San Diego County Regional Airport Authority

Fiscal Year 2010-2011

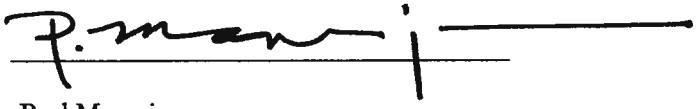
Municipal Stormwater Permit Annual Report

September 2011

Statement of Certification for the 2010-2011 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: September 28, 2011

Signature: 

Printed Name: Paul Manasjan

Title: Director, Environmental Affairs Department

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

2 ACKNOWLDGEMENT

The San Diego County Regional Airport Authority Fiscal Year 2010-2011 Municipal Stormwater Permit Annual Report has been prepared by the Authority Environmental Affairs Department with the assistance of many other Authority departments. Staff from these departments is integral to implementation of the Authority's stormwater management program and to ensuring compliance with the Municipal Stormwater Permit.

The development and production of this report is a result of the talent and experience of several individuals. Special recognition and acknowledgement are given to the following individuals for their contribution to this document.

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Municipal Stormwater Permit
Annual Report Fiscal-Year 2010-2011

CHAPTER **PAGE**

Executive Summary

The San Diego County Regional Airport Authority (Authority) submits the fiscal-year 2010-2011 (FY10-11) Annual Report in compliance with California Regional Water Quality Control Board, San Diego Region (RWQCB), Order No. R9-2007-0001, NPDES Permit No. CAS0108758 (Municipal Permit). The FY10-11 Annual Report describes all the stormwater management activities conducted by the Authority between July 1, 2010 and June 30, 2011 to ensure compliance with the Municipal Permit.

The Authority has owned and operated San Diego International Airport (SDIA) since January 1, 2003. SDIA is located on approximately 660 acres adjacent to San Diego Bay, north of downtown San Diego, in San Diego County. The entire jurisdictional area of the Authority, namely, SDIA, discharges into San Diego Bay through 14 storm drain outfalls. Airport operations include two main airline terminals, a commuter terminal, one main runway area, taxiways, fueling facilities, ancillary support facilities, and a closed landfill site.

The Authority controls a number of operations/activities/facilities that are defined by the Municipal Permit as "municipal activities," including: roads and parking lots; the closed Naval Training Center (NTC) landfill; the municipal storm sewer system (MS4) or stormwater conveyance system; the grounds and buildings; the maintenance and storage facilities operated by the Authority; and the airfield itself. All municipal activities at SDIA are

subject to the Authority Storm Water Management Plan (SWMP) and are required to implement the best management practices (BMPs) described therein relative to municipal activities. Of the municipal activities and areas listed above, only the landscaped areas of the facility grounds and the buildings are identified as low priority threats to surface water quality. During FY10-11, the Authority conducted MS4 and municipal facility maintenance activities which included quarterly and annual inspection, cleaning, implementation of measures to prevent waste discharges to receiving waters during maintenance activities, and proper disposal of sediment and debris. The annual site inspections found that the BMPs required for use with municipal operations were, in general, being properly implemented and no formal enforcement actions were initiated.

The Authority's pollution prevention efforts included a waste reduction, diversion, and recycling program. The Authority has also maintained its quarterly electronic and universal waste collection events open to all airport tenants and Authority staff. The Authority has implemented an integrated pest management (IPM) program designed to minimize the amount of pesticides and herbicides used to maintain the buildings and grounds at SDIA.

Thirty (30) airport tenants (including the Authority itself) conduct activities that are subject to the Industrial/Commercial Component of the Municipal Permit. These 30 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 inspection program consisted of both quarterly inspections and an annual inspection (which consisted of an Annual Comprehensive Site Compliance Evaluation and an evaluation of tenant stormwater educational needs) for all industrial and commercial activities at SDIA. These inspections resulted in 114 recorded enforcement actions. All issues of concern were resolved.

During the reporting period, there were 10 active construction projects at SDIA and the Environmental Affairs Department conducted regular site inspections of each project. No written enforcement actions were issued to any construction projects during FY10-11.

The Authority conducts an illicit discharge detection and elimination (IDDE) program that incorporates site monitoring methods, visual inspections, and a 24-hour telephone hotline (as a public reporting mechanism) in attempting to

detect illegal discharges. Elements of the IDDE Program as implemented during FY10-11 will be described in the Annual IDDE Report to be submitted to the RWQCB on December 15th, 2010. The Authority also conducts a dry weather monitoring program and a wet weather monitoring program. The results of these programs will also be reported in the FY10-11 IDDE Annual Report in December 2011.

The Authority's stormwater education and outreach program is designed to reach the target audiences required by the Municipal Permit. The overall goal of the education component is to increase understanding of stormwater management issues and to help promote behavioral changes that will reduce stormwater pollution and enhance water quality. Elements of the education program include: the Authority web page, airport storm drain stenciling, posters, signage, brochures, public service announcements, news releases, meetings, and focused training sessions. The FY10-11 Annual Report documents the continued improvement of the Authority's education and outreach efforts, as well as their effectiveness.

The Authority's stormwater management public participation program is primarily directed at airport tenants and Authority staff, but also includes the general public. Public participation opportunities during this reporting period included: regular meetings of the San Diego County Regional Airport Authority Board; regular meetings of the Lindbergh Airport Managers Committee; regular meetings of the Tenant Safety Committee; a 24-hour telephone hotline; the Authority web page; and outreach events in collaboration with local environmental groups.

Using "A Framework for Assessing the Effectiveness of Jurisdictional Urban Runoff Management Programs," the Authority presents an assessment of each component of the stormwater management program implemented during FY10-11. Based on the results of current program implementation and the findings of the effectiveness assessment, the majority of the management measures currently being implemented by the Authority have proven to be effective. Taken as a whole, the Authority's program is in compliance with the Municipal Permit.

