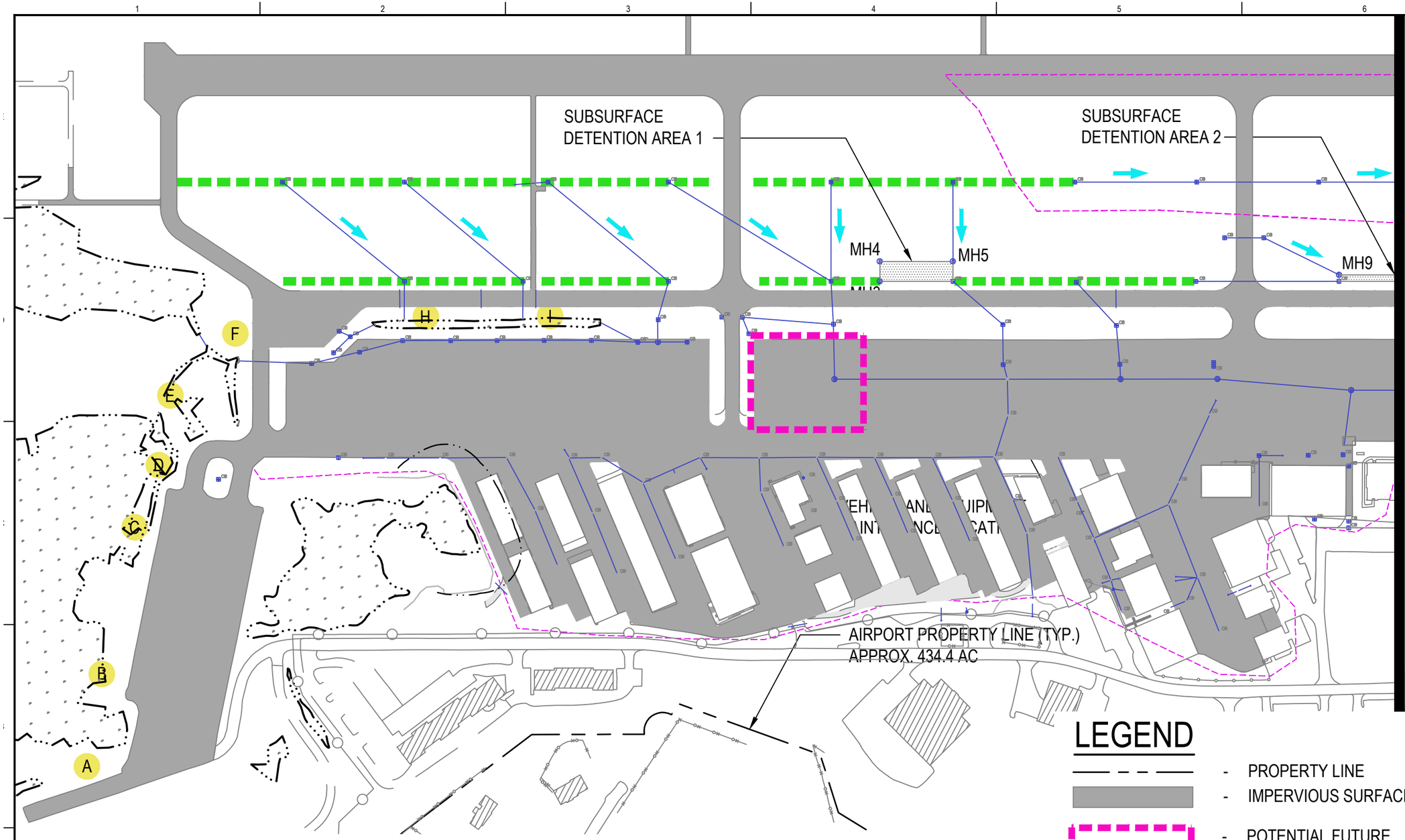
NASHUA AIRPORT SWPPP
LOCUS PLAN

DRAWING NO.

A

1 OF 1

Attachment B – Site Map



MATCHLINE - CONTINUED ON SHEET NO. B.2

NASHUA AIRPORT SWPPP
SITE MAP (SHEET 1 OF 2)

LEGEND

- PROPERTY LINE
- IMPERVIOUS SURFACE
- POTENTIAL FUTURE DEICING AREAS
- DRAINAGE AREA BOUNDARY
- SWALE
- DRAINAGE PIPE
- A - VISUAL MONITORING LOCATION
- STORMWATER FLOW DIRECTION
- MH1 - INLET MANHOLE NUMBER

GALE

Gale Associates, Inc.
Engineers and Planners

6 BEDFORD FARMS DRIVE SUITE 101
BEDFORD, NH 03110
P 603.471.1887 F 603.471.1809

www.gainc.com
Boston Baltimore Orlando Hartford

PROJECT
NASHUA AIRPORT - BOIRE FIELD
STORMWATER POLLUTION
PREVENTION PLAN

OWNER
NASHUA AIRPORT - BOIRE FIELD
NASHUA, NEW HAMPSHIRE

NO.	DATE	DESCRIPTION	BY

PROJECT NO.	777097
CADD FILE	SWPPP GRAPHIC.DWG
DESIGNED BY	AWC
DRAWN BY	AWC
CHECKED BY	JCM
DATE	JUNE 2021
DRAWING SCALE	1" = 250'

