San Diego County Regional Airport Authority

Fiscal-Year 2003-2004 Municipal Stormwater Permit Annual Report

January 2005

Statement of Certification for the 2003-2004 San Diego County Regional Airport Authority Municipal Permit Annual Report

"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 ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Date: 01/27/05

Signature: 

Printed Name: Paul Manasjan

Title: Director, Environmental Affairs

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

INTER-OFFICE COMMUNICATION

Date: June 27, 2003

To: Thella F. Bowens
President/CEO

From: Ted Sexton
Vice President, Operations

Subject: Authorization to Sign National Pollutant Discharge Elimination System (NPDES) Documents

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NPDES Permits (including General NPDES Permits) require submission of various reports and certifications, which must be prepared and signed by a principal executive office or duly authorized representative. A person is a duly authorized representative if: (1) the authorization is made in writing by the executive officer and (2) a copy of the authorization is retained as part of the permit records for each facility. The authorized representative must be the individual or position having overall responsibility for environmental matters.

This is to request your approval, evidenced by your signature below, authorizing the Director of Environmental Affairs for the Authority to serve as the duly authorized representative for purposed of executing all documents related to the NPDES Permit requirements.

Thella F. Bowens
President/CEO
San Diego County Regional Airport Authority

30 June '03
Date

Cc: Paul Manasjan, Director, Environmental Affairs
Zane Gresham, Morris & Foerster

SAN DIEGO INTERNATIONAL AIRPORT

Acknowledgements

The San Diego County Regional Airport Authority fiscal-year 2003-2004 Municipal Stormwater Permit Annual Report has been prepared by the Authority Environmental Affairs Department with the assistance of the Facilities Maintenance Department, the Landside Operations Department, the Airside Operations Department, the Facilities Development Department, the Real Estate Management Department, and the Airport Planning Department. Staff from these departments are integral to reducing pollutants in stormwater runoff and to ensuring compliance with the Municipal Stormwater Permit.

The development and production of this report is a result of the talents and experience of several individuals. Special recognition and acknowledgement are thereby expressed to the following individuals for their contributions and insight in making this document a collective success for the environment and the San Diego County Regional Airport Authority:

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Phyllis Pascual, Administrative Assistant to Facilities Maintenance

Paul Manasjan, Director Environmental Affairs

Wayne Harvey, Director Facilities Maintenance

CHAPTER — PAGE

APPENDICES

Executive Summary

The San Diego County Regional Airport Authority (Authority) submits this fiscal-year 2003-2004 (FY03-04) Annual Report in compliance with California Regional Water Quality Control Board, San Diego Region (RWQCB), Order No. 2001-01, NPDES Permit #CAS0108758 (Municipal Permit). The FY03-04 Annual Report includes a signed certified statement, an executive summary, a discussion of all the program components required by the Municipal Permit, conclusions and recommendations, and appendices, all of which describe the stormwater management activities conducted by the Authority during the period of July 1, 2003 to June 30, 2004.

OVERVIEW OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

The Authority was created by state legislation to operate the San Diego International Airport (SDIA). On January 1, 2003, the Authority assumed ownership and operation of SDIA from the San Diego Unified Port District. The SDIA is located on 615 acres adjacent to San Diego Bay, north of downtown San Diego in San Diego County. The entire jurisdictional area of the Authority, namely, the SDIA, discharges into San Diego Bay through 13 storm drain outfalls. Airport operations include two main airline terminals, a commuter terminal, one main runway area, taxiways, and ancillary support facilities (including a remote fueling facility), and a closed landfill site.

SUMMARY OF MUNICIPAL COMPONENT

There are a number of operations conducted by the Authority that are defined as "municipal activities" by the Municipal Permit, including: roads and parking lots, the closed NTC landfill; the MS4; the grounds and buildings; the maintenance and storage facilities operated by the Authority; and the airfield itself. All the municipal operations at SDIA are subject to the Airport Storm Water Management Plan (SWMP) and are required to implement the BMPs relative to municipal activities. Of the municipal activities and areas listed, only the landscaped areas of the facility grounds and the buildings are identified as low priority threats to surface water quality. The Authority conducted MS4 and municipal facility maintenance activities which included a quarterly and annual inspection, cleaning, proper disposal of sediment and debris and implementation of measures to prevent waste discharges to receiving waters during maintenance activities. The annual site inspection found that the BMPs intended for use in municipal land use and activity areas, as listed in the SWMP, were being properly implemented and no formal enforcement actions were initiated.

During the reporting period, the Authority's pollution prevention efforts included an award winning waste reduction and recycling program and the development of an effective outreach program to educate all potential uses of the single-stream recycling element of the pollution prevention efforts. Another innovative pollution prevention measure completed in the reporting period was the Service Animal Pet Relief Area. Lastly, the Authority established an integrated pest management (IPM) program designed to minimize the use of pesticides in maintaining the buildings and grounds here at SDIA.

SUMMARY OF INDUSTRIAL COMPONENT

Thirty four (34) airport tenants, and the Authority itself, conduct regular activities that are subject to the Industrial Component of the Municipal Permit. These 35 entities are considered high priority threats to water quality. All are required to implement the BMPs listed in the SWMP. During the reporting period, the Environmental Affairs Department conducted both a quarterly inspection program and a comprehensive annual inspection program of all industrial activities at SDIA and no formal enforcement actions were initiated.

SUMMARY OF COMMERCIAL COMPONENT

Fifteen (15) of the airport tenants conduct commercial activities that are subject to the Commercial Component of the Municipal Permit. All are required to implement the BMPs listed in the SWMP. During the reporting period, the Environmental Affairs Department conducted both a quarterly inspection program and a comprehensive annual inspection program of all commercial activities at SDIA and no formal enforcement actions were initiated.

SUMMARY OF RESIDENTIAL COMPONENT

There are no residential land uses or activity areas within the Authority's jurisdiction.

SUMMARY OF LAND USE COMPONENT

During this reporting period, the Authority Airport Planning Department adopted an environmental review processes that is in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and also completed an important phase in the Airport Master Plan process.

SUMMARY OF CONSTRUCTION COMPONENT

Both the Authority and airport tenants conduct construction activities at SDIA that are subject to the Construction Component of the Municipal Permit. There were 4 construction projects at SDIA during the reporting period that required the implementation of storm water management controls. During the reporting period, the Environmental Affairs Department conducted regular site inspections of all 4 construction projects. No formal enforcement actions were initiated.

SUMMARY OF IDDE COMPONENT

The Authority has developed an illicit discharge detection and elimination (IDDE) program that incorporates the following monitoring methods in attempting to detect illegal discharges: routine visual inspections of the entire airport and the MS4; implementation of a dry weather monitoring program; and an airport 24-hour telephone line used as a public reporting system.

SUMMARY OF EDUCATION COMPONENT

The Authority has developed a stormwater education program that is designed to reach all of the target audiences required by the Municipal Permit. The overall goal of the education component is to increase the understanding of stormwater management issues and to help promote behavioral changes that will reduce stormwater pollution and enhance water quality. Accomplishments during the reporting period included the creation of education mechanisms that were applied to several target audiences such as: the Authority webpage,: airport storm drain stenciling; and the airport recycling brochure. Other mechanisms were more specifically geared towards the general public, Authority employees, airport tenants, and construction project managers, developers and contractors.

SUMMARY OF PUBLIC PARTICIPATION COMPONENT

Although the Authority's public participation program is primarily directed at airport tenants and Authority staff, the Authority focused on increasing all public participation opportunities during this reporting period through attendance at regular meetings of the San Diego County Regional Airport Authority Board, of the Lindbergh Airport Managers Committee, and of the Tenant Safety Committee. In addition, a 24 hour telephone line, the Authority webpage, and outreach events in collaboration with three local environmental groups also helped to increase the opportunities for public participation.

SUMMARY OF EFFECTIVENESS ASSESSMENT COMPONENT

The results of the municipal, industrial, commercial, and construction component inspections discussed in the chapters of this Annual Report indicate the general effectiveness of the Authority's stormwater management efforts during FY03-04.

SUMMARY OF FISCAL ANALYSIS COMPONENT

The fiscal analysis presented here includes the budget for FY04-05, the source of funds, and a description of the use of these funds. One Capital Improvement Program (CIP) project related to the Authority stormwater management program that has received a budget allocation in FY04-05 is the storm drain study, which includes a site-wide evaluation of the hydrology at the airport, a BMP effectiveness study, and evaluation of runoff water quality monitoring efforts.

SUMMARY OF SPECIAL INVESTIGATIONS

There were no special investigations during the reporting period.

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

During FY03-04, he Authority has successfully implemented all the necessary stormwater management program elements required to ensure compliance with the Municipal Permit. This year completes the first full year of program implementation by the Authority in accordance with the Municipal Permit.

1 Introduction

It is the goal of the San Diego County Regional Airport Authority (Authority) to operate San Diego International Airport (SDIA) in a manner that shows the utmost respect for our unique natural setting - an urban center on the shore of San Diego Bay. The Authority strives to protect the wide variety of natural resources that exist at this location. Every aspect of existing and future activities at the Airport are designed to protect these natural resources, as well as the health and well-being of the traveling public that pass through our facility, our surrounding neighborhoods and communities, and the people that work here.

The Authority submits this fiscal-year 2003-2004 Annual Report (FY03-04 Annual Report) in compliance with California Regional Water Quality Control Board, San Diego Region (RWQCB), Order No. 2001-01, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0108758, *Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego (County), the Incorporated Cities of San Diego County, and the San Diego Unified Port District* (the San Diego Municipal Permit or Municipal Permit). This Annual Report provides the information required by Municipal Permit Section I. The FY03-04 Annual Report describes in concise manner the stormwater management activities conducted by the Authority during the period of July 1, 2003 to June 30, 2004.

This report has been prepared by the Authority Environmental Affairs Department with the assistance of the Facilities Maintenance Department, the Landside Operations Department, the Airside Operations Department, the Facilities Development Department, the Real Estate Management Department, and the Airport Planning Department. These departments are responsible for the implementation of the Storm Water Management Plan (SWMP) for SDIA. Staff from these departments are integral to eliminating and reducing pollutants in stormwater runoff and to ensuring the Authority's compliance with the NPDES permits applicable at SDIA, including the Municipal Permit.

ORGANIZATION OF FY03-04 ANNUAL REPORT

This report has been organized in a manner consistent with the standardized format developed and agreed upon by the the County of San Diego, the eighteen incorporated cities of San Diego County, the Port District, and the Authority (the Copermittees). Since this FY03-04 Annual Report is the first annual report submitted by the Authority in compliance with the Municipal Permit, in those instances where strict adherence to the approved outline might hamper effective communication, we have made minor adjustments to improve clarity.

The FY03-04 Annual Report presents a compilation of the Authority's stormwater management efforts for each component of the Municipal Permit in the following order:

Executive Summary
1 - Introduction
2 - Municipal Component of Existing Development
3 - Industrial Component of Existing Development
4 - Commercial Component of Existing Development
5 - Residential Component of Existing Development
6 - Land Use Planning for New Development and Redevelopment Component
7 - Construction Component
8 - Illicit Discharge Detection and Elimination Component
9 - Education Component
10 - Public Participation Component
11 - Assessment of Jurisdictional URMP Effectiveness Component
12 - Fiscal Analysis Component
13 - Special Investigations
14 - Conclusions and Recommendations

BACKGROUND ON THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

The Authority was created by state legislation (AB93 and SB1896) to operate the SDIA and to lead the regional strategic air transportation planning effort. On January 1, 2003, the Authority became the owner and operator of SDIA, a role previously held by the San Diego Unified Port District (Port). With an annual budget of $101.6 million and approximately 300 employees, the Authority manages SDIA, a regional asset responsible for contributing some $4.5 billion a year to the San Diego area's local economy.

The SDIA is located on approximately 615 acres adjacent to San Diego Bay and just north of downtown San Diego in San Diego County. Airport operations include two main airline terminals, a commuter terminal, a fixed base operation facility, one main runway area, taxiways, and ancillary support facilities including a remote fueling facility, air cargo, ground support, a closed landfill site, an airplane wash-rack, overnight airplane parking areas, and the Airport Rescue and Fire Fighting Facility (ARFF). Approximately 85-90% of the airport property is currently covered by impervious surfaces.

The average annual rainfall at SDIA is approximately 12 inches with the majority of rainfall occurring October through April. The climate is generally mild with an average temperature of 71°F and temperature extremes ranging from the high 40's during the winter months and low 80's during the summer months.

The SDIA lies within the Pueblo San Diego (908.00) hydrologic unit of the San Diego Basin Plan and within the San Diego Bay Watershed of the Municipal Permit. The entire jurisdictional area of the Authority, namely, the SDIA, discharges into San Diego Bay through 13 storm drain outfalls.

Distinguishing characteristics of the Authority, in terms of the Municipal Permit, include: a) the absence of private property ownership within the Authority's jurisdictional boundaries; b) the absence of a residential population within the Authority's jurisdictional boundaries; and c) the absence of hillsides as defined in the Municipal Permit.

REGULATORY FRAMEWORK FOR STORMWATER MANAGEMENT AT SAN DIEGO INTERNATIONAL AIRPORT

The transfer of ownership and responsibility required the Authority to obtain coverage applicable NPDES Permits. In the summer of 2003, the Authority prepared the SWMP as a single document to fulfill the requirements of the two NPDES storm water permits that are applicable to SDIA, specifically:

- California Regional Water Quality Control Board, San Diego Region (RWQCB), Order No. 2001-01, NPDES No. CAS0108758, *Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, and the San Diego Unified Port Distric*t;

  The San Diego Municipal Permit specifies the waste discharge requirements for discharges of urban runoff from the MS4s draining the watersheds of the Copermittees. The Municipal Permit outlines the responsibilities of the Copermittees including, but not limited to, the implementation of management programs, best management practices (BMPs), and monitoring programs. The permit requires that these efforts be outlined in a Jurisdictional Urban Runoff Management Program (JURMP) Document. The SDIA SWMP fulfills the Municipal Permit requirement to prepare a JURMP Document.

- State Water Resources Control Board (SWRCB) Water Quality Order No. 97-03-DWQ, NPDES General Permit No. CAS000001, *Waste Discharge Requirements for Discharges of Storm Water Associated with Industrial Activities Excluding Construction Activities* (the General Industrial Storm Water Permit);

  Under the General Industrial Storm Water Permit, dischargers are required to control and eliminate sources of pollutants in storm water through the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is to be used as a tool for recognizing and evaluating potential sources of pollutants associated with industrial activities that may affect the quality of storm water discharges and authorized non-storm water discharges from the facility. The SWPPP is also to be used as a guide to help identify site-specific BMPs that are to be implemented to reduce or prevent pollutants associated with industrial activities in storm water discharges and authorized non-storm water discharges. The SDIA SWMP fulfills the General Industrial Storm Water Permit requirement to prepare a SWPPP.

SAN DIEGO INTERNATIONAL AIRPORT STORM WATER MANAGEMENT PLAN

To facilitate review of this FY03-04 Annual Report, it is important to discuss the general structure of the SWMP, since the SWMP has been prepared as a single document to meet NPDES permit requirements as both a SWPPP and a JURMP. The majority of the SWMP is based on a standardized format for JURMP Documents that was developed and agreed upon by the Copermittees. However, due to the unique nature of the Authority's jurisdiction, there are a few aspects of the SWMP that differ significantly from the organization and approach of the JURMP Documents prepared by the other Copermittees. Where the Copermittee JURMP Documents generally present information in the order outlined in the Municipal Permit itself, the SDIA SWMP has combined information in a manner that is more compatible with the Authority's operations and that facilitates understanding of the SWMP by Authority staff and SDIA tenants. The significant differences between the SWMP and a JURMP Document are described below.

To begin, Chapter 2 of the SWMP, entitled "Description of Facility and Pollutant Sources," provides an overview of the Authority and the SDIA, a site map of the SDIA, a detailed descriptions of the drainage areas of the SDIA, and descriptions of those activities conducted by the Authority and its tenants that could generate stormwater pollutants. Chapter 2 addresses the inventory and prioritization requirements of the Existing Municipal, Industrial, and Commercial Development Components [Municipal Permit Requirements F.3.a-d. and H.1.a(2-5)].

Chapter 3 of the SWMP, entitled "Operational Storm Water Management Practices," outlines the BMPs that are implemented or required for implementation at the SDIA by the Authority and its tenants during day-to-day operations. The Chapter addresses both the Existing Development BMP implementation requirements and the requirements for identification of pollution prevention and MS4 maintenance are addressed [Municipal Permit Requirements F.3.a-d. and H.1.a(2-5)].

Chapter 6 of the SWMP, entitled "Inspection and Enforcement," describes how the Authority inspects Authority and tenant areas and activities, except for construction activities. Chapter 6 also details the mechanisms in place to enforce the implementation of BMPs and other storm water requirements at SDIA. The inspection and enforcement of construction areas and activities at SDIA are discussed in Chapter 5, along with the other aspects of construction stormwater management. Chapter 6 addresses the inspection and enforcement requirements of the Municipal Permit for Existing Development [Municipal Permit Requirements F.3.a-d. and H.1.a(2-5)].

The remaining chapters of the SWMP present information on other stormwater management activities at SDIA in a manner similar to the Copermittee JURMP Documents. Chapter 4 addresses the Land Use Planning for New Development and Redevelopment requirements of the Municipal Permit. As noted above, Chapter 5 addresses all of the Construction Component requirements of the Municipal Permit, including the description of approval processes, inventory and prioritization of construction activities, implementation of construction BMPs, and inspection and enforcement. The Authority's illicit discharge detection and elimination programs are described in Chapter 7. The education efforts undertaken to meet the requirements of the Municipal Permit are discussed in Chapter 8, and the public participation efforts are discussed in Chapter 9. Strategies to assess the effectiveness of the Authority's SWMP are presented in Chapter 10. And the fiscal analysis of Authority's stormwater management program is featured in Chapter 11, and Chapter 12 presents the conclusions and recommendations required by section H.3 of the Municipal Permit.

Table 1-1 shows the topics addressed by each chapter of the SWMP in relation to the requirements of the Municipal Permit.

Table 1-1. SDIA Storm Water Management Plan Elements in Relation to Municipal Permit Requirements

San Diego International Airport SWMP Chapter	Municipal Permit JURMP Requirements
Signed Certified Statement	H.3
Executive Summary	H.3
1. Introduction and Responsibilities	H.3
2. Description of Facility & Pollutant Sources	F.3.a-d & H.1.a.(2-5)
3. Operational Storm Water Management Practices	F.3.a-d & H.1.a.(2-5)
4. Planning & Post Construction Storm Water Management	F.1 & H.1.a.(11)
5. Construction Storm Water Management	F.2 & H.1.a.(1)
6. Inspection & Enforcement	F.3.a-d & H.1.a.(2-5)
7. Illicit Discharge Detection & Elimination	F.5 & H.1.a.(7)
8. Education Program	F.4 & H.1.a.(6)
9. Public Participation	F.6 & H.1.a.(8)
10. Assessment of SWMP Effectiveness	F.7 & H.1.a.(9)
11. Fiscal Analysis	F.8 & H.1.a.(10)
12. Conclusions and Recommendations	H.3
Monitoring Plans	Appendix E

2 Municipal Component of Existing Development

There are a number of operations conducted by the Authority that are defined as "municipal activities" by the San Diego Municipal Permit. The areas and activities at the SDIA considered "municipal" include: a) the roads and parking lots; b) the closed NTC Landfill; c) the stormwater conveyance system maintained by the Authority; d) the grounds and buildings; e) the maintenance and storage facilities operated by the Authority; and f) the airfield itself, consisting of the entire Airside Operations Area (AOA). The Authority's municipal operations and the stormwater management controls placed on them are outlined in Chapters 2, 3, 6, and 7 of the SDIA SWMP. Municipal Permit compliance activities for these operations are discussed here in the Municipal Component of the Annual Report.

SOURCE IDENTIFICATION AND PRIORITIES (INVENTORY)

The SDIA SWMP discusses the inventory of Authority municipal land use and activity areas under heading 2.4 beginning on page 2-20. Section 2.4 of the SWMP notes that the inventory would be refined over time. Table 2-1 presents the latest revision to the Authority's municipal land use and activity areas. Of the areas listed in Table 2-1, only the landscaped areas of the facility grounds and the buildings are identified as low priority threats to surface water quality. Each of the remaining land uses and areas listed in Table 2-1 are defined as high priority threats to surface water quality by the Municipal Permit

Table 2-1. SDIA Municipal Land Use and Activity Areas and Priorities

Type of Municipal Land Use and Activity	Water Quality Threat Priority	Item or Description
Roads	High	4 miles
Parking Lots	High	9 lots
		6,321 total parking spaces
		47 total acreage
Closed Landfill	High	39 acres
MS4	High	210 inlets
		86,000 feet of storm drain pipe
Maintenance and Storage Areas	High	Hazardous Waste Storage Area
		Vehicle Storage Area
		Runway Generator Shop
		Terminal 2 West Equipment Storage Area
Solid Waste Operations	High	Trash & Recycling Compactor Area
		Terminal 2 East Trash Compactor
		Terminal 2 West Trash & Recycling Compactors
		Landscape Waste Dumpster
Airside Operations Areas	High	Ramp Scrubbing
		Runway Rubber Removal
Grounds (Landscaped)	Low	12.5 acres
Buildings	Low	Commuter Terminal
		Terminal 1
		Terminal 2
		Cargo Terminal
		West Wing (offices)
		Building A (offices)
		HVAC Building (HVAC and Power Plant)
		LPI Building (offices)

BMP IMPLEMENTATION AND POLLUTION PREVENTION

All the municipal operations at SDIA are subject to the Airport SWMP and are required to implement the BMPs relative to municipal activities that are discussed in Chapter 3 of the SWMP, including the generally applicable site-wide BMPs and the pollution prevention measures. The details on the BMPs required for use are presented in Appendix B of the SWMP. In addition to the hard-copies provided to each department, Authority staff are advised that they can access the SWMP, as well as the BMP requirements and the pollution prevention measures discussed therein, at the Authority's Intranet website.

During the reporting period, the Authority pollution prevention efforts included an award winning waste reduction and recycling program. On May 12, 2004, the Authority was presented with the City of San Diego's Recycler of the Year award. This was the second year in a row that the City recognized the Authority for these efforts. The elements of the Authority's waste reduction and recycling program are presented in Table 2-2. Due in large part to the recycling element of the pollution prevention efforts at SDIA, approximately 18% of the solid wastes generated at SDIA were recycled during the reporting period (that is, 720 tons of materials were recycled out of the 3900 tons of waste generated).

The Authority has developed an effective outreach program to educate all potential users of the single-stream recycling element of the pollution prevention efforts. Available in hard-copy and accessible through the Authority's Intranet website, the Authority's Recycling Guide was developed to describe and promote the single-stream recycling program. It is a bilingual English-Spanish brochure with information about what can and cannot go into the recycling containers. The brochure also includes suggestions for other ways to help reduce the amount of waste being generated at work or at home.

Another innovative pollution prevention measure initiated during FY03-04 was the completion of a Service Animal and Pet Relief Area. Located between Terminal 1 and Terminal 2, the area provides 475 square feet of space for animals to enjoy a water or restroom break while waiting for departure. Features of the area include: a) a perimeter surrounded by 4-foot-tall privet hedges; b) surface compromised of tall fescue grass; c) low voltage solar lights; d) fresh water drinking fountain; and e) a refuse material bag dispenser and disposal unit.

Table 2-2. SDIA Pollution Prevention - Waste Reduction and Recycling Program Elements

Waste Reduction and Recycling Program Element	Description
Recylced-Content Product Procurement Program	Procurement Department program designed to purchase products and supplies that feature recycled contents. Approximately 80% of the office paper purchased is at least 30% recycled content, all of the new packaging material purchased is at least 30% recycled content, all of the 30-gallon or larger capacity trash bags and all the floor mats are made from recycled plastics and rubber, all the toner cartridges purchased are recycled cartridges, cleaning and maintenance supplies (such as gloves and dust masks) partially made from recycled materials, and all Authority brochures are printed on recycled paper.
Office Waste Reduction Program	Program cultivated a corporate culture that provides for and requests the use of electronic formats for virtually all communication within and between departments. Electronic communication with outside entities is also preferred where feasible. Ten "document processing centers" in shared work areas that are computer-network accessible and feature double-sided printing and copying, document scanning and electronic mailing capacity. Employees are encouraged to use clean waste paper for note and scratch paper. Interoffice mail is distributed using reusable envelopes. Document destruction service providers are required by contract to recycle the waste paper.
Single-stream Waste Recycling Program	Single stream-recycling program in which all recyclable material can be collected in the same container. Acceptable recyclable materials include cardboard, mixed paper, old newspapers, aluminum, glass, tin cans, and plastics. A total of 50 recycling bins throughout the airport terminals to collect and store recyclables generated by travelers/visitors, airport staff, vendors and the airline companies. The Authority office staff use desk side recycling containers. The airport janitorial staff, vendors, and the airport tenants also have access to 2 recyclables compactors and several front load recycle bins.
Office Paper Recycling Program	Waste paper recycling containers are provided at each workstation and in all shared document-processing areas, allowing for 100% of office waste paper being recycled
Package Material Recycling	Approximately 100% of the recyclable package material waste is recycled
Green Waste Reduction Program	Approximately 95% of the landscape plants at SDIA are drought tolerant and low waste generating varieties of groundcovers, shrubs, and trees. Mulch is used throughout the landscape areas to help retain water, soil, and fertilizers.
Integrated Pest Management Program	Program reduces the use of fertilizers, herbicides, and pesticides on airport property.
Alternative Fuels Program	The Authority operates a compressed natural gas (CNG) fueling station and operates four CNG vehicles.

MAINTENANCE OF MS4 AND MUNICIPAL FACILITIES

The Authority conducts MS4 and municipal facility maintenance activities on a regular basis year-round. These activities include inspection and cleaning of MS4 components, proper disposal of sediment and debris removed from the MS4, and implementation of measures to prevent waste discharges to receiving waters during these maintenance activities. Table 2-3 presents information summarizing the MS4 and municipal facility maintenance activities conducted during the reporting period.

Table 2-3. SDIA MS4 and Municipal Facility Maintenance Activities for FY03-04

#	Maintenance Activity	Manpower Metric*	Materials Metric*
1	Street Sweeping (Landside)	468 hours (3 hrs/day x 3 days/wk)	8 tons of debris disposed
2	Ramp/Apron Sweeping (Airside)	624 hours (6 hrs/day x 2 days/wk)	5 tons of debris disposed
3	Ramp/Apron Scrubbing (Airside)	2080 hours FY03-04 (8 hrs/day x 5 days/wk)	26,000 gallons of wastewater disposed
4	MS4 Cleaning, as needed	450 hours	1 ton of debris disposed
5	Storm Drain Inlet Stenciling	100 hours	150 inlets stenciled
6	Landscape Maintenance	5200 hours	4000 cy plant waste disposed
7	Pesticide Application, as needed	24 hours	10 gallons of pesticides applied
8	Solid Waste Disposed	Not applicable	3900 tons disposed
9	Recyclables Recovered	Not applicable	720 tons recovered

* - all metrics are approximated

MANAGEMENT OF PESTICIDES, HERBICIDES, AND FERTILIZERS

As noted in the discussion of pollution prevention efforts above, the Authority has established an integrated pest management (IPM) program that is designed to minimize the use of herbicides, pesticides, and fertilizers in maintaining the buildings and grounds here at SDIA. The IPM program encourages the use of native plant species in the landscaped areas around the airport, to help minimize the need for excessive irrigation and the need for excessive application of fertilizers and/or herbicides. In addition to encouraging the proper use and disposal of chemicals, the IPM program also ensures that the Facilities Maintenance Department minimizes inventories of pesticides, herbicides, and fertilizers. During the reporting period, approximately 10 gallons of pesticides and/or herbicides were applied at SDIA.

SUMMARY OF INSPECTIONS

Except for inspection of the below-grade MS4 components, inspections of the municipal land use areas and activities during the reporting period were conducted by the Environmental Affairs Department. The inspections conducted by the Environmental Affairs Department included: a) quarterly inspection; b) municipal land use area-specific inspections; and c) a comprehensive annual inspection conducted in the final quarter of the fiscal year. All areas of municipal land use and activity, the associated sources of stormwater pollution, and authorized non-stormwater discharges were visually inspected during the quarterly inspections. Municipal land use and activity areas are also investigated for unauthorized discharges during these inspections. The Environmental Affairs Department also conducted a site-specific inspection of the closed NTC Landfill portion of SDIA on a quarterly basis.

The annual comprehensive site inspection conducted by the Environmental Affairs Department in May and June of 2004, included: 1) a review of all records; 2) visual inspection of all potential pollutant sources; 3) a review and evaluation of all BMPs; 4) visual inspection of all the equipment needed to implement the SWMP; and 5) investigation for unauthorized discharges; and 6) the preparation of an evaluation report that summarized the inspection and highlighted any revisions necessary to the BMPs.

Inspection of the below-grade MS4 components at SDIA was conducted by the Facilities Maintenance Department. The Facilities Maintenance Department inspection of the MS4 was conducted over a 4-week period beginning in May of 2004.

Table 2-4 presents dates for all types of municipal land use and activity inspections conducted during the reporting period. On June 8, 2004, staff from the RWQCB Industrial Compliance Unit conducted an inspection of the airport. Authority staff were present during this inspection and shared information from the Authority's own comprehensive annual inspection with RWQCB staff. Since the RWQCB's inspection coincided with the Authority's annual comprehensive annual site inspection and served essentially the same purpose, there is no separate entry in Table 2-4 regarding the RWQCB's inspection.

Table 2-4. Municipal Land Use and Activity Inspections at SDIA during FY03-04

Date	Inspection type
07/10/2003	Quarterly Site Inspection
09/30/2003	Site-Specific Inspection of Closed NTC Landfill
12/08/2003	Site-Specific Inspection of Closed NTC Landfill
12/11/2003	Quarterly Site Inspection
03/03/2004	Site-Specific Inspection of Closed NTC Landfill
03/25/2004	Quarterly Site Inspection
05/13/2004 05/14/2004 05/26/2004 06/01/2004 06/07/2004	Annual Comprehensive Site Compliance Inspection
05/24/2004 +	Below-grade Inspections of MS4
06/03/2004	Site-Specific Inspection of Closed NTC Landfill

The inspections of the municipal land use and activity areas generally found the facility to be clean and orderly. No unauthorized discharges or other concerns were identified during the quarterly inspections. However, the annual comprehensive site inspection revealed 2 issues that required some follow-up (see Table 2-5). Both of these items should be addressed by the BMPs listed in the SDIA SWMP as part of the regular site maintenance activities. As such, neither issue required the implementation of additional BMPs, nor the modification of existing BMPs. Neither issue resulted in a discharge to the receiving waters. The annual site inspection found that the BMPs intended for use in municipal land use and activity areas, as listed in the SWMP, were being properly implemented.

Table 2-5. Issues of Concerned Related to Municipal Activities Identified During Annual Inspection

#	Issue	Description of BMPs implemented
1	Trash and debris identified in slit trench storm drain and ramp area in need of cleaning in the vicinity of Gate 4.	SC-1 – Elimination of non-stormwater discharges to storm drains SC-12 – Outdoor washdown and sweeping
2	Trash and debris at the Trash & Recycling Compactor Area.	SC-1 – Elimination of non-stormwater discharges to storm drains SC-8 – Waste/garbage handling and disposal

COMPLIANCE AND ENFORCEMENT ACTIONS

As noted above, there were two issues of concern related to municipal land use and activities identified during the annual comprehensive site inspection. In each instance, the Environmental Affairs Department contacted the Facilities Maintenance Department and requested that corrective actions be initiated. The Environmental Affairs Department found that the issue was addressed by existing BMPs and maintenance activities, and therefore, reminded Authority staff about the proper implementation the particular BMPs required for their activities. Corrective actions were taken and no formal enforcement actions were initiated.

REVISIONS TO THE SWMP

The SWMP was revised in October of 2003 in response to the RWQCB review of the initial August 2003 submittal. Since the October 2003 update, the Authority has expanded the discussion of municipal land use and activities under SWMP Section 2.4 - "Authority Areas and Activities" (beginning on page 2-23 of the SWMP, now dated "January 2005 Revision"). All revisions to the SWMP are discussed in the Conclusions and Recommendations chapter of this Annual Report.

3 Industrial Component of Existing Development

A number of airport tenants, and the Authority itself, conduct regular activities that are subject to the General Industrial Stormwater Permit. These operations and the stormwater management controls placed on them are outlined in Chapters 2, 3, 6, and 7 of the SDIA SWMP. Municipal Permit compliance activities for these operations are discussed here in the Industrial Component of the Annual Report.

SOURCE IDENTIFICATION AND PRIORITIES (INVENTORY)

Thirty-four (34) of the 56 tenants listed in the facility inventory of the SWMP conduct industrial activities. Given that the Authority itself also conducts industrial activities at SDIA, there are a total of 35 entities at the SDIA that are considered subject to the Industrial Component requirements of the Municipal Permit. These 35 entities are, by definition in the Municipal Permit, considered high priority threats to water quality. The 35 entities are listed below in Table 3-1. Please note that 4 tenants appear twice in Table 3-1, due to multiple types of industrial activity. These 4 tenants are American Airlines, JimsAir Aviation Services, Swiss Port, and United Airlines.

Table 3-1. SDIA Entities Conducting Industrial Activities

Type of Industrial Activity	Tenant Name
Passenger Carrier	Aerovias De Mexico
	Alaska Airlines
	America West Airlines
	American Airlines
	American Eagle Airlines
	Continental Airlines
	Delta Air Lines
	Frontier Airlines
	Hawaiian Airlines
	Jet Blue Airways
	Northwest Airlines
	Southwest Airlines
	Sun Country Airlines
	United Airlines
	US Airways
Cargo Carrier	ABX Air, Inc. (dba Airborne Express)
	Ameriflight
	Bax Global (ATI)
	DHL Airways (A Star Air Cargo)
	Federal Express Corporation
	Menlo Worldwide Forwarding
	United Parcel Service Co.
Fixed Base Operation	JimsAir Aviation Services
Aircraft Fueler	Aircraft Service International Group, Inc.
Fuel Vendor	JimsAir Aviation Services
	Allied Aviation Services
Aircraft Ground Handling Services	GAT
	Integrated Airline Service
	Ontario Aircraft Service
	Swift Air Service
	Swiss Port (Aeromexico)
Cargo Handler	California Air Cartage (dba Shaker Express)
	Swiss Port
Food Services - Dumpsters/Grease Traps	HMS Host
Aircraft and General Service Equipment & Maintenance	ExecAir
	United Airlines
	American Airlines
Jetway Maintenance Services	Elite Line Services
Airport Authority Operations	Facilities Maintenance

BMP IMPLEMENTATION AND POLLUTION PREVENTION

All entities conducting industrial operations at SDIA are subject to the Airport SWMP and are required to implement the BMPs relative to industrial activities that are discussed in Chapter 3 of the SWMP, including the generally applicable site-wide BMPs and the pollution prevention measures. The details on the BMPs required for use are presented in Appendix B of the SWMP. These BMP requirements and pollution prevention measures were discussed with tenants and staff, as necessary, during the site inspections described below.

SUMMARY OF INSPECTIONS

During the reporting period, the Environmental Affairs Department conducted both a quarterly inspection program and a comprehensive annual inspection program of industrial activities at SDIA. All areas of industrial activity, the associated sources of stormwater pollution, and authorized non-stormwater discharges were visually inspected during the quarterly inspections. These areas were also investigated for unauthorized discharges during the quarterly site inspections.

In addition to the quarterly stormwater compliance inspection conducted by the Environmental Affairs Department, the Airside Operations Department also conducted quarterly inspections of the aircraft fueler and fuel vendor operations at the airport in accordance with Federal Aviation Administration regulations. There are 4 tenants on the airport that conduct fuel dispensing activities. These quarterly inspections are designed to identify safety concerns with fuel dispensing equipment and operations. These inspections include identification of poorly maintained or leaking equipment. Environmental issues discovered by the Airside Operations Department during these inspections are brought to the attention of the Environmental Affairs Department. During this reporting period, 3 incidents of leaking fuel lines on fuel dispensing vehicles were noted.

The annual comprehensive site inspection included: 1) a review of all records; 2) visual inspection of all potential pollutant sources; 3) a review and evaluation of all BMPs; 4) visual inspection of all the equipment needed to implement the SWMP; 5) investigation for unauthorized discharges; and 6) the preparation of an evaluation report that summarized the inspection and highlighted any revisions necessary to the BMPs.

Table 3-2 presents the dates on which the quarterly and annual industrial activity site inspections, and the quarterly aircraft fueling and fuel vendor inspections, were conducted during the reporting period.

Table 3-2. Industrial Activity Inspections at SDIA during FY03-04

Date	Inspection type
07/10/2003	Quarterly Site Inspection
12/11/2003	Quarterly Site Inspection
03/25/2004	Quarterly Site Inspection
05/13/2004 05/14/2004 05/26/2004 06/01/2004 06/07/2004	Annual Comprehensive Site Compliance Inspection

Overall, both the quarterly and annual inspections found the facility to be clean and orderly. No unauthorized discharges or other concerns were identified during the quarterly inspections. However, the annual comprehensive site inspection revealed that 11 of the 34 tenants conducting industrial activities were not fully implementing required BMPs. In each of these 11 incidents, the evaluation determined that no additional BMPs were required, and that none of the BMPs required modification. None of these incidents resulted in a discharge to the receiving waters. Information from the annual comprehensive site inspection was summarized and provided to all the tenants at the June 16, 2004 Lindbergh Airline Managers Committee meeting. Table 3-3 identifies the 7 industrial activities for which BMPs were not being properly implemented. After the annual comprehensive site inspection, all of the required BMPs were properly implemented.

Table 3-3. Types of Industrial Activities for which BMPs Were Not Properly Implemented as Determined During Annual Site Inspection

#	Industrial Activity	BMPs required in SDIA SWMP
1	Aircraft and/or facilities not properly maintained - aircraft or ground support equipment (GSE) fluids being discharged to the ground.	SC-1 – Elimination of non-stormwater discharges to storm drains SC-2 – Aircraft, Ground Vehicle and Equipment Maintenance
2	Drip pans not in use during GSE maintenance activities.	SC-2 – Aircraft, Ground Vehicle and Equipment Maintenance
3	Used absorbent material left on the ground.	SC-2 – Aircraft, Ground Vehicle and Equipment Maintenance SC-3 – Aircraft, Ground Vehicle and Equipment Fueling SC-8 – Waste/Garbage Handling and Disposal
4	Evidence of improper washing of equipment.	SC-4 – Aircraft, Ground Vehicle and Equipment Washing
5	Trash cart discharging liquid waste to the ground.	SC-1 – Elimination of non-stormwater discharges to storm drains SC-8 – Waste/Garbage Handling and Disposal
6	Equipment/materials/parts/waste not properly stored or disposed.	SC-7 – Outdoor Storage of Significant Materials SC-8 – Waste/Garbage Handling and Disposal
7	Lavatory service equipment not properly maintained; liquid being discharged to the ground.	SC-11 – Lavatory Service Operations

COMPLIANCE AND ENFORCEMENT ACTIONS

Eleven (11) of the 34 tenants conducting industrial activities, identified by the annual comprehensive site inspection as not having fully implementing required BMPs, were issued a written notice. Each of these tenants received a letter which: 1) detailed the concerns identified by the Environmental Affairs Department during the inspection; 2) required corrective action within a specific time-frame; and 3) provided information on the proper implementation the particular BMPs required for their activities. All the concerns identified in Table 3-4 below were corrected by June 28, 2004, and no further enforcement actions were initiated.

Table 3-4. Tenant/Operation Compliance Concerns and Dates of Resolution

Tenant/Operation	Compliance Issue	Date Notified	Date Corrected
Aircraft Service International Group (ASIG)	Equipment/materials/parts/waste in the vicinity of wash rack does not appear to be properly stored or disposed.	05/26/04	06/02/04
Airport Terminal Services (ATS)	Drip pans not in use during ground support equipment (GSE) maintenance activities.	05/27/04	06/07/04
America West Airlines, Inc.	Trash cart in the area of Gate 34 is missing a shut-off valve, which results in liquid waste being discharged to the ground.	05/26/04	06/02/04
ASTAR Air Cargo	Aircraft and/or facilities not properly maintained; aircraft fluids being discharged to the ground	05/27/04	07/23/04
BAX Global, Inc.	Used absorbent material left on the ground in the aircraft parking area and the ground support equipment (GSE) storage area.	06/14/04	06/30/04
ExecAir Maintenance, Inc.	Ground support equipment (GSE), vehicle #25, leaking fluids to the ground. Empty containers (55-gallon drums) along the north side of the building not properly stored or disposed.	05/27/04	06/24/04
HMS Host Corporation	Evidence of staining and spillage around the grease trap in the area of Gate 11. Evidence of improper washing of trash containers in the area of the dumpsters between Terminal 2 East and Terminal 2 West.	05/26/04	06/21/04
Jimsair	Material/waste containers placed behind the conex storage boxes (at northwest corner of the Fixed Base Operations leasehold, near the Jet Wash equipment storage area) does not appear to be properly stored or disposed. Ground support equipment (GSE) leaking fluids to the ground in the area of Gates 20 and 21. Materials (hydraulic fluids) placed on the curb in the area of Gates 20 and 21 do not appear to be properly stored or disposed.	06/08/04	06/28/04
Northwest Airlines, Inc.	Empty container (55-gallon drum) in the vicinity of Gate 26 not properly stored or disposed.	05/27/04	06/14/04
Swiss Port	Used absorbent material left on the ground. Ground support equipment (GSE) leaking fluids to the ground.	06/07/04	06/10/04
United Airlines, Inc.	Used absorbent material left on the ground at United Airlines facility. Lavatory service equipment in the vicinity of Gate 13 not properly maintained; aircraft cleaner concentrate being discharged to the ground.	05/27/04	06/28/04

STORMWATER MONITORING RELATED TO INDUSTRIAL ACTIVITIES

Wet-weather monitoring of stormwater runoff quality is a component of the SDIA General Industrial Stormwater Permit compliance program. For purposes of stormwater monitoring, SDIA has been divided into 6 general discharge areas based on similar land use and operations (see SWMP Figure 2-4, page 2-5). The 6 areas and the corresponding sample identifiers for each wet-weather sampling location are:

SDIA #1 aircraft runway (Sample site LBF#1)
SDIA #2 perimeter road and taxiway ovals (Sample site LBF#2)
SDIA #3 terminal 1 airside apron (Sample site LBF#3)
SDIA #4 terminal 2 airside apron (Sample site LBF#4)
SDIA #5 north ramp/parking apron (Sample site LBF#5)
SDIA #6 fence-line between airfield and NTC landfill (Sample site LBF#6)

Experience at SDIA has led to the practical determination that sample collection can only be performed during storms with a rainfall intensity of at least 0.10 inches per hour over at least a two-hour period. The entire month of October in 2003 was dry and it never rained the entire period. For the months of November 2003 through April 2004, there were only two storm events with a rainfall intensity of more than 0.10 inches per hour for an extended period. These events occurred on February 18 and April 17, 2004. Wet weather monitoring samples were collected during the February 18, 2004 storm. The laboratory analytical results for the stormwater samples collected during the 2003-2004 rainy season are presented in Table 3-5.

Based upon review of the analytical data, Environmental Affairs Department staff determined that the concentrations of the various contaminants and chemicals present in the storm water samples collected during this reporting period are generally below the action levels developed by the Copermittees. These action levels are set at the applicable water quality standard or other relevant value in the absence of a water quality standard. There were three sample stations, however, with sample results that exceeded the action levels for several constituents of concern.

Table 3-5. Analytical Results of Wet Weather Samples Collected February 18, 2004

Constituent	Units	Sample Site					
		LBF #1	LBF #2	LBF #3	LBF #4	LBF #5	LBF #6
pH	pH units	6.43	7.19	7.29	7.28	7.45	7.44
TSS	mg/L	20	320	5.8	1.2	>1.0	8.2
Specific Conductance	umhos/cm	76	1400	100	110	94	450
BOD	mg/L	7.7	7.1	20	6.0	3.4	2.8
COD	mg/L	46	230	59	33	51	28
Ammonia	mg/L	1.1	0.28	0.21	0.28	0.42	0.28
Glycols	mg/L	>50	>50	>50	>50	>50	>50
O&G	mg/L	2.8	3.2	6.0	1.4	1.6	1.6
BTEX	ug/L	>0.3	>0.3	>0.3	>0.3	>0.3	>0.3
TPH (gasoline)	ug/L	>100	>100	>100	>100	>100	>100
TRPH	mg/L	1.2	>1.0	>1.0	>1.0	>1.0	>1.0
VOCs	ug/L	>0.5-10	>0.5-10	>0.5-10	>0.5-10	>0.5-10	>0.5-10
Total Aluminum	mg/L	7.35	6.82	0.208	0.108	0.491	2.21
Total Copper	mg/L	0.0976	0.139	0.0324	0.0165	0.0387	0.038
Dissolved Copper	mg/L	0.127	0.0137	0.0185	0.0139	0.0596	0.0176
Total Iron	mg/L	6.40	7.93	0.254	0.104	0.852	3.06
Total Lead	mg/L	>0.001	>0.001	>0.001	>0.001	>0.001	>0.001
Dissolved Lead	mg/L	0.00521	0.0435	0.00214	>0.001	0.0176	0.0173
Total Zinc	mg/L	0.0716	0.18	0.0971	0.0279	0.145	0.132

Sample station LBF #1 had concentrations of total iron, total aluminum, and total and dissolved copper that exceeded the action levels. This station is located near area occupied by an operation with potential sources of heavy metals that include two aircraft hangers used for servicing and storing smaller corporate jets, a jet fuel dispensing area, and an aircraft parking area. Several small air cargo operators also use the area to load/unload and park aircraft.

Sample station LBF #2 had concentrations of total iron, total zinc, total aluminum, and total and dissolved copper which exceeded the action levels. Samples from station LBF #2 also had concentrations of specific conductance and total suspended solids (TSS) which exceeded the action levels. This sample site is in a partially paved area which is tidally influenced. These factors may influence the analytical concentrations detected at this site.

Sample Station LBF #6 also had concentrations of total iron, total zinc, total aluminum, and total and dissolved copper which exceeded the action levels. Since this sample location represents an area that is partially unpaved, stormwater is likely to contain silt and sediment, and therefore, relatively higher concentrations of heavy metals associated with these fine-grain materials would be expected.

Based on and in order to address the results presented above, the Authority is currently re-evaluating the entire stormwater sampling program. This evaluation will include an analysis of: 1) site uses and potential contaminants; 2) historic rainfall and storm intensity data; 3) sample site locations; 4) sampling methods; and 5) historical sampling and monitoring data. The results of the evaluation should produce a revised monitoring program that will be in place for the 2005-2006 rainy season. In light of the results of the wet-weather monitoring program, the Authority continues to evaluate the applicability and effectiveness of all the BMPs at SDIA and to require additional and/or revised BMPs where necessary.

REVISIONS TO THE SWMP

The SWMP was revised in October of 2003 in response to the RWQCB review of the initial submittal in August of 2003. Since the October 2003 update, the Authority has now added Table 2-3 and Figure 2-5 to the SWMP. SWMP Table 2-3 is similar to Table 3-1 above and lists airport operations and tenants conducting industrial activities. Figure 2-5, depicts the location of those operations listed in Table 2-3. Tables 2-3 and Figure 2-5 are color coded to allow for quick reference of industrial operations to locations on the airport.

4 Commercial Component of Existing Development

Several airport tenants conduct activities that are subject to the Commercial Component of the Municipal Permit. These operations and the stormwater management controls placed on them are outlined in Chapters 2, 3, 6, and 7 of the SDIA SWMP. This section of the Annual Report discusses compliance activities relative to commercial activities at the SDIA during the reporting period.

SOURCE IDENTIFICATION AND PRIORITIES (INVENTORY)

Fifteen (15) of the 56 tenants listed in the facility inventory of the SWMP conduct commercial activities. These 15 entities are considered subject to the Commercial Component requirements of the Municipal Permit. The 15 entities are listed below in Table 4-1.

BMP IMPLEMENTATION AND POLLUTION PREVENTION

All entities conducting commercial operations at SDIA are subject to the Airport SWMP and are required to implement the BMPs relative to industrial activities that are discussed in Chapter 3, including the generally applicable site-wide BMPs and the pollution prevention measures. The details on the BMPs required for use are presented in Appendix B of the SWMP. These BMP requirements and pollution prevention measures were discussed with tenants, as necessary, during the site inspections described below.

Table 4-1. SDIA Entities Conducting Commercial Activities

Type of Commercial Activity	Water Quality Threat Priority	Tenant Name
Janitorial Services	High	SPC Airport Services, Inc.
Food Service	Medium	La Salsa/Submarina
	Medium	McDonald's
	Medium	Nine Dragons
	Medium	Gate Gourmet
Passenger Services	Medium	Huntleigh USA Corporation
	Medium	ITS (aka SMS)
Retail Concessionaires	Low	Procurement Concepts
	Low	Project Horizon, Inc. (dba: Inmotion Pictures)
	Low	Smarte Carte, Inc.
	Low	Sunglass Hut
	Low	Travelex America, Inc.
Other	Low	Aeronautical Radio, Inc.
	Low	NSEI
	Low	Travelers Aid Society of San Diego, Inc.

SUMMARY OF INSPECTIONS

During the reporting period, the Environmental Affairs Department conducted both a quarterly inspection program and a comprehensive annual inspection program of commercial activities at SDIA. All areas of commercial activity, the associated sources of stormwater pollution, and authorized non-stormwater discharges were visually inspected during the quarterly inspections. These areas were also investigated for unauthorized discharges during the quarterly site inspections.

The annual comprehensive site inspection included: 1) a review of all records; 2) visual inspection of all potential pollutant sources; 3) a review and evaluation of all BMPs; 4) visual inspection of all the equipment needed to implement the SWMP; 5) investigation for unauthorized discharges; and 6) the preparation of an evaluation report that summarized the inspection and highlighted any revisions necessary to the BMPs.

Table 4-2 presents dates on which the quarterly and annual commercial activity site inspections were conducted during the reporting period.

Table 4-2. Commercial Activity Inspections at SDIA during FY03-04

Date	Inspection type
07/10/2003	Quarterly Site Inspection
12/11/2003	Quarterly Site Inspection
03/25/2004	Quarterly Site Inspection
05/13/2004 05/14/2004 05/26/2004 06/01/2004 06/07/2004	Annual Comprehensive Site Compliance Inspection

Overall, both the quarterly and annual inspections found the facilities to be clean and orderly. No unauthorized discharges or other concerns were identified during the quarterly inspections. However, the annual comprehensive site inspection revealed that 1 of the 15 tenants conducting commercial activities was not fully implementing required BMPs. The site evaluation determined that no additional BMPs were required, and that none of the BMPs required modification. There was no indication of any discharge to the receiving waters. Information from the annual comprehensive site inspection was summarized and provided to all the tenants at the June 16, 2004 Lindbergh Airline Managers Committee meeting. Table 4-3 identifies the only commercial activity for which BMPs were not being properly implemented. All of the required BMPs were properly implemented after the annual comprehensive site inspection.

Table 4-3. Type of Commercial Activity for which BMPs Were Not Properly Implemented as Determined During Annual Site Inspection

#	Commercial Activity	BMPs required in SDIA SWMP
1	Equipment/materials/parts/waste not properly stored or disposed.	SC-7 – Outdoor Storage of Significant Materials SC-8 – Waste/Garbage Handling and Disposal

COMPLIANCE AND ENFORCEMENT ACTIONS

Only 1 of the 15 tenants conducting commercial activities, identified by the annual comprehensive site inspection as not having fully implementing required BMPs, was issued a written notice. The letter detailed the concerns identified by the Environmental Affairs Department during the inspection, required corrective action within a specific time-frame, and provided information on the proper implementation the particular BMPs required for their activities. The concerns identified in Table 4-4 below were corrected by June 2, 2004, and no further enforcement actions were initiated.

Table 4-4. Tenant/Operation Compliance Concerns and Dates of Resolution

Tenant/Operation	Compliance Issue	Date Notified	Date Corrected
SPC Airport Services, Inc.	Absorbent material packaging is ripped and/or left open, which results in absorbent material being discharged to the ground at the SPC caged-area between Terminal 2 East and Terminal 2 West.	05/27/04	06/02/04

REVISIONS TO THE SWMP

The SWMP was revised in October of 2003 in response to the RWQCB review of the initial submittal in August of 2003. Since the October 2003 update, the Authority has now added Table 2-4 to the SWMP. SWMP Table 2-4 is similar to Table 4-1 above and lists airport operations and tenants conducting commercial activities.

5 Residential Component of Existing Development

As noted in the Executive Summary, Section 5.2, and Appendix A of the SDIA SWMP, there are no residential land uses or activity areas within the Authority's jurisdiction. The Introduction to this FY03-04 Annual Report also noted that, in terms of the Municipal Permit, the Authority is unique in not having any residential land uses or activity areas within the Authority's jurisdiction. For this reason, the FY03-04 Annual Report contains no discussion of activities conducted at the airport relative to the Residential Component of the Municipal Permit.

Please note, however, that both the SWMP and this Annual Report discuss issues relative to the general public under the Education and Public Participation Components.

6 Land Use Planning for New Development and Redevelopment Component

The Municipal Permit directs that the Authority's land use planning policies, principles, and processes be aligned with the Municipal Permit requirement to minimize the short- and long-term impacts of land development activities on receiving water quality. The Municipal Permit requires that the Authority evaluate the SDIA Master Plan and modify the development project approval process and environmental review process, as necessary, to reduce pollutants and runoff flows from development and redevelopment projects to the maximum extent practicable. The Authority's master planning process, development approval process, and relevant aspects of the stormwater management controls placed on these processes are outlined in Chapter 4 of the SDIA SWMP. This section of the Annual Report discusses compliance activities relative to land use planning and development/redevelopment activities at the SDIA.

LAND USE PLANNING ACTIVITIES

The Authority Airport Planning Department is responsible for implementation of the Airport Master Plan and the environmental review processes conducted in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). There were two significant land use planning activities completed by the Authority during the reporting period: one related to the environmental process and the other related to the Airport Master Plan.

At the February 2, 2004 regular meeting of the San Diego Regional Airport Authority Board and Airport Land Use Commission, the Board adopted guidelines for the implementation of CEQA.

In June of 2004, the Authority took action related to the Airport Master Plan. The SDIA Master Plan provides long-range planning for SDIA facilities, including: airfield, terminal, roadway, parking and airport-support facilities. There are five primary steps to the Airport Master Plan process, namely:

Completion of the Aviation Activity Forecast
Verification of Master Plan Findings
Preparation of Master Plan 2030
Preparation of a Cost Estimate and Finance Plan
Completion of Environmental Review in accordance with CEQA/NEPA

The Airport Planning Department released the final SDIA Aviation Activity Forecasts in June of 2004. The forecast looked at the current and future capacity of the Airport's existing single runway, and projected passenger traffic, aircraft operations, cargo activity, general aviation and military operations through the year 2030. The forecasts concluded that between the years 2015 and 2022 the airport is expected to become capacity constrained in terms of both the number of passengers and the number of flight operations. Currently, the Airport Planning Department continues to work on the remaining elements of the Airport Master Plan.

SUSMP IMPLEMENTATION AND POST-CONSTRUCTION BMPS

Section 4.2.2 and Appendix C of the SDIA SWMP outline the process that the Authority has developed to implement the Standard Storm Water Mitigation Planning (SUSMP) requirements of the Municipal Permit. The SUSMP process is designed to incorporate stormwater management concepts into the design of development and redevelopment projects, including requirements for post-construction source controls and treatment controls. The Authority's SUSMP process is based on the Model SUSMP developed by the Copermittees and is implemented through the Environmental Affairs Department.

During the reporting period, none of the development projects at SDIA were at that point in the design or approval phase that would have required SUSMP compliance. There was, however, one development project that was subjected to the Authority SUSMP process nonetheless. Referred to as Capital Improvement Program (CIP) Project #1456, the NTC Employee Parking Lot project was initially designed and approved in 1997. The CEQA/NEPA environmental review process was completed in 2000. Even though the design and environmental reviews were completed before the Municipal Permit was adopted, the construction of the parking lot itself did not begin until April of 2004. Given the time lapse between design approval and actual construction, the Authority took the opportunity to incorporate SUSMP concepts into the final construction contract designs and specifications. Table 6-1 presents the information relative to this one project, along with the site design and post-construction BMPs that were included.

Table 6-1. SDIA Development/Redevelopment Project Subject to SUSMP During FY03-04

Project Name and Description	Site Design and Post-Construction BMPs	Project Status during FY03-04
Capital Improvement Program Project #1456, the NTC Employee Parking Lot. Construction of approximately 14.5 acre parking lot and associated sidewalk and off-site utilities, including approximately 3900 feet of below-grade storm drain.	Site Design – approximately 9% of the site remained pervious with native landscaping. 50% of the pervious is not irrigated and is designed to minimize runoff.	Under Construction
	Source Controls - storm drain inlets stenciled with "No Dumping " warning. Periodic maintenance programs established for street sweeping and litter removal.	
	Treatment Control – installation of Vortech Model 7000 hydrodynamic separator, with a treatment capacity of 11 cfs (which is more than twice the calculated required capacity). The unit is considered to be efficient at removal of sediments, trash, and oil & grease.	

REVISIONS TO THE SWMP

There are no revisions to the Land Use Planning for New Development and Redevelopment Component portions of the SWMP.

7 Construction Component

Both the Authority and airport tenants conduct construction activities at SDIA that are subject to the Construction Component of the Municipal Permit. These activities and the stormwater management controls placed on them are outlined in Chapters 5 of the SDIA SWMP. This section of the Annual Report discusses compliance activities relative to construction activities at the SDIA.

SOURCE IDENTIFICATION AND PRIORITIES (INVENTORY)

There were 4 construction projects at SDIA during the reporting period that required the implementation of storm water management controls. All other construction activities were conducted either entirely indoors or without elements that required the implementation of BMPs. The Authority initiated 3 out of the 4 projects and the Federal Aviation Administration (FAA) initiated the remaining project. The Authority has determined that all 4 construction projects are medium threats to water quality in accordance with the Municipal Permit. The 4 projects subject to the Construction Component requirements of the Municipal Permit during the reporting period are listed in Table 7-1 below.

Table 7-1. SDIA Construction Projects During FY03-04

#	Sponsor	Project Name	Project Description	Project Status during FY03-04
1	Authority	CIP Project # 3095 – Implement ADA Recommendations	Modifications to curbs, sidewalks, pedestrian ramps, and parking lot amenities to conform to Americans with Disabilities Act (ADA) requirements.	Start Jan '04 – continued through June '04
2	Authority	CIP Project # 3109 – Terminal 2 West Floor Stone Replacement	Remove and replace interior floor stone in Terminal 2 West.	Start Jan '04 – continued through June '04
3	FAA	FAA Project # 008-012-320	Installation of Runway Status Lights	Start March '04 – continued through June '04
4	Authority	CIP Project # 1456 - NTC Employee Parking Lot	Construction of approximately 14.5 acre parking lot and associated sidewalk and off-site utilities, including approximately 3900 feet of below-grade storm drain.	Start April '04 – continued through June '04

BMP IMPLEMENTATION AND POLLUTION PREVENTION

All construction activities at SDIA are subject to the Airport SWMP and are required to implement the BMPs relative to these activities discussed in Chapter 5, including the generally applicable pollution prevention measures. These BMP requirements and pollution prevention measures were discussed, as necessary, with Authority staff, FAA staff, and the construction contractors performing the work during inspections and regularly-scheduled (typically weekly) progress meetings.

SUMMARY OF INSPECTIONS

During the reporting period, the Environmental Affairs Department conducted regular inspections of all construction projects listed in Table 7-1. Inspections were typically conducted on a weekly basis during both the wet- and dry-seasons. All areas of construction activity, the associated sources of stormwater pollution, and the BMPs implementation were visually inspected. Inspectors also investigated construction areas for potential unauthorized discharges.

In addition to the inspection conducted by the Environmental Affairs Department, the Facilities Development Department (FDD - responsible for project and construction contract management) has dedicated construction inspection field staff on site for each project on each day of construction activity. The FDD construction inspectors are familiar with proper BMP implementation and are trained to raise immediate stormwater concerns with the construction contract site supervisor. Stormwater concerns that require additional follow-up are brought to the attention of the Environmental Affairs Department.

Table 7-2 presents dates on which the quarterly and annual commercial activity site inspections were conducted during the reporting period.

In general, these construction activity inspections found the projects to be in substantial compliance with the requirements of the SDIA SWMP and the Municipal Permit Construction Component. The most frequently identified issues of concern were poor housekeeping, poor materials/waste management, and poor concrete waste management. No unauthorized discharges to receiving waters were identified during the inspections. The results of the inspections were discussed with the construction contract site supervisor, typically at the end of each inspection and again during regular progress meetings. When necessary, inspectors required corrective actions and/or modification to the BMPs being employed on the project site. Table 7-3 identifies the construction activities for which BMPs were not being properly implemented. These issues were generally corrected once brought to the attention of the construction contract supervisor at the end of the inspection.

COMPLIANCE AND ENFORCEMENT ACTIONS

Issues identified during the inspections listed in Table 7-2 and discussed above generally resulted in verbal communication with the construction contract site supervisor. During the reporting period, the Environmental Affairs Department did not issue any written notices for stormwater violations at a construction site.

Table 7-2. Construction Activity Inspections at SDIA during FY03-04

#	Project Name	Inspection Date
1	CIP Project # 3095 – Implement ADA Recommendations	March 1, 2004 March 8, 2004 March 14, 2004 March 15, 2004 March 22, 2004 March 29, 2004 April 5, 2004 April 12, 2004 April 19, 2004 May 3, 2004 May 10, 2004 May 17, 2004 May 24, 2004 June 1, 2004 June 7, 2004 June 14, 2004 June 21, 2004 June 28, 2004
2	CIP Project # 3109 – Terminal 2 West Floor Stone Replacement	January 29, 2004 February 5, 2004 February 12, 2004 February 19, 2004 February 26, 2004 March 4, 2004 March 11, 2004 March 18, 2004 March 23, 2004 March 24, 2004 March 25, 2004 April 1, 2004 April 8, 2004 April 15, 2004 April 29, 2004 May 6, 2004 May 13, 2004 May 20, 2004 May 27, 2004 June 3, 2004 June 10, 2004 June 17, 2004

Table 7-2. Construction Activity Inspections at SDIA during FY03-04 (continued)

#	Project Name	Inspection Date
3	FAA Project # 008-012-320 – Runway Status Lights	February 10, 2004 February 26, 2004 March 4, 2004 March 18, 2004 March 25, 2004 April 7, 2004 April 14, 2004 April 21, 2004 April 28, 2004 May 5, 2004 May 12, 2004 May 19, 2004 June 2, 2004 June 9, 2004
4	CIP Project # 1456 – NTC Employee Parking Lot	May 12, 2004 May 19, 2004 May 20, 2004 May 26, 2004 June 2, 2004 June 9, 2004 June 16, 2004 June 23, 2004

Table 7-3. Type of Construction Activity for which BMPs Were Not Properly Implemented as Determined During Site Inspections

#	Construction Activity	BMPs required in SDIA SWMP
1	Materials not properly managed or stored.	WM-1 – Material Delivery and Storage (or SC-7 – Outdoor Storage of Significant Materials)
2	Solid waste not properly stored or disposed	WM-5 – Solid Waste Management (or SC-8 – Waste/Garbage Handling and Disposal)
3	Equipment/materials/parts/waste not properly stored or disposed.	WM-8 – Concrete Waste Management

EDUCATION FOCUSED ON CONSTRUCTION ACTIVITIES

The Authority's efforts to provide focused education regarding stormwater management concerns and construction activities are discussed in the Annual Report chapter on Education.

REVISIONS TO THE SWMP

There are no revisions to the Construction Component of the SWMP.

8 Illicit Discharge Detection and Elimination Component

The Authority has developed an illicit discharge detection and elimination (IDDE) program in accordance with the Municipal Permit. Details of the IDDE program are discussed in Chapter 7 of the SWMP. In short, the Authority's program incorporates the following monitoring methods in attempting to detect illegal discharges: a) routine visual inspections of the entire airport and more specifically, the MS4; b) implementation of a dry weather monitoring program; and c) a public reporting system, namely, the Airside Operations Department's 24-hour telephone line. The program is designed to be adaptive and allow for: a) periodic assessment of the data and information collected; b) re-evaluation of areas of concern; and c) implementation of clean-up efforts, as necessary. This section of the Annual Report discusses IDDE program activities conducted at SDIA during FY03-04.

SITE-WIDE AND MS4-SPECIFIC INSPECTION ACTIVITIES

In order to ensure the health and safety of the 15 million members of the traveling public that pass through SDIA annually, the airport facilities are under constant visual and electronic surveillance by several different Authority Departments, including Airside Operations, Landside Operations, Airport Security and Public Safety, and Facilities Maintenance. As a major air-transportation facility, SDIA is also under 24-hour surveillance due to the heightened security concerns

nationwide since September 11, 2001. The overall concerns for safe operation of the facilities and early detection of suspicious activity create an environment where virtually every activity is subject to visual observation and reporting. This is true of any activity or incident that may lead to environmental concern, such as a fuel spill during aircraft fueling operations, a leaking trash compactor, or overfilled trash cans in the parking lots.

Nearly every issue that requires notification or response of any kind is reported to the Airside Operations Department 24-hour telephone line. Each call is logged and directed to the appropriate department for immediate response. Reports of environmental concerns can be made by the general public, airport tenants, or Authority staff. All calls are handle by this 24-hour telephone line. Authority staff address all potential illicit discharge events reported to the Authority's 24-hour telephone line. While the Environmental Affairs Department need not always be contacted directly for response actions, the Environmental Affairs Department monitors the log as part of the SWMP IDDE program.

Appendix A presents information on the 167 illicit discharge detection and elimination events reported to the Authority's 24-hour telephone line during the reporting period. The Environmental Affairs Department classified each incident into one of the 8 categories shown in Table 8-1, which also shows the number of each type of incident that occurred during FY03-04. The most frequently reported type of incidents were trash or non-petroleum spills that occurred on the airside: 37 of these incidents were a related to maintenance of the trash disposal equipment, 3 were hydraulic leaks, 2 were lavatory spills, 2 were sewer spills, 1 was an antifreeze leak, 1 was a de-icing spill, 1 was a grease trap overflow, 1 was a chemical spill, and 1 was an HVAC plumbing line leak.

In addition to the constant surveillance in effect at SDIA, the Airside Operations Supervisors conduct routine daily inspections of the airport terminals, runways, and airside operations. These inspections are another element of the IDDE program, since any environmental issues are both reported to the Environmental Affairs Department and captured in the daily log. The remaining elements of the IDDE program at SDIA are conducted by the Environmental Affairs Department.

Table 8-1. Summary of IDDE Incidents by Category as Reported during FY03-04

Type of IDDE Incident	Number of Occurrences
Trash or non-petroleum spill on the airside	49
Petroleum spill on the airside	33
Trash or non-petroleum spill on the landside	29
Wildlife/pest management issue	23
Construction or maintenance issue	11
Triturator (sewage disposal) issue	10
Petroleum spill on the landside	10
Unauthorized discharge	2

The Environmental Affairs Department conducts monthly inspections of above-ground portions of the MS4 during the wet season. These inspections are designed to identify unauthorized stormwater discharges and to ensure that BMPs are operating properly. The Environmental Affairs Department also conducts visual observations of authorized non-stormwater discharges quarterly. Lastly, the Environmental Affairs Department has implemented a dry weather monitoring program as required by the Municipal Permit. The Authority uses the dry weather monitoring program to detect illicit discharges. Whenever an illicit discharge is detected by any of these IDDE program efforts, the Environmental Affairs Department documents the incident, requires corrective action, and monitors the implementation of the corrective actions.

Taken as a whole, the surveillance and inspection activities described above represent the IDDE program at SDIA. As much of the surveillance is conducted on a 24-hour year-round basis, the information in Table 8-2 only highlights the inspection and monitoring activities conducted by the Environmental Affairs Department during the reporting period.

Table 8-2. IDDE MS4 Monitoring Conducted During FY03-04

DATE	PROGRAM ELEMENT
07/10/2003	Quarterly authorized non-stormwater discharge monitoring
09/29/2003	Dry weather monitoring – sample collected
11/01/2003	Monthly wet weather monitoring
11/12/2003	Monthly wet weather monitoring
12/07/2003	Monthly wet weather monitoring
12/11/2003	Quarterly authorized non-stormwater discharge monitoring
12/23/2003	Monthly wet weather monitoring
01/25/2004	Monthly wet weather monitoring
01/28/2004	Monthly wet weather monitoring
02/18/2004	Monthly wet weather monitoring
02/18/2004	Monthly wet weather monitoring – sample collected
03/01/2004	Monthly wet weather monitoring
03/25/2004	Quarterly authorized non-stormwater discharge monitoring
03/26/2004	Monthly wet weather monitoring
04/01/2004	Monthly wet weather monitoring
04/17/2004	Monthly wet weather monitoring
05/14/2004	Quarterly authorized non-stormwater discharge monitoring

RESPONSE TO SEWAGE SPILLS

As noted in Table 8-1 and as detailed in Appendix A, there were 12 IDDE incidents related to sewage issues at SDIA during the reporting period. Ten (10) of these incidents involved the triturator which is part of the sewage disposal system used to discharge aircraft waste into the Metropolitan Waste Water Department sewer system. The triturator is housed in a covered and bermed building in order to ensure that no sewage is discharged outside the sewer connection. Sewage is emptied from the aircraft into the mobile lavatory trucks and then into the sewer system at the triturator via a connection hose. Of the 10 IDDE incidents involving the triturator, 8 of them involved holes or tears in the connection hose. The 2 remaining incidents involving the triturator

resulted from mechanical breakdowns at the device. None of the 10 IDDE incidents involving the triturator resulted in sewage discharge outside the containment berm, and proper corrective action was taken immediately each time.

The 2 out of 12 IDDE incidents that did not involve the triturator, were sewage spills that occurred at the private laterals on the airside that service the food service concessionaire. The first incident occurred on August 12, 2003 at 8:15 a.m. and the second incident occurred on October 22, 2003 at 7:10 a.m. On each occasion the food service concessionaire responded immediately and cleanup and corrected the problem.

DRY WEATHER MONITORING PROGRAM

As briefly noted above, the Authority has implemented a dry weather monitoring in accordance with the Municipal Permit requirements. The dry weather monitoring program is one element of the Authority's IDDE program efforts. The Authority's dry weather program utilizes sample collection and analysis procedures that are consistent with those developed by the Copermittee Dry Weather Monitoring Workgroup. The program also uses the action levels developed by the Copermittees to assess the information obtained during dry weather monitoring. The elements of the dry weather program are discussed in Chapter 7 and Appendix D-1 of the SDIA SWMP and include: designated sampling locations, sampling frequencies, field screening and sampling procedures, recommended action levels and data interpretation techniques, as well as follow-up investigation and reporting procedures.

On September 29, 2003, qualitative visual observations were made at 4 dry weather monitoring program sample locations. It should be noted that this dry weather monitoring event occurred just before the dry season ended. The Authority was made subject to the Municipal Permit on August 18, 2003, and was attempting to respond expeditiously to the Municipal Permit requirement to conduct at least one dry weather monitoring event between May 1st and September 30th each year. Shortly after conducting this initial dry weather monitoring event, and partially in response to a request from the RWQCB for clarification of the dry weather monitoring program in the SDIA SWMP, the specifics of the program were modified such that the dry weather sampling

stations were determined to coincide with the wet weather sampling locations. As such there are now 6 dry weather monitoring locations, instead just the 4 stations that were monitored on September 29, 2003.

The field data sheet Dry Weather Monitoring Reports for each of the 4 sample sites monitored on September 29, 2003, as well as any applicable laboratory analysis results, are presented in Appendix B. Ponded water was observed at only one sample location, namely, Site ID 1. The water appeared to be the result of a high tide event. A sample was collected for both field screening and analytical lab analysis. Field tests were performed to measure pH, temperature, conductivity and turbidity. The conductivity was measured at 52,500 μS/Cm, which would be consistent with the conductivity of salt water, and which further supports the interpretation that the ponded water was related to a high tide event. Nitrate, ammonia and phosphates tests were also performed with Chemetrics field kits. Laboratory analyses were conducted to measure concentrations of hardness, oil & grease, surfactants, heavy metals, organophosphates, total and fecal coliform, and enterococcus. In general, both field and laboratory analysis indicated that concentrations of the contaminants in the one dry weather sample collected were either not detected or below the action levels established by the Copermittees, with the exception of copper. The concentration of dissolved copper reported by the laboratory was 0.0115 mg/L, which exceeded the action level of 0.0058 mg/L.

The sample site identified as "Site ID 1" during the September 29, 2003 SDIA dry weather monitoring event is the same location as the site identified as "LBF#2" for the SDIA wet weather sampling program. This sample location is within an unpaved portion of the aircraft taxiway that is comprised of sand, silt, and clay. These types of soil materials are generally known to bind heavy metals, and therefore, it is not unexpected that there would be higher concentrations of heavy metals at this sample location. The dry weather sampling results are consistent with the FY03-04 wet weather sampling results from this same location (see discussion of wet weather sampling in the third chapter of this Annual Report regarding the SWMP Industrial Component), as well as the historic wet weather sampling results.

Other than the fact that the analytical result for dissolved copper was twice the action level, there were no other indications of an on-going illicit discharge in the vicinity of the sample location identified as "Site ID 1." Furthermore, as noted in chapter 3 of this Annual Report, the Authority is currently re-evaluating the entire stormwater sampling program in light of the sample results to date from both the wet weather and dry weather sampling programs. This evaluation will include an analysis of: 1) site uses and potential contaminants; 2) historic rainfall and storm intensity data; 3) sample site locations; 4) sampling methods; and 5) historical sampling and monitoring data. The results of the evaluation should produce a revised monitoring program that will be in place for the 2005-2006 rainy season. The revised monitoring program should prove more effective in identifying potential illicit discharges and the effectiveness of BMPs.

INVESTIGATION, FOLLOW-UP, AND ENFORCEMENT

Each of the IDDE incidents listed in Appendix A was resolved in the manner noted therein and none of them resulted in a discharge to the MS4, including the 2 incidents categorized as "unauthorized discharges" in both Table 8-1 and Appendix A. These 2 issues involved improper management of wash water. Each of the parties involved was verbally directed to cease the activity and implement proper BMPs. The responsible airport tenant addressed both of these sewage spill events immediately. None of the IDDE incidents that occurred during the reporting period required additional follow-up or further enforcement actions.

REVISIONS TO THE SWMP

There are no revisions to the Illicit Discharge Detection And Elimination Component of the SWMP.

9 Education Component

The overall goals of the education component of the SDIA SWMP are to educate the Authority staff, airport tenants, contractors, the traveling public, and our surrounding communities about: a) the potential impacts of polluted urban runoff on water quality; b) stormwater pollution prevention measures required for implementation at SDIA and the applicability of these measures elsewhere; and c) the existence of the SWMP itself, its contents and availability. The education efforts outlined in the SWMP are intended to increase understanding of stormwater management issues and to help promote behavioral changes that will reduce stormwater pollution and enhance water quality. Chapter 8 of the SWMP outlines the stormwater education program at SDIA. The information below describes the education activities conducted by the Authority during FY03-04.

EDUCATION PROGRAM DESCRIPTION AND ACTIVITIES

The Authority has developed a stormwater education program that is designed to reach all of the target audiences required by the Municipal Permit, with one minor exception. While the Authority has directed education efforts at the general public and school children, there are no specific elements directed at the "residential community," since there is no residential land use or activity within the Authority's jurisdiction (as previously noted in this Annual Report).

In short, the audience addressed by the education component of the SWMP include: Authority departments and personnel; construction site projects managers/developers/contractors; the airport industrial and commercial tenants; the general public and school children; and quasi-governmental agencies, such as the FAA.

The education program emphasizes the consistent presentation of readily understandable information about stormwater pollution causes and effects, as well as the proper use of BMPs. Each element of the education program is designed to present the appropriate Municipal Permit "agenda" messages to a particular audience. The education program seeks to partner with other Copermittees, airport tenants, non-profit organizations, and other interested stakeholders to ensure cost-effective use of resources.

The discussion of the Authority's Education Program in Chapter 8 of the SWMP provides detail on the education mechanisms and proposed training frequencies. The following tables summarize the education efforts actually conducted by the Authority during the reporting period. As can be seen from the tables, there are instances where one education mechanism has been applied to several target audiences. For example, the Authority webpage, airport storm drain stenciling, and the airport recycling brochure were each developed to address all the target audiences. Tables 9-1 through 9-4 present information relative to the education efforts directed at the following composite audiences: a) the general public and school children; b) Authority staff; c) airport industrial, commercial, and quasi-governmental agency tenants; and d) construction project managers, developers, and contractors.

REVISIONS TO THE SWMP

There are no revisions to the Education Component of the SWMP.

Table 9-1. Education Activities for the General Public and School Children During FY03-04

Program Element	Description of Activities	Estimated Audience Size
Authority Webpage	May 17, 2004, launched Environmental Affairs webpage: www.san.org/environmental which includes information on the Authority's stormwater program.	730 Hits
Storm Drain Stenciling	February 25, 2004, began stenciling "No Dumping" warning on storm drain inlets throughout the entire airport. Project continued into FY04-05.	100s of thousands
Posters/Banners/Signage in Terminals and Parking Lots	May 28, 2004, Chula Vista Nature Center – Protecting the San Diego Bay Watershed Exhibit – Terminal 2. Project continued into FY04-05.	100s of thousands
Brochures	August 1, 2003, published 2500 copies of the San Diego International Airport Recycling Guide for distribution to the general public, airport employees and tenants in airport terminals and at various outreach events. Program continued into FY04-05.	Up to 2,500
Public Service Announcements (PSAs) in Airport Terminals	May 22, 2004, began airing Think Blue PSAs in the airport Terminal 2-West baggage claim area. Program continued into FY04-05.	100s of thousands
Media News Releases	February 23, 2004, news release describes the establishment of a new airport pet relief area - a space for guide and service animals to enjoy a water or restroom break while waiting for departure.	100s of thousands
Collaborative Efforts	March 1, 2004, began collaborative effort to support WiLDCOAST "I Love San Diego Bay's Endangered Sea Turtles and Wildlife" bilingual campaign aimed at educating the public and school children about watershed and natural resource management using posters, booklets, stickers, postcards and pencils. Also began efforts to bring display to Children's Art Wall in Terminal 2. Project continued into FY04-05.	Not Applicable
	March 1, 2004, began collaborative effort to support San Diego Baykeeper "Project Swell" campaign aimed at educating school children through water quality curricula. Project continued into FY04-05.	Not Applicable
	March 1, 2004, began collaborative effort to support Surfrider Foundation "Hold On To Your Butt" campaign aimed at educating the public and school children about cigarette butts as stormwater pollutant through educational brochures, t-shirts, bumper stickers and PSAs. Project continued into FY04-05.	Not Applicable
Special Presentations	October 29, 2003, presented the Authority's Stormwater Management Program at the Environmental Management and Technology Conference, Long Beach, CA.	52
	May 12, 2004, received the City of San Diego's Recycler of the Year award at the San Diego EarthWorks' Very Important Planet public reception.	225

Table 9-2. Education Activities for Authority Employees During FY03-04

Program Element	Description of Activities	Estimated Audience Size*
Authority Webpage	January 26, 2004, announced the posting of the Authority's Storm Water Management Plan on the intranet.	296
	May 17, 2004, launched Environmental Affairs webpage: www.san.org/environmental which includes information on the Authority's stormwater program.	Up to 296
	June 14, 2004, posted San Diego Recycler of the Year news story on the intranet.	296
	June 14, 2004, posted San Diego International Airport Recycling Guide on the intranet.	296
Storm Drain Stenciling	February 25, 2004, began stenciling "No Dumping" warning on storm drains inlets throughout the entire airport. Project continued into FY04-05.	Up to 296
Posters/Banners/Signage in Terminals and Parking Lots	May 28, 2004, Chula Vista Nature Center – Protecting the San Diego Bay Watershed Exhibit – Terminal 2. Project continued into FY04-05.	Up to 296
Brochures	August 1, 2003, published 2500 copies of the San Diego International Airport Recycling Guide for distribution to the general public, airport employees and tenants in airport terminals and at various outreach events. Program continued into FY04-05.	Up to 296
Public Service Announcements (PSAs) in Airport Terminals	May 22, 2004, began airing Think Blue PSAs in the airport Terminal 2-West baggage claim area. Program continued into FY04-05.	100s of thousands
Media News Release	February 23, 2004, news release describes the establishment of a new airport pet relief area - a space for guide and service animals to enjoy a water or restroom break while waiting for departure.	296
Reports and Presentations to the Authority Board	Month of August 2003, "Environmental Stewardship" presentation given to each member of the Authority Board .	9+
	June 22, 2004, provided report to Authority Board on the requirements of the Storm Water Management Plan.	9+
Tenant Advisories	October 31, 2003, Tenant Advisory sent out regarding ash and debris removal.	Up to 296
	December 1, 2003, Tenant Advisory sent out regarding Authority Maintenance Department's program to remove odd-size bulky items and trash.	Up to 296
	May 5, 2004, Tenant Advisory sent out regarding Authority Maintenance Department's program to remove odd-size bulky items and trash.	Up to 296

Table 9-2. Education Activities for Authority Employees During FY03-04 (continued)

Program Element	Description of Activities	Estimated Audience Size*
Annual Open House	April 23, 2004, provided outreach and training materials about the Authority's Storm Water Management Program at the Authority Annual Employee Open House.	296
Targeted Training/Presentations for Specific Employee Groups	July 30, 2003, various management staff attended training workshop on the Authority's Storm Water Management Plan.	7
	October 15, 2003, Facilities Development Department engineering staff attended training workshop on the Authority's Storm Water Management Plan.	18
	November 14, 2003, Environmental Affairs Department staff attended California Storm Water Quality Association Meetings.	1
	January 9, 2004, Environmental Affairs Department staff attended California Storm Water Quality Association Meetings.	1
	February 24, 2004, Air Operations Supervisors attended presentation on the Authority's Storm Water Management Plan.	8
	March 17, 2004, Facilities Development Department engineering staff attended presentation on updates to the Authority's Storm Water Management Plan.	20
Special Presentations	Environmental Affairs Department staff attended the San Diego Natural History Museum environmental lecture series, "San Diego Bay: A Look Beneath the Surface." January 13, 2004, January 27, 2004, February 10, 2004, February 24, 2004, March 9, 2004, March 23, 2004, and April 6, 2004,	21
Attendance at external professional training workshops	June 7, 2004, Environmental Affairs Department staff attended "Measuring the Outcomes of Pollution Prevention and Compliance Assistance" workshop.	1

* – There were 296 Authority Employees during the reporting period.

Table 9-3. Education Activities for Airport Industrial, Commercial, and Quasi-Governmental Agency Tenants During FY03-04

Program Element	Description of Activities	Estimated Audience Size
Authority Webpage	May 17, 2004, launched Environmental Affairs webpage: www.san.org/environmental which includes information on the Authority's stormwater program	730 Hits
Storm Drain Stenciling	February 25, 2004, began stenciling "No Dumping" warning on storm drains inlets throughout the entire airport. Project continued into FY04-05.	100s
Posters/Banners/Signage in Terminals and Parking Lots	May 28, 2004, Chula Vista Nature Center – Protecting the San Diego Bay Watershed Exhibit – Terminal 2. Project continued into FY04-05.	100s
Brochures	August 1, 2003, published 2500 copies of the San Diego International Airport Recycling Guide for distribution to the general public, airport employees and tenants in airport terminals and at various outreach events. Program continued into FY04-05.	Up to 2,500
Public Service Announcements (PSAs) in Terminals	May 22, 2004, began airing Think Blue PSAs in the airport Terminal 2-West baggage claim area. Program continued into FY04-05.	100s
Media News Release	February 23, 2004, news release describes the establishment of a new airport pet relief area - a space for guide and service animals to enjoy a water or restroom break while waiting for departure.	100s
Tenant Advisories	October 31, 2003, Tenant Advisory sent out regarding ash and debris removal.	396
	December 1, 2003, Tenant Advisory sent out regarding Authority Maintenance Department's program to remove odd-size bulky items and trash.	396
	May 5, 2004, Tenant Advisory sent out regarding Authority Maintenance Department's program to remove odd-size bulky items and trash.	396

Table 9-3. Education Activities for Airport Industrial, Commercial, and Quasi-Governmental Agency Tenants During FY03-04 (continued)

Program Element	Description of Activities	Estimated Audience Size
Tenant Safety Committee Meetings	Environmental Affairs Department presented stormwater management program updates to tenants at the monthly Tenant Safety Committee meetings: January 7, 2004, February 4, 2004, March 3, 2004, April 7, 2004, May 5, 2004, and June 2, 2004	79
Lindbergh Airport Managers Committee (LAMC) Meetings	Environmental Affairs Department presented stormwater management program updates to air-carrier station managers at the monthly LAMC meetings: June 18, 2003, January 21, 2004, March 17, 2004, May 19, 2004 and June 16, 2004	150
Targeted Training/Presentations for Specific Tenant Groups	May 18, 2004, provided outreach and training materials about the Authority's Storm Water Management Program at the Airport Tenant and Employee Safety Fair.	21

Table 9-4. Education Activities for Airport Construction Project Managers, Developers, and Contractors During FY03-04

Program Element	Description of Activities	Estimated Audience Size
Authority Webpage	May 17, 2004, launched Environmental Affairs webpage: www.san.org/environmental which includes information on the Authority's stormwater program	730 Hits
Storm Drain Stenciling	February 25, 2004, began stenciling "No Dumping" warning on storm drains inlets throughout the entire airport. Project continued into FY04-05.	200
Posters/Banners/Signage in Terminals and Parking Lots	May 28, 2004, Chula Vista Nature Center – Protecting the San Diego Bay Watershed Exhibit – Terminal 2. Project continued into FY04-05.	100
Brochures	August 1, 2003, published 2500 copies of the San Diego International Airport Recycling Guide for distribution to the general public, airport employees and tenants in airport terminals and at various outreach events. Program continued into FY04-05.	Up to 200
Public Service Announcements (PSAs) in Terminals	May 22, 2004, began airing Think Blue PSAs in the airport Terminal 2-West baggage claim area. Program continued into FY04-05.	100
Direct Contact through Project Meetings and Inspections	Environmental Affairs Department staff attendance at Project Kick-off and Pre-construction meetings. 6 meetings held during FY03-04.	84
	Environmental Affairs Department staff attendance at regularly scheduled Project Progress meetings. 54 meetings held during FY03-04.	599
	Environmental Affairs Department follow-up meetings to site inspections and tailgate meetings. Typically, one-on-one with construction contract site supervisor. 60 meetings held during FY03-04.	60

10 Public Participation Component

The Authority has established two main goals for the public participation element of the SDIA SWMP. The first of these is to develop mechanisms to facilitate public participation in the implementation of the SWMP. The second goal is to then gain through those mechanisms the participation of the community in helping to sustain and improve the Authority's stormwater management efforts. A public that is educated about stormwater pollution generally makes for a more effective partner in preventing stormwater pollution. As such, there is some overlap between the Authority's public education efforts described above and the public participation efforts described here. Public participation is garnered in two primary ways: participation in implementation of SWMP programs and public feedback on SMWP programs. Feedback is used to improve the SWMP itself and the implementation of the SWMP.

The Authority's public participation program is primarily directed at airport tenants and Authority staff, while also continuing to focus on the inclusion of the general public to the extent possible. The mechanisms used to facilitate public participation by these two groups during FY03-04 are described below.

PUBLIC PARTICIPATION OPPORTUNITIES FOR TENANTS AND STAFF

In addition to daily interactions between the tenants and Authority staff, several mechanism were used during the reporting period to provide airport tenants and staff the opportunity to participate in the implementation and ongoing development of the Authority's SWMP. These mechanisms included: a) regular meetings of the San Diego County Regional Airport Authority Board; b) monthly meetings of the Lindbergh Airport Managers Committee; c) monthly meetings of the Tenant Safety Committee; d) the 24-hour telephone line; e) the Authority's webpage; and f) outreach events. The public participation mechanism generally available to airport tenants and Authority staff during the reporting period are summarized below.

a) San Diego County Regional Airport Authority Board Meetings:

The Airport Authority Board is committed to ensuring that SDIA operates in a manner that complies with all federal, state and local environmental laws. Tenants and Authority staff are encouraged to become involved and help to continually improve both the SWMP and its implementation. Tenants and staff are encouraged to speak directly to the Board during public meetings. During FY03-04, the Board held a combined total of 63 general meetings and subcommittee meetings.

b) Lindbergh Airport Managers Committee:

Tenants and Authority staff meet monthly to discuss and improve the operational aspects of SDIA. During these meetings, tenants and staff are encouraged to become involved in the SWMP, take ownership of the SWMP, and help ensure SWMP implementation. The meetings allow for frank exchange of information and opinions regarding stormwater management concerns at SDIA. There were 12 meetings of the Lindbergh Airport Managers during the reporting period.

c) Tenant Safety Committee:

The Tenant Safety Committee is another opportunity to encourage participation of tenants and Authority staff to take ownership of the SWMP and to help ensure effective implementation of the plan. Stormwater management concerns are presented by the Environmental Affairs Department and discussed with tenants and staff. Tenants and staff are welcome to submit comments on the SWMP and its implementation during these monthly meetings. The Committee held 12 meetings during FY03-04.

d) 24-hour Telephone Line:

The daily activities of airport tenants and Authority staff have a substantial impact on the successful implementation of the SWMP. The SWMP provides guidance about reducing pollutants discharging to the MS4 and the proper implementation of appropriate BMPs. Taking ownership of the MS4 and making appropriate use of BMPs is the best way for tenants and staff to participate in the implementation of the SWMP. The 24-hour telephone line facilitates timely communication between the Environmental Affairs Department and concerned tenants and staff. Tenants and staff are also reminded to report unauthorized non-stormwater discharges to the 24-hour telephone line.

e) Authority Webpage:

The Authority webpage features several pages on the environmental issues at SDIA (www.san.org/environmental), including stormwater management. The webpage, accessible by airport tenants and Authority staff, presents the SDIA SWMP in its entirety, along with contact information for the Environmental Affairs Department. The webpage provides another opportunity for tenants and staff to review and comment on the SWMP and the manner in which the SWMP and the BMPs described therein are implemented at SDIA.

f) Outreach Events for Airport Tenants and Authority Staff:

Outreach events allow the Environment Affairs Department and airport tenants and/or Authority staff to exchange information, ideas, and opinions about stormwater management issues in general and specific to the airport. Outreach events have both an education component and a public participation component. Such events promote public participation and further environmental stewardship by tenants and staff. Outreach events are an important element of public participation and help keep communication open between the Authority, its tenants, and its staff. During FY03-04, the Authority conducted or participated in two outreach events that allowed the Environmental Affairs Department to share concerns about proper stormwater management at SDIA with tenants and staff. On April 23, 2004, the Environmental Affairs Department provided outreach and training materials about the SWMP to Authority staff at the Annual Employee Open House. On May 18, 2004, the Environmental Affairs Department provided outreach and training materials about the SWMP to both tenants and staff at the Airport Tenant and Employee Safety Fair.

PUBLIC PARTICIPATION OPPORTUNITIES FOR THE GENERAL PUBLIC

The Authority has initiated a variety of mechanisms to provide the general public with opportunities to participate in the ongoing development and implementation of the Authority's SWMP. Some of the mechanisms used to encourage tenant and staff participation are also provided to the general public. The mechanisms used to enable participation of the general public included: a) regular meetings of the San Diego County Regional Airport Authority Board; b) regular meetings of the San Diego Municipal Permit Copermittees; c) the Authority's webpage; d) the Project Clean Water webpage; e) the Authority's 24-hour telephone line; f) the Copermittee's regional hotline telephone number; and g) outreach events. The use of these public participation mechanisms during the reporting period is summarized below.

a) San Diego County Regional Airport Authority Board Meetings:

As noted above, the Airport Authority Board is committed to ensuring that SDIA operates in a manner that complies with all environmental laws. The public is encouraged to review and comment on the SDIA SWMP and to thereby help to continually improve both the plan and its implementation. The general public is encouraged to speak to the Board during public meetings. During FY03-04, the Board held a combined total of 63 general meetings and subcommittee meetings.

b) San Diego Municipal Permit Copermittee Meetings:

The San Diego Municipal Permit Copermittee meet regularly to discuss various aspects of the stormwater management programs being implemented throughout the county in accordance with the Municipal Permit. In addition to the regular meetings of the Copermittee Management Committee, the Copermittees have established a number of subcommittees and workgroups. All the meetings of the Committee, the subcommittees, and the workgroups are open to the general public. These meetings provide numerous opportunities for public participation in stormwater management activities both throughout the region and at SDIA. Attendees include a wide variety of experts, including representatives of federal, state and local agencies, industry representatives, environmental groups, consulting firms, product vendors, general public, and academic and research institutions. During FY03-04, the Copermittees held a combined total of 36 general meetings, subcommittee meetings, and workgroup meetings.

c) Authority Webpage:

The Authority webpage features several pages on the environmental issues at SDIA (www.san.org/environmental), including stormwater management. The webpage is accessible by the general public and presents the SDIA SWMP in its entirety. The webpage provides contact information for the Environmental Affairs Department, allowing the general public another opportunity to review and comment on the SWMP and the BMPs described therein.

d) Project Clean Water Webpage:

The County of San Diego, in part to help facilitate its duties as the Principal Copermittee to the Municipal Permit, has established the Project Clean Water webpage (www.projectcleanwater.org) that features both general and specific information on regional water issues and the local stormwater management programs. The webpage features contact information and direct web-links o the Authority. The webpage is intended to represent a major portal for public participation in stormwater management regionally and at the individual jurisdictional level.

e) Authority's 24-hour Telephone Line:

The general public can always address immediate stormwater concerns directly to the Authority at the 24-hour telephone line. In addition to providing the general public with another link to the Environmental Affairs Department, the telephone line enables the general public to report unauthorized non-stormwater discharges and other stormwater concerns.

f) Copermittee's Hotline Telephone Line:

The Municipal Permit Copermittees have established a regional hotline, a 1-800-number, that allows the general public to obtain contact information for any of the individual jurisdiction stormwater management programs, including the Authority. The hotline also provides another mechanism for the general public to report unauthorized non-stormwater discharges and/or other stormwater concerns, which are then referred to the appropriate jurisdiction. The hotline provides services in English and Spanish and is available 24-hours a day, although the operator is only on staff from 8:00 a.m. to 5:00 p.m., Monday through Friday.

g) Outreach Events for the General Public:

Similar to the discussion of outreach events above, outreach events for the general public allow the Authority and the general public to exchange information, ideas, and opinions about stormwater management issues in general and specific to the airport. Such events promote public participation and further environmental stewardship by the general public. During FY03-04, the Authority initiated collaborative efforts with three local environmental groups that shared concern for proper stormwater management at SDIA and protection of San Diego Bay, the receiving water nearest the airport and to which runoff from the airport drains. The Authority began collaboration with the San Diego BayKeeper to help support the "Project Swell" campaign aimed at engendering environmental stewardship in local school children through education using water-quality-specific curricula. In addition, the Authority began a collaborative effort to support WiLDCOAST's "I Love San Diego Bay's Endangered Sea Turtles and Wildlife" bilingual campaign aimed at educating the public and school children about watershed and natural resource management using posters, booklets, stickers, postcards and pencils. The WiLDCOAST collaboration also intends to display the efforts of local school children on the Children's Art Wall in Terminal 2. The Authority is also supporting the Surfrider Foundation's "Hold On To Your Butt" campaign aimed at educating the public and school children about cigarette butts as stormwater pollutant through educational brochures, t-shirts, bumper stickers and public service announcements. All three of these efforts have carried over into FY04-05.

REVISIONS TO THE SWMP

There are no revisions to the Public Participation portion of the SWMP.

11 Assessment of Program Effectiveness

The Authority has placed high priority on continual evaluation of the means and methods put in place to allow for assessment of the long-term effectiveness of the SDIA stormwater management program. In this regard, the Authority shares the concern of local, state, and national stormwater management practitioners. There are a host of parameters that can provide insight on the effectiveness of these programs. The San Diego Municipal Copermittees have set upon a course to develop criteria that may allow for an assessment of the long-term effectiveness of the stormwater management efforts being implemented locally in accordance with the San Diego Municipal Permit. The following assessment of the effectiveness of the Authority's stormwater management program has been conducted in general conformance with the guidance document prepared by the Copermittees entitled "A Framework for Assessing the Effectiveness of Jurisdictional Urban Runoff Management Programs" (Framework). The document was included as Attachment 13 to the Common Activities Section of the Copermittee Unified JURMP Annual Report for FY02-03.

The Framework is designed to allow: a) assessment of the Authority's implementation of its SWMP; b) assessment of the effectiveness of the program in improving receiving water quality; c) identification of management measures proven to be ineffective in reducing urban runoff pollutants and flow; and d) identification of changes that will increase the effectiveness of the program.

The following discussion represents the Authority's application of the Framework in assessing the effectiveness of the SDIA stormwater management program during FY03-04. As a logical extension of the effectiveness assessment, this chapter also identifies any observed water quality improvement or degradation.

FRAMEWORK ASSESSMENT

The Framework presents a strategy that builds on a foundation of basic program activity assessments and moves towards a water quality-based assessment to evaluate the overall effectiveness of the program. The Framework uses direct and indirect measurements of program effectiveness, employs methods to estimate pollutant loads, and incorporates receiving water quality monitoring. The Framework presents a six-tier hierarchy of assessment elements that can be used independently or in combination to evaluate effectiveness. The six levels of assessment are listed below and the application of these elements follows:

Compliance with Activity-based Permit Requirements
Changes in Knowledge/Awareness
Behavioral Changes and BMP Implementation
Load Reductions
Changes in Discharge Quality
Changes in Receiving Water Quality

Compliance with Activity-based Permit Requirements

The Municipal Permit requires the establishment of specific stormwater management program components, activities, and frequencies, with the assumption that these particulars will reduce stormwater pollution and improve receiving water quality. The degree to which the activities required by the Permit are implemented constitutes the first level and foundation of the program assessment strategy hierarchy. Table 11-1 presents the activity-based requirements of the Permit and the means of measuring the Authority's implementation of these requirements during FY03-04. Confirmation and tabulation of activity implementation and/or completion were used to measure compliance at this level of the assessment hierarchy. The information in Table 11-1 will allow the Authority to assess consistent and incremental program improvements.

TABLE 11-1. Assessment of Activity-based Permit Requirements

Permit Section	Activity	Identified	Completed
F.1 Land Use	Number of projects subject to SUSMP requirements:	1	1
F.2 Construction	Number of high priority construction sites subject to inspection:	0	0
	Number of medium/low priority construction sites subject to inspection:	4	4
	Number of enforcement actions taken:	0	0
	Number of facilities referred to RWQCB for enforcement of State General Construction Permit:	0	0
F.3.a Municipal	Number of high priority municipal facilities subject to inspection: • Roads (1) • Parking Lots (9) • Closed Landfill (1) • MS4 (1) • Maintenance and Storage Areas (4) • Solid Waste Operations (4) • Airside Operations Areas (2)	22	22
	Quantity of debris and material removed from the MS4 (tons):	1	1
	Quantity of debris and material removed by street sweeping and not allowed into the MS4 (tons):	13	13
F.3.b Industrial	Number of high priority facilities subject to inspection:	35	35
	Number of enforcement actions taken:	0	0
	Number of facilities referred to RWQCB for enforcement of State General Industrial Permit:	0	0
F.3.c Commercial	Number of high priority commercial facilities subject to inspection:	1	1
	Number of medium/low priority commercial facilities subject to inspection:	14	14
	Number of enforcement actions taken:	0	0
F.4 Education	Number of stormwater related education/instructional materials/brochures	N/A	2500
	Number of indirect stormwater education mechanisms: (Authority webpage, storm drain stenciling, posters/banners/signage, brochures, public service announcements, news releases.)	N/A	6
F.4 Education	Number of employees training events regarding stormwater principles:	N/A	20
	Number of tenant events regarding stormwater principles:	N/A	15
F.5 IC/ID	Number of dry weather sampling locations:	4	4
	Number of stormwater related events reported in the 24-hour airport operations telephone log:	N/A	167
	Number of enforcement actions taken:	0	0
F.6 Public Participation	Number of types of opportunities provided for public participation by employees and tenants:	N/A	6
	Number of types of opportunities provided for general public participation:	N/A	7

Changes in Knowledge/Awareness

A major goal of the Authority's SWMP education and public participation efforts is to instill knowledge and awareness about stormwater management issues in staff, tenants, and the general public. An educated public generally makes a more effective partner in preventing stormwater pollution through behavioral changes and proper BMP implementation. Since this FY03-04 Annual Report documents the Authority's initial efforts as a Copermittee to comply with the Municipal Permit, the information contained herein represents the baseline from which to gauge future changes in knowledge and awareness. In addition to measuring the effectiveness of future training efforts, the Authority will be able to track the number of stormwater issues reported in the 24-hour telephone log and the number of webpage hits for FY04-05 in comparison to FY03-04 as indirect measures of changes in knowledge and awareness about stormwater management issues. The Illicit Discharge Detection and Elimination chapter of this Annual Report notes that there were 167 stormwater concerns captured in the 24-hour telephone log for FY03-04. As noted in the Education chapter of this Annual Report, there were 730 hits to the Authority's environmental webpage in the mere 6 weeks between the date the page was launched on May 17, 2004 until the end of the reporting period.

Behavioral Changes and BMP Implementation

The implementation of BMPs by Authority staff and airport tenants represents the type of outcome assessed in the third tier of the methodology described in the Framework. Measuring the number and type of BMPs identified or found lacking during inspections, and the consistency of BMPs applied with those required, is one tool used to assess this aspect of overall stormwater management program effectiveness at SDIA. The results of the municipal, industrial, commercial, and construction component inspections discussed in the previous chapters of this Annual Report provide a good indication of the general effectiveness of the Authority's stormwater management efforts during FY03-04. This information will also form the baseline against which future years are compared.

The initial assessments of BMP implementation at SDIA are spread throughout earlier chapters of this Annual Report concerning the municipal, industrial, commercial, and construction components of the Authority stormwater management program during FY03-04. An evaluation of BMP implementation at SDIA can be drawn from a compilation of the information presented above in Tables 2-5, 3-3, 4-3, 8-1 and the discussion of construction inspection activities in Chapter 7. These tables summarized issues and concerns identified during the inspections conducted during this reporting period. The information is compiled below in Table 11-2 and forms the basis for comparison for future years. Although the BMP related to elimination of non-stormwater discharges (SC-1) was frequently noted as an issue of concern, this issues addressed by this BMP are too broad to allow for focused areas of improvement. In general, Table 11-2 indicates that the implementation of BMPs related to waste/garbage handling and disposal (SC-8) and outdoor storage of significant materials (SC-7) represents the areas of greatest potential improvement.

Table 11-2. Compilation of BMP Implementation Issues Identified Site-wide During FY03-04

BMPs Not Properly Implemented as Noted During Municipal, Industrial, Commercial, and Construction Activity Inspections and as Suggested by IDDE Reports	Number of Times BMP Noted
SC-8 – Waste/Garbage Handling and Disposal *	7
SC-7 – Outdoor Storage of Significant Materials *	4
SC-1 – Elimination of Non-stormwater Discharges to Storm Drains	4
SC-2 – Aircraft, Ground Vehicle and Equipment Maintenance	3
SC-3 – Aircraft, Ground Vehicle and Equipment Fueling	1
SC-4 – Aircraft, Ground Vehicle and Equipment Washing	1
SC-11 – Lavatory Service Operations	1
SC-12 – Outdoor Washdown and Sweeping	1
WM-8 – Concrete Waste Management	1

* = BMP also suggested by IDDE reports, since 47% of the IDDE reports to the 24-hour telephone line concerned trash or spill on airside or landside (78 IDDE reports re:trash / 167 Total IDDE reports = 47% related to trash)

Load Reductions

The fourth tier of the Framework assessment methodology centers on estimating and monitoring reductions in stormwater runoff pollutant loads as a result of BMP and stormwater management program implementation. The Framework outlines the assumption that load reductions can (eventually) be used to draw correlations between stormwater management activities and pollution in order to prioritize and modify these activities. The Framework highlights the difficulties anticipated in making such correlations early in program implementation and notes that years of implementation are necessary to draw sound conclusions. As a first step in this regard, the Authority has attempted to investigate the appropriateness and effectiveness of the BMPs identified or found lacking during inspections. The Authority will continue to compile these types of data and research other means of validating the BMPs identified for use at SDIA. At this time, while Table 11-2 above suggests that the implementation of certain BMPs could be improved, nothing identified during site inspections in FY03-04 suggest that the BMPs required for use in the SWMP are inappropriate.

The information on BMP appropriateness and effectiveness can be used to put load reduction estimates in context in future years. These load reduction estimates, along with historic and future runoff water quality monitoring, will then be used to assess the effectiveness of the stormwater management program at SDIA. It should be noted that the Authority is currently evaluating the runoff water quality monitoring programs at SDIA. This evaluation includes a comparison of the benefits of mass loading analyses versus water quality status/concentration monitoring. As suggested by the fourth tier of the Framework, load monitoring may prove to be more appropriate for assessing the effectiveness of the Authority's stormwater management program.

Discharge Quality

The Framework uses discharge water quality information as the basis for the fifth tier of the program effectiveness assessment methodology. Water quality sampling conducted at SDIA during FY03-04 was previously discussed in Chapter 3 of this report. The discussion Chapter 3 identified heavy metals concentrations as the issue of concern at this time. The Authority is hesitant to draw major conclusions at this time due to a lack of statistical power in the dataset.

As noted above, the Authority is currently evaluating the runoff water quality monitoring programs at SDIA. The study will evaluate the quality of the existing historic stormwater sampling dataset for SDIA and provide a determination on whether the data, or a subset of the data, provide a sufficient baseline for evaluating long-term program effectiveness. The study will also provide recommendations for the number of samples that should be collected during a monitoring period to produce adequate statistical power to demonstrate long-term program effectiveness. Specific percent reductions appropriate to demonstrate long-term effectiveness will be evaluated based on professional judgment. Monitoring scenarios will be evaluated for the ability to detect these percent reductions in discharges of pollutants of concern over various monitoring periods. These monitoring periods will be evaluated based on the number of samples determined to produce adequate statistical power. Finally, the evaluation will consider the effects of annual variability in precipitation patterns on the evaluation of long-term effectiveness, as well as the effect of unusually dry years on the representativeness of samples and resulting possible effects on the assessment of long-term program effectiveness. The outcome of this evaluation should lead to discharge water quality sampling data that can be used to assess the effectiveness of the Authority's stormwater management program in the manner suggested by the fifth tier of the Framework.

Receiving Water Quality

The Framework identifies receiving water quality monitoring programs as the final element, tier 6, of the assessment of program effectiveness. The Framework outlines several receiving water quality monitoring programs that can be used to conduct this type of assessment, including the Copermittee regional efforts to conduct wet weather mass loading monitoring, stream bioassessment, and coastal receiving water monitoring. The information drawn from these programs is useful on a regional and cross-watershed scale, but unless they are directly related spatially to a facility, may not be sufficient to allow interpretation to any single stormwater management program. None of these regional efforts are related directly to the airport, and the Authority has not conducted any receiving water quality monitoring independently.

The receiving water quality issues in the vicinity of the airport that have been studied or noted by others have generally resulted from the activity related to federal Clean Water Act (CWA) Section 303(d) requirements. Section 303(d) requires states to develop a list of waterbodies that do not, or are not expected to, meet water quality standards after implementing technology-based controls and to develop Total Maximum Daily Loads (TMDLs) for such waters in order to restore the waterbody's beneficial uses and attain water quality objectives. The waters of San Diego Bay in the vicinity of the airport are currently on the 2002 CWA Section 303(d) list as impaired for: 1) degraded benthic community and sediment toxicity; and 2) bacteria.

In response to listing the 303(d) listing sediment impairment at the Downtown Anchorage, the RWQCB has begun to investigate the establishment of a total maximum daily load (TMDL) for the site. The work has been outlined in 3 phases. The Phase I component includes reassessment of sediment conditions at the study site. Data from Phase I will be used to identify areas of greatest concern for detailed investigations to support the development of the TMDL and cleanup plans in Phases II and III, if any of this work proves necessary. Released in March of 2004, the draft Phase I TMDL report noted that in general sediments from the Downtown Anchorage were less contaminated than indicated in previous assessments conducted as part of the Bay Protection and Toxic Cleanup Program. At the Downtown Anchorage stations, minimal metal and PAH bioaccumulation was measured, no significant organochlorine compound bioaccumulation was measured, and no degraded benthic community structure was observed. It is premature to draw conclusions about potential relationships between the quality of stormwater runoff from the airport and conditions at the Downtown Anchorage.

There are several coastal marine waters in enclosed bays adjacent to beaches that are on the 2002 CWA Section 303(d) list as impaired for bacteria. The beach at Spanish Landing Park along San Diego Bay is one such location. Stormwater runoff from the airport drains into the coastline in the vicinity of Spanish Landing. Wildlife has been identified as the primary source of bacterial contamination in some areas, although pet waste and other urban activities are also potential sources of contamination. Currently, TMDL work by the RWQCB to address bacteria-impaired waters in enclosed bays and lagoons (tentatively including beaches along San Diego Bay) is scheduled to begin in fiscal year 04/05. The Authority will track the results of this TMDL process as they become available and incorporate the information into the annual evaluation of potential impacts of airport runoff on local water quality.

The Authority will continue to review annually the information made available relative to these TMDL efforts. This annual evaluation will be incorporated into future attempts to measure the effectiveness of the Authority's stormwater management program in a manner consistent with tier 6 of the Framework. The Authority will continue the development of tier 6 monitoring tools over future years.

MANAGEMENT MEASURES PROVEN TO BE INEFFECTIVE

In light of the application of the assessment Framework to the Authority's stormwater management program as documented above and in conjunction with the information presented throughout this Annual Report, the management measures currently being implemented by the Authority seem to be generally effective. There is little information to conclude that any particular management measure has proven ineffective. The Municipal Permit emphasizes that iterative processes should be used to improve both BMPs and management measures as a whole. Given that the Authority's SWMP has been in place for only 18 months and that this document represents the Authority's first Municipal Permit Annual Report, it would be premature to discount any of the current management measures without strong evidence. No such evidence is apparent at this time. The Authority will continue to refine the Framework methodology in order to both identify and enhance effective stormwater management measures and to discontinue those that prove ineffective.

Application of the Framework has, however, reinforced the Authority's prior conclusion regarding the limited utility of discharge water quality data collected historically at SDIA (see Chapters 3 and 8, above). The Authority is hesitant to draw any conclusions due to a lack of statistical power in the existing dataset. As noted above, the Authority has initiated a study to evaluate the runoff water quality monitoring programs at SDIA. The outcome of this evaluation should lead to discharge water quality sampling data that can be used to assess the effectiveness of the Authority's stormwater management program in the manner suggested by the Framework.

PROPOSED PROGRAM CHANGES

Again, as noted above, other than the need to re-evaluate the wet-weather and dry-weather discharge water quality monitoring programs at SDIA, information to date suggests the efficacy of the stormwater management measures currently being implemented by the Authority. No other changes are proposed at this time. The Authority will continue to refine the Framework methodology in order to identify both effective and ineffective stormwater management measures, and to develop proposed changes in response.

WATER QUALITY IMPROVEMENT OR DEGRADATION

The assessment of both discharge water quality and receiving water quality in portions of this chapter above are rather inconclusive in regards to either improvement or degradation of the quality of runoff from the airport and the quality of the receiving water into which it drains. Trend analysis is a strong tool in helping to determine if the quality of water is improving or degrading, and the data available to date for such analysis is relatively sparse. Over time, the data set will expand and the analysis tools will be refined. Both of these events will enable the Authority to make an annual assessment of the improvement or degradation of stormwater discharge and receiving water quality.

REVISIONS TO THE SWMP

At this time, the Authority does not propose to revise the SWMP in any manner that would outline the application of the Framework assessment. The Authority will continue to refine and implement the Framework methodology, along with the other Copermittees, with the goal to incorporate aspects of the Framework directly into the SWMP where applicable.

12 Fiscal Analysis Component

The Municipal Permit requires the Authority to demonstrate sufficient financial resources to implement the SDIA SWMP. The fiscal analysis presented here includes the budget for FY04-05, the source of the funds, a description of the use of these funds and any legal restrictions on their use.

STORM WATER MANAGEMENT PROGRAM ELEMENTS

The bulk of expenditures related to the implementation of the SDIA SWMP pass through the Operations Division of the Authority, in particular the Environmental Affairs Department and the Facilities Maintenance Department. The Environmental Affairs Department is responsible for administrative functions within the Storm Water Management Program, including budget management and planning. The Environmental Affairs Department staff carries out the administrative and educational activities for the program, including: a) budgetary management and planning; b) enforcement and inspection; c) monitoring and reporting; d) interagency coordination and Copermittee involvement; e) assistance to other groups outside the department; f) internal and external training, workshops, and public events; and g) securing the materials and equipment necessary to perform required tasks.

The Facilities Maintenance Department is responsible for the operation and maintenance (O&M) aspects of the program, including: a) inspecting, clearing, and repairing the MS4; b) facilities and area cleaning and maintenance; c) securing the materials, equipment, and vehicles necessary to perform required tasks; and d) disposing of wastes.

FISCAL-YEAR 2004-2005 BUDGET

Financial resources for implementation of the SWMP are allocated into administration, education, O&M, and capital expenditures components. The annual costs for the budgeted activities under each of these components falls into one of the following expense categories: personnel, non-personnel, or Capital Improvement Program (CIP).

The total budget for implementation of the SWMP in FY04-05 is $2,201,900. The expenses for FY04-05 are shown in Table 12-1 according to expense category. As seen in Table 12-1, a total of $963,675 in FY2004-2005 has been allocated for staff time between Environmental Affairs and Facilities Maintenance Departments to carry out activities listed above. Staff time for the Environmental Affairs Department equates to $268,450 of the personnel expenses allocated for FY04-05, and the staff time for the Facilities Maintenance Department equates to an allocation of $695,225.

Non-personnel expenses represent permit fees and contracted services necessary to implement and maintain all the program activities listed in Table 12-1, including professional services, site and infrastructure cleaning and maintenance, training, and education and public outreach efforts. A total of $938,225 has been allocated for these Non-Personnel expenses in FY04-05.

The Authority has allocated funds in FY04-05 to one CIP project related to the stormwater management program. This CIP project is the site-wide evaluation of the hydrology at the airport, BMP effectiveness study, and evaluation of runoff water quality monitoring efforts. Referred to as the "Storm Drain Study" (CIP Project #3105A), $300,000 has been allocated to the project in FY04-05.

Table 12-1. SDIA Storm Water Management Program Annual Budget for FY04-05

Expense Category	Annual Costs
A. Personnel Expenses	
1. Environmental Affairs	$268,450
2. Facilities Maintenance	$695,225
3. Other	0
Subtotal	$963,675
B. Non-Personnel Expenses	
1. NDPES Permit Fee	$825
2. Professional Services	
a. Legal	$30,000
b. Planning	$50,000
3. Routine Maintenance & Contingency	$96,675
4. Ramp Cleaning	$300,000
5. Runway Rubber Removal	$298,000
6. MS4 Cleaning	$72,200
7. Parking Lot & Street Sweeping	$40,525
8. Equipment Purchases	$25,000
9. Education, Training & Public Outreach	$25,000
Subtotal	$938,225
C. Capital Improvements Program Expenses	
1. Storm Drain Study (CIP #3105A)	$300,000
Subtotal	$300,000
GRAND TOTAL	$2,201,900

REVISIONS TO THE SWMP There are no revisions to the Fiscal Analysis Component of the SWMP.

13 Special Investigations

The Authority did not conduct any special investigations that resulted in any additional data or information relevant to urban runoff at SDIA that has not already been presented elsewhere in this Annual Report.

It should be noted that during FY03-04 the Authority prepared a scope of work and entered into contract with an environmental consulting firm to conduct an assessment of the Authority's stormwater management program. The assessment will include a site-wide audit to evaluate: potential pollutant sources; BMPs that are or could be implemented; the hydrologic aspects of the stormwater conveyance system relevant to BMPs and water quality monitoring; and historic stormwater sampling information. This project is entitled "Storm Drain Study" and is listed as Capital Improvement Program Project #3105A in the budget information presented above in Chapter 12 of this report. All of this information will be used to recommend improvements to BMP implementation and to stormwater runoff sampling. The work will commence in FY04-05. The conclusions of the assessment and any revisions to the SWMP resulting from this study will be presented in the next annual report.

14 Conclusions and Recommendations

This FY03-04 Annul Report summarizes the Authority's efforts to manage stormwater at SDIA in compliance with the San Diego Municipal Permit. While stormwater management efforts have been implemented at SDIA since the early 1990s, the previous efforts were managed by the Port of San Diego in accordance with the State General Industrial Storm Water Permit. The Authority assumed operation of the Airport in January of 2003, and was named as a Copermittee to the Municipal Permit shortly thereafter in August of 2003. The Authority has worked diligently to create all the necessary stormwater management program component requirements of the Municipal Permit. This Annual Report is the first report to compile and assess the Authority's efforts in this regard. This first annual assessment of the SDIA SWMP provides a baseline from which to gauge the effectiveness of the Authority's current efforts and from which to measure future improvements. Based upon the information contained herein, the Authority believes the stormwater management program at SDIA is adequately planned, executed, reviewed, and funded and generally fulfills the requirements of the Municipal Permit. Information found throughout this report to support this conclusion is presented below. This chapter also highlights the Authority's own recommendations for continual process improvements that may further enhance stormwater pollution prevention and control measures at SDIA.

CONCLUSIONS

The conclusions discussed below have been drawn form the information presented throughout this FY03-04 Annual Report. These are broad-based conclusions meant to serve as an overview of the general compliance status of the Authority's stormwater management program. These conclusions fall into three basic categories:

1. Overall compliance status;
2. Effective stormwater management program components;
3. Program elements identified for improvement; and
4. Revisions to the SDIA SWMP.

1. Overall Compliance Status

The information in chapter 11, *Assessment of Program Effectiveness*, of this Annual Report supports a determination that the Authority's stormwater management efforts are in general compliance with the Municipal Permit. Chapter 11 details the initial application of the assessment Framework (developed by the Copermittees) to the elements and measurement tools employed as part of the stormwater management program at SDIA. While continual refinements to the framework and the manner in which it is applied will strengthen any future conclusions drawn, the information presented herein clearly documents that the Authority is in compliance with the Municipal Permit.

2. Effective Stormwater Management Program Components

Similar to item #1 above, the information in Chapter 11 of this Annual Report suggests that the management measures currently being implemented seem to be generally effective. It has been noted that the Authority's SWMP has only been in place for 18 months and that this document represents the Authority's first Municipal Permit Annual Report. At this point, each and every component of the stormwater management program at SDIA seems both essential and effective. The Authority will continue to refine the Framework methodology in order to identify and enhance those elements that seem most effective.

3. Program Elements Identified for Improvement

Again, application of the assessment Framework in Chapter 11 of this report has reinforced the Authority's conclusion regarding the limited utility of discharge water quality data collected historically at SDIA (see Chapters 3, 8, and 11 above). In light of this conclusion, the Authority has initiated a study to evaluate the runoff water quality monitoring programs at SDIA (see discussion of CIP #3105A - "Storm Drain Study" in Chapters 3, 8, 11, 12, and 13 of this report). The outcome of this evaluation should lead to discharge water quality sampling programs that can be used to assess the effectiveness of the Authority's stormwater management efforts in the manner suggested by the Framework. At this time, there is little information to conclude that any other particular program management elements have proven ineffective and require improvement.

4. Revisions to the SDIA SWMP

Any revisions made to any components of the SDIA SWMP were noted at the close of each chapter in this Annual Report. Only chapters 2, 3, and 4 of this Annual Report, which discussed the Municipal, Industrial, and Commercial Component, respectively, included any references to changes or modifications to the SWMP. Each of the chapters noted updates to the manner in which the inventories for each of these components was presented in the SWMP. For clarification, the SWMP now features additional tables in Chapter 2 of the SWMP, entitled "*Description of Facility and Pollutant Sources,*" which list airport areas, activities, and tenants by category of component type. These particular revisions have in themselves resulted in additional updates to the SWMP cover page and table of contents. All of the revised pages are featured in Appendix C of this Annual Report.

RECOMMENDATIONS

The Authority's FY03-04 Annual Report makes continual reference to a task budgeted and scheduled for initiation in FY04-05, namely, the re-evaluation of the SDIA stormwater runoff water quality sampling program for both the wet-season and the dry-season (see discussion of CIP #3105A - "Storm Drain Study" throughout this report). Aside from the recommendation to complete this task, and aside from the general consensus to continue effective and cost-efficient implementation of existing stormwater management efforts, there are two closely related, significant recommendations highlighted below, namely:

1. Refinement and implementation of outreach and education efforts;
2. Continued focus on source-control BMPs airport-wide.

1. Refinement and Implementation of Outreach and Education Efforts

The education component of the SDIA SWMP is continually being refined to allow for the efficient and cost-effective outreach and training mechanisms. At the close of FY03-04 the Authority outlined an education program that appears sufficient to meet the goals of the Authority in maintaining Municipal Permit compliance. The recommendation for refinement and implementation of the outreach and education efforts is presented here as a challenge to implement the program necessary to engender environmental stewardship in Authority staff, airport tenants, contractors, the traveling public, and our surrounding community. The Authority understands that an educated public makes for a more efficient partner in preventing stormwater pollution here at the airport and elsewhere.

2. Continued Focus on Source-control BMPs Airport-wide

Following directly on the concept presented in recommendation #1 above, the Authority again challenges itself, airport tenants, and the public to continue to focus on implementation of source-control BMPs with every aspect of the operations at SDIA. Again, believing that an educated public will properly implement appropriate BMPs, the Authority recommends that emphasis on housekeeping and other effective source-control BMPs continue to be the prime focus of education and required BMP implementation.

CLOSING

The FY03-04 Annual Report clearly demonstrates that the stormwater management program at SDIA is adequately planned, executed, reviewed, and funded and generally fulfills the requirements of the Municipal Permit. The Authority strives to enhance existing stormwater pollution prevention and control measures at SDIA, to eliminate ineffective measures, and to identify, develop, and incorporate more effective measures whenever possible.

Appendix A

Illicit Discharge Detection and Elimination

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
7/1/2003	11:30	TRASH-SPILL/AIRSIDE	NW lavatory spill at gate 22. The spill appeared to be no more than 3 gallons. NW agreed to clean up and dispose of the effluent.
7/7/2003	10:32	PETROLEUM-SPILL/AIRSIDE	Discovered a small hydraulic leak from the #1 engine of an HP A320, [redacted] parked on the west ramp. Approx. 1 quart spilled. Storm Drain unaffected.
7/8/2003	13:00	WILDLIFE/IPM	Received permission from [redacted] to enter ovals O-1-S and O-4-S on Friday this week to spray for weeds.
7/9/2003	04:46	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lids on dumpsters at gates 12, 13 and air freight closed IAW airport Rules and Regs.
7/12/2003	10:10	PETROLEUM-SPILL/LANDSIDE	Fire observed in T1 parking lot. Fire started in a portable gas can when a vehicle backfired. Fire was extinguished and maintenance conducted cleanup of the fire residue on the asphalt.
7/13/2003	15:50	TRASH-SPILL/LANDSIDE	Paging reports overflow trash receptacle curbside UA. Notified SPC [redacted]
7/14/2003	08:30	WILDLIFE/IPM	Coordinated weed removal in the North ramp area with maintenance. 25% of work completed
7/15/2003	08:00	WILDLIFE/IPM	Coordinated continued weed removal in the vicinity of the north ramp and triangle area.
7/17/2003	11:05	TRASH-SPILL/LANDSIDE	[redacted] from paging called to report complaints that the trash cans and ashtrays need to be emptied curbside by American Airlines. Notified [redacted]/SPC.
7/18/2003	9:00	WILDLIFE/IPM	Until 11:00 am. Escorted Park 6 for weed spraying.
7/27/2003	22:35	PETROLEUM-SPILL/AIRSIDE	Airport scrubber completes cleanup of hydraulic spill on Taxiway "B" south of centerline east of "B6" from earlier Alert II
7/29/2003	7:11	TRASH-SPILL/LANDSIDE	TSA discovered a leaking canister in a checked equipment case (UA). The canister was labeled Trichloralflouride a substance which is used to clean residue from metallic objects. The container was filled with baby oil HPD transported pax to HPD HQ.
8/4/2003	21:45	TRASH-SPILL/LANDSIDE	A light blue Ford Taurus is leaking antifreeze in front of T-2. Maintenance en route to clean-up with absorbent.
8/5/2003	11:00	WILDLIFE/IPM	Port weed sprayers completed operations along the MCRD fence line.
8/7/2003	14:16	TRITURATOR	WN reports triturator OTS. Notified MX office staff.
8/9/2003	4:45	TRASH-SPILL/AIRSIDE	Left VM for T1 SPC coach, trash piled up on top of trash trucks, gate 19 ramp side. Directed they secure or dispose of trash.
8/9/2003	11:25	TRASH-SPILL/AIRSIDE	Zebra 2 requested SPC to clean the area around the dumpster. Notified [redacted]/SPC.
8/9/2003	13:16	CONST/MAINTENANCE	Carpenter #1 reports the safety shower is leaking under gate #5. Notified MX-1. 1319 MX-1 advised the valve wasn't tight.
8/10/2003	2:00	CONST/MAINTENANCE	Contracts 1 reported paving work on Winship Road was in progress.
8/12/2003	8:15	TRASH-SPILL/AIRSIDE	[redacted], American Airlines called re: a sewer that is overflowing in the breezeway between gates 25-27. Notified [redacted], Host Maintenance.

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
8/12/2003	20:10	PETROLEUM-SPILL/AIRSIDE	[redacted] from Jimsair reports a minor fuel spill at gate 21 from an Aeromexico MD-80; No. 1 engine leaked approx 1/2 gal Jet-A; quicksorb applied; no drains affected; Z-2 notified and en route.
8/13/2003	14:49	TRASH-SPILL/AIRSIDE	Zebra 3 requested Airport 10 to be advised that the recycle bin is full and there is cardboard around the area. Notified Airport 10.
8/15/2003	4:35	TRASH-SPILL/AIRSIDE	Until 440, escorted Port sweeper to sweep Delta south of Bravo.
8/16/2003	14:15	PETROLEUM-SPILL/AIRSIDE	Notified of an unattended hydraulic spill between gates 24 and 26. Approx. 2 gallons spilled. No drains affected. Investigation revealed the spill originated from an ASIG refueler. MX provided assets for cleanup. I will follow up with ASIG Mgr on Mon
8/16/2003	17:24	PETROLEUM-SPILL/AIRSIDE	Jimsair diesel re-fueling truck No. 1047 leaking fuel on ramp by Jimsair MNX shop from recent top-off; approx 1/2 gal on ramp; no storm drains affected; ctc'd J/A rampers for cleanup & correction; quicksorb applied for cleanup of fuel.
8/17/2003	6:45	PETROLEUM-SPILL/AIRSIDE	Discovered remains of a hydraulic spill on the asphalt area north of N-5. Notified AA for cleanup.
8/18/2003	8:00	WILDLIFE/IPM	Coordinated weed removal at the south end of taxiway D and the perimeter of oval 3-S.
8/18/2003	13:50	PETROLEUM-SPILL/AIRSIDE	[redacted] from AA called to report spill at gate 23. MD-80 with a faulty fuel transfer valve. The fuel spill was 10 ft in diameter, approx 7 gal spilled; no storm drains affected. AA conducted immediate cleanup following the spill.
8/25/2003	14:08	WILDLIFE/IPM	Till 1510. Escorted SDUPD water truck into least tern Ovals-2, 3 and 4 south in preparation of weed eradication scheduled for 8-26-03.
8/25/2003	21:05	PETROLEUM-SPILL/AIRSIDE	[redacted]/ASIG advised that they have a fuel spill on the FedEx ramp. Z-2 notified and is en route. Approx. 20 gal of fuel has spilled on the ground, no storm drains affected. MX assisting in cleanup. [redacted]/ENV & DAO notified. HPD report CF172, DR5949
9/4/2003	18:50	PETROLEUM-SPILL/AIRSIDE	HPD 740 reports a fuel spill cleanup in progress at the Emery freight ramp; no notification from Emery or Swissport concerning fuel spill; Z-3 on the field and investigating.
9/4/2003	19:00	PETROLEUM-SPILL/AIRSIDE	Ref. Entry 1850: ASIG is in the process of cleaning the fuel spill on the Emery Ramp. Approx. 7 gallons of fuel was spilled from the aircraft fuel vent; no storm drains affected.
9/4/2003	20:32	PETROLEUM-SPILL/LANDSIDE	ATO reports a car parked curbside T-1 is leaking fuel from the fuel tank. MX & HPD en route. DLO advised 2036 SDFD notified of leak and en route. MX has contained the leak w/absorbent material; no storm drain affected.
9/8/2003	6:45	PETROLEUM-SPILL/AIRSIDE	US Airways fuel spill at gate 16. Faulty fuel transfer valve on A320 [redacted]US resulted in a 2 gal Jet A spill. US conducted an immediate clean up of the spill. No storm drains affected.
9/24/2003	9:30	TRITURATOR	[redacted] from US Airways called to report that dump hose at the triturator has a hole in it. Notified [redacted] in MX.
9/26/2003	7:00	WILDLIFE/IPM	Until 0700, escort Parks 6 for weed spraying in O-1-S; relieved by DA.
10/1/2003	16:40	CONST/MAINTENANCE	Airborne reported a broken manhole cover located off the right wing of the Capitol Cargo aircraft at Jim's Air. Maintenance advised and commencing repairs.

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
10/10/2003	8:50	PETROLEUM-SPILL/AIRSIDE	Reported fuel spill at gate 29. ASIG cleaning up hydraulic leak, storm drains not impacted.
10/13/2003	8:00	WILDLIFE/IPM	Coordinated weed removal operations along the east edge of taxiway D and north edge of taxiway B adjacent to Jimsair.
10/14/2003	8:00	WILDLIFE/IPM	Coordinated weed removal operations with ATCT on the north edge of taxiway C between Jimsair and VSR 02 gate.
10/18/2003	12:29	TRASH-SPILL/LANDSIDE	ATO's report there is an oil and anti-freeze spill curbside T1 near [redacted]. Contacted MX-1.
10/19/2003	8:29	TRITURATOR	UA reports the drain is OTS for the triturator and he has one of his crew waiting to empty a vehicle. Notified MX-1. 8:52 MX-1 advised it is RTS.
10/21/2003	15:23	PETROLEUM-SPILL/AIRSIDE	Fuel spill of about 2 gallons at Jimsair. The spill was cleaned up with absorbent.
10/22/2003	7:10	TRASH-SPILL/AIRSIDE	Sewer spill at gate 35. Responded to gate 35 and met M-1. Spill is from Host grease trap at T2W Starbucks. Left VM for [redacted], Host. Requested Z Base to attempt contact with Host on alternate numbers.
10/23/2003	23:35	CONST/MAINTENANCE	Contracts 1 and contractor are commencing concrete repair work on the approach end of Rwy 09.
10/26/2003	12:28	TRASH-SPILL/AIRSIDE	[redacted]/SPC reports the trash compactor is full in T2W near Host. Left message for Pacific Waste.
10/29/2003	12:20	UNAUTHORIZED DISCHARGE	SAN ID check, [redacted], UA #[redacted]. Requested [redacted] to stop hosing down ramp at gate 14 for ash and dust pending direction from [redacted], SDCRAA Environmental. Email to RA.
10/30/2003	10:49	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lid on UA dumpster at gate 12 closed IAW airport rules and regs.
10/30/2003	23:33	TRASH-SPILL/AIRSIDE	HPD reports an overturned lav cart at the triturator that was under tow by a tug. The cart dumped about 1/2 gallon of gas and 2-3 gallons of Blue Juice. Spill contained with absorbent material and cleaned up. DAO notified. No HAZMAT issues.
11/2/2003	15:25	TRITURATOR	[redacted] with CO reports triturator hose broken. Notified MX.
11/7/2003	10:25	PETROLEUM-SPILL/LANDSIDE	ATO reports oil spill on the roadway in front of T2 near AA and Red Bus stop. The area is coned off. Requested maintenance respond for cleanup.
11/13/2003	6:52	PETROLEUM-SPILL/LANDSIDE	HPD called to advise of a fuel or oil spill on the Harbor Drive return bridge from T1/T2. M-1 advised and requested to respond for clean up. ATO supervisor contacted to provide traffic assistance.
11/13/2003	9:08	PETROLEUM-SPILL/LANDSIDE	Ref. Entry 0652-Mx-1 advised that the spill on the roadway has been cleaned up.
11/15/2003	15:28	TRASH-SPILL/AIRSIDE	SAN ID check: [redacted], [redacted] ATS observed ATS complete de-icing AS MD-80 (flt 551) in middle of alley. A/C parked directly over storm drain silt trench, trace amount of Glycol in storm drain and small amt on ground. Discussed BMPs for storm drains.
11/19/2003	11:55	PETROLEUM-SPILL/AIRSIDE	AA reported fuel spill at gate 23. 2-3 gallons spilled out of left wing overflow vent from MD-80, [redacted] while fueling. AA personnel cleaning fuel. No storm drains affected.

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
11/24/2003	8:30	WILDLIFE/IPM	Provided escort for weed spray operations in the Least tern ovals behind the blast fence runway 27, North Ramp, MCRD fence line and the area west of the approach end of runway 9.
11/25/2003	11:12	TRASH-SPILL/AIRSIDE	Contacted [redacted] UA Ops and requested the lids on the dumpster at gate 121 be closed IAW airport Rules and Regs.
11/26/2003	9:18	TRASH-SPILL/AIRSIDE	Contacted [redacted], UA Ops, requested lid on dumpster @ air freight closed and crate with styrofoam peanuts leaking removed or contained. Also requested peanuts be cleaned from ramp.
12/2/2003	8:00	TRASH-SPILL/LANDSIDE	[redacted] from Landside called to report a water leak in the southeast corner of the parking lot in front of the Commuter Terminal. Notified [redacted] in Maintenance.
12/2/2003	8:15	TRASH-SPILL/LANDSIDE	HPD reported that the SOC had observed a truck dumping materials in the Parking Lot C area west of T2W. Notified [redacted] in EA. Met [redacted] and HPD at site. Contractor working on adjacent US Navy site admitted to dumping on airport property.
12/3/2003	11:20	TRASH-SPILL/AIRSIDE	Observed large area of sunflower seed debris around UA aircraft on E-1 (east ramp). Directed [redacted], UA to ensure every piece is cleaned up.
12/4/2003	11:53	TRASH-SPILL/AIRSIDE	Requested [redacted], UA ops to have lid on dumpster at gate 13 closed IAW Airport Rules and Regs
12/6/2003	7:30	TRASH-SPILL/AIRSIDE	Notified Host to clean the area rampside gate 10 where they store their trash containers. Seagulls were getting into the containers and spreading the trash around.
12/8/2003	23:20	CONST/MAINTENANCE	Closed Twy B between B3 and B5 for contracts 1 pavement repair crew work at B4.
12/9/2003	00:48	CONST/MAINTENANCE	Pavement repairs completed at Twy B6 and Twy B4.
12/10/2003	8:25	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have trash picked up and lid on UA dumpster at air freight closed IAW airport rules and regs.
12/10/2003	10:39	TRITURATOR	[redacted]/US Airways reported that the hose at the triturator has a cut in it; MX notified.
12/11/2003	7:45	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have trash and FOD around UA gates picked up. Unable to contact via Z-2 cell or car phone, advised Zebra base phones OTS.
12/16/2003	11:37	TRASH-SPILL/AIRSIDE	Directed [redacted], UA air freight to remove oversize box from UA dumpster at air freight and ensure lid on dumpster is closed IAW airport rules and regs.
12/18/2003	8:17	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lids on dumpster at gate 12 closed IAW airport rules and regs.
12/18/2003	9:28	TRASH-SPILL/AIRSIDE	M-1 reports regular trash compactor full. Contacted Pac Waste and left VM requesting a pick up today. Requested re-cycling compactor pick today earlier.
12/18/2003	14:45	PETROLEUM-SPILL/AIRSIDE	[redacted]/AA advised that they had a small fuel spill at gate 23. Approximately 2 gal or less was split from the aircraft fuel vent. Spill contained and cleaned up by AA personnel. No fuel entered the storm drain system. Email sent to [redacted]
12/19/2003	7:45	WILDLIFE/IPM	Parks 5 is on the AOA for weed spraying

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
12/19/2003	8:03	TRASH-SPILL/AIRSIDE	Observed white styrofoam peanuts (packing material) blowing across east ramp in vicinity of DHL [redacted]. Directed [redacted] and [redacted], ASIG to pick them up without delay.
12/22/2003	11:11	PETROLEUM-SPILL/LANDSIDE	[redacted] from Landside called requesting maintenance bring "kitty litter" curbside by Continental Airlines. A red Nissan has broken down there and is leaking fluids. Car will be towed shortly. Notified [redacted] in Maintenance.
12/25/2003	13:52	PETROLEUM-SPILL/LANDSIDE	ATOs report automotive spill T1 curbside near red bus stop. Notified MX.
12/26/2003	5:30	TRASH-SPILL/AIRSIDE	SPC reports recycling compactor OTS. 0538: Maintenance report compactor RTS.
12/28/2003	10:50	TRASH-SPILL/LANDSIDE	Haz materials found by TSA personnel. Materials included a couple of small propane tanks, battery acid, CO2 cartridges and misc. aerosol cans. British Airway offices secured. An email re: the situation is being forwarded to [redacted], Properties
12/31/2003	18:39	PETROLEUM-SPILL/AIRSIDE	50 gallons spill being cleaned up at North Cargo ramp by DHL mechanics. Fuel spill from Express Net Airbus [redacted]. Cleaned up with absorbent by DHL personnel. No storm drains affected. Tower, ARFF, HPD advised DR9278.
1/1/2004	7:46	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lid to UA dumpster at gate 13 closed IAW airport rules and regs
1/2/2004	6:10	TRASH-SPILL/AIRSIDE	Contacted [redacted], UA Ops to request lids on UA dumpsters at gates 12 & 13 to be closed IAW airport rules and regs
1/4/2004	8:07	PETROLEUM-SPILL/LANDSIDE	HPD called requesting maintenance to possibly assist them with an oil/anti freeze spill on Grape st. and N. Harbor Dr. Contacted [redacted]/MX-1 who advised they were unable to assist due to the location being the Ports responsibility.
1/6/2004	7:55	PETROLEUM-SPILL/AIRSIDE	Noted large (possible fuel) stain on asphalt ramp southeast of Cargo-3 parking spot used by Emery Air, Swissport ground handlers
1/6/2004	10:52	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lid on UA dumpster at gate 12 closed and FOD around gate 13 jetway (on AOA) picked up.
1/6/2004	17:26	PETROLEUM-SPILL/AIRSIDE	[redacted] reported a ground power unit for America West Airlines leaking fuel. Contacted America West Operations for resolution
1/7/2004	10:30	TRITURATOR	[redacted] from US Airways called to report that the hose at the triturator has a slit in the hose. Notified [redacted] in maintenance.
1/7/2004	16:37	TRASH-SPILL/LANDSIDE	[redacted]/Badging reports the trash cans need to be emptied at all the vehicle inspection locations. SPC notified
1/8/2004	6:50	TRASH-SPILL/AIRSIDE	741, HPD reported possible anti-freeze leak entering the storm drain on the AOA near trash compactor at T2E. Contacted M-1 to request immediate response to contain. 7:23 - Briefed [redacted], SDCRAA environmental
1/8/2004	8:20	TRASH-SPILL/AIRSIDE	Suspected leaking powerwash equipment at SPC cage. Source of leak determined to be roof drain. Maintenance proceeded to roof and found HVAC plumbing line leaking at temporary patch.
1/8/2004	15:45	TRASH-SPILL/AIRSIDE	HOST grease traps located west of T2W near GAT spaces is overflowing and the waste material is flowing into the storm drain. Plumber 2 is damming the storm drains with sand bags to prevent any additional flow of waste material. Notified EA Dpt & OceanBlu

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
1/9/2004	10:30	TRASH-SPILL/LANDSIDE	[redacted] from Southwest called to report a clean-up in the curbside check-in line. Notified [redacted]/SPC
1/11/2004	23:20	PETROLEUM-SPILL/AIRSIDE	Maint 7 advises that the trash compactor adjacent the east ramp is leaking hydraulic oil. Advised him to place a bucket under the leak and that I would leave a message for Pacific Waste regarding same
1/12/2004	6:30	TRASH-SPILL/AIRSIDE	Advised Pacific Waste of leaking hydraulic fluid from the compactor adjacent the east ramp
1/14/2004	10:00	TRITURATOR	[redacted] from US Airways called to advise that the triturator hose has holes in it and it needs replacement. Notified [redacted] in Maintenance
1/15/2004	18:03	PETROLEUM-SPILL/AIRSIDE	[redacted], UA, called to report that a 50 gal. Drum of used oil fell over and spilled in the cargo area. Notified Zebra 2
1/15/2004	18:06	PETROLEUM-SPILL/AIRSIDE	Zebra 2 onsite at UA cargo facility. The oil spill is contained and absorbent is being applied. No storm drains affected.
1/16/2004	8:30	TRASH-SPILL/AIRSIDE	[redacted] from FedEx called to say if we saw men in silver suits on their ramp they have not had a hazardous materials spill, but an irritant was spilled inside their plane and on the containers. Notified Zebra 2. - HC
1/18/2004	8:30	TRASH-SPILL/AIRSIDE	[redacted] from Maintenance called to advise that the area where the trash compactor is located at the Host loading dock has trash thrown there and the compactor has been pulled for dumping. Notified [redacted]/SPC. - HC
1/21/2004	12:00	PETROLEUM-SPILL/AIRSIDE	SDCRAA light tower removed from P-02 due to fuel leak. ETA for replacement light tower is 1400-1430 per M-1. - DB
1/24/2004	5:50	TRITURATOR	NW reports the triturator hose is OTS. Apparently someone drove off with the hose coupling that attaches to the vehicle. Notified maintenance for repairs. Triturator returned to service at 0615. Followed up with NW. - WP
1/27/2004	11:50	TRASH-SPILL/AIRSIDE	[redacted] from Maintenance called to report that the lower hydraulic line was leaking at the "trash" compactor near Southwest. Pacific Waste and Zebra 3 notified. - HC
1/27/2004	18:20	PETROLEUM-SPILL/AIRSIDE	Jimsair reported a cup of fuel spilled out of an aircraft on their ramp. No storm drains affected. - MC
1/30/2004	7:00	WILDLIFE/IPM	Escorting Port Authority Maintenance on the airfield; spraying for weeds. ATCT notified. - LH
1/31/2004	6:32	TRASH-SPILL/LANDSIDE	ATO [redacted] reports there is anti-freeze from a disabled vehicle on the ramp for the entrance to T2. He is standing by the area. Notified MX-1. - LB
1/31/2004	10:15	TRASH-SPILL/AIRSIDE	Maintenance one advised that the Host trash compactor is not working. Pacific Waste notified and will have a mechanic en route for repair. - MH
2/6/2004	13:25	TRASH-SPILL/AIRSIDE	[redacted], Swift Air, reported they found a container with HAZMAT hazardous material in it on the ramp in the vicinity of Gate 36. [redacted] identified the material as a desiccant used by TSA.
2/11/2004	12:55	TRASH-SPILL/LANDSIDE	A wet spill by gate 4 was called in by Zebra 2. - HC
2/16/2004	21:01	TRITURATOR	[redacted] UA reports hose broken at triturator. Notified MX. - GDP
2/17/2004	17:41	CONST/MAINTENANCE	MX-1 called requesting SPC to sweep the area of construction in T1W rotunda. Notified [redacted]/SPC. – LB

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
2/20/2004	6:40	TRASH-SPILL/AIRSIDE	Contacted [redacted], UA Ops to have overfilled dumpster at UA air freight emptied or closed. - DB
2/23/2004	8:29	TRASH-SPILL/LANDSIDE	ATO [redacted] reports that the trash cans are overflowing at all terminal transportation islands. Notified [redacted], SPC T1 coach and [redacted], SPC T2 coach. - LB
2/23/2004	9:57	TRASH-SPILL/LANDSIDE	[redacted] called requesting SPC to the clean the "Animal Relief Area". Contacted [redacted]/SPC. - LB
2/24/2004	9:00	WILDLIFE/IPM	Escorted weed spray operations in ovals 1S, 2S, 3S, 4S and the area from gate P19 to the triturator. - WP
2/27/2004	16:37	TRASH-SPILL/LANDSIDE	ATO Supervisor [redacted] reports accident at Winship and Harbor Drive. He requests MX be contacted for cleanup. Notified MX. – GDP
2/27/2004	21:54	TRASH-SPILL/LANDSIDE	MX reports trash cans full at T1 parking pavilion. Notified SPC. - GDP
3/2/2004	6:10	WILDLIFE/IPM	[redacted]/TSA called to advise they have captured a mouse at checkpoint 5 and would like it - HC
3/8/2004	5:34	CONST/MAINTENANCE	RWSL installation work will continue on Tuesday night at Twy B1. Sand bags placed around the storm drain off the east of the Twy at B1 to prevent sediment from entering the storm drain system. Work cancelled on Monday night
3/8/2004	12:58	WILDLIFE/IPM	Received a call from [redacted] / Smart Cart regarding rats inside the Smart Cart machinery at the T2 shuttle island. MX notified and is responding. - MH
3/13/2004	11:33	TRASH-SPILL/AIRSIDE	[redacted]/DL reports the trash compactor is full and unplugged near their area. Notified Zebra 2. - LB
3/13/2004	13:28	CONST/MAINTENANCE	CSR Tanks reports that the fence surrounding the curb construction in T1 has fallen and is a safety hazard. Notified MX-1. - LB 4:34. Re 13:55 entry: [redacted] reports fencing is back up. - GDP
3/15/2004	7:15	CONST/MAINTENANCE	[redacted]/SPC reports that the drain is clogged near the dumpster by the cargo area. Notified [redacted]/MX. - LB
3/15/2004	9:30	WILDLIFE/IPM	Coordinated weed spray operations in areas north of the runway. Areas sprayed included: Area at the approach end of runway 9, between the north perimeter road and the MCRD fence line, triangle area, and the area abeam “C” overflow. – WP
3/16/2004	18:54	TRASH-SPILL/LANDSIDE	ATO [redacted] reports that someone has vomited curbside T2 baggage claim. Notified [redacted]/SPC. – LB
3/17/2004	8:02	TRASH-SPILL/AIRSIDE	Requested [redacted], DL Ops to have loose trash on west ramp picked up. – DB
3/17/2004	18:54	TRASH-SPILL/LANDSIDE	ATO Lead [redacted] reports that the trash cans are overflowing on the T2 transportation island. Contacted [redacted]/SPC. - LB
3/19/2004	7:05	WILDLIFE/IPM	Escorted Port Authority personnel who sprayed the least turn ovals. – LH
3/21/2004	6:50	PETROLEUM-SPILL/AIRSIDE	Fuel Spill on the Jimsair ramp. Approximately 10 gallons "Jet A" spilled. Fuel discharge valve inadvertently left open on a Challenger [redacted]. Jimsair conducted immediate cleanup of the area. No storm drains affected. – WP
3/22/2004	7:08	TRASH-SPILL/LANDSIDE	ATO Lead [redacted] reports that the trash is overflowing and is in the street on the T1 transportation island, taxi cab area. Notified [redacted]/SPC. – LB
3/24/2004	17:10	TRASH-SPILL/LANDSIDE	Supervisor 3 reports there is trash on the ground at the west end of Bldg A. Contacted [redacted]/SPC. - LB

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
3/26/2004	15:50	PETROLEUM-SPILL/AIRSIDE	ATCT reports a fuel spill at Gate No. 16 involving an AS B737 [redacted] and an ASIG fuel truck (4949). No fuel has reached the slit trench or storm drain. 1555 - HPD 740 onsite.
3/26/2004	16:15	PETROLEUM-SPILL/AIRSIDE	Clean up complete and HPD report filed. DR No. 04-2073 and CFS 93. – SD
3/27/2004	11:26	TRASH-SPILL/LANDSIDE	ATO Lead [redacted] reports that someone has vomited curbside NW. Notified [redacted]/SPC. - LB
3/29/2004	13:01	TRASH-SPILL/LANDSIDE	ATO [redacted] reports there is a broken glass spill curbside UA. Notified [redacted]/SPC. - LB
4/6/2004	13:30	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lids on UA dumpsters at gates 12 & 13 closed IAW airport rules and regs. - DB
4/8/2004	10:30	WILDLIFE/IPM	Coordinated weed removal from Least Tern oval O-3-S.
4/8/2004	15:25	PETROLEUM-SPILL/AIRSIDE	ASIG reported a fuel spill at gate 20. No more than 2 gallons had spilled onto the ground during refueling operations. No fuel entered the storm drains and the spill was clean-up immediately by ASIG. [redacted] / Environmental advised of spill.
4/9/2004	8:30	WILDLIFE/IPM	Conducted weed spray operations throughout the entire AOA including Least tern ovals 1, 2, 3, and ovals 7, 8, 9, and 10; MCRD fence line, Delta overflow and behind the blast fence for Rwy 27.
4/9/2004	12:20	TRASH-SPILL/AIRSIDE	[redacted]/SPC called to report that the trash compactor is full. 12:55 Pacific Waste is on-site. 15:44 Zebra 3 requested contact with Pacific Waste to clarify that bags outside compactors should be collected by the drivers.
4/13/2004	13:51	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lid on dumpster at gate 12 closed IAW airport rules and regs.
4/21/2004	6:05	TRASH-SPILL/LANDSIDE	HPD Dispatch called requesting SPC clean-up blood curbside, Southwest, Notified [redacted]. - HC
4/24/2004	17:00	PETROLEUM-SPILL/AIRSIDE	Incidental Fuel Spill; ASIG employee [redacted] engaged in de-fueling a UA A-320 at Gate 12, overfilled truck; 1 gal fuel leak from top of truck overflow, leaking at rear of truck on ground. No fuel in drains, ASIG clean-up no HPD report.
4/25/2004	9:50	TRASH-SPILL/AIRSIDE	[redacted]/SPC called to report that the compactor by AA is leaking. 10:25 Per Zebra 2, Pacific Waste will be out today to repair the leak 10:45 Pacific Waste en route to repair broken hydraulic hoses on the American dumpster. - DA
4/25/2004	13:30	PETROLEUM-SPILL/LANDSIDE	[redacted] in Paging called to report an oil spill curbside by Southwest Airlines. Notified Maintenance 1. - HC
4/25/2004	21:30	UNAUTHORIZED DISCHARGE	Jetwash washing a citation on Jimsair ramp, not containing wash water run-off per Best Management Practices and as agreed to conduct washing operations; Adv Jetwash employee of proper containment procedures; e-mail to Environmental. - DR
4/26/2004	7:12	TRASH-SPILL/LANDSIDE	ATO [redacted] reports a spill curbside Delta. Notified [redacted]/SPC. - LB
4/26/2004	15:30	TRASH-SPILL/AIRSIDE	Requested [redacted], UA ops to have lids on dumpsters at gate 12 & 13 closed IAW airport rules and regs. - DB
4/27/2004	9:30	CONST/MAINTENANCE	[redacted] from Hargis called to advise he will be working in the old NTC area for approximately 2 hours. Cell #[redacted]. 11:30 [redacted] called to advise the are still working on the monitoring wells, will probably be there another 2 hours. - HC

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
5/3/2004	12:11	PETROLEUM-SPILL/AIRSIDE	[redacted]/ARFF reports that Rescue 1 & 2 are responding to a 6-gallon fuel spill at gate 29. Notified Zebra 2. 12:15 cancelled ARFF. ASIG / AA personnel on-site completing clean-up All fuel was quickly contained with none entering the storm drain.
5/4/2004	11:30	WILDLIFE/IPM	Completed weed spray operations about the airport perimeter and ILS area. - WP
5/12/2004	15:00	TRASH-SPILL/AIRSIDE	Requested [redacted], UA Ops to have lid on dumpster at gate 12 closed IAW airport rules and regs. - DB
5/14/2004	16:38	TRASH-SPILL/LANDSIDE	[redacted] with TSA reports there is a large spill curbside AA just as you enter the terminal near the white courtesy phone. Notified SPC
5/17/2004	20:13	TRITURATOR	WN reports lav hose is OTS at dump site. Notified MX.
5/20/2004	19:14	PETROLEUM-SPILL/AIRSIDE	[redacted] of RM reports his aircraft had a hydraulic leak from the taxiway to the ramp. Notified Zebra 2. 19:25 Approximately 12 oz. on the ramp caused by RM aircraft. RM personnel cleaned up the spill; no storm drains affected.
5/23/2004	16:35	PETROLEUM-SPILL/AIRSIDE	Discovered fuel dripping from sump line on Jimsair re-fueler No. [redacted]; 1/2 pint on ground, no drains affected; Adv Jimsair employee for containment and clean-up action. - DR
5/29/2004	20:15	TRASH-SPILL/AIRSIDE	SPC reported that T1 trash compactor is not working; MX confirmed that compactor is full. Pacific Wasted contacted and will have a truck on site first thing in the morning. SPC updated on situation and have been asked to use T2 trash compactor.
5/30/2004	12:34	WILDLIFE/IPM	Officer [redacted]/AMF gate reports there is a swarm of bees near the GS1 gate. Notified MX-1. -1339: MX-1 advised they have not been able to locate where the bees are coming from.
6/1/2004	16:47	PETROLEUM-SPILL/AIRSIDE	Alert II declared by ATCT, AA #859 on Twy Bravo W of B-6, an MD-80 [redacted] with smoking left MLG. ARFF responded. Smoke determined to be hydraulic fluid leaking on left MLG. Acft taxied to gate 32. Escorted M-8 to scrub Twy Bravo W of B-6 of resid fluid.
6/2/2004	15:30	TRASH-SPILL/AIRSIDE	Southwest trash compactor is inop; Pacific Waste notified and will respond.
6/5/2004	10:55	PETROLEUM-SPILL/LANDSIDE	Per request from HPD--Maint 1 dispatched curbside at the CT for containment and clean-up on a vehicle leaking fuel.
6/7/2004	20:21	TRASH-SPILL/LANDSIDE	ATO reports radiator spill curbside T1. Notified MX.
6/8/2004	8:45	WILDLIFE/IPM	Capt. [redacted], ARFF, called to report an invasion of mice and are concerned about their silver suits. Notified Zebra 2.
6/14/2004	16:43	TRASH-SPILL/AIRSIDE	Contacted [redacted], UA and requested the lids to UA dumpsters at gates 12 & 13 be closed IAW airport rules and regs.
6/15/2004	14:53	TRASH-SPILL/AIRSIDE	Contacted [redacted], UA ops and requested lids on UA dumpsters at gates 12 & 13 be closed IAW airport rules and regs.
6/16/2004	10:30	TRASH-SPILL/LANDSIDE	ATO [redacted] called to report transmission fluid pooling curbside by Southwest. Notified [redacted] for kitty litter.
6/17/2004	14:33	TRASH-SPILL/LANDSIDE	[redacted] from Customer Service reports disposal bags in the pet potty area need to be replenished. Notified SPC T1 Coach via voice mail.
6/19/2004	14:30	TRASH-SPILL/LANDSIDE	ATO [redacted] extinguished trash can fire at the T-1 shuttle island. Maint assisted in clean up.

Log of IDDE Reports to SDIA 24-hour Telephone Line			
Date	Time	Subject/Topic	Log Entry Synopsis
6/19/2004	19:07	TRASH-SPILL/LANDSIDE	ATO Supervisor reports trash service needed curbside T2 from crosswalk west. Notified SPC.
6/21/2004	15:30	PETROLEUM-SPILL/AIRSIDE	Met with Supervisor 3 ramp side under Gate 21. Observed a parked Jimsair tug with a significant accumulation of fuel/oil substance on concrete surface under the vehicle.
6/22/2004	14:20	TRASH-SPILL/LANDSIDE	ATO's report vehicle curbside at [redacted], T1E leaking fluid with hood open. Advised M-1 and requested they check for clean up.

Appendix B

Dry Weather Storm Drain Monitoring Data Sheets

PORT OF SAN DIEGO
ENVIRONMENTAL SERVICES DEPARTMENT
3165 PACIFIC HWY
SAN DIEGO, CA 92101
(619) 686-6254

DRY WEATHER STORM DRAIN MONITORING

☐ **Routine Investigation** ☐ **IC/ID Follow-Up** (Select One)

GENERAL SITE DESCRIPTION

Site ID: 1 **Latitude:** _____ (GPS coordinates recorded in NAD 83 decimal deg)
Location: AIRPORT - LEAST TERN **Longitude:** _____
Date/Time: 9/29/03 19:19 OVAL **Watershed:** _____ (Watershed Management Area as defined in Permit)
Observer: APG / KH **TB Page:** _____

Observed Land Use: ☐ Residential ☐ Commercial ☒ Industrial ☐ Agricultural ☐ Parks ☐ Open
Conveyance Type: ☐ Manhole ☒ Catch Basin ☐ Outlet ☐ Open Channel ☐ Other_____
Construction: ☒ Concrete ☐ Steel ☐ Plastic ☐ Natural

ATMOSPHERIC CONDITIONS

Weather ☐ Sunny ☐ Partly Cloudy ☒ Overcast ☐ Fog
Tide ☐ N/A ☐ Low ☐ Incoming ☐ High ☒ Outgoing **Tide Height:**_____ft.
Last Rain ☒ > 72 hours ☐ < 72 hours
Rainfall ☒ None ☐ < 0.1" ☐ > 0.1"

RUNOFF CHARACTERISTICS

Odor	☒ None	☐ Musty	☐ Rotten Eggs	☐ Chemical	☐ Sewage	☐ Other
Color	☒ None	☐ Yellow	☐ Brown	☐ White	☐ Gray	☐ Other
Clarity	☒ Clear		☐ Slightly Cloudy	☐ Opaque		☐ Other
Floatables	☒ None	☐ Trash	☐ Bubbles/Foam	☐ Sheen	☐ Fecal Matter	☐ Other
Deposits	☐ None	☒ Sediment/Gravel	☐ Fine Particulates	☐ Stains	☐ Oily Deposits	☐ Other
Vegetation	☒ None	☐ Limited	☐ Normal	☐ Excessive		☐ Other
Biology	☒ None	☐ Insects	☐ Algae	☐ Snails/Fish	☐ Mussels/Barnacles	☐ Other

Flow Observed ☐ Yes ☐ No ☒ Ponded ☒ Tidal (If yes, record the conductivity below)
Flow Rate: _____ gpm 52,500 mS/cm or mhos/cm

Does the storm drain flow reach the Receiving Water? ☐ Yes ☒ No ☐ N/A

Evidence of Overland Flow? ☐ Yes ☒ No ☐ Irrigation Runoff ☐ Other: _____

Photo Taken ☒ Yes ☐ No **Picture #** _____

Field Screening Lab Samples Collected? ☒ Yes ☐ No

Water Temp (°C)	20.3	**NH_3-N** (mg/L)	0.0	**NO_3-N** (mg/L)	0.1	**React PO_4-P_4** (mg/L)	0.0
pH (pH units)	7.93	**TURB** (NTU)	2.03	**COND** (mS/Cm)	52,500		

Analytical Lab Samples Collected? ☒ Yes ☐ No

Cd (diss) (µg/L)		**Cu** (diss) (µg/L)		**Pb** (diss) (µg/L)		**Zn** (diss) (µg/L)	
MBAS		**Hardness** (mg/L)		**O/G** (mg/L)		**Diazinon** (µg/L)	
T. Coliform		**F. Coliform**		**Enterococcus**		**Chlorpyrifos** (µg/L)	

FLOW ESTIMATION WORKSHEETS

Flowing Creek or Box Culvert*

Width		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

Filling a Bottle or Known Volume*

Volume		mL
Time to Fill		sec
Flow		gpm

Flowing Pipe*

Diameter		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

COMMENTS: TIDAL WATER FROM EARLIER HIGH TIDE. SAMPLES COLLECTED ANYWAY B/C THIS IS FIRST AIRPORT SAMPLING EFFORT. ATTEMPTED TO PROFILE DRY SEASON + CATCH ANY POSSIBLE POLLUTANTS.

*See formula and conversions on back of page.

PORT OF SAN DIEGO
ENVIRONMENTAL SERVICES DEPARTMENT
3165 PACIFIC HWY
SAN DIEGO, CA 92101
(619) 686-6254

DRY WEATHER STORM DRAIN MONITORING

☒ **Routine Investigation** ☐ **IC/ID Follow-Up** (Select One)

GENERAL SITE DESCRIPTION

Site ID: 2 **Latitude:** _____ (GPS coordinates recorded in NAD 83 decimal deg)
Location: AIRPORT - FACILITIES OPS **Longitude:** _____
Date/Time: 9/24/03 18:04 **Watershed:** _____ (Watershed Management Area as defined in Permit)
Observer: ARG/KH **TB Page:** _____

Observed Land Use: ☐ Residential ☐ Commercial ☒ Industrial ☐ Agricultural ☐ Parks ☐ Open
Conveyance Type: ☐ Manhole ☒ Catch Basin ☐ Outlet ☐ Open Channel ☐ Other_____
Construction: ☒ Concrete ☐ Steel ☐ Plastic ☐ Natural

ATMOSPHERIC CONDITIONS

Weather ☐ Sunny ☐ Partly Cloudy ☒ Overcast ☐ Fog
Tide ☐ N/A ☐ Low ☐ Incoming ☐ High ☒ Outgoing **Tide Height:**_____ft.
Last Rain ☒ > 72 hours ☐ < 72 hours
Rainfall ☒ None ☐ < 0.1" ☐ > 0.1"

RUNOFF CHARACTERISTICS

Odor	☐ None	☐ Musty	☐ Rotten Eggs	☐ Chemical	☐ Sewage	☐ Other
Color	☐ None	☐ Yellow	☐ Brown	☐ White	☐ Gray	☐ Other
Clarity	☐ Clear		☐ Slightly Cloudy	☐ Opaque		☐ Other
Floatables	☐ None	☐ Trash	☐ Bubbles/Foam	☐ Sheen	☐ Fecal Matter	☐ Other
Deposits	☐ None	☐ Sediment/Gravel	☐ Fine Particulates	☐ Stains	☐ Oily Deposits	☐ Other
Vegetation	☐ None	☐ Limited	☐ Normal	☐ Excessive		☐ Other
Biology	☐ None	☐ Insects	☐ Algae	☐ Snails/Fish	☐ Mussels/Barnacles	☐ Other

Flow Observed ☐ Yes ☒ No ☐ Ponded ☐ Tidal (If yes, record the conductivity below)
Flow Rate: _____ gpm _____ mS/cm or mhos/cm

Does the storm drain flow reach the Receiving Water? ☐ Yes ☐ No ☐ N/A

Evidence of Overland Flow? ☒ Yes ☐ No ☒ Irrigation Runoff ☐ Other: _____

Photo Taken ☒ Yes ☐ No **Picture #** _____

Field Screening Lab Samples Collected? ☐ Yes ☒ No

Water Temp (°C)		**NH_3-N** (mg/L)		**NO_3-N** (mg/L)		**React PO_4-P_4** (mg/L)	
pH (pH units)		**TURB** (NTU)		**COND** (mS/Cm)			

Analytical Lab Samples Collected? ☐ Yes ☒ No

Cd (diss) (µg/L)		**Cu** (diss) (µg/L)		**Pb** (diss) (µg/L)		**Zn** (diss) (µg/L)	
MBAS		**Hardness** (mg/L)		**O/G** (mg/L)		**Diazinon** (µg/L)	
T. Coliform		**F. Coliform**		**Enterococcus**		**Chlorpyrifos** (µg/L)	

FLOW ESTIMATION WORKSHEETS

Flowing Creek or Box Culvert*

Width		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

Filling a Bottle or Known Volume*

Volume		mL
Time to Fill		sec
Flow		gpm

Flowing Pipe*

Diameter		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

COMMENTS: CB IS CLEAR + DRY GROUND (PAVEMENT) HAD WATER MARK INDICATING RUNOFF FROM IRRIGATION OF NEARBY PLANTER BOXES.

*See formula and conversions on back of page.

PORT OF SAN DIEGO
ENVIRONMENTAL SERVICES DEPARTMENT
3165 PACIFIC HWY
SAN DIEGO, CA 92101
(619) 686-6254

DRY WEATHER STORM DRAIN MONITORING

☒ **Routine Investigation** ☐ **IC/ID Follow-Up** (Select One)

GENERAL SITE DESCRIPTION

Site ID: 3
Location: AIRPORT T1 PK LOT
Date/Time: 9/29/03 16:42
Observer: APG / KH

Latitude: _____ (GPS coordinates recorded in NAD 83 decimal deg)
Longitude: _____
Watershed: SD BAY (Watershed Management Area as defined in Permit)
TB Page: _____

Observed Land Use: ☐ Residential ☐ Commercial ☒ Industrial ☐ Agricultural ☐ Parks ☐ Open
Conveyance Type: ☐ Manhole ☒ Catch Basin ☐ Outlet ☐ Open Channel ☐ Other_____
Construction: ☒ Concrete ☐ Steel ☐ Plastic ☐ Natural

ATMOSPHERIC CONDITIONS

Weather ☐ Sunny ☐ Partly Cloudy ☒ Overcast ☐ Fog
Tide ☐ N/A ☐ Low ☐ Incoming ☐ High ☒ Outgoing **Tide Height:**_____ft.
Last Rain ☒ > 72 hours ☐ < 72 hours
Rainfall ☒ None ☐ < 0.1" ☐ > 0.1"

RUNOFF CHARACTERISTICS

Odor	☐ None	☐ Musty	☐ Rotten Eggs	☐ Chemical	☐ Sewage	☐ Other
Color	☐ None	☐ Yellow	☐ Brown	☐ White	☐ Gray	☐ Other
Clarity	☐ Clear		☐ Slightly Cloudy	☐ Opaque		☐ Other
Floatables	☐ None	☐ Trash	☐ Bubbles/Foam	☐ Sheen	☐ Fecal Matter	☐ Other
Deposits	☐ None	☐ Sediment/Gravel	☐ Fine Particulates	☐ Stains	☐ Oily Deposits	☐ Other
Vegetation	☐ None	☐ Limited	☐ Normal	☐ Excessive		☐ Other
Biology	☐ None	☐ Insects	☐ Algae	☐ Snails/Fish	☐ Mussels/Barnacles	☐ Other

Flow Observed ☐ Yes ☒ No ☐ Ponded ☐ Tidal (If yes, record the conductivity below)
Flow Rate: _____ gpm _____ mS/cm or mhos/cm

Does the storm drain flow reach the Receiving Water? ☐ Yes ☐ No ☐ N/A

Evidence of Overland Flow? ☐ Yes ☒ No ☐ Irrigation Runoff ☐ Other: _____

Photo Taken ☒ Yes ☐ No **Picture #** 2 photos - see comments

Field Screening Lab Samples Collected? ☐ Yes ☒ No

Water Temp (°C)		**NH_3-N** (mg/L)		**NO_3-N** (mg/L)		**React PO_4-P_4** (mg/L)	
pH (pH units)		**TURB** (NTU)		**COND** (mS/Cm)			

Analytical Lab Samples Collected? ☐ Yes ☒ No

Cd (diss) (µg/L)		**Cu** (diss) (µg/L)		**Pb** (diss) (µg/L)		**Zn** (diss) (µg/L)	
MBAS		**Hardness** (mg/L)		**O/G** (mg/L)		**Diazinon** (µg/L)	
T. Coliform		**F. Coliform**		**Enterococcus**		**Chlorpyrifos** (µg/L)	

FLOW ESTIMATION WORKSHEETS

Flowing Creek or Box Culvert*

Width		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

Filling a Bottle or Known Volume*

Volume		mL
Time to Fill		sec
Flow		gpm

Flowing Pipe*

Diameter		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

COMMENTS: PARKING LOT : SITE 3 CAR PARKED OVER DRAIN (SEE PHOTO) betw K1
VISITED SEVERAL CATCH BASINS → NO DISCHARGES
ALSO PHOTO OF CATCH BASIN BETWEEN LOT SIGNS V1 + W1 CB WAS DRY
NO WATER OR DISCHARGE STAINING OBSERVED IN PARKING LOT.

*See formula and conversions on back of page.

PORT OF SAN DIEGO
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3165 PACIFIC HWY
SAN DIEGO, CA 92101
(619) 686-6254

DRY WEATHER STORM DRAIN MONITORING

☒ **Routine Investigation** ☐ **IC/ID Follow-Up** (Select One)

GENERAL SITE DESCRIPTION

Site ID: 4 **Latitude:** _____ (GPS coordinates recorded in NAD 83 decimal deg)
Location: AIRPORT NEAR NTC **Longitude:** _____
Date/Time: 9/29/03 17:53 **Watershed:** _____ (Watershed Management Area as defined in Permit)
Observer: APG / KH **TB Page:** _____

Observed Land Use: ☐ Residential ☐ Commercial ☐ Industrial ☐ Agricultural ☐ Parks ☐ Open
Conveyance Type: ☐ Manhole ☒ Catch Basin ☐ Outlet ☐ Open Channel ☐ Other_____
Construction: ☒ Concrete ☐ Steel ☐ Plastic ☐ Natural

ATMOSPHERIC CONDITIONS

Weather ☐ Sunny ☐ Partly Cloudy ☒ Overcast ☐ Fog
Tide ☐ N/A ☐ Low ☐ Incoming ☐ High ☒ Outgoing **Tide Height:**_____ft.
Last Rain ☒ > 72 hours ☐ < 72 hours
Rainfall ☒ None ☐ < 0.1" ☐ > 0.1"

RUNOFF CHARACTERISTICS

Odor	☐ None	☐ Musty	☐ Rotten Eggs	☐ Chemical	☐ Sewage	☐ Other
Color	☐ None	☐ Yellow	☐ Brown	☐ White	☐ Gray	☐ Other
Clarity	☐ Clear		☐ Slightly Cloudy	☐ Opaque		☐ Other
Floatables	☐ None	☐ Trash	☐ Bubbles/Foam	☐ Sheen	☐ Fecal Matter	☐ Other
Deposits	☐ None	☐ Sediment/Gravel	☐ Fine Particulates	☐ Stains	☐ Oily Deposits	☐ Other
Vegetation	☐ None	☐ Limited	☐ Normal	☐ Excessive		☐ Other
Biology	☐ None	☐ Insects	☐ Algae	☐ Snails/Fish	☐ Mussels/Barnacles	☐ Other

Flow Observed ☐ Yes ☐ No ☒ Ponded ☐ Tidal (If yes, record the conductivity below)
Flow Rate: _____ gpm _____ mS/cm or mhos/cm

Does the storm drain flow reach the Receiving Water? ☐ Yes ☒ No ☐ N/A

Evidence of Overland Flow? ☐ Yes ☒ No ☐ Irrigation Runoff ☐ Other: _____

Photo Taken ☒ Yes ☐ No **Picture #** _____

Field Screening Lab Samples Collected? ☐ Yes ☒ No

Water Temp (°C)		**NH_3-N** (mg/L)		**NO_3-N** (mg/L)		**React PO_4-P_4** (mg/L)	
pH (pH units)		**TURB** (NTU)		**COND** (mS/Cm)			

Analytical Lab Samples Collected? ☐ Yes ☒ No

Cd (diss) (µg/L)		**Cu** (diss) (µg/L)		**Pb** (diss) (µg/L)		**Zn** (diss) (µg/L)	
MBAS		**Hardness** (mg/L)		**O/G** (mg/L)		**Diazinon** (µg/L)	
T. Coliform		**F. Coliform**		**Enterococcus**		**Chlorpyrifos** (µg/L)	

FLOW ESTIMATION WORKSHEETS

Flowing Creek or Box Culvert*

Width		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

Filling a Bottle or Known Volume*

Volume		mL
Time to Fill		sec
Flow		gpm

Flowing Pipe*

Diameter		ft
Depth		ft
Velocity		ft/sec
Flow		gpm

COMMENTS: SLIGHT PUDDLE OF WATER -> NOT EVEN ENOUGH FOR FIELD COLLECTION B/C IT WILL NOT PUMP UP

*See formula and conversions on back of page

Calscience Environmental Laboratories, Inc.

ANALYTICAL REPORT

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Date Received: 09/30/03
Work Order No: 03-09-1757

Project: SD1A - Dry Weather

Client Sample Number	Lab Sample Number	Date Collected	Matrix
SD1A DWM1	**03-09-1757-1**	**09/29/03**	**Aqueous**

Parameter	Result	RL	DF	Qual	Units	Date Prepared	Date Analyzed	Method
Hardness, Total	6200	20	10	D	mg/L	N/A	10/01/03	EPA 130.2
Oil and Grease	ND	1.0	1		mg/L	N/A	10/01/03	EPA 413.1
Surfactants	0.13	0.10	1		mg/L	N/A	09/30/03	EPA 425.1

Method Blank				**N/A**	**Aqueous**			
Parameter	Result	RL	DF	Qual	Units	Date Prepared	Date Analyzed	Method
Hardness, Total	ND	2.0	1		mg/L	N/A	10/01/03	EPA 130.2
Oil and Grease	ND	1.0	1		mg/L	N/A	10/01/03	EPA 413.1
Surfactants	ND	0.10	1		mg/L	N/A	09/30/03	EPA 425.1

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

ANALYTICAL REPORT

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Date Received: 09/30/03
Work Order No: 03-09-1757
Preparation: Filtered
Method: EPA 6020

Project: SD1A - Dry Weather

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
SD1A DWM1	**03-09-1757-1**	**09/29/03**	**Aqueous**	**09/30/03**	**10/02/03**	**031002L01**

Parameter	Result	RL	DF	Qual	Units	Parameter	Result	RL	DF	Qual	Units
Cadmium	ND	0.0100	10		mg/L	Lead	ND	0.0100	10		mg/L
Copper	0.0115	0.0100	10		mg/L	Zinc	ND	0.0500	10		mg/L

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

ANALYTICAL REPORT

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Date Received: 09/30/03
Work Order No: 03-09-1757
Preparation: Total Digestion
Method: EPA 6020

Project: SD1A - Dry Weather

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
Method Blank	**096-06-003-517**	**N/A**	**Aqueous**	**10/02/03**	**10/02/03**	**031002L01**

Parameter	Result	RL	DF	Qual	Units	Parameter	Result	RL	DF	Qual	Units
Cadmium	ND	0.00100	1		mg/L	Lead	ND	0.00100	1		mg/L
Copper	ND	0.00100	1		mg/L	Zinc	ND	0.00500	1		mg/L

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

Quality Control - Duplicate

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Project: SD1A - Dry Weather

Date Received: 09/30/03
Work Order No: 03-09-1757
Preparation: N/A
Method: EPA 130.2

Quality Control Sample ID	Matrix	Instrument	Date Prepared:	Date Analyzed:	Duplicate Batch Number
03-09-1754-1	Aqueous	N/A	N/A	10/01/03	31001HARD1

Parameter	Sample Conc	DUP Conc	RPD	RPD CL	Qualifiers
Hardness, Total	170	180	1	0-25	

Calscience Environmental Laboratories, Inc.

Quality Control - LCS/LCS Duplicate

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Project: SD1A - Dry Weather

Date Received: 09/30/03
Work Order No: 03-09-1757
Preparation: N/A
Method: EPA 425.1

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-05-093-1,237	Aqueous	UV 2	N/A	09/30/03	30930SURL1

Parameter	LCS %REC	LCSD %REC	%REC CL	RPD	RPD CL	Qualifiers
Surfactants	110	104	80-120	6	0-20	

Calscience Environmental Laboratories, Inc.

Quality Control - Spike/Spike Duplicate

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Project: SD1A - Dry Weather

Date Received: 09/30/03
Work Order No: 03-09-1757
Preparation: TR
Method: EPA 6020

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
03-10-0050-1	**Aqueous**	**ICP/MS A**	**10/02/03**	**10/02/03**	**031002S01**

Parameter	MS %REC	MSD %REC	%REC CL	RPD	RPD CL	Qualifiers
Cadmium	96	94	80-120	2	0-20	
Copper	95	93	80-120	2	0-20	
Lead	109	109	80-120	1	0-20	
Zinc	93	87	80-120	5	0-20	

Calscience Environmental Laboratories, Inc.

Quality Control - LCS/LCS Duplicate

AMEC Earth and Environmental
5510 Morehouse Drive, Suite 300
San Diego, CA 92121-3723

Project: SD1A - Dry Weather

Date Received: 09/30/03
Work Order No: 03-09-1757
Preparation: Total Digestion
Method: EPA 6020

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
096-06-003-517	Aqueous	ICP/MS A	10/02/03	10/02/03	031002L01

Parameter	LCS %REC	LCSD %REC	%REC CL	RPD	RPD CL	Qualifiers
Cadmium	99	100	80-120	0	0-20	
Copper	105	103	80-120	2	0-20	
Lead	107	106	80-120	1	0-20	
Zinc	104	100	80-120	3	0-20	

Calscience Environmental Laboratories, Inc.

GLOSSARY OF TERMS AND QUALIFIERS

Work Order Number: 03-09-1757

Qualifier	Definition
D	The sample data was reported from a diluted analysis.
ND	Not detected at indicated reporting limit.

MEC ANALYTICAL SYSTEMS, INC.

☒ 2433 Impala Drive • Carlsbad, CA 92008 • (760) 931-8081, FAX 931-1580
☐ 98 Main Street, Suite #428 • Tiburon, CA 94920 • (415) 435-1847, FAX 435-0479
☐ 675 Hegenberger Rd., Ste. 200 • Oakland, CA 94621 • (510) 632-8990, FAX 632-0714
☐ 152 Sunset View Lane • Sequim, WA 98382 • (360) 582-1758, FAX 582-1679

CHAIN OF CUSTODY

№ 8244

DATE Sept 29, 2003 PAGE 1 OF 1

PROJECT NAME/SURVEY/PROJECT NUMBER: SDIA - DRY WEATHER
PROJECT MANAGER: MICHELLE WOOD
COMPANY: AMEC
ADDRESS:
PHONE/FAX: 858 458 -9044

SAMPLE I.D.	DATE	TIME	MATRIX	INITIALS	NUMBER & TYPE OF CONTAINERS	ANALYSIS/TEST REQUESTED: TOTAL COLI	FECAL COLI	ENTERO			PRESERVED HOW/ COMMENTS	FOR MEC USE ONLY: SAMPLE TEMP. UPON RECEIPT	FOR MEC USE ONLY: MEC LAB ID
SDIA DWM #1	9/29/03	1719	H2O	KA	1	X	X	X			ICE		

SPECIAL INSTRUCTIONS/COMMENTS:

SHIPPING:

Shipping VIA: Airbill No:

SAMPLE CONDITION UPON RECEIPT (FOR MEC USE ONLY):

RELINQUISHED BY	RECEIVED BY	RELINQUISHED BY	RECEIVED BY	RELINQUISHED BY	RECEIVED BY
Signature	Signature	Signature	Signature	Signature	Signature
Firm	Firm AMEC	Firm	Firm	Firm	Firm
Date/Time	Date/Time 9/29/03 6:40p	Date/Time	Date/Time	Date/Time	Date/Time

WHITE - return to originator • YELLOW - lab • PINK - retained by originator

CRG Marine Laboratories, Inc.

2020 Del Amo Blvd., Suite 200, Torrance, CA 90501-1206 (310) 533-5190 FAX (310) 533-5003 crglabs@sbcglobal.net

Organophosphorus Pesticides By EPA Method 625
GC/MS #1: HP6890/5972

CRG ID#: 14034 **Replicate #:** R1 **Project ID:** 23134 **Batch ID:** 23134-8088 **Matrix:** Water

Sample Description: SDIA DWM 1 03-09-1757 17:19

Client Name: Calscience Environmental Laboratories, I Bob Stearns

Date Sampled: 29-Sep-03 **Date Processed:** 02-Oct-03

Date Received: 01-Oct-03 **Date Analyzed:** 22-Oct-03

CONSTITUENT	RESULT	UNITS	MDL	DILUTION FACTOR
(PCB030)	88	% Recovery		1
(PCB112)	93	% Recovery		1
(PCB198)	98	% Recovery		1
(TCMX)	91	% Recovery		1
Chlorpyrifos	ND	ng/L	5	1
Diazinon	ND	ng/L	5	1

MDL= Method Detection Limit; ND= Not Detected

California ELAP Certificate # 2261

CRG Marine Laboratories, Inc.

2020 Del Amo Blvd., Suite 200, Torrance, CA 90501-1206 (310) 533-5190 FAX (310) 533-5003 crglabs@sbcglobal.net

Organophosphorus Pesticides By EPA Method 625
GC/MS #1: HP6890/5972

CRG ID#: 14033 **Replicate #:** B1 **Project ID:** 23134 **Batch ID:** 23134-8088 **Matrix:** DI Water

Sample Description: QAQC Procedural Blank

Client Name: Calscience Environmental Laboratories, I Bob Stearns

Date Sampled:

Date Received:

Date Processed: 02-Oct-03

Date Analyzed: 22-Oct-03

CONSTITUENT	RESULT	UNITS	MDL	DILUTION FACTOR
(PCB030)	76	% Recovery		1
(PCB112)	81	% Recovery		1
(PCB198)	83	% Recovery		1
(TCMX)	63	% Recovery		1
Chlorpyrifos	ND	ng/L	5	1
Diazinon	ND	ng/L	5	1

MDL= Method Detection Limit; ND= Not Detected

California ELAP Certificate # 2261

MEC Analytical Systems, Inc

Analytical Report

Client: AMEC
Project: SDIA - Dry Weather
Client Sample ID: SDIA DWM #1

Date Received: September 29, 2003
Date Test Started: September 29, 2003
Date Test Ended: October 3, 2003
Matrix: Water

Bacterial Analysis Using Multiple Tube Fermentation/MPN

Methods: SM 9221B & E and SM 9223

Microorganisms Tested: Total/Fecal Coliforms and Enterococci

Bacterial Summary

Coliform analyses based on six dilutions providing results between 20-16,000,000 MPN/100mL
IDEXX Enterolert analysis based on two dilutions providing results between 10 and 241,960 MPN/100mL

Sample ID	Date Sample Taken	Total Coliforms MPN/100 mL	Fecal Coliforms MPN/100 mL	Enterococci MPN/100 mL
SDIA DWM #1	9/29/2003	<20	<20	10

Approved

Date 10/6/03

CALSCIENCE ENVIRONMENTAL LABORATORIES, INC.
7440 LINCOLN WAY
GARDEN GROVE, CA 92841-1432
TEL: (714) 895-5494 • FAX: (714) 894-7501

CHAIN OF CUSTODY RECORD

Date _____

Page _____ of _____

LABORATORY CLIENT:

ADDRESS:

CITY STATE ZIP

TEL: FAX: E-MAIL:

TURNAROUND TIME:
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☐ 10 DAYS

SPECIAL REQUIREMENTS (ADDITIONAL COSTS MAY APPLY)
☐ RWQCB REPORTING ☐ COELT REPORTING

SPECIAL INSTRUCTIONS:

CLIENT PROJECT NAME / NUMBER:

P.O. NO.:

PROJECT CONTACT:

LAB USE ONLY ☐☐-☐☐☐☐

SAMPLER(S): (SIGNATURE)

COELT LOG CODE ☐☐☐☐

COOLER RECEIPT
TEMP = _____ °C

REQUESTED ANALYSES

LAB USE ONLY	GEIMS ID	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	TPH (G)	TPH (D) or ____	BTEX / MTBE (8021B)	HALOCARBONS (8021B)	VOCs (8260B)	VOCs (5035 / 8260B) EnCore	SVOCs (8270C)	PEST (8081A)	PCBs (8082)	EDB / DBCP (504.1) or (8011)	CAC, T22 METALS (6010B)	PNAs (8310)	VOCs (TO-14A) or (TO-15)					
		SDIA DUM 1	9/29/03	13:19	H2O	5														X Metals	X Diesel/Chlorpyrifos	X Oil + Grease (413.1)	X MBAS	X Hardness

Relinquished by: (Signature)	Received by: (Signature)	Date: 9/29/03	Time: 6:40p
Relinquished by: (Signature)	Received by: (Signature)	Date:	Time:
Relinquished by: (Signature)	Received for Laboratory by: (Signature)	Date:	Time:

DISTRIBUTION: White with final report, Green to File, Yellow and Pink to Client.
Please note that pages 1 and 2 of 2 of our T/Cs are printed on the reverse side of the Yellow and Pink copies.

09/10/01 Revision

Appendix C

January 2005 Revisions to Storm Water Management Plan

The following pages present facsimiles of the actual January 2005 Revisions to the San Diego County Regional Airport Authority Storm Water Management Plan. Please contact the Authority Environmental Affairs Department at (619) 400-2782 for hard copy pages or a compact disc containing the most up-to-date version of the SWMP.

An up-to-date version is always accessible from the Authority's webpage at www.san.org/environmental.

SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

STORM WATER MANAGEMENT PLAN

This document serves as the

San Diego County Regional Airport Authority
Jurisdictional Urban Runoff Management Program Document

and

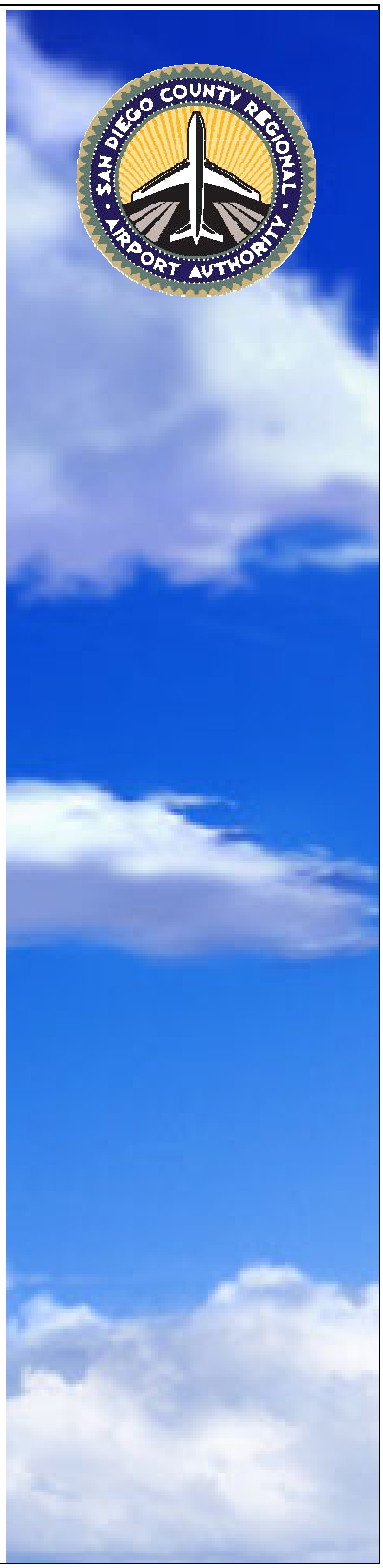
San Diego International Airport
Storm Water Pollution Prevention Plan

~~**August 2003**~~
~~**October 2003 – Revision**~~
January 2005 - Revision

Preparation assisted by

PBS&J

SAN DIEGO
INTERNATIONAL
AIRPORT



REVISIONS

The San Diego County Regional Airport Authority Storm Water Management Plan (SMWP) is a living document and subject to frequent revision. In order to determine that your copy of the SWMP is the most up-to-date, Environmental Affairs or the Authority's SWMP webpage should be consulted. A quick comparison of the dates on this form to the master form available from Environmental Affairs or the Authority's SWMP web page will reveal if any portion of the SWMP are out of date. When revised portions of the SWMP are distributed for replacement in the SWMP, an updated version of this form will accompany the revisions.

DATE OF LAST REVISION: JANUARY 25, 2005

SWMP Section/Element	Date of Last Revision
Table of Contents	October 24, 2003
Executive Summary	August 18, 2003
Chapter 1 – Introduction and Responsibilities	August 18, 2003
Chapter 2 – Description of Facility and Pollutant Sources	January 25, 2005
SDIA SWMP Site Maps	January 25, 2005
Chapter 3 – Operational Storm Water Management Practices	October 24, 2003
Chapter 4 – Planning and Post Construction Storm Water Management	October 24, 2003
Chapter 5 – Construction Storm Water Management	October 24, 2003
Chapter 6 – Inspection and Enforcement	October 24, 2003
Chapter 7 – Illicit Discharge Detection and Elimination	October 24, 2003
Chapter 8 – Education Program	October 24, 2003
Chapter 9 – Public Participation	August 18, 2003
Chapter 10 – Assessment of SWMP Effectiveness	August 18, 2003
Chapter 11 – Fiscal Analysis	August 18, 2003
Chapter 12 – Conclusions and Recommendations	August 18, 2003
Appendix A – Notice of Intent and Requirements Checklists	August 18, 2003
Appendix B – Best Management Practices	August 18, 2003
Appendix C – Standard Urban Storm Water Mitigation Plan	August 18, 2003
Appendix D1 – Dry Weather Analytical Monitoring Program	October 24, 2003
Appendix D2 – Industrial Monitoring Program	August 18, 2003
Appendix E – Authority Tenants	August 18, 2003
Appendix F – Authority Rules and Regulations	August 18, 2003
Appendix G – Miscellaneous Supporting Materials	August 18, 2003
Appendix H – San Diego Municipal Permit	August 18, 2003
Appendix H – General Industrial Storm Water Permit	August 18, 2003

SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

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APPENDICES

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Water Pollution Prevention questionnaire. It is anticipate that the questionnaire will be issued during June or July of each year.

The following is a list of the general activities that are known to occur at SDIA and which are included in the Storm Water Pollution Prevention questionnaire.

- Aircraft Deicing
- Aircraft Fueling
- Aircraft Maintenance
- Aircraft Painting
- Aircraft Sanitary Service
- Aircraft Washing
- Cargo Handling
- Chemical Storage
- Equipment Cleaning/Degreasing
- Equipment Fueling
- Equipment Maintenance
- Equipment Storage
- Floor Wash
- Fuel Storage
- Outdoor Apron Wash
- Pesticide/Herbicide Usage
- Steam Cleaning
- Vehicle Fueling
- Vehicle Maintenance
- Vehicle Painting
- Vehicle Washing

The majority of tenant respondents reported that they provide aircraft/vehicle fueling or conduct aircraft/vehicle maintenance activities on their leasehold.

2.3.2 SDIA TENANT PRIORITIZATION

The San Diego Municipal Permit requires that Copermittees prioritize their inventories of industrial and commercial areas by threat to water quality. The San Diego Municipal Permit also requires that the prioritization be updated annually. Below is a standardized process implemented by the Authority for determining the potential threat of its tenants.

First, the Authority categorizes its tenants as industrial or commercial. The categorization is based on the activities each tenant conducts as reported on the Storm Water Pollution Prevention questionnaire. Tenants that are categorized as industrial are those that conduct any industrial activities, defined by the SWRCB, such as vehicle or equipment maintenance, vehicle or equipment cleaning operations, or airport deicing. All others are categorized as commercial. The industrial tenants are subject to the General Industrial Storm Water Permit and all industrial tenants are considered a high priority threat.

Thirty-four (34) of the 56 tenants listed in the facility inventory of the SWMP conduct industrial activities. Given that the Authority itself also conducts industrial activities at SDIA, there are a total of 35 entities at the SDIA that are considered subject to the Industrial Component requirements of the Municipal Permit. These 35 entities are listed below in Table 2-3 and cross-referenced to Figure 2-5.

Table 2-3. SDIA Entities Conducting Industrial Activities

Type of Industrial Activity	Tenant Name	Map Location on Figure 2-5
Passenger Carrier	Aerovias De Mexico	A5-D6
	Alaska Airlines	
	America West Airlines	
	American Airlines	
	American Eagle Airlines	
	Continental Airlines	
	Delta Air Lines	
	Frontier Airlines	
	Hawaiian Airlines	
	Jet Blue Airways	
	Northwest Airlines	
	Southwest Airlines	
	Sun Country Airlines	
	United Airlines	
	US Airways	
Cargo Carrier	ABX Air, Inc. (dba Airborne Express)	K5
	Ameriflight	F6
	Bax Global (ATI)	E6
	DHL Airways (A Star Air Cargo)	J5
	Federal Express Corporation	H3
	Menlo Worldwide Forwarding	H4
	United Parcel Service Co.	F6
Fixed Base Operation	JimsAir Aviation Services	I5 – L6
Aircraft Fueler	Aircraft Service International Group, Inc.	E6
Fuel Vendor	JimsAir Aviation Services	K5
	Allied Aviation Services	F3 – G4 & E6 – F6
Aircraft Ground Handling Services	GAT	A5
	Integrated Airline Service	F6
	Ontario Aircraft Service	K5
	Swift Air Service	A5
	Swiss Port (Aeromexico)	B6
Cargo Handler	California Air Cartage (dba Shaker Express)	E6
	Swiss Port	H4
Food Services - Dumpsters/Grease Traps	HMS Host	A6, B5, B6, C5 & E6
Aircraft and General Service Equipment & Maintenance	ExecAir	E6
	United Airlines	E6
	American Airlines	E6
Jetway Maintenance Services	Elite Line Services	B5
Airport Authority Operations	Facilities Maintenance	A6, D5

SAN DIEGO INTERNATIONAL AIRPORT TENANTS SUBJECT TO GENERAL INDUSTRIAL PERMITS

FIGURE 2-4 A

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Fifteen (15) of the 56 tenants listed in the facility inventory of the SWMP conduct commercial activities. These 15 entities are considered subject to the Commercial Component requirements of the Municipal Permit. The 15 commercial entities and their water quality threat prioritization are listed below in Table 2-4.

Table 2-4. SDIA Entities Conducting Commercial Activities

Type of Commercial Activity	Water Quality Threat Priority	Tenant Name
Janitorial Services	High	SPC Airport Services, Inc.
Food Service	Medium	La Salsa/Submarina
		McDonald's
		Nine Dragons
		Gate Gourmet
Passenger Services	Medium	Huntleigh USA Corporation
		ITS (aka SMS)
Retail Concessionaires	Low	Procurement Concepts
		Project Horizon, Inc. (dba: Inmotion Pictures)
		Smarte Carte, Inc.
		Sunglass Hut
		Travelex America, Inc.
Other	Low	Aeronautical Radio, Inc.
		NSEI
		Travelers Aid Society of San Diego, Inc.

2.4 AUTHORITY AREAS AND ACTIVITIES

Regulations exist in all three permits that pertain to the areas and activities which are managed or undertaken by the Authority. The General Industrial Storm Water Permit requires that the Authority's SWPPP cover those activities that are industrial in nature. The municipal permits are broader in their requirements. The San Diego Municipal Permit requires that the jurisdictional URMP include a Municipal Component to cover all municipal land use areas and activities and the General Phase II MS4 Permit includes requirements for BMPs that address municipal operations.

2.4.1 AUTHORITY AREAS AND ACTIVITIES INVENTORY

The inventory of Authority areas and activities will evolve over time. Currently, the inventory is based on departments and the activities that each of those department conduct. This inventory is included in Table 2-5.

2.4.2 AUTHORITY AREAS AND ACTIVITIES PRIORITIZATION

The San Diego Municipal Permit requires that Copermittees prioritize their inventories of municipal areas and activities by threat to water quality. The San Diego Municipal Permit also requires that the prioritization be updated annually. Authority areas and activities are prioritized as a High,

Medium, or Low threat to water quality. Prioritization is conducted with the consideration of many factors including: activities conducted, location, exposure to storm water or precipitation, materials used, wastes generated, pollutant discharge potential, non-storm water discharges, past performance and discharges, size of facility, proximity to receiving water bodies, sensitivity of receiving water bodies, applicability of the General Industrial Storm Water Permit, and all other relevant factors. In accordance with the San Diego Municipal Permit, Table 2-5 presents the prioritization for SDIAs Municipal Areas and Activities.

Table 2-5. SDIA Municipal Land Use and Activity Areas and Priorities

Type of Municipal Land Use and Activity	Water Quality Threat Priority	Item or Description
Roads	High	4 miles
Parking Lots	High	9 lots
		6,321 total parking spaces
		47 acres
Closed Landfill	High	39 acres
MS4	High	210 inlets
		86,000 feet of storm drain pipes
Maintenance and Storage Areas	High	Hazardous Waste Storage Area
		Vehicle Storage Area
		Runway Generator Shop
		Terminal 2 West Equipment Storage Area
Solid Waste Operations	High	Trash & Recycling Compactor Area
		Terminal 2 East Trash Compactor
		Terminal 2 West Trash & Recycling Compactor
		Landscape Waste Dumpster
Airside Operations Areas	High	Ramp Scrubbing
		Runway Rubber Removal
Grounds (Landscaped)	Low	12.5 acres
Buildings	Low	Commuter Terminal
		Terminal 1
		Terminal 2
		Cargo Terminal
		West Wing (offices)
		Building A (offices)
		HVAC Building (HVAC and Power Plant)
		LPI Building (offices)