This report presents a fiscal analyis of the Authority's FY10-11 stormwater management program in accordance with the Standardized Fiscal Analysis Method and Format adopted by the Copermittees.

The FY10-11 Annual Report documents the Authority's compliance with the Municipal Permit. The majority of the management measures implemented by the Authority have proven to be effective. The program generally fulfills the requirements of the Municipal Permit. The FY10-11 Annual Report clearly demonstrates that the stormwater management program at SDIA is adequately planned, executed, reviewed, and funded.

1 INTRODUCTION

The San Diego County Regional Airport Authority (Authority) continually strives to operate San Diego International Airport (SDIA) in a manner that demonstrates the utmost respect for our unique natural setting - an urban center on the shore of San Diego Bay. The Authority conducts airport activities in a manner that protects the natural resources, the health and well-being of the people that work here, the surrounding neighborhoods and communities, and the traveling public as they pass through our facility. Potential stormwater impacts are just one characteristic of the airport's "environmental footprint" that the Authority aims to minimize.

This report describes the stormwater management activities of the Authority during the period of July 1, 2010 to June 30, 2011 - the fiscal year 2010-2011 (FY10-11). The Authority submits this FY10-11 Annual Report in compliance with California Regional Water Quality Control Board, San Diego Region (RWQCB), Order No. R9-2007-0001, 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, the San Diego Unified Port District, and the San Diego County Regional Airport Authority (the Municipal Permit).

This report has been prepared by the Authority Environmental Affairs Department with the assistance of the Facilities Management Department, the Landside Operations Department, the Airside Operations Department, the Facilities Development Department, and the Real Estate Management 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.

The FY10-11 Annual Report presents a compilation of the Authority's stormwater management efforts in the following order:

1. Statement of Certification
2. Acknowledgements
3. Table of Contents
4. Executive Summary
5. Introduction
6. Development Planning Component
7. Construction Component
8. Municipal Component
9. Industrial and Commercial Component
10. Residential Component
11. Illicit Discharge Detection and Elimination Component
12. Education Component
13. Public Participation Component
14. Fiscal Analysis Component
15. Effectiveness Assessment Component
16. Special Investigations
17. Non-Emergency Fire Fighting
18. WURMP Revisions
19. Conclusions and Recommendations

1.1 BACKGROUND

The Authority became the owner and operator of SDIA on January 1, 2003. With approximately 350 employees, the Authority expends an annual budget of approximately $148 million. SDIA is located on approximately 660 acres

adjacent to San Diego Bay and just north of downtown San Diego in San Diego County. Approximately 85-90% of the airport property is covered by impervious surfaces. Airport operations include two main airline terminals, a commuter terminal, a fixed base operation facility, one main runway area, taxiways, and ancillary support facilities which include a remote fueling facility, air cargo, ground support, an airplane wash-rack, overnight airplane parking areas, and the Airport Rescue and Fire Fighting (ARFF) Facility. The Terminal Development Program (TDP) is currently underway, which will expand the existing Terminal 2 West to include ten new gates and a dual-level road way system.

The climate at SDIA is generally mild with an average temperature of 71°F and extremes ranging from the high 40's during the winter to the low 80's during the summer. The majority of the 12 inch-average-annual rain falls during the period from October to April. 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. Stormwater runoff from SDIA discharges into San Diego Bay through 14 storm drain outfalls.

Presently, the Authority's operations must comply with two NPDES Stormwater Permits. Since 1992, the operations of the airport have been subject to 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). The Authority has also been subject to the Municipal Permit since August of 2003. The Authority has prepared a single document, the Storm Water Management Plan (SWMP, March 2008), to fulfill the requirements of these two permits.

The entire jurisdictional area of the Authority consists of the airport itself. In regards to the Municipal Permit, there are three notable characteristics of the Authority jurisdiction: 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.

1.2 PURPOSE AND OBJECTIVES

Presently, the Authority's operations must comply with two NPDES Stormwater Permits. The Authority has prepared a single document, the SWMP, to fulfill the requirements of these two permit.

Since 1992, the operations of the airport have been subject to 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, specific industrial facilities (dischargers), of which SDIA is one, are required to control and eliminate sources of pollutants in stormwater through the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is 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-stormwater discharges from the facility. The SWPPP is also a guide to help identify site-specific BMPs required to reduce or prevent pollutants associated with industrial activities in stormwater discharges and authorized non-stormwater discharges. The SWMP fulfills the General Industrial Storm Water Permit requirement to prepare a SWPPP.

In 2003, the California Regional Water Quality Control Board, San Diego Region (RWQCB), amended Order No. 2007-01 to name the Authority as subject to 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 District (the 2001 Municipal Permit). The 2001 Municipal Permit was re-issued in January of 2007 as RWQCB Order No. R9-2007-0001, and now specifically names the Authority in the title.

The Municipal Permit specifies the waste discharge requirements for discharges of urban runoff from the MS4s of the jurisdictions named. The Municipal Permit outlines the responsibilities of the jurisdictions (referred to as the Copermittees) to implement stormwater 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 SWMP fulfills the Municipal Permit requirement to prepare a JURMP Document.

1.3 ANNUAL REPORT HIGHLIGHTS

Several chapters of the FY10-11 Annual Report contain items of note. The discussion of Development and Planning activities in Chapter 2 briefly highlights the status of the Terminal Development Program (TDP - also called the Green Build), which is a near 1 billion dollar project to expand Terminal 2 West and add an additional 10 gates. The 10 construction projects underway at SDIA during FY09-10 are discussed in Chapter 3. Chapter 4 - Municipal Component - highlights the continuation of our electronic waste recycling events and universal waste collection program for Authority staff. The Effectiveness Assessment Component in Chapter 11 continues to evolve as more data and information are gathered over 6 years of program implementation. The Authority's procedures and methods have begun to allow for a more complete evaluation of the program and more robust conclusions and recommendations for improvement.

