

## San Diego County Regional Airport Authority

<b>SIC Codes</b>	4581	<b>Contact Information</b>	
<b>Primary Activity</b>	Facility Maintenance	Tom Covey	Supervisor - Maintenance
<b>Drainage Areas</b>	01, 03, 05, 06, 07, 08, 09, 15	P 6194002753	
<b>Nearest MS4 Inlet</b>	< 200 ft.	tcovey@san.org	
<b>Address</b>	3835 North Harbor Dr. San Diego, CA 92101	Michael Threadgill P 6194002741 mthreadg@san.org	Supervisor

### Facility Description and Activities

1. Road sweeping: Cannon Pacific is contracted to sweep the roads into and out of the airport Monday through Friday, 1 am - 4 am, using a 600Tymco sweeper. Cannon sweeps all the roads in front of the Terminals including the Commuter Terminal, overpasses leading into and exiting the airport, and from McCain Road to P-18 gate. Cannon Pacific does not sweep Harbor Drive, as it is handled by the City, or any Parking Lots own or leased by the airport, which are handled by the Authorities Ground Transportation Department and contracted through ACE. Sweepings are collected and disposed of at the Sycamore Landfill. Cannon Pacific performs daily pre-trip and post-trip inspections of their equipment. All records of sweeping activities are kept by Cannon Pacific and the Airport Environmental Department. Records are updated monthly through invoices that have all the information on them. ACE is contracted to sweep and maintain all parking areas including the cell phone parking lot.
2. Ramp sweeping: Facilities Maintenance sweeps all areas inside the AOA gates and the perimeter roads. Sweeping is done 4 days a week during evening hours. Sweeping alternates weeks between each ramp area - Terminal 1, Terminal 2, Cargo areas, and North Ramp. Within each area, each terminal and taxiway is swept at least once every two weeks. Some areas are swept twice in a week on request. Two machines operate on Regen-Air technology. Sweeping equipment is inspected monthly by GES and is fixed as needed. FMD also inspects and sweeps each terminal building, up against the building every other month, as a part of the ramp walk program. The debris/sweepings are vacuumed up into the unit and are disposed of in the lowboy container located on the NE corner of the air traffic control tower. FMD notifies Environmental Affairs when the dumpster needs to be emptied.
3. Ramp scrubbing: Abhe & Svoboda performs ramp scrubbing twice a year using a 3,500 psi industrial pavement wash. The wash water is collected using storage containers and collected by Ocean Blue who filters and reuses the water.
4. Runway rubber removal: Is conducted by Abhe & Svoboda, every 6-8 weeks since the new runway rehabilitation project is in progress, but will resume to every 4 weeks after project completion depending on skidometer testing results. They are an all in one system which sprays on the rubber removal solution, scrubs the runway, rinses and vacuums up the rubber particles, removal solution and water. The rubber removal solution is a biodegradable chemical (DC101), 55 gallons of the solution is used for every 10,000 square feet of surface. Only the solution needed is brought on site during each rubber removal. The rubber is dumped using the lined rubber removal lowboy by the ATC tower and FedEx operating area. Ocean Blue is responsible for disposal of waste and waste water generated.
5. Oil/water separators: There are 9 oil water separators at the airport: 1 in Allied Aviation's main jet fuel tank storage area, 1 in Allied Aviation's remote fueling station, and 3 in Conrac's service yard are tenant maintained. The remaining 4 oil water separators are maintained by the Authority: 2 on the north ramp, 1 on the Commuter Terminal Ramp, 1 downstream of Menzies' maintenance facility. The oil water separator on the west ramp north of Terminal 2 West has been removed due to construction. Each installed oil water separator has an alarm system. If the oil reaches a certain level, or oil leaks to the ground, an alarm goes off. Alarms are checked periodically by the tenant and Authority. The treatment control BMPs, including OWSs are inspected on an annual basis and Environmental contracts Ocean Blue to clean the OWSs on an as-needed basis. Maintenance has occurred at two OWS closest to ATC tower and the one closest to the cargo area in 2009/2010; and the OWS near the cargo area was again maintained in December 201
6. The 2017-2018 treatment control BMP inspections were completed in June 2018 and the report was completed thereafter, requiring maintenance of all the OWS. Criteria used for cleanout is the amount of sediment at the bottom of the tanks and the amount of oil & grease & floatables at the top of the tank. The criteria are generally based on whether or not the units function properly and would be expected to function properly for an upcoming rainy season given the amount of sediment/oil/floatables/etc. Maintenance indicator lights will also call for maintenance. 6. FMD (contact David Niccum) contracts Ocean Blue to perform maintenance of the 19 grease interceptors, scheduled for every 30 to 90 days (dependent on the size). 3,000- Gallon interceptors at the airport: (Interceptors (1) Terminal 2 between the West and East connector (2) Terminal 1. A 2,000 gallon interceptor installed at the Terminal 2 West under Gate 48. Terminal 1 between gates 1 and 2 has a 320-gallon grease interceptor. The grease receptacles have 3 baffles in tandem. The wastewater from restaurants enters the receptacles and goes to the first baffle then the second, and then the third. Ten 25 to 50-gallon grease traps on the airside of the Terminals 1 and 2; some below ground and some above ground. There are also two grease traps inside of the building. One is located at the Terminal 2 West Baggage Claim, and the other is in the SSP preparation area. These also have the baffle

## Individual Tenant Summary From Appendix E

system. Grease is vacuumed out of the small traps every 4 weeks, the rest between 2 to 3 months, as required by the City of San Diego, and then they are rinsed in a similar procedure to the grease receptacles, but on a smaller scale, using a 400-gallon tank. Beyond the baffle system, the units are linked to the sanitary sewer.

7. United Stormwater is contracted to clean the storm drains. Types of storm drains include: Drop inlet, Curb inlet, Trench drains, Slit drains, and Separators. Drop inlet, Curb inlet, Trench drains, Slit drains, are cleaned quarterly. Inspections of all storm water conveyance systems occur annually. Separators and underground storm drain pipes leading to city of San Diego drainage systems are cleaned annually. Records are updated after each cleaning event. Records are stored in the Facilities Management and in the Environmental Affairs Department. Contractor vehicles are equipped with large waste water storage capacity and reclamation devices. Wastes from storm drain cleaning are measured for silt, green waste, trash, heavy metals and amount of water consumed to perform the cleaning operation. The contractor is responsible for all waste disposal. The Planning and Environmental Affairs Department has contracted Ocean Blue for maintenance for Authority owned OWS and replacement of filter fabric material at storm drain inlets on an as-needed basis.

8. TCBMPs: The Authority Planning and Environmental Affairs Department performs annual inspections on all TCBMPs: oil/water separators (OWSs), various inlet filters, high-rate media filters (Contech StormFilters®, BioClean and ClearWater Best Management Practice [BMP] Units), grate inlet skimmers, trench drain filters, hydrodynamic separators (HDSs) (Contech Continuous Deflective Separator [CDS]), and modular wetland treatment units. Additionally, there are pervious areas made up of artificial turf, pavers, an infiltration trench, asphalt strips, bioretention areas and bioswales. Inspections were performed in June 2018 and a TCBMP required maintenance report was generated by Environmental Affairs. Maintenance of Authority-owned TCBMPs are performed by FMD and their contractors. Tenant-owned TCBMPs are maintained by the responsible tenant.

9. Fire hydrant flushing: The Airport Authority is responsible for fire hydrant flushing at the airport once a year.

10. Fire suppression system testing is done quarterly by A & D Sprinklers Inc. All water flows to the sanitary sewer system, evaporates, or infiltrates. If no dirt area is available, then it is taken to the sewer.

11. Trash/recycling managed by Amiel Porta: Flagship is contracted to collect trash and recyclables. All trash and recyclables are taken to compactors in the Terminal 1 compactor area, under Sunset Cove, and at Gate 25. Flagship also sorts trash and recycling to determine if any bags were dumped in the wrong tipper container. The sorter is responsible for keeping all staged compactor areas clean and free of debris and creating cardboard bails. Signs are posted at the disposal sites in the kitchens and restaurants, on the containers, carts and compactors, and at the central waste and recycling center. Allied Waste services (DBA Republic Services) removes the waste from the airport. All compactors and dumpsters are emptied daily. Additional bins are available for metal, wood, cardboard, and food waste. Flagship cleans the tipper containers and gondolas used to stage and haul trash from the terminals to the compactor area. Tippers containers are cleaned once per week using a hot water pressure washer and gondolas are cleaned everyday once they are emptied at the end of a shift. The tipper compactors are cleaned in the Terminal 1 compactor area. Wash water is diverted to a sanitary sewer system located in Terminal 1 compactor area. The compactors and compactor area are cleaned and pressure washed by Allied Waste quarterly. This water is captured to be disposed in the sanitary sewer drain, within the bermed compactor area. The food waste compactor is cleaned at the facility when serviced. Daily visual audit is performed as part of the driver's duty. They report repairs/exchanges needed in a monthly report and they get submitted to our container department to perform such repairs/replace dumpsters. \*\*All dumpsters are replaced on an as-needed basis.

12. Spill kits: spill response materials (kits contain kitty litter, sandbags, plastic tarps, absorbent sox and pads, shovels, and brooms). They are located in various places on the air field. There are six spill kits. Ocean Blue is responsible for stocking the spill kits when they run low on equipment.

13. Significant materials storage: the machining/welding shop (Shop 2 on Winship Lane). Pesticides, diesel, gasoline, and turpentine are stored in flammable materials storage lockers near the runway generator area east of the Commuter Terminal, and paints and a non-skid spray for metal steps are stored in a metal shed in the boneyard. Metal parts and other materials are stored in the boneyard and near the runway generator area east of the Commuter Terminal and covered in shop 2, not all are covered and on pallets.

14. Vehicle maintenance is conducted by GES for all Authority Vehicles. GES maintains runway closure signs, and is contracted to maintain the light towers and generators, and do onsite oil changes. Bay City Electrical maintains generators and changes the oil onsite.

15. Menzies fuels vehicles at four places: Maintenance shop at 2412, 2415 and 2417 Winship Lane, the Commuter Terminal and the valet lot by Gate P18. They also fuel all light towers and generators.

16. FMD maintains the triturator area. A new triturator area was installed next to the waste segregation area in January 2015.

17. Roundup is used for weed control. Aztec Landscaping perform landscaping services. They bring their own pesticides and remove their landscape wastes. Aztec's staging area is on the north side of the airport on Washington Street, across from FedEx. They use Roundup for weed control and perform landscaping services. FMD also used herbicides in-house for weeds but starting April 2018, all herbicide application is performed by Aztec Landscaping.

18. Spill response materials are not in vehicles, there are only spill kits in trailers.

19. Hazardous wastes are stored at the 90 Day Facility. Ocean Blue is contracted to collect hazardous wastes as needed.

20. All chemicals are stored in shop 1 or in the specific trades shops (shop 2).

21. Stormwater pollution prevention training is performed annually by the Environmental Affairs Department.

22. FMD staff are trained to protect storm drains when performing maintenance and construction activities.

## Individual Tenant Summary From Appendix E

23. Pressure Washing: Flagship performs pressure washing Tuesdays through Saturdays between 11:00 pm and 4:00 am. Locations that receive pressure washing include terminal smoking areas, all baggage claim sidewalks, all curbside walk areas, transportation island sidewalks, and elevated departure roadway sidewalks. Due to the high volume of foot traffic in these areas (approximately 50,000 passengers daily) that leaves spills, stains, cigarette butts/ashes, and debris, it is a health and safety risk not to pressure wash these areas. In 2014, the Airport Authority began recovering condensate – liquid created by condensation – from air conditioning units installed in passenger boarding bridges. The Airport Authority works with Flagship to use AC condensation water for the pressure washing operation. The AC condensation water is collected into 55 gallon drums, and once full the water is picked up by Ocean Blue and is transferred to the Flagship washing stations (3). In 2014, more than 5,225 gallons of AC condensate was recovered and reused for a variety of purposes in airport maintenance, including pressure washing. In 2018, more than 100,000 gallons of condensate were collected from 16 jet bridges a year. The wash stations used by Flagship are equipped with a water recollection and filtration system. They are designed to collect all residual water, filter, recycle and re-use the water throughout the operation of the equipment. An estimated 80–100 gallons of recovered AC condensate water is used per day washing occurs. Once the job is complete, the wash water is vacuumed up, hoses are drained into the sanitary sewage system and equipment is cleaned.

24. Boneyard: Materials were observed with cover or properly stored with the exception of metal bins with large bulky items. FMD has installed a lockable gate to prohibit abandoning items. Rules were determined for owner identification, expected storage time and to meet environmental open air storage compliance. Tenants have been notified that all outdoor materials require proper cover and containment. The yard is also shared with local law enforcement for a small training site. Since August 2018 the boneyard has been temporarily closed off to store EMAS material. Paint tests are conducted next to the Boneyard to test striping procedures and glassbead laydown.

### Significant Materials/Activities Potentially Exposed to Storm Water

#### Potential Pollutant Sources

Aircraft sanitary services  
Building & Ground maintenance  
Cargo handling  
Drainage system maintenance  
Equipment storage  
Fluid leaks  
Fuel spills, Fuel transfer  
Fuel storage  
Herbicide usage  
Material loading/unloading  
Outdoor waste storage  
Pesticide usage  
Ramp/Taxiway scrubbing  
Runway rubber removal  
Tank fuel transfer  
Trash collection  
Vehicle parking  
Water/Fuel mixture within berm

#### Potential Pollutants

Acetone  
Adhesives  
Asphalt Debris  
Battery Acid  
Caulking  
Cement  
Cleaning Solutions  
Coolant  
Degreasers (Citrus based)  
Food Waste  
Fuel  
Hydraulic Fluids  
Landscape Wastes  
Lavatory Chemicals  
Lavatory Wastes  
Lubricants  
Metals  
Oil & Grease  
Paints  
Pesticides/Herbicides  
Purple K  
Recyclables  
Rubber Particulates  
Rust Preventer  
Sealants  
Solvents  
Transmission Fluid  
Trash  
Turpentine

### Best Management Practices Applicable to Facility



## Individual Tenant Summary From Appendix E

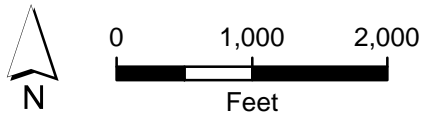
<u>Activities</u>	<u>BMPs</u>
Non-Storm Water Management	SC01 - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Outdoor Equipment Ops Maintenance Areas	SC02A - 1, 2
Aircraft, Ground Vehicle & Equipment Maintenance	SC02B - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Electric Vehicle Maintenance	SC02C - 1, 2, 3, 4, 5, 6, 7, 8, 9
Aircraft, Ground Vehicle & Equipment Fueling	SC03 - 1, 2, 3, 4, 5, 6
Aircraft, Ground Vehicle & Equipment Cleaning	SC04 - 1, 2, 3, 5, 6, 8
Outdoor Loading/Unloading of Materials	SC06 - 1, 2, 3, 4, 6, 7
Outdoor Material Storage	SC07 - 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13
Waste Handling & Disposal	SC08 - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Building & Ground Maintenance	SC09 - 1, 2, 3, 5, 6, 8, 9
Employee Training	SC10 - 1, 2, 3, 4
Lavatory Service Operation	SC11 - 1, 2, 3, 4, 7, 12, 13
Outdoor Wash down/Sweeping	SC12 - 1, 2, 3, 4, 5, 7, 8, 9, 11, 12
Runway Rubber Removal	SC15 - 1, 2, 3, 4
Parking Lots	SC16 - 1, 2, 3, 4, 5, 6, 12
Drainage System Maintenance	SC17 - 1, 2, 3, 4, 5, 6, 7
Housekeeping	SC18 - 1, 2, 3, 4, 5, 6, 7, 8, 9
Safer/Alternative Products	SC19 - 1, 2
Erodible Areas	SC20 - 1, 2, 3, 4, 5, 6
Building Repair & Construction	SC21 - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16
Spill Prevention, Control & Clean Up	SR01 - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Structural Treatment Control BMPs	TC01 - 1, 2, 3, 4

\* Appendix B provides descriptions for each BMP category.






 SDCRAA  
 SDIA Boundary



Aerial Image Source:  
 Aerotech Mapping Inc.  
 ATM # C0116-008  
 Aerial Flight Date: 8/22/2016

PROJECT NO.: 5025-18-2002 DATE: JANUARY 2019 DRAWN BY: CAB CHECKED BY: AA/NP		SAN DIEGO INTERNATIONAL AIRPORT  SDCRAA Operating Areas	FIGURE  E-26
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