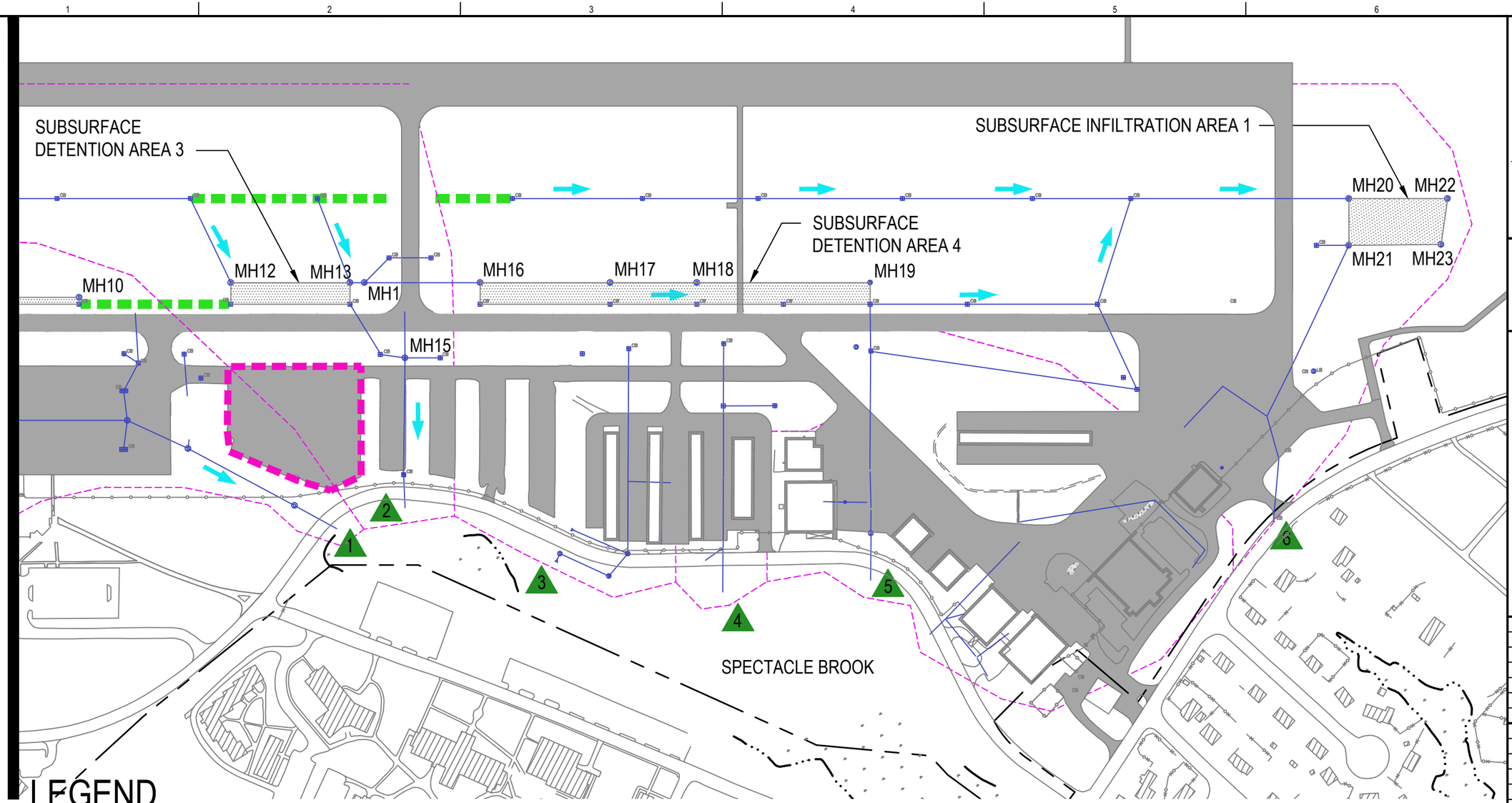
GRAPHIC SCALE
0' 125' 250' 500'

SHEET TITLE
NASHUA AIRPORT SWPPP
SITE MAP
(SHEET 1 OF 2)

DRAWING NO.
B.1

1 OF 1

MATCHLINE - CONTINUED ON SHEET NO. B.1



NASHUA AIRPORT SWPPP
SITE MAP (SHEET 2 OF 2)

LEGEND

- PROPERTY LINE
- IMPERVIOUS SURFACE
- POTENTIAL FUTURE DEICING AREAS
- DRAINAGE AREA BOUNDARY
- SWALE
- DRAINAGE PIPE
- 1 - OUTFALL LOCATION
- STORMWATER FLOW DIRECTION
- MH1 - INLET MANHOLE NUMBER

NORTH

GALE

Gale Associates, Inc.
Engineers and Planners

6 BEDFORD FARMS DRIVE SUITE 101
BEDFORD, NH 03110
P 603.471.1887 F 603.471.1809

www.gainc.com
Boston Baltimore Orlando Hartford

PROJECT: NASHUA AIRPORT - BOIRE FIELD STORMWATER POLLUTION PREVENTION PLAN

OWNER: NASHUA AIRPORT - BOIRE FIELD NASHUA, NEW HAMPSHIRE

NO.	DATE	DESCRIPTION	BY

PROJECT NO.	777097
CADD FILE	SWPPP GRAPHIC.DWG
DESIGNED BY	AWC
DRAWN BY	AWC
CHECKED BY	JCM
DATE	JUNE 2021
DRAWING SCALE	1" = 250'

GRAPHIC SCALE

0' 125' 250' 500'

SHEET TITLE

NASHUA AIRPORT SWPPP
SITE MAP
(SHEET 2 OF 2)

DRAWING NO.

B.2

1 OF 1

Attachment C – 2021 MSGP (URL)

A copy of the USEPA 2021 Multi-Sector General Permit for Stormwater Discharges Associated with Industrial activity can be found in the following location:

https://www.epa.gov/npdes/stormwater-discharges-industrial-activities-epas-2021-msgp

Attachment D – Blank Logs and Checklists

SPILL NOTIFICATION FORM

Part A: Basic Spill Data	
Type of Spilled Substance:	**Notification Person:**
Quantity Released:	**Spill Date and Time:**
Location of Spill:	**Discovery Date and Time:**
	Spill Duration:
Facility Name & Location: Nashua Airport 93 Perimeter Road Nashua, NH 03063	**Release to**: [ ]air [ ] water [ ] soil [ ] containment [ ] other_____
Owner / Company Name: Nashua Airport Authority 93 Perimeter Road Nashua, NH 03063 Telephone: 603-882-0661	**Responsible Party Contact Information:**
Nature of spill and any environmental or health effects: [ ]Injuries [ ] Fatalities	

Part B: Notification Checklist		
Spill Type	**Notification Date and Time**	**Name of Person that Received Call**
Spill is any amount of petroleum product:		
Nashua Fire Department 911		
New Hampshire Department of Environmental Services (Monday-Friday 8AM-4PM) 1-603-271-3899		
New Hampshire State Police (Evenings/Weekends) 603-233-4381		
Spill reaches groundwater or surface water:		
Nashua Fire Department 911		
New Hampshire Department of Environmental Services (Monday-Friday 8AM-4PM) 1-603-271-3899		
New Hampshire State Police (Evenings/Weekends) 603-233-4381		
USEPA National Response Center 1-800-424-8802		

Send a copy of completed form to the City of Nashua Fire Department Environmental Compliance Officer.

EMPLOYEE TRAINING LOG	**Instructor:**_____ **Title:**_____ **Date:**_____

Describe the employee training program below. The program should at a minimum address the topics enumerated below. Provide the date when the training took place and list all persons in attendance (use a separate sheet if necessary and attach to this Form).

Training Topics	Brief Description of Training Programs/Materials	Date of Training Session	Attendees
SWPPP Overview			
Spill Prevention and Response			
Good Housekeeping			
Materials Management Practices			
Location and Maintenance of Controls			
Conducting Inspections, Recording Findings and Taking Corrective Actions			
Spill Response Procedures			
Training Program Tools			

BMP MAINTENANCE LOG	**Instructor:**_____ **Title:**_____ **Date:**_____

This form is an aid to keep track of each Best Management Practice (BMP) maintenance that is performed. Provide a brief description of the BMP being maintained and provide a visual observation of the BMP maintenance at the next Quarterly Visual Inspection.

Existing BMP	Description of BMP Maintenance	Date of BMP Maintenance	BMP Maintenance Completed By	Observation of BMP Maintenance at Next Quarterly Inspection

QUARTERLY VISUAL STORMWATER MONITORING REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE PAGE 1 OF 3

Year	Quarter	Date & Time	Monitoring Person
			Name:_____
Weather Conditions			
			Signature of Monitoring Person

Discharge Point No. 1		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Discharge Point No. 2		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Discharge Point No. 3		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Discharge Point No. 4		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Discharge Point No. 5		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

QUARTERLY VISUAL STORMWATER MONITORING REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE PAGE 2 OF 3

Discharge Point No. 6		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location A		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location B		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location C		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location D		
Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solid s:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

.

QUARTERLY VISUAL STORMWATER MONITORING REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE PAGE 3 OF 3

Monitoring Location E

Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solids:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location F

Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solids:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location G

Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solids:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location H

Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solids:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

Monitoring Location I

Color:	*Odor:*	*Clarity:*
Foam: Y / N	*Oil Sheen:* Y / N	*Suspended Solids:* Y / N
Floating Solids: Y / N	*Settled Solids:* Y / N	*Other:*

QUARTERLY VISUAL STORMWATER MONITORING REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE PAGE 3 OF 3

Methodology of Visual Monitoring

Collecting a Sample – Using a small, clean, clear glass jar collect a sample of stormwater from each outfall (outlet of a culvert), see Attachments B.1 and B.2 for the locations of each discharge point and monitoring location. The sample should fill the glass jar by approximately 75%.

Visual Monitoring of Samples – Using the sample that was collected for each outfall, now observe the sample in a well-lit area. If possible, each sample should be observed in the general area of the respective outfall. The following is a list of parameters that should be observed:

Color – Does the sample from the outfall appear to be discolored? If so, write down what color it appears to be on page 1 or 2 of the report in the designated box.

Odor – Does the sample from the outfall appear to have an odor to it? If so, write down what it appears to smell like on page 1 or 2 of the report in the designated box.

Clarity – Does the sample from the outfall appear to be clear or is it cloudy? Write down your observation on page 1 or 2 of the report in the designated box.

Foam – Does the sample from the outfall appear to have foam on top of it or not? Write down your observation on page 1 or 2 of the report in the designated box.

Oil Sheen – Does the sample from the outfall appear to have oil sheen on the top of it or not? Write down your observation on page 1 or 2 of the report in the designated box.

Suspended Solids – Does the sample from the outfall appear to have suspended solids in it or not? Write down your observation on page 1 or 2 of the report in the designated box.

Floating Solids – Does the sample from the outfall appear to have floating solids on top of it or not? Write down your observation on page 1 of the report in the designated box.

Settled Solids – Does the sample from the outfall appear to have settled solids on top of it or not? Write down your observation on page 1 or 2 of the report in the designated box. For this observation, it is important that you wait 2-5 minutes after the sample is originally taken.

Other – Is there anything else about the sample that appears to be out of sorts? If so, write down your observation(s) on page 1 of the report in the designated box.

VISUAL INSPECTION CHECKLIST

(for quarterly use by Airport)

Date of Inspection:_____ **Inspector:**_____

Check For:

Corroded drums or drums without plugs or covers

Corroded or damaged tanks, tank supports, or tank drain valves Torn

bags or bags exposed to rainwater

Corroded or leaking pipes

Leaking or improperly closed or seated valves and valve fittings (not including potable water)

Leaking pumps and hose connections (not including potable water)

Broken walls, leaking roofs or other physical barriers designed to prevent stormwater from reaching stored materials

Windblown dry chemicals

Signs of erosion or sedimentation Deteriorated

headwalls or blocked culverts Missing or open

dumpster lids

Leaking or over-filled dumpsters

Outside storage of containers

ANNUAL COMPLIANCE EVALUATION REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE (SEE SECTION 4.1.3 OF SWPPP)

PAGE 1 OF 3

Permit No.	Facility Information
	Nashua Airport 93 Perimeter Road Nashua, NH
Date Report Performed	
Year and Date of CSCE*	
CSCE* Inspector(s) **(One must be on the SWPPP Team)**	Contact Person: Chris Lynch Title: Airport Manager Phone No.: (603) 882-0661 E-mail: chrislynch@nashuaairport.com
Name(s):	

** Comprehensive Site Compliance Evaluation (CSCE)*

Inspection of Stormwater Drainage Facilities/Erosion Control Measures **(Catch basins, Swales, etc…)**
Findings/Comments:

Inspection of Vehicle & Aircraft Parking Areas
Findings/Comments:

Inspection of BMPs
Findings/Comments:

ANNUAL COMPREHENSIVE COMPLIANCE EVALUATION REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE (SEE SECTION 4.1.3 OF SWPPP)

PAGE 2 OF 3

Area(s) of Non-compliance (if applicable)
Findings / Comments:

Other Areas Inspected	
Area Inspected:	*Findings/Comments:*

Notes:

1. Be sure to include in the Other Areas Inspected Box above the following information:
   a. Location(s) and notes of discharges of pollutants from the site
   b. Location(s) and notes of previously unidentified sources of pollutants
   c. Location(s) and notes of BMP's requiring maintenance or repair(s)
   d. Location(s) and notes of failed BMP's that require replacement
   e. Location(s) and notes of additional BMP's needed.

Corrective Action(s) Required (if applicable)	
Area requiring corrective action(s):	*Corrective Action(s)/Comment(s)*

ANNUAL COMPREHENSIVE COMPLIANCE EVALUATION REPORT

NASHUA AIRPORT – NASHUA, NEW HAMPSHIRE (SEE SECTION 4.1.3 OF SWPPP)

Signature of Responsible Inspector(s):

Signature	*Date*	*Title*
Signature	*Date*	*Title*
Signature	*Date*	*Title*

Certification of Compliance:

Through the process of completing the annual *Comprehensive Site Compliance Evaluation* and the preparation of this *Comprehensive Compliance Evaluation Report*, no non- compliant issues were discovered at the Airport.

I certify under the penalty of law that the Airport, to the best of my knowledge, complies with all applicable requirements of the latest version of the National Pollution Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP) for industrial activities.

Signature	*Date*	*Title*

Note:

1. If any non-compliant issues are discovered during the annual *Comprehensive Site Compliance Evaluation*, then this certification section does not need to be filled out and executed.
2. Include *Quarterly Visual Stormwater Monitoring Report* with the annual *Comprehensive Site Compliance Evaluation*.

Attachment E – GATS Jar Literature

GATS Fuel Jar Strainer

56 Customer Reviews

$18.95

List Price:~~$21.95~~ Item #4110

Qty 1 Add to Cart

GATS Fuel Jar Strainer Overview:

The GATS Jar is the first and finest fuel analysis tester capable of separating non-petroleum contaminants and thereby purifying water and debris from contaminated AVGAS and Jet fuel.

The GATS Jar allows extracted fuel to be put back into the aircraft instead of on the ground without the fear of reintroducing contaminants back into the fuel system.

Once the fuel is sampled, the built-in screen separates solids and non-petroleum contaminants so that only clean fuel is returned to the tank. It also gives a visual display of AVGAS contaminated by jet fuel, and can be used with any petroleum fuel grade and octane, including Jet A fuel, automotive gasoline, and diesel fuel.

Made of strong plastic with a wide mouth. Holds 12 ounces.

https://www.mypilotstore.com/mypilotstore/sep/4110?utm_source=google&utm_medium=paid&utm_campaign=04-dynamic-ads&gclid=CjwKCAjwwqaGBhBKEiwAMk-FtMyEGSbUl9LrGuHmQ9aKP7cJtzdOlEVrB4-qBJikmSNq91JoAVxpyhoCYrMQAvD_BwE

Attachment F – Reportable Quantities of Hazardous Substances

ELECTRONIC CODE OF FEDERAL REGULATIONS

e-CFR data is current as of June 14, 2021

Title 40: Protection of Environment
PART 117—DETERMINATION OF REPORTABLE QUANTITIES FOR HAZARDOUS SUBSTANCES
Subpart A—General Provisions

---

§117.3 Determination of reportable quantities.

Each substance in Table 117.3 that is listed in Table 302.4, 40 CFR part 302, is assigned the reportable quantity listed in Table 302.4 for that substance.

TABLE 117.3—REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES DESIGNATED PURSUANT TO SECTION 311 OF THE CLEAN WATER ACT

NOTE: The first number under the column headed “RQ” is the reportable quantity in pounds. The number in parentheses is the metric equivalent in kilograms. For convenience, the table contains a column headed “Category” which lists the code letters “X”, “A”, “B”, “C”, and “D” associated with reportable quantities of 1, 10, 100, 1000, and 5000 pounds, respectively.

TABLE 117.3—REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES DESIGNATED PURSUANT TO SECTION 311 OF THE CLEAN WATER ACT

Material	Category	RQ in pounds (kilograms)
Acetaldehyde	C	1,000 (454)
Acetic acid	D	5,000 (2,270)
Acetic anhydride	D	5,000 (2,270)
Acetone cyanohydrin	A	10 (4.54)
Acetyl bromide	D	5,000 (2,270)
Acetyl chloride	D	5,000 (2,270)
Acrolein	X	1 (0.454)
Acrylonitrile	B	100 (45.4)
Adipic acid	D	5,000 (2,270)
Aldrin	X	1 (0.454)
Allyl alcohol	B	100 (45.4)
Allyl chloride	C	1,000 (454)
Aluminum sulfate	D	5,000 (2,270)
Ammonia	B	100 (45.4)
Ammonium acetate	D	5,000 (2,270)
Ammonium benzoate	D	5,000 (2,270)
Ammonium bicarbonate	D	5,000 (2,270)
Ammonium bichromate	A	10 (4.54)
Ammonium bifluoride	B	100 (45.4)
Ammonium bisulfite	D	5,000 (2,270)

Ammonium bisulfite	D	5,000 (2,270)
Ammonium carbamate	D	5,000 (2,270)
Ammonium carbonate	D	5,000 (2,270)
Ammonium chloride	D	5,000 (2,270)
Ammonium chromate	A	10 (4.54)
Ammonium citrate dibasic	D	5,000 (2,270)
Ammonium fluoborate	D	5,000 (2,270)
Ammonium fluoride	B	100 (45.4)
Ammonium hydroxide	C	1,000 (454)
Ammonium oxalate	D	5,000 (2,270)
Ammonium silicofluoride	C	1,000 (454)
Ammonium sulfamate	D	5,000 (2,270)
Ammonium sulfide	B	100 (45.4)
Ammonium sulfite	D	5,000 (2,270)
Ammonium tartrate	D	5,000 (2,270)
Ammonium thiocyanate	D	5,000 (2,270)
Amyl acetate	D	5,000 (2,270)
Aniline	D	5,000 (2,270)
Antimony pentachloride	C	1,000 (454)
Antimony potassium tartrate	B	100 (45.4)
Antimony tribromide	C	1,000 (454)
Antimony trichloride	C	1,000 (454)
Antimony trifluoride	C	1,000 (454)
Antimony trioxide	C	1,000 (454)
Arsenic disulfide	X	1 (0.454)
Arsenic pentoxide	X	1 (0.454)
Arsenic trichloride	X	1 (0.454)
Arsenic trioxide	X	1 (0.454)
Arsenic trisulfide	X	1 (0.454)
Barium cyanide	A	10 (4.54)
Benzene	A	10 (4.54)
Benzoic acid	D	5,000 (2,270)
Benzonitrile	D	5,000 (2,270)
Benzoyl chloride	C	1,000 (454)
Benzyl chloride	B	100 (45.4)
Beryllium chloride	X	1 (0.454)
Beryllium fluoride	X	1 (0.454)
Beryllium nitrate	X	1 (0.454)
Butyl acetate	D	5,000 (2,270)
Butylamine	C	1,000 (454)
n-Butyl phthalate	A	10 (4.54)
Butyric acid	D	5,000 (2,270)
Cadmium acetate	A	10 (4.54)
Cadmium bromide	A	10 (4.54)
Cadmium chloride	A	10 (4.54)
Calcium arsenate	X	1 (0.454)
Calcium arsenite	X	1 (0.454)
Calcium carbide	A	10 (4.54)
Calcium chromate	A	10 (4.54)
Calcium cyanide	A	10 (4.54)
Calcium dodecylbenzenesulfonate	C	1,000 (454)
Calcium hypochlorite	A	10 (4.54)
Captan	A	10 (4.54)
Carbaryl	B	100 (45.4)
Carbofuran	A	10 (4.54)

Carbon disulfide	B	100 (45.4)
Carbon tetrachloride	A	10 (4.54)
Chlordane	X	1 (0.454)
Chlorine	A	10 (4.54)
Chlorobenzene	B	100 (45.4)
Chloroform	A	10 (4.54)
Chlorosulfonic acid	C	1,000 (454)
Chlorpyrifos	X	1 (0.454)
Chromic acetate	C	1,000 (454)
Chromic acid	A	10 (4.54)
Chromic sulfate	C	1,000 (454)
Chromous chloride	C	1,000 (454)
Cobaltous bromide	C	1,000 (454)
Cobaltous formate	C	1,000 (454)
Cobaltous sulfamate	C	1,000 (454)
Coumaphos	A	10 (4.54)
Cresol	B	100 (45.4)
Crotonaldehyde	B	100 (45.4)
Cupric acetate	B	100 (45.4)
Cupric acetoarsenite	X	1 (0.454)
Cupric chloride	A	10 (4.54)
Cupric nitrate	B	100 (45.4)
Cupric oxalate	B	100 (45.4)
Cupric sulfate	A	10 (4.54)
Cupric sulfate, ammoniated	B	100 (45.4)
Cupric tartrate	B	100 (45.4)
Cyanogen chloride	A	10 (4.54)
Cyclohexane	C	1,000 (454)
2,4-D Acid	B	100 (45.4)
2,4-D Esters	B	100 (45.4)
DDT	X	1 (0.454)
Diazinon	X	1 (0.454)
Dicamba	C	1,000 (454)
Dichlobenil	B	100 (45.4)
Dichlone	X	1 (0.454)
Dichlorobenzene	B	100 (45.4)
Dichloropropane	C	1,000 (454)
Dichloropropene	B	100 (45.4)
Dichloropropene-Dichloropropane (mixture)	B	100 (45.4)
2,2-Dichloropropionic acid	D	5,000 (2,270)
Dichlorvos	A	10 (4.54)
Dicofol	A	10 (4.54)
Dieldrin	X	1 (0.454)
Diethylamine	B	100 (45.4)
Dimethylamine	C	1,000 (454)
Dinitrobenzene (mixed)	B	100 (45.4)
Dinitrophenol	A	10 (45.4)
Dinitrotoluene	A	10 (4.54)
Diquat	C	1,000 (454)
Disulfoton	X	1 (0.454)
Diuron	B	100 (45.4)
Dodecylbenzenesulfonic acid	C	1,000 (454)
Endosulfan	X	1 (0.454)
Endrin	X	1 (0.454)

Epichlorohydrin	B	100 (45.4)
Ethion	A	10 (4.54)
Ethylbenzene	C	1,000 (454)
Ethylenediamine	D	5,000 (2,270)
Ethylenediamine-tetraacetic acid (EDTA)	D	5,000 (2,270)
Ethylene dibromide	X	1 (0.454)
Ethylene dichloride	B	100 (45.4)
Ferric ammonium citrate	C	1,000 (454)
Ferric ammonium oxalate	C	1,000 (454)
Ferric chloride	C	1,000 (454)
Ferric fluoride	B	100 (45.4)
Ferric nitrate	C	1,000 (454)
Ferric sulfate	C	1,000 (454)
Ferrous ammonium sulfate	C	1,000 (454)
Ferrous chloride	B	100 (45.4)
Ferrous sulfate	C	1,000 (454)
Formaldehyde	B	100 (45.4)
Formic acid	D	5,000 (2,270)
Fumaric acid	D	5,000 (2,270)
Furfural	D	5,000 (2,270)
Guthion	X	1 (0.454)
Heptachlor	X	1 (0.454)
Hexachlorocyclopentadiene	A	10 (4.54)
Hydrochloric acid	D	5,000 (2,270)
Hydrofluoric acid	B	100 (45.4)
Hydrogen cyanide	A	10 (4.54)
Hydrogen sulfide	B	100 (45.4)
Isoprene	B	100 (45.4)
Isopropanolamine dodecylbenzenesulfonate	C	1,000 (454)
Kepone	X	1 (0.454)
Lead acetate	A	10 (4.54)
Lead arsenate	X	1 (0.454)
Lead chloride	A	10 (4.54)
Lead fluoborate	A	10 (4.54)
Lead fluoride	A	10 (4.54)
Lead iodide	A	10 (4.54)
Lead nitrate	A	10 (4.54)
Lead stearate	A	10 (4.54)
Lead sulfate	A	10 (4.54)
Lead sulfide	A	10 (4.54)
Lead thiocyanate	A	10 (4.54)
Lindane	X	1 (0.454)
Lithium chromate	A	10 (4.54)
Malathion	B	100 (45.4)
Maleic acid	D	5,000 (2,270)
Maleic anhydride	D	5,000 (2,270)
Mercaptodimethur	A	10 (4.54)
Mercuric cyanide	X	1 (0.454)
Mercuric nitrate	A	10 (4.54)
Mercuric sulfate	A	10 (4.54)
Mercuric thiocyanate	A	10 (4.54)
Mercurous nitrate	A	10 (4.54)
Methoxychlor	X	1 (0.454)
Methyl mercaptan	B	100 (45.4)

Methyl methacrylate	C	1,000 (454)
Methyl parathion	B	100 (45.4)
Mevinphos	A	10 (4.54)
Mexacarbate	C	1,000 (454)
Monoethylamine	B	100 (45.4)
Monomethylamine	B	100 (45.4)
Naled	A	10 (4.54)
Naphthalene	B	100 (45.4)
Naphthenic acid	B	100 (45.4)
Nickel ammonium sulfate	B	100 (45.4)
Nickel chloride	B	100 (45.4)
Nickel hydroxide	A	10 (4.54)
Nickel nitrate	B	100 (45.4)
Nickel sulfate	B	100 (45.4)
Nitric acid	C	1,000 (454)
Nitrobenzene	C	1,000 (454)
Nitrogen dioxide	A	10 (4.54)
Nitrophenol (mixed)	B	100 (45.4)
Nitrotoluene	C	1,000 (454)
Paraformaldehyde	C	1,000 (454)
Parathion	A	10 (4.54)
Pentachlorophenol	A	10 (4.54)
Phenol	C	1,000 (454)
Phosgene	A	10 (4.54)
Phosphoric acid	D	5,000 (2,270)
Phosphorus	X	1 (0.454)
Phosphorus oxychloride	C	1,000 (454)
Phosphorus pentasulfide	B	100 (45.4)
Phosphorus trichloride	C	1,000 (454)
Polychlorinated biphenyls	X	1 (0.454)
Potassium arsenate	X	1 (0.454)
Potassium arsenite	X	1 (0.454)
Potassium bichromate	A	10 (4.54)
Potassium chromate	A	10 (4.54)
Potassium cyanide	A	10 (4.54)
Potassium hydroxide	C	1,000 (454)
Potassium permanganate	B	100 (45.4)
Propargite	A	10 (4.54)
Propionic acid	D	5,000 (2,270)
Propionic anhydride	D	5,000 (2,270)
Propylene oxide	B	100 (45.4)
Pyrethrins	X	1 (0.454)
Quinoline	D	5,000 (2,270)
Resorcinol	D	5,000 (2,270)
Selenium oxide	A	10 (4.54)
Silver nitrate	X	1 (0.454)
Sodium	A	10 (4.54)
Sodium arsenate	X	1 (0.454)
Sodium arsenite	X	1 (0.454)
Sodium bichromate	A	10 (4.54)
Sodium bifluoride	B	100 (45.4)
Sodium bisulfite	D	5,000 (2,270)
Sodium chromate	A	10 (4.54)
Sodium cyanide	A	10 (4.54)

Sodium dodecylbenzenesulfonate	C	1,000 (454)
Sodium fluoride	C	1,000 (454)
Sodium hydrosulfide	D	5,000 (2,270)
Sodium hydroxide	C	1,000 (454)
Sodium hypochlorite	B	100 (45.4)
Sodium methylate	C	1,000 (454)
Sodium nitrite	B	100 (45.4)
Sodium phosphate, dibasic	D	5,000 (2,270)
Sodium phosphate, tribasic	D	5,000 (2,270)
Sodium selenite	B	100 (45.4)
Strontium chromate	A	10 (4.54)
Strychnine	A	10 (4.54)
Styrene	C	1,000 (454)
Sulfuric acid	C	1,000 (454)
Sulfur monochloride	C	1,000 (454)
2,4,5-T acid	C	1,000 (454)
2,4,5-T amines	D	5,000 (2,270)
2,4,5-T esters	C	1,000 (454)
2,4,5-T salts	C	1,000 (454)
TDE	X	1 (0.454)
2,4,5-TP acid	B	100 (45.4)
2,4,5-TP acid esters	B	100 (45.4)
Tetraethyl lead	A	10 (4.54)
Tetraethyl pyrophosphate	A	10 (4.54)
Thallium sulfate	B	100 (45.4)
Toluene	C	1,000 (454)
Toxaphene	X	1 (0.454)
Trichlorfon	B	100 (45.4)
Trichloroethylene	B	100 (45.4)
Trichlorophenol	A	10 (4.54)
Triethanolamine dodecylbenzenesulfonate	C	1,000 (454)
Triethylamine	D	5,000 (2,270)
Trimethylamine	B	100 (45.4)
Uranyl acetate	B	100 (45.4)
Uranyl nitrate	B	100 (45.4)
Vanadium pentoxide	C	1,000 (454)
Vanadyl sulfate	C	1,000 (454)
Vinyl acetate	D	5,000 (2,270)
Vinylidene chloride	B	100 (45.4)
Xylene (mixed)	B	100 (45.4)
Xylenol	C	1,000 (454)
Zinc acetate	C	1,000 (454)
Zinc ammonium chloride	C	1,000 (454)
Zinc borate	C	1,000 (454)
Zinc bromide	C	1,000 (454)
Zinc carbonate	C	1,000 (454)
Zinc chloride	C	1,000 (454)
Zinc cyanide	A	10 (4.54)
Zinc fluoride	C	1,000 (454)
Zinc formate	C	1,000 (454)
Zinc hydrosulfite	C	1,000 (454)
Zinc nitrate	C	1,000 (454)
Zinc phenolsulfonate	D	5,000 (2,270)
Zinc phosphide	B	100 (45.4)

Zinc silicofluoride	D	5,000 (2,270)
Zinc sulfate	C	1,000 (454)
Zirconium nitrate	D	5,000 (2,270)
Zirconium potassium fluoride	C	1,000 (454)
Zirconium sulfate	D	5,000 (2,270)
Zirconium tetrachloride	D	5,000 (2,270)

[50 FR 13513, Apr. 4, 1985, as amended at 51 FR 34547, Sept. 29, 1986; 54 FR 33482, Aug. 14, 1989; 58 FR 35327, June 30, 1993; 60 FR 30937, June 12, 1995]

Attachment G – U.S. Fish and Wildlife Correspondence

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104
http://www.fws.gov/newengland

In Reply Refer To: May 26, 2021
Consultation Code: 05E1NE00-2021-SLI-3563
Event Code: 05E1NE00-2021-E-10693
Project Name: Stormwater Pullution Prevention Plan Update

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
(603) 223-2541

Project Summary

Consultation Code: 05E1NE00-2021-SLI-3563
Event Code: 05E1NE00-2021-E-10693
Project Name: Stormwater Pullution Prevention Plan Update
Project Type: WATER QUALITY MODIFICATION
Project Description: This project is to update the Airport's Stormwater Pollution Prevention Plan for the purposes of updating coverage under the USEPA's 2021 MSGP for stormwater discharges.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@42.78332065,-71.52148253924884,14z

Counties: Hillsborough County, New Hampshire

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9045

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Attachment H – Emergency Contacts

Spill Reporting Hotlines

Agency	Telephone #
New Hampshire Department of Environmental Services Emergency Response Group	1-603-271-3899 Monday-Friday 8AM to 4PM
New Hampshire State Police Dispatch	1-603-223-4381 Evenings and Weekends
National Response Center USCG/USEPA	1-800-424-8802

Local Emergency Agencies

Agency	Telephone #
Nashua Fire Department	1-603- 594-3651
Nashua Police Department	1-603-594-3500

Spill Response Contractors

Company/Location	Telephone #
Clean Harbors	800-645-8265
Safety-Kleen	800-669-5740

Nashua Municipal Airport

Name/Title	Telephone #
Chris Lynch, Airport Manager	(603) 882-0661
Farrell Woods, Airport Authority Chairman	(603) 882-0661

Attachment I – Emergency Spill Response Equipment

Cleanup Equipment
• Non-sparking shovel • Pushbroom • Barriers • Speedy Dry • Drum container to hold equipment • Drum container to hold contaminated materials
Safety Equipment
• Eye protection (goggles) • Protective clothing • Fire extinguisher • Vinyl or PVC pull-on boots • Neoprene gloves

Attachment J – Completed SWPPP Reports, Forms, Logs, and Checklists