2 DEVELOPMENT PLANNING COMPONENT

2.1 INTRODUCTION

TABLE 2-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

No.	Compliance Item	Outcome
1	A description of any amendments to the General Plan, the environmental review process, development project approval processes, or development project requirements.	Section 2.3.1
2	Confirmation that all development projects were required to undergo the Copermittee's urban runoff approval process and meet the applicable project requirements, including a description of how this information was tracked.	Section 2.3.1
3	A listing of the development projects to which SUSMP requirements were applied.	Table 2-2
4	Confirmation that all applicable SUSMP BMP requirements were applied to all priority development projects, including a description of how this information was tracked.	Section 2.3.1
5	At least one example of a priority development project that was conditioned to meet SUSMP requirements and a description of the required BMPs.	Table 2-3
6	A listing of the priority development projects which were allowed to implement treatment control BMPs with low removal efficiency rankings, including the feasibility analyses which were conducted to exhibit that more effective BMPs were infeasible.	Table 2-2
7	An updated treatment control BMP inventory.	Table 2-3
8	The number of treatment control BMPs inspected, including a summary of inspection results and findings.	Table 2-3

TABLE 2-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS (CONTINUED)

No.	Compliance Item	Outcome
9	A description of the annual verification of operation and maintenance of treatment control BMPs, including a summary of verification results and findings.	Section 2.3.2 and Table 2-3
10	Confirmation that BMP verification was conducted for all priority development projects prior to occupancy, including a description of how this information was tracked.	Section 2.3.1
11	A listing of any projects which received a SUSMP waiver.	Table 2-2
12	A description of implementation of any SUSMP waiver mitigation program.	Section 2.2.1
13	A description of Hydromodification Management Plan (HMP) development collaboration and participation.	Section 2.3.1
14	A listing of development projects required to meet HMP requirements, including a description of hydrologic control measures implemented.	Table 2-2
15	A listing of priority development projects not required to meet HMP requirements, including a description of why the projects were found to be exempt from the requirements.	Table 2-2
16	A listing of development projects disturbing 50 acres or more, including information on whether Interim Hydromodification Criteria were met by each of the projects, together with a description of hydrologic control measures implemented for each applicable project.	Table 2-2
17	The number of violations and enforcement actions (including types) taken for development projects, including information on any necessary follow-up actions taken. The discussion should exhibit that compliance has been achieved, or describe actions that are being taken to achieve compliance.	Section 2.3.3

This chapter of the Annual Report discusses compliance activities relative to development project review and approval activities at SDIA during FY10-11. Table 2-1 above outlines the requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 4 (Development Planning Component) of the SWMP has been prepared, in part to outline the means and methods used to ensure that these requirements are satisfied.

2.2 PROCESS

2.2.1 OVERVIEW AND PROGRAM REQUIREMENTS

The Municipal Permit requires the Authority to implement policies, principles, programs, and practices that ensure land-use development, planning, environmental review, and project approval decisions consistently apply effective water quality and watershed protection measures to avoid, minimize, and mitigate the short- and long-term impacts of land development activities on runoff and receiving water quality.

The Authority's environmental review processes for both land use development and specific improvements is described in Section 4.3 of the SWMP. Planning and development review staff in the Airport Planning Department use the California Environmental Quality Act (CEQA) (and the National Environmental Policy Act (NEPA), when required by law) to review proposed land use and development projects. Authority staff use a combination of questions pertaining to hydrology and water quality from the "CEQA Environmental Checklist Form" and from RWQCB Order R9-2001-01 (the 2001 Municipal Permit) to evaluate the potential stormwater impacts of any particular proposed land use or development project.

The Airport Planning Department is also responsible for development and implementation of the Airport Master Plan. The Authority Board adopted the Airport Master Plan on May 1, 2008. The Airport Master Plan ensures that a responsible program for development and redevelopment will be implemented at SDIA. The Airport Master Plan identifies specific physical improvements for SDIA that will allow the airport to effectively continue its mission of serving San Diego's commercial air transportation needs. The plan includes consideration of a broad range of development possibilities, cumulative impacts, and mitigation opportunities related to water quality and stormwater runoff pollution prevention.

In making land use and development project approval decisions, the Authority evaluates the effect of proposed uses on receiving water quality and requires the application of effective water quality and watershed protection measures to avoid, minimize, and mitigate detrimental impacts. Land uses are evaluated to ensure that: source control BMPs can be implemented to reduce

stormwater pollutants of concern in urban runoff; LID BMPs can be incorporated, where feasible; buffer zones can be established between development and natural water bodies (where feasible); and that Standard Urban Runoff Mitigation Plan (SUSMP) requirements are properly established.

During the planning and review process and prior to project approval and/or permit issuance for all proposed development projects, the Authority prescribes the requirements necessary to ensure that discharges of pollutants from the project and to the storm drain system are prevented, reduced, or eliminated. The Authority's development review process incorporates appropriate stormwater management controls into standard conditions of approval, use permits, lease agreements, and/or other suitable project approval mechanisms.

The Authority has not developed a SUSMP waiver process and no SUSMP waivers have ever been granted by the Authority. Given the location of the airport, the urban environment surrounding the airport and that San Diego Bay is the receiving water for stormwater runoff from the airport, the Authority SUSMP states that all proposed development projects within the Authority's jurisdiction are initially deemed exempt from hydromodification requirements. The Authority can, however, still require a project to implement applicable hydromodification requirements if further review finds such measures necessary. Projects determined to be exempt from hydromodificaion flow control requirements are still required to implement the low impact development and water quality treatment control requirements of the Authority SUSMP and the Municipal Permit.

The intake process for land use and development project review generally begins with submittal of a Project Evaluation Form to the Airport Planning Department and a project description to the Facilities Development Department. Meetings are arranged with various stakeholder departments. Each department subsequently begins its own project tracking procedures. Both the Airport Planning Department and the Environmental Affairs Department maintain departmental project-specific electronic and paper files to evaluate, condition, and document project approvals. Project information is used by the Facilities Development Department to populate a database used to track the project from design review through construction close-out. The Facilities Development Department database information is made available to every Authority Department through the Authority's intranet.

2.2.2 SOURCE CHARACTERIZATION

Every land use and development at SDIA has the potential to generate stormwater pollutants. Section 4.0 (specifically, Section 4.2.2 – Development Planning, Source Characterization), Section 3.0 (Non-Storm Water Discharges), Section 5.0 (Construction Component), Section 6.0 (Municipal Component), Section 7.0 (Industrial and Commercial Component), and Section 9.0 (Illicit Discharge Detection and Elimination Component) of the SWMP describe the pollutant sources associated with urban land use and development. The associated stormwater pollutants typically include: sediment, nutrients (fertilizers), oxygen demanding substances (for example, decaying vegetation), bacteria, heavy metals, synthetic organics (fuels, oils, solvents, lubricants), pesticides, and other toxic substances.

2.2.3 BEST MANAGEMENT PRACTICE REQUIREMENTS

The Authority's development project review and approval processes are designed to ensure that applicable LID BMPs are evaluated and incorporated, where feasible, so that the potential for infiltration and/or retention is maximized, runoff rates are slowed as much as possible, the impervious footprint of the project is minimized, runoff from impervious areas is directed into landscaping, and impervious surfaces are constructed to minimum widths necessary. In addition, the Authority's SUSMP process requires the use of site design, source control, and treatment control BMPs. The SUSMP describes the selection and design criteria for the source control, LID, and treatment control BMPs to be implemented at Priority Development Projects. The SUSMP describes procedures to identify pollutants and conditions of concern for proposed Priority Development Projects. The Authority SUSMP is included in Appendix C of the SWMP. The SUSMP is available on the Authority's website both separately, as a stand-alone weblink, and as Appendix C from the weblink to the SWMP. The SUSMP has also been made available to staff in the Facilities Development and to all project proponents, as necessary.

2.2.4 INSPECTIONS

The Environmental Affairs Department inspects all development projects to ensure that post-construction BMPs required by the project approval process are indeed in place prior to occupancy. The Environmental Affairs Department also maintains an inventory of treatment control BMPs in place at SDIA. The Environmental Affairs Department, with the assistance of the Faciliteis Management Department and the Facilities Development Department, as necessary, annually inspects the condition of treatment control BMPs installed at SDIA and verifies that the BMPs are operating properly and being adequately maintained.

2.3 PROGRAM IMPLEMENTATION

2.3.1 CONFIRMATIONS AND LISTINGS

The Municipal Permit requires that updates to the SDIA Master Plan and/or modification of the environmental review process and/or the development project approval process be reported annually. For the FY10-11 reporting period, only the development project approval process was updated, with particular regard to the SUSMP process. The Municipal Permit outlines a process by which the jurisdictional SUSMPs would be updated several times during the life of the Permit. As such, the Authority recently revised and updated the Authority SUSMP on January 14, 2011, in part, to incorporate as applicable the elements of the Hydromodification Plan (HMP) developed by the Copermittees in compliance with the Municipal Permit. During FY10-11, the extent of Authority collaboration and participation with the Copermittees regarding the development of the HMP consisted of reviewing draft HMP language for inclusion into the January 14, 2011 update to the Authority's SUSMP and tracking HMP model calibration issues.

All development projects proposed at SDIA during FY10-11 were required to go through the Authority's development review and approval (urban runoff approval) process described in Section 2.2.1 above and to meet any applicable or imposed project requirements and conditions. The review and approval process ensured that all applicable SUSMP BMP requirements were indeed applied to all priority development projects. The Environmental Affairs

Department verified that post-construction BMPs required during project review and approval for all priority development projects were in-place prior to occupancy. Information relative to these requirements was tracked in the manner described in Section 2.2.1 above.

During FY10-11, there was a total of 6 projects that were either undergoing development review or that had completed the development review process and begun construction. Three (3) of these 6 projects were still under review at the end of the reporting period. Of the 3 remaining projects, 2 of them began and completed construction during FY10-11 and 1 was still under construction. Only 1 of the 6 projects was a tenant improvement projects; the other 5 projects were Authority improvement projects.

The Authority's development project review process determined that 4 of these 6 projects were subject to the Authority's SUSMP requirements, namely: 1) the Authority's Green Build-Contract 2 (landside) Project (201401); 2) the Authority's Expand T2E Facilities Project (104056); 3) the VSR Relocation Project (104111); and 4) the Washington Street Access Project (104124). The SUSMP documents related to the Green Build-Contract 2 (landside) (201401) Project completed development and review during FY10-11, even though portions of the Green Build-Contract 2 (landside) Project began construction during the previous fiscal-year (FY09-10) under a design-build contracting scheme. The proponents for the 3 remaining projects were advised that the projects were subject to the Authority's SUSMP process and that no waivers from the process would be granted, but no SUSMP documentation had been submitted in response by any of the project proponents before the end of the reporting period. While only the Green Build-Contract 2 (landside) Project completed SUSMP process review and approval during FY10-11, the project was not allowed to implement treatment control BMPs with low removal efficiency rankings.

As noted in Section 2.2.1 above, all proposed development projects within the Authority's jurisdiction are initially deemed exempt from hydromodification requirements. And although the Authority can still require a project to implement applicable hydromodification requirements if the development review process finds such measures necessary, none of the 4 projects under SUSMP review during FY10-11 were required to meet HMP requirements. In addition, these 4 projects will not result in soil disturbance

of 50 acres or more and, as such, none were subject to the Interim Hydromodification Criteria that were in place during the first half of the FY10-11 reporting period.

Much of the above discussion is presented in Table 2-2 below, specifically: the number and a brief description of the development projects under review during FY10-11; which of those projects were found to be subject to SUSMP requirements; which were to implement treatment control BMPs with low removal efficiency rankings; which were granted waivers from the SUSMP Process; which were or were not required to meet HMP requirements; and which disturbed more than 50 acres and were thus subject to the Interim Hydromodification Criteria.

2.3.2 INVENTORY AND INSPECTIONS

In addition to requiring that the Authority verify that treatment control BMPs are properly installed prior to occupancy, the Municipal Permit requires the Authority to annually: 1) update an inventory of treatment controls required by the SUSMP process; 2) inspect the treatment control BMPs; and 3) verify that treatment control BMPs are functional and being properly maintained. Table 2-3 presents the details of the Authority's efforts to meet these requirements for FY10-11. Table 2-3 lists each development project found to be subject to SUSMP requirements, the required BMPs for each, the date of verification of installation, and the date of the annual inspection, along with an indication of any functional or maintenance issues identified during inspection. The Municipal Permit requires that the Authority present at least one example of a priority development project that was conditioned to meet SUSMP requirements and include a description of the required BMPs. The Authority presents that information for all the priority development projects that have been approved to date.

The Authority Environmental Affairs Department conducted all the treatment control BMP inspections. The treatment control BMPs are inspected as part of the Authority's routine, annual inspection of the MS4 (as discussed in Chapter 4 of this Annual Report). Maintenance for all but one of the treatment controls listed in Table 2-3 is the joint responsibility of the Environmental Affairs Department and the Facilities Management Department. One of these projects was constructed by an airport tenant,

TABLE 2-2 DEVELOPMENT PROJECTS REVIEWED DURING FY10-11

#	Project Name & Brief Description	SUSMP Required (Yes/No)	Low Efficiency SUSMP BMPs Allowed (Yes/No)	SUSMP Waiver Granted (Yes/No)	Required to Meet SUSMP HMP Req'ments (Yes/No)	Disturbing > 50 Acres & subject to Interim Hydromod Criteria (Yes/No)
1	Green Build – Contract 2 - (landside) 201401 Terminal 2 West landside expansion and ancillary support facilities	Yes	No	No	No	No
2	FAA Aboveground Storage Tank Replacement 014-003-10031 Replace aboveground storage tank at FAA Control Tower	No	No	No	No	No
3	SanPark Pacific Highway Parking Lot Upgrades 104095 Pavement improvements at Airport Public Parking Lot	No	No	No	No	No
4	Expand T2E Facilities 104056 Expand Terminal 2-East footprint to increase holdroom capacity and create space	Yes	No	No	No	No
5	VSR Relocation 104111 Relocate portion of airfield vehicle service road	Yes	No	No	No	No
6	Washington Street Access Improvements 104124 Street improvements	Yes	No	No	No	No

namely, the Landmark Aviation Parking Lot/Gate Project and under the existing lease with the Authority, the tenant (Landmark Aviation) is responsible for maintenance of this treatment control BMP.

TABLE 2-3 WATERSHED-BASED INVENTORY OF SUSMP-REQUIRED TREATMENT CONTROL BMPS, VERIFICATION AND/OR INSPECTION DURING FY10-11*

#	Project Name & Brief Description	SUSMP BMPs Required per Project Approval	Date Installation Verified	Date of Annual Inspection/ Issues Identified
1	NTC Parking Lot Project) 201201 Construction of a public parking lot	Approx 9% of pervious site surface (landscaping) 1 Trash Rack/Hydrodynamic Device (Vortechnics Stormwater Treatment System)	July 2005	6/21/11 No issues
2	EMAS Project, 201401 Installation of an Engineered Materials Arrest System at west end of the runway	Approx 50% of pervious site surface (gravel) 2 Storm Drain Inlet Filters	Nov 2006	6/21/11 No issues
3	Landmark Aviation Parking Lot/Gate Project 104095 Convert 14,000 sq ft building foundation to parking lot	Approx 3% of pervious site surface (landscaping) 1 Infiltration Trench	Dec 2009	2/22/11 No issues
4	Green Build – Contract 1 - (airside) 201201 Terminal 2 West airside improvements and ancillary support facilities	Approx 5% of pervious site surface (artificial turf) 1 High Rate Media Filter (Contech StormFilter)	Installation is incomplete	Not Applicable
5	Green Build – Contract 2 - (landside) 201401 Terminal 2 West roadway and parking lot expansion and ancillary support facilities	Approx 2.5% of pervious site surface (approx 1 acre of pavers and swales) 1 Trash Rack/Hydrodynamic Device (Contech CDS Treatment System) 4 High Rate Media Filters (Contech StormFilters)	Installation is incomplete	Not Applicable

* All these projects (and the entire jurisdictional boundary of the Authority) lie in the Pueblo San Diego hydrologic unit, San Diego Mesa hydrologic area, Lindbergh hydrologic subarea (908.21).

2.3.3 FOLLOW-UP AND ENFORCEMENT

The development project approval process, LID and BMP installation verification process, and the treatment control inspection activities conducted by the Authority during FY10-11 did not identify any violations, and therefore, no enforcement actions were initiated during the reporting period.

2.4 ENHANCED PROGRAM ELEMENTS

There were no enhanced Development Component program elements during FY10-11.

2.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

All aspects of the Municipal Permit applicable to development are applicable to the authority and the information presented in this chapter demonstrates the Authority's compliance with the permit.

2.6 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. Since that time, the only revisions to the Development Component of the SWMP has been an update of the SUSMP document and an update to the inventory of approved and verified treatment control BMPs. As noted above in this chapter, the Authority revised and updated the Authority SUSMP on January 14, 2011. The updated inventory of approved and verified treatment control BMPs is presented in Table 2-3 above. Any and all revisions to the SWMP are discussed and summarized in Chapter 14 of this Annual Report.

3 CONSTRUCTION COMPONENT

3.1 INTRODUCTION

TABLE 3-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

No.	Compliance Item	Outcome
1	Confirmation that all construction sites were required to undergo the Copermittee's construction urban runoff approval process and meet the applicable construction requirements, including a description of how this information was tracked.	Section 3.3.1
2	Confirmation that a regularly updated construction site inventory was maintained, including a description of how the inventory was managed.	Section 3.3.1
3	A description of modifications made to the construction and grading ordinances and approval processes.	Section 3.3.1
4	Confirmation that the designated BMPs were implemented, or required to be implemented, for all construction sites.	Section 3.3.1
5	Confirmation that a maximum disturbed area for grading was applied to all applicable construction sites.	Section 3.3.1
6	A listing of all construction sites with conditions requiring advanced treatment, together with confirmation that advanced treatment was required at such construction sites.	Section 3.3.1

TABLE 3-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS (CONTINUED)

No.	Compliance Item	Outcome
7	For each construction site within each priority category (high, medium, and low), identification of the period of time (weeks) the site was active within the rainy season, the number of inspections conducted during the rainy season, and the number of i nspections conducted during the dry season, and the total number of inspections conducted for all sites.	Section 3.3.2 and Table 3-2
8	A description of the general results of the inspections.	Section 3.3.2 and Table 3-3
9	Confirmation that the inspections conducted addressed all the required inspection steps to determine full compliance.	Section 3.3.1
10	The number of violations and enforcement actions (including types) taken for construction sites, including information on any necessary follow-up actions taken. The discussion should exhibit that compliance has been achieved, or describe actions that are being taken to achieve compliance.	Section 3.3.3

This chapter of the Annual Report discusses compliance activities relative to construction activities at SDIA during FY10-11. Table 3-1 above outlines the requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 5 (Construction Component) of the SWMP has been prepared, in part to outline the means and methods used to ensure that these requirements are satisfied.

3.2 PROCESS

3.2.1 OVERVIEW AND PROGRAM REQUIREMENTS

All construction proposed by the Authority itself or airport tenants are required to undergo the Authority's construction urban runoff approval process and meet the applicable construction requirements. The process is outlined in Section 5 of the SWMP. In brief, the Facilities Development Department (in their role as project review engineer) intakes all project review applications and then provides copies to the Environmental Affairs Department and Airport Planning Department. Projects are evaluated by these two departments for environmental impacts in terms of CEQA and the

need for mitigation measures is identified. The process leads to the identification and imposition of any required construction and post-construction BMPs. In general, written notice of project approval and conditions is provided to the project proponent by the Facilities Development Department. These conditions of approval typically require the project sponsor/manager/contractor/tenant to prepare a construction site-specific stormwater pollution prevention plan. The stormwater pollution prevention plan is reviewed and approved in writing by the Environmental Affairs Department. Smaller projects may be required to implement specific BMPs identified by the Authority, without the need for preparation or submittal of a stormwater pollution prevention plan.

The construction project review process is routinely evaluated for efficiency, cost-effectiveness, and quality of customer service. The evaluation also identifies the need to update any Authority policies or ordinances, such as construction and grading ordinances.

The intake process for project review applications also generates information that is used by the Facilities Development Department to populate a database for construction projects – including an indication of the project description, location, purpose and actual project start and end dates. The information is incorporated into the Authority's geographic information systems (GIS) to allow for mapping and data tracking functions. The Environmental Affairs Department uses the database and GIS, along with the Department's own records to maintain a continuously updates inventory of construction projects.

3.2.2 SOURCE CHARACTERIZATION

Chapter 5 of the SWMP notes that construction activities (namely, demolition, grading, excavation, clearing, and structure and road construction) can result in the disturbance of soil and/or the generation of stormwater pollutants such as sediment, trash, debris, chemicals associated with the work, and contaminants associated with the historic uses of the construction site.

3.2.3 EFFORTS TAKEN TO NOTIFY CONSTRUCTION PROJECT PROPONENTS/ SPONSORS/MANAGERS OF BEST MANAGEMENT PRACTICE REQUIREMENTS

Construction project proponents/sponsors/managers at SDIA are required to implement those BMPs discussed in Chapter 5 of the SWMP, including generally applicable site-wide BMPs and pollution prevention measures. Construction project proponents/sponsors/managers were notified of the BMPs and pollution prevention measures via e-mail, project planning/ review/approval meetings, and the Authority's webpage. BMPs are also discussed with construction project proponents/sponsors/managers and construction site personnel, as necessary, during regularly-scheduled (typically weekly) construction progress meetings attended by staff from the Environmental Affairs Department and during the site inspections described below in the Implementation section.

The BMPs required for use at construction project sites are listed in Appendix A. At a minimum, these BMPs must be employed to the industry standards as listed in the California BMP Handbook for Construction Activity or in the Caltrans Construction Site BMP Manual. All construction projects are required to identify BMPs that will be implemented on a site-specific basis and include them in a project-specific stormwater pollution prevention plan. Contractors are required to have a trained employee, or retain a properly trained consulting company, to ensure BMPs are properly implemented, and to perform weekly BMP inspections to ensure proper implementation and maintenance.

3.2.4 INSPECTIONS

The Environmental Affairs Department inspects all construction sites to monitor compliance with the Authority's ordinances, permits, approvals, the Municipal Permit, and the General Construction Permit (if applicable). It is the Authority's goal to inspect all high priority construction sites on a weekly basis for proper BMP maintenance. It is also the Authority's goal to inspect all medium and low priority construction projects on a weekly basis. While staffing and work-load issues often impact attainment of these goals, the Authority maintains a construction site inspection frequency that, at a minimum, complies with the Municipal Permit. All data is maintained electronically and in paper file.

Staff from the Environmental Affairs Department discuss the results of each inspection with the construction site supervisor, typically at the end of each inspection and again during regular progress meetings. In general, issues and concerns identified during inspections are corrected as soon as they were brought to the attention of the construction site supervisor. When necessary, the Authority can escalate the type of enforcement action necessary to ensure compliance.

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

3.3 IMPLEMENTATION

3.3.1 CONFIRMATIONS AND INVENTORY

During FY10-11, there were no modifications made to the Authority's construction and grading ordinances and approval processes. All construction projects were required to undergo the Authority's approval process, including applicable soil disturbance maximums, if any. All construction projects were also required to implement designated BMPs. None of the construction projects reviewed and approved in FY10-11 were required to implement advanced treatment BMPs. The relevant information regarding approval and the conditions of approval were tracked by the the Facilities Development Department database and the Environmental Affairs Department in project-specific electronic files. The project-specific electronic files, in conjunction with Facilities Development Department database and GIS mapping information, were used to maintain a continuously updated construction site inventory managed by the Environmental Affairs Department. Finally, all construction project

inspections were conducted in a manner that ensured all the required steps were taken to determine full compliance with the SWMP and the Municipal Permit.

Table 3-2 below presents the inventory and prioritization for construction projects underway at SDIA during the FY10-11 reporting period. There were ten construction projects that required the implementation of storm water management controls. All other construction activities at SDIA during the reporting period were conducted either entirely indoors or without elements that required the implementation of BMPs. The Authority initiated eight of these projects, an airport tenant initiated one and the Port of San Diego initiated the other. The Authority determined that four of these projects were high priority sites, five projects were medium priority sites, and the remaining project was a low priority threat to water quality in accordance with the Municipal Permit. Table 3-2 presents the project name, the project sponsor, a brief description of the project, the water-quality threat priority, as well as indication of the project's status (start date, end date, as applicable, which is generally comparable to a monthly inventory).

3.3.2 INSPECTIONS

Table 3-2 also lists the dates of inspection conducted by the Environmental Affairs Department during the dry season and the wet season for each of the ten construction projects underway during the FY10-11. There were 151 construction project stormwater inspections conducted during the reporting period, with 84 inspection performed during the dry season and 67 inspections performed during wet season.

Table 3-3 identifies the construction activities for which BMPs were not being properly implemented at the time of inspection (for those issues that were identified at least five times across the entire inspection program during FY10-11). Poor materials management (including hazardous materials and waste) was again the one issue of concern that was identified most frequently, as it has been in every Annual Report since FY04-05. Spill prevention and control was also once again identified as an issue of concern, as it has been since FY08-09. In addition to these re-occurring concerns, FY10-11 also identified off-site sediment tracking, sediment controls, and waste management as areas of concern for construction projects during FY10-11. Street sweepers were required for use

TABLE 3-2 CONSTRUCTION PROJECT INVENTORY ANDINSPECTION HISTORY DURING FY10-11

#	Project Name	Sponsor	Project Description	Priority*	Status During FY10-11	Inspection Dates - Dry season	Inspection Dates - Wet Season
1	Taxiway "C" Rehabilitation 104026	Authority	Rehabilitate aircraft taxiway pavement	H	Continued from June 2010 and completed October 2010	7/6/10 7/13/10 7/20/10 7/27/10 8/3/10 8/10/10 8/17/10 8/24/10 8/31/10 9/7/10 9/14/10	Project completed before October 1, 2010
2	Airfield Information Signs & Runway Guidance Lights, and Replace/ Upgrade Taxiway Lights 104059/104061	Authority	Install pilot information signs and runway guidance lights and improve taxiway edge lights	M	Continued from June 2010 and completed September 2010	7/8/110 7/15/10 7/22/10 7/29/10 8/5/10 8/12/10 8/19/10 8/26/10 9/2/10 9/9/10 9/16/10 9/23/10 9/30/10	Project completed before October 1, 2010
3	Green Build – Contract 1- (airside and terminal) 201201	Authority	Terminal 2 West airside expansion and ancillary sup-port facilities	H	Continued from June 2010 and continued through June 2011	7/7/10 7/14/10 7/21/10 7/28/10 8/4/10 8/11/10 8/18/10 8/25/10 9/3/10 9/8/10 9/15/10 9/22/10 9/29/10	10/6/10 10/13/10 10/20/10 10/27/10 11/10/10 11/24/10 12/22/10 12/30/10 1/5/11 1/12/11 1/19/11 1/26/11 2/2/11 2/9/11 2/15/11 2/23/11

TABLE 3-2 CONSTRUCTION PROJECT INVENTORY ANDINSPECTION HISTORY DURING FY10-11 (CONTINUED)

#	Project Name	Sponsor	Project Description	Priority*	Status During FY10-11	Inspection Dates - Dry season	Inspection Dates - Wet Season
						5/4/11 5/11/11 5/19/11 5/25/11 5/29/11 6/9/11 6/15/11 6/22/11 6/29/11	3/2/11 3/9/11 3/16/11 3/22/11 3/30/11 4/6/11 4/12/11 4/20/11 4/27/11
4	Green Build – Contract 2 - (landside) 201401	Authority	Terminal 2 West landside expansion and ancillary support facilities	H	Continued from June 2010 and continued through June 2011	7/7/10 7/14/10 7/21/10 7/28/10 8/4/10 8/11/10 8/18/10 8/25/10 9/3/10 9/8/10 9/15/10 9/22/10 9/29/10 5/4/11 5/11/11 5/19/11 5/25/11 5/29/11 6/9/11 6/15/11 6/22/11 6/29/11	10/6/10 10/13/10 10/20/10 10/27/10 11/10/10 11/24/10 12/22/10 12/30/10 1/5/11 1/12/11 1/19/11 1/26/11 2/2/11 2/9/11 2/15/11 2/23/11 3/2/11 3/9/11 3/16/11 3/22/11 3/30/11 4/6/11 4/12/11 4/20/11 4/27/11

TABLE 3-2 CONSTRUCTION PROJECT INVENTORY ANDINSPECTION HISTORY DURING FY10-11 (CONTINUED)

#	Project Name	Sponsor	Project Description	Priority*	Status During FY10-11	Inspection Dates - Dry season	Inspection Dates - Wet Season
5	Teledyne Ryan Aeronautical Company	Port of San Diego	Demolition of buildings at former Teledyne Ryan Facility	H	Continued from June 2010 and continued through June 2011	8/12/10 9/16/10 5/5/11 5/19/11 6/2/11 6/16/11 6/30/11	10/14/10 11/11/10 12/9/10 12/23/10 1/6/11 1/20/11 2/3/11 2/10/11 2/26/11 3/10/11 3/24/11 4/7/11 4/21/11
6	T2 East Waterline – Fire Suppression 104056-1	Authority	Install waterline & fire suppression waterline at Terminal 2 East	M	Continued from June 2010 and completed September 2010	7/27/10 8/10/10 9/14/10	Project completed before October 1, 2010
7	FAA Above-ground Storage Tank Replacement 014-003-10031	Tenant	Replace aboveground storage tank at FAA control tower	M	Started August 2010 and completed August 2010	8/18/10 8/24/10	Project completed before October 1, 2010
8	ARFF Building Interior Remodel	Authority	Remodel ARFF Building Interior	L	Started March 2011 and completed May 2011	5/5/11	3/28/11 4/11/11 4/22/11
9	SanPark Pacific Highway Parking Lot Upgrades 104095	Authority	Pavement improvements at paid public parking lot	M	Started August 2010 and completed October of 2010	8/27/10 9/17/10	10/5/10
10	Utilities to Support the Washington Street Access Improvements 104124A	Authority	Installation of water lines and electrical conduit	M	Started June 2011 and continued through June 2011	06/27/11	Reporting period ended before October 1, 2011

* H = High; M = Medium; L = Low.

at all construction projects that involved transporting soil on or off site. If soil and/or dust were identified on the street as having potentially originated from project construction activity, street sweeping was required. The Authority has learned that all the issues identified in Table 3-3 require constant attention from construction site supervisors and inspectors.

TABLE 3-3 TYPES OF CONSTRUCTION ACTIVITIES FOR WHICH BMPS WERE MOST FREQUENTLY IDENTIFIED AS NOT BEING PROPERLY IMPLEMENTED DURING SITE INSPECTIONS - FY10-11

Construction Activity Issue	Applicable BMPs Required for Use*	Number of Times Issue was Identified During Inspections**
Materials and equipment not properly maintained or stored.	NS-10 Vehicle and Equipment Maintenance NS-12 Concrete Curing NS-16 Temporary Batch Plants WM-1 Material Delivery and Storage WM-2 Material Use WM-4 Spill Prevention and Control	27
Hazardous materials and wastes not properly managed or stored.	WM-1 Material Delivery and Storage WM-4 Spill Prevention and Control WM-6 Hazardous Waste Management WM-8 Concrete Waste Management	24
Spills not properly contained/ cleaned	WM-4 Spill Prevention and Control	19
Off-site tracking of sediment/ debris/mud observed on project access/public roads.	SE-7 Street Sweeping and Vacuuming	18
Sediment controls are in deteriorated condition or are not maintained in functional order.	SE-5 Fiber Rolls SE-10 Storm Drain Inlet Protection SE-13 Compost Socks and Berms	13
Wastes not properly managed or stored.	WM-5 Solid Waste Management WM-4 Spill Prevention and Control WM-8 Concrete Waste Management	13

*See Section 3.2.3 of this report. As noted in Section 3.2.3 of this report and in the SWMP, the Construction BMPs required for use are those listed in the CASQA California Stormwater Best Management Practice Handbook for Construction Activity, 2009.

** Table presents only those issues that were identified more than 5 times across the entire inspection program.

In summary, the construction oversight conducted by the Environmental Affairs Department during FY10-11 found these 10 projects to be in substantial compliance with the requirements of the SWMP and the Municipal Permit Construction Component. In general, all the issues and concerns identified during inspections were corrected as soon as they were brought to the attention of the construction contract supervisor. No unauthorized discharges to receiving waters were identified within the Airport Authority boundaries during construction site inspections in FY10-11.

3.3.3 FOLLOW-UP AND ENFORCEMENT

The issues of concern identified during site inspections (including those noted in Table 3-2) were generally resolved through verbal communication with the construction contract site supervisor in the field at the time of inspection or at weekly progress meetings. There were no violations identified and no enforcement actions (beyond immediate verbal directives given in the field to install, modify, or repair BMPs) taken for construction sites during FY10-11. As such, no further enforcement or follow-up actions were necessary. Compliance with the SWMP and Municipal Permit was achieved through the routine construction site inspection program.

3.4 ENHANCED PROGRAM ELEMENTS

The Municipal Permit requires that high priority construction sites be inspected at least once every two weeks during the wet season and as needed during the dry season. The Permit also requires that medium and low priority construction sites be inspected as needed during both the wet season and the dry season. Nonetheless, it is the Authority's goal to inspect all construction sites (high, medium, and low priority) on a weekly basