

## 1.0 INTRODUCTION

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### 1.1 BACKGROUND

The San Diego County Regional Airport Authority (Authority) was established by the California Legislature as a local regional government entity with authority to operate the San Diego International Airport (SAN), a role previously the responsibility of the San Diego Unified Port District (Port of San Diego). Among various other duties, the San Diego County Regional Airport Authority Act (AB93, 2001) provided language in the Public Utilities Code that granted the Authority the responsibility for developing and managing all aspects of the airport facilities that it operates. Relevant sections of the Public Utilities Code were amended by the Legislature in 2002 (SB 1896) to establish the date on which responsibility for airport management would be transferred from the Port of San Diego to the Authority, to ensure that trusteeship of the lands underlying the airport were retained by the Port of San Diego, and to modify the responsibilities of the Authority. The amendments required the Port of San Diego to execute a 66-year lease with the Authority that transferred title and ownership of all real property interests and improvements, including above and below ground utilities, to the Authority. The legislative amendments also made the Authority responsible for all applications to other governmental agencies and for all approvals, permits, authorizations or agreements of any kind affecting or relating to the property governed by the lease. As such, the Authority is responsible for managing stormwater at the airport and for complying with laws, regulations, and permits related to stormwater management activities.

This introductory section outlines the purpose of the document, provides an overview of the Authority and the Authority's obligations to manage stormwater runoff at the airport, and presents the environmental setting of the airport.

On January 1, 2003, the Authority became the owner and operator of SAN and was required to obtain coverage under the applicable sections of the National Pollutant Discharge Elimination System (NPDES) permit program of the Clean Water Act and to prepare any associated documentation that was required.

The Port of San Diego was first required to manage stormwater runoff at SAN by NPDES Permit No. CAS0108758, which established stormwater management requirements through San Diego Regional Water Quality Control Board (RWQCB) Order No. 90-42 for the municipal separate storm sewer system (MS4) owned and operated by the County of San Diego, the incorporated cities within San Diego County, and the Port of San Diego. NPDES Permit No. CAS0108758 was first renewed in 2001 by RWQCB Order No. 2001-01. With the creation of the Authority and the transfer of SAN operations to the Authority in January of 2003, the RWQCB determined that the Authority itself was now subject to NPDES Permit No. CAS0108758. As such, the RWQCB amended Order No. 2001-01 and required the Authority to implement the stormwater management activities required by the permit and to prepare and submit the appropriate documentation. In August of 2003, the Authority submitted the SAN Storm Water Management Plan (SWMP) as documentation of permit

compliance. NPDES Permit No. CAS0108758 was most recently renewed again by RWQCB Order No. R9-2007-0001 in 2007, which now specifically names the Authority as a Permittee.

Since 1992, operations at SAN have also been subject to NPDES Permit No. CAS000001, a state-wide General Permit to Discharge Storm Water Associated with Industrial Activity, established by California State Water Resources Control Board (SWRCB), Water Quality Order No. 91-13-DWQ. Certain activities are defined as 'industrial activities' subject to NPDES Permit No. CAS000001, and those defined activities include, among others, aircraft maintenance, cleaning, and deicing operations. Thus, certain activities at SAN require coverage under the permit. The permit requires a Permittee to develop a Storm Water Pollution Prevention Plan (SWPPP) for the facility that identifies and evaluates sources of pollutants arising from industrial activities and that identifies and describes the best management practices (BMPs) implemented to reduce or prevent the discharge of those pollutants. At that time, the Port of San Diego filed a Notice of Intent to Comply (NOI) with NPDES Permit No. CAS000001 (see Appendix A). NPDES Permit No. CAS000001 was subsequently renewed in 1997 by SWRCB Order No. 97-03-DWQ. In September of 2002, with the transfer of SAN from the Port of San Diego to the Authority scheduled for January 1, 2003, the Port of San Diego filed a Notice of Termination from permit compliance for SAN and listed the Authority as the new facility operator (Appendix A). In March of 2003, the Authority filed a NOI to comply with SWRCB Order No. 97-03-DWQ (Appendix A), and in August of 2003 prepared the SAN SWMP to comply with the permit.

Presently, as the owner and operator of SAN, the Authority is subject to the requirements of following two NPDES stormwater permits:

- State Water Resources Control Board 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 (referred to in this document as the General Industrial Permit); and
- California Regional Water Quality Control Board, San Diego Region, Order No R9. 2007-0001, 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 (County), the Incorporated Cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority (referred to throughout this document as the Municipal Permit);

In regards to General Industrial Permit compliance, the primary Standard Industrial Classification (SIC) code for the site is 4500 Air Transportation, and the Waste Discharge Identification number (WDID #) for SAN under the General Industrial Permit is 937I018035.

## 1.2 PURPOSE AND OBJECTIVES

As the owner and operator of the municipal separate storm sewer system (MS4 or storm drain system), the Authority is subject to the Municipal Permit. The Municipal Permit requires a Permittee to develop a comprehensive program, collectively referred to as a jurisdictional urban runoff management program, to reduce and eliminate the pollutants entering and discharging from their storm drain systems. The jurisdictional urban runoff management program is required to address numerous aspects of the operations and activities that occur within their jurisdiction, including land uses and other development activities. A Permittee is also required to identify the BMPs that are required to eliminate stormwater pollution from activities and areas within their jurisdiction, including municipal, industrial, commercial, and construction areas and activities. The Municipal Permit requires each jurisdiction (known collectively as the "Copermittees") to implement public participation and public education programs directed at stormwater pollution prevention. The permit further requires that the whole of these jurisdictional urban runoff management programs be described in a jurisdictional urban runoff management program document, referred to as a Jurisdictional Urban Runoff Management Plan (JURMP).

Because the requirements of the Municipal Permit and the General Industrial Permit overlap so extensively, the Authority has chosen to address the documentation requirements of the two permits with a single, comprehensive document, namely this SWMP. As an informational document providing a written description of the overall urban runoff management program conducted by the Authority, the SWMP addresses the Municipal Permit requirements for a JURMP. The SWMP also complies with the General Industrial Permit requirements for a SWPPP, since it also describes potential pollutant sources at SAN and the BMPs implemented to address them.

This document has been prepared to update the SWMP January 2005-Revision in accordance with NPDES Permit No. CAS0108758 (Municipal Permit) as renewed in January 2007, by RWQCB Order No.R9 2007-0001. The SWMP incorporates stormwater management approaches that have been developed as guidance by the Copermittees, the U.S. Environmental Protection Agency (USEPA), the California Stormwater Quality Association (CASQA), and others. In addition, this SWMP incorporates the output from several elements of a special project conducted by the Authority in 2005 and 2006 entitled the Storm Drainage System BMP Program. This program included the following elements: a hydrology assessment; a hydraulic analysis and tidal surge study; a Site Audit (MACTEC, 2005a and MACTEC, 2007b) (which the Authority intends to repeat biannually); a chemical emergency response evaluation; a Catastrophic Fuel Release Evaluation (MACTEC, 2006b); the development of a new Stormwater Sampling Plan (MACTEC, 2005b) for SAN; and a BMP Recommendations Report (MACTEC, 2006a). Many of the documents produced from these elements of the program are mentioned, discussed, or incorporated into this SWMP. Finally, the SAN SWMP seeks to present information in a manner that is intended to facilitate understanding by Authority staff and SAN tenants.

This update to the SWMP meets the requirements of section D of the renewed San Diego Municipal Order. The SWMP is intended to reduce the discharge of pollutants from the

Authority's MS4 to the maximum extent practicable (MEP) and to prevent urban runoff discharges from the MS4 from causing or contributing to a violation of water quality standards. This update to the SWMP also meets the requirements of the General Industrial Permit, including the requirement to implement BMPs that control potential pollutant discharges using best available technology economically achievable (BAT) for toxic and non-conventional pollutants and using best conventional pollutant control technology (BCT) for conventional pollutants.

### 1.2.1 SWMP ORGANIZATION

The content and organization of the SWMP is based, in large part, on a standardized format developed and agreed upon by the Municipal Permit Copermittees to address sections D, G, H, I.1 and 5, and J.1a of the renewed permit. Use of the standardized format creates some substantial differences between this SWMP update and the previous version, namely, the SWMP January 2005-Revision. The content and organization of the SWMP is briefly summarized below.

There are aspects of the SWMP that may vary significantly from the JURMPs prepared by other Copermittees. These variations are due in part to the unique aspects of the Authority's governance, as well, as the airport's unique geographic setting. While these factors will be discussed elsewhere in the SWMP, where applicable, the Authority is unique in comparison to most of the other Copermittees in that: a) the Authority controls all land uses through property leases or use agreements; b) there are no residential uses within the Authority's jurisdictional area; and c) there are no hillsides within the Authority's jurisdictional area. The SWMP includes the following elements:

- **Executive Summary** - a clear and concise description of the purpose and major elements of the SWMP.
- **Signed Certified Statement** - a signed statement addressing the certification requirements of both the General Industrial Permit and Municipal Permit And a signed, certified statement of the Authority General Counsel that the Authority has adequate legal authority to implement and enforce each of the requirements contained in 40 CFR 122.26(d)(2)(i)(A-F) and the Municipal Permit, as required by Municipal Permit Sections C.2 and J.1.a.(3)(b)i. .
- **Introduction** - an outline of the purpose of the document, an overview of the Authority and the Authority's obligations to manage stormwater runoff at the airport, and a presentation of the environmental setting of the airport.
- **Administrative and Legal Procedures** - an identification of all departments and staff that conduct urban runoff management activities. This section also identifies and describes all relevant legal authorities.
- **Non-stormwater Discharges** - an identification of all potential authorized and unauthorized non-stormwater discharges, and the BMPs in place to control or

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eliminate those discharges (as required by Section D.4 of the Municipal Permit and Section A of the General Industrial Permit).

- **Development and Planning Component** - a description of the Authority's development and environmental review processes and the incorporation of stormwater management elements into those processes.
- **Construction Component** - a description of the approval processes, methods of generating an inventory and the prioritization of construction activities, the BMPs required to address construction activities, and construction activity inspection and enforcement.
- **Municipal Component** - a description of methods of generating an inventory and prioritization of municipal activities and areas, characterization of potential pollutant sources from these activities and areas, the BMPs required to address municipal activities, and inspection and enforcement (as required by Section D.3.a of the Municipal Permit and Section A of the General Industrial Permit).
- **Industrial and Commercial Component** - a description of methods of generating an inventory and prioritization of industrial and commercial activities and areas, characterization of potential pollutant sources from these activities and areas, the BMPs required to address industrial and commercial activities, and inspection and enforcement (as required by Section D.3.a of the Municipal Permit and Section A of the General Industrial Permit). This section presents the bulk of documentation required by Section A of the General Industrial Permit regarding the development and implementation of a SWPPP.
- **Residential Component** - brief explanation of the non-existent residential land uses or activity areas within the Authority's jurisdiction and the absence of stormwater management program elements relative to the Residential Component (Section D.3.c) of the Municipal Permit.
- **Illicit Discharge Detection and Elimination Component** - a description of mechanisms for reporting illicit discharges, spill prevention and response measures, wet and dry weather monitoring programs, and inspection and enforcement activities (as required by Section D.4 of the Municipal Permit and Section A of the General Industrial Permit).
- **Education Component** - a description of the program elements designed to address both the training requirements of the General Industrial Permit and the education requirements of the Municipal Permit (Section D.5). The section discusses education for Authority staff, as well as tenants and the public.
- **Public Participation Component** - a description of the mechanisms in place to enable the public to participate in the implementation of the Authority's SWMP.

- **Fiscal Analysis Component** - a description of the methods to secure funds for stormwater programs, program expenditures and budgets, and the strategy for developing standardized fiscal analysis and annual reporting.
- **Effectiveness Assessment** - a discussion of the strategy to assess the effectiveness of the Authority's SWMP through water quality assessments, various levels of program assessment, and program review and modification.
- **Modifications to the SWMP** - an outline of the modifications made to the SAN SWMP January 2005 to meet the requirements of the renewed Municipal Permit and to incorporate results of recent studies conducted by the Authority in 2005 and 2006.
- **Conclusions and Recommendations** - a discussion of any key conclusions or recommendations derived as a result of updating the SWMP in response to the renewed Municipal Permit.

### 1.3 ENVIRONMENTAL SETTING

San Diego International Airport is located in San Diego County (see Figures 1 and 2) just north of downtown San Diego. The airport covers approximately 661 acres and operates as a domestic and international commercial airport. Airport operations at SAN currently include two main airline terminals, a commuter terminal, a fixed base operations facility, one main runway area, taxiways, and ancillary support facilities (including an aircraft fuel storage facility, a remote fueling facility, air cargo facilities, ground support facilities and operations areas), an airplane wash rack, overnight airplane parking areas, and the Airport Rescue and Fire Fighting Facility (ARFF), areas formerly used for aircraft manufacturing, and a closed solid waste landfill. Figures 3 through 8, the Site Maps, show the detailed layout of SAN, including boundaries, major structures, surrounding areas, direction of stormwater flow, and surface waters.

SAN is located within the Pueblo San Diego hydrologic unit (908.00) of the RWQCB San Diego Basin Plan (1994). More specifically, SAN is located in the San Diego Mesa hydrologic area (908.20), and Lindbergh hydrologic sub-area (HAS 908.21). The climate of the area is typical of the southern California coastal region. The adjacent Pacific Ocean has a moderating effect on temperatures. The average temperature is 71 degrees Fahrenheit (°F) with temperature extremes ranging from 40°F in the winter months to 80°F in the summer months. The San Diego coastal area has an average annual rainfall of about 11 inches, with the greatest rainfall occurring during the winter months. The rainy season in San Diego is considered to be October through May. Precipitation is sparse during the summer months. Occasionally, strong dry and northeasterly Santa Ana winds descend the mountain slopes to the east producing wind speeds in excess of 50 miles per hour over localized sections of the San Diego Basin, usually below canyons. The highest winds at SAN are in association with the winter and spring storms that invade southern California from the Pacific Ocean. During the summer months, low clouds, known as the "marine layer," are common in the late night and early morning hours due to the proximity to the Pacific Ocean.

Approximately 85 to 90 percent of the SAN property is covered by impervious surfaces consisting mainly of buildings and paved areas. The soils underlying SAN are generally undifferentiated bay deposits and hydraulic fill material originating from San Diego Bay. The soil is described as undetermined in the Soil Hydrologic Groups map in the San Diego County Hydrology Manual. The elevation of SAN ranges from approximately 10 to 25 feet above mean sea level.

Stormwater from SAN drains to San Diego Bay, portions of which are currently 303(d) listed for impacts due to polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs), chlordane, lindane, indicator bacteria, and metals, as well as benthic community effects and sediment toxicity. The 2006 303(d) list includes copper as a pollutant impacting water quality in the marinas along Harbor Island. Runoff from the airport commingles with runoff from other sources and discharges into the waters along Harbor Island. There are four Toxic Hot Spots in San Diego Bay, one of which (namely, the Downtown Anchorage, near the foot of Grape Street) is located near outfalls associated with runoff commingled from SAN and other sources. The SWRCB has designated San Diego Bay in its entirety as having rare beneficial use (RARE) in the San Diego Basin Plan (1994). Both the Sweetwater Marsh National Wildlife Refuge and the South Bay Unit of the San Diego National Wildlife Refuge are considered Areas of Special Biological Significance (ASBS), but neither is within close proximity to SAN.

#### **1.4 OVERVIEW OF SITE DRAINAGE AND THE MS4**

The majority of surface water runoff from SAN is conveyed via sheet flow into gutters and storm drain inlets. The stormwater conveyance system consists of 14 outfall basins. Each basin is comprised of sub-basins that route flow to different sections of the infrastructure. The total system consists of approximately 86,000 linear feet of pipe and approximately 210 inlets discharging through 14 outfalls. Storm drain pipe sizes vary in diameter, according to their location in the storm drain system, from 4 to 84 inches in diameter.

Stormwater runoff flows from SAN through the stormwater conveyance system and discharges through Outfalls 01 through 11 into San Diego Bay to the south of the airport, and Outfalls 12, 13, and 14 into the Navy Boat Channel portion of San Diego Bay to the west. Flow in the majority of the storm drain system is intermittent and dependent on the amount of rainfall and subsequent runoff. The runoff from SAN generally mixes with runoff from the jurisdictions of the City of San Diego and/or the Port of San Diego before discharging into the San Diego Bay. Those portions of the storm drain system that are closest to San Diego Bay receive seawater infiltration during high tides.

Below is a detailed description of each drainage basin located on the SAN property:

##### **Drainage Basin 1**

The majority of Drainage Basin 1 is occupied by the fixed base operations (FBO) facility to service general aviation aircraft (as opposed to regularly scheduled-commercial passenger airlines). The facility includes 4 hangars used as office space, a passenger area, storage for

small corporate jets and private aircraft, storage tanks for aircraft fuel and lavatory waste, and aircraft maintenance. The storage tanks are pumped out regularly and the fluids recycled. A refueling truck filling station is adjacent to the southwest corner of Hangar 4, which has one fuel dispenser that is fed by one 15,000-gallon underground storage tank (UST) containing jet fuel. The area also includes aircraft parking and loading/unloading areas, aircraft refueling truck parking, and a vehicle and equipment maintenance shop with a hazardous waste accumulation area. In addition to the fixed base operations facility, Drainage Basin 1 is also occupied by one air cargo operator that uses the area to load/unload, park, and maintain airplanes, and for outdoor materials storage. Finally, a portion of Drainage Basin 1 covers the far eastern end of the runway and taxiway areas. Stormwater runoff from adjacent properties, to the east of SAN, flows in a westerly direction into Drainage Basin 1.

### **Drainage Basin 2**

Drainage Basin 2 at the far eastern end of the runway contains a lavatory waste disposal facility connected to the sanitary sewer, part of the vehicle service road (VSR) which circles the perimeter of the airfield, and the southern end of the fixed base operation parking lot.

### **Drainage Basin 3**

Drainage Basin 3 includes vehicle parking in a public long-term parking lot. It also encompasses parts of the runway, taxiway and the California least tern nesting areas, and part of the airfield perimeter vehicle service road. Small aircraft are sometimes parked alongside the vehicle service road just west of the fixed base operation.

### **Drainage Basin 4**

Drainage Basin 4 is a small area in the southeastern portion of SAN encompassing parts of the southern taxiway areas and vehicle service road. The drainage basin also includes the nesting area for an endangered species of seabird, the California least tern.

### **Drainage Basin 5**

A large portion of Drainage Basin 5 is utilized for vehicle parking, rental car company car parking areas, truck parking, and a public long-term parking lot. It also encompasses parts of the runway, taxiway and least tern nesting areas, as well as portions of the vehicle service road. The southern edge of Drainage Basin 5, along the former Teledyne Ryan property, contains the runway generator area where two 500-gallon, above-ground diesel storage tanks, a couple of small buildings, and an Authority materials storage area are located. Stormwater runoff from adjacent properties to the north of SAN flows in a southerly direction into Basin 5.

### **Drainage Basin 6**

The northeastern side of this area is used by two air cargo carriers for loading/unloading cargo onto their airplanes, and for container storage. Aircraft, vehicle, and equipment fueling and maintenance also are conducted here. The Aircraft Fuel Storage Facility (FSF) is located



on the northwest side of the drainage basin. There are two 1-million gallon above-ground jet fuel storage tanks (ASTs) within secondary containment located at the FSF. This facility is equipped with a 12,000-gallon oil water separator, plus an 8,000-gallon holding tank to treat fuel spills. There are also jet fuel, diesel, and gasoline loading and unloading areas with spill containment, an equipment pad with spill containment, gasoline and diesel USTs, and a foam equipment building with a 1,500-gallon AST containing a 3% aqueous foam concentrate. Although located on the opposite side of the runway from the FSF, Drainage Basin 6 also includes the airport Remote Fueling Facility (RFF) used to dispense fuel from the FSF to mobile aircraft refueling tanker trucks. The mobile refueling tanker trucks have the capacity to hold from 750 to 15,000 gallons, depending on the size of truck. The fuel reaches the RFF dispensers via an underground pipeline from the FSF. The RFF has four single-position refueler loading islands with spill containment, one 12,000-gallon underground waste water tank, one 3,000-gallon underground reclaimed fuel tank, and a 12,000-gallon capacity blind sump used to capture stormwater runoff at the dispenser islands.

Between the FSF and the air cargo carrier area is an Authority equipment and materials storage area, referred to as the "boneyard," containing both solid waste and hazardous waste accumulation areas, and storage for various parts and equipment. The boneyard is just north of the Air Traffic Control Tower (ATCT). The ARFF Facility is located to the south of the FSF. The ARFF station participates in fire fighting vehicle and equipment testing at least twice a year on a large concrete pad called the north ramp area, just to the east of ARFF facility. The north ramp area drains through two oil water separators. Also located in Drainage Basin 6 are portions of the runway, taxiways, and the vehicle service road. This drainage basin also includes the Commuter Terminal ramp area, where aircraft, vehicle, and equipment fueling, off-loading of trash and aircraft waste, and minor aircraft and equipment maintenance occur. A portion of the Commuter Terminal ramp drainage is directed towards a storm drain inlet equipped with a 20,000-gallon capacity oil water separator. Stormwater runoff from adjacent properties, those to the north of SAN, flows in a southerly direction into Basin 6.

### **Drainage Basin 7**

Drainage Basin 7 includes the Commuter Terminal short-term parking lot and access road, Authority offices and parking lot, part of the airport RFF, an aircraft wash rack, a vehicle wash rack, ground support equipment (GSE) maintenance and storage areas, and a fuel truck parking area that drains into a 3,000-gallon oil water separator. Equipment, parts, vehicles, materials and trash storage areas, as well as a hazardous waste accumulation area are all located in this drainage basin. The aircraft wash rack is equipped with a wastewater filtration system that is designed to capture and treat washwater before it is discharged to the sanitary sewer. During a rain event, no washing occurs and the drainage is switched to the storm drain system, via an automatic rain-event-triggered valve. The vehicle wash rack drains to a small sump which is connected to the sanitary sewer.

### **Drainage Basin 8**

The eastern portion of Drainage Basin 8 contains a trash compactor, recycling bin, and dewatering bin. This area is used by the Authority, the airlines, and other tenants to dispose of trash and recyclables. Wastewater from the power washing of sidewalks, daily ramp

scrubbing, and aircraft cleaning passes through the dewatering bin, where solids are removed before the wastewater is discharged to the sanitary sewer. The trash compactors and dewatering bin are located within a bermed area. Drainage in the bermed area is directed towards a sump that also pumps the water and liquids into the dewatering bin before being discharged to the sanitary sewer. No GSE washing is permitted in the trash compactor area.

To the south of the trash compactor area are the cargo buildings where outdoor loading and unloading of cargo occurs. West of the cargo buildings are the Terminal 1 gate and ramp areas and building. Fueling, maintenance, deicing, lavatory servicing, washing, and loading/unloading of passenger aircraft occur at the main terminal ramp. Approximately 350,000 gallons of jet fuel is brought to the Terminals 1 and 2 ramp area daily by the mobile refueling tankers and loaded by positive lock hose into the aircraft. Aircraft maintenance equipment, vehicles, deicing fluids, hazardous waste accumulation areas, trash dumpsters, parts, and flammable materials storage lockers containing mainly oils and lubricants are stored under overhangs and around jet ways and gates in this area. Two 3,000-gallon grease receptacles, one 250-gallon grease container, plus several grease traps are located next to the Terminal building to trap and/or collect grease from the airport restaurants. The receptacles and traps are linked to the sanitary sewer and are serviced regularly. The wastewater and grease from cleaning of the units are transported offsite for processing and disposal to the sanitary sewer or to a landfill.

Drainage Basin 8 also encompasses parts of the runway, taxiway, vehicle service road, a generator and 500-gallon gasoline AST to the north of the vehicle service road on the north side of the runway and southwest of the ARFF facility. This drainage basin also includes the Terminal 1 short-term parking lot.

### **Drainage Basins 9, 10, AND 11**

Runoff from the Terminal 2 public short-term parking lot and access roads, as well as the majority of the terminal building, is captured in three drainage basins: 9, 10, and 11, spanning from the east to the west. Drainage Basin 9 also includes office buildings, the central heat/air (HVAC) building and power plant building, equipment fueling, maintenance, and storage areas, and other materials and waste storage areas.

### **Drainage Basin 12**

The Terminal 2 gate and ramp areas and part of the terminal building are located in Drainage Basin 12, and have very similar activities and storage as in the Terminal 1 gate and ramp areas in Drainage Basin 8 (described above). The Terminal 2 area has three 3,000-gallon grease receptacles, two 250-gallon grease containers, plus several grease traps. A GSE storage area is located on the western portion of Drainage Basin 12, northwest of Gate 41, where an oil water separator is also located. Trash dumpsters are present at Terminal 2 West and in between Terminal 2 West and East. There is also a loading/unloading dock at Terminal 2 West. Four emergency generators are located near the terminal areas, with a substation and 500-gallon diesel AST located at the west end of the runway. To the west of Terminal 2 is an inactive closed solid waste landfill. This area is generally

unpaved and covered with sparse vegetation. The area is the former disposal facility for the Marine Corps Recruit Depot and the Naval Training Center (NTC). Wastes were disposed of at the landfill between 1950 and 1971. Following the closure in 1971 the site was covered with additional fill soils. The area is occasionally used for staging construction materials and Authority equipment.

### **Drainage Basin 13**

Drainage Basin 13 is a small area in the far northwestern section of the airport, which covers the western end of the runway and portion of the vehicle service road. Stormwater runoff from adjacent properties, to the north of SAN, flows in a southerly direction into Basin 13.

### **Drainage Basin 14**

A long-term parking lot and the taxi cab/shuttle hold lot (a staging area for taxis and shuttles accessing the airport) are located in Drainage Basin 14, which is to the west of Terminal 2 and south of the inactive closed landfill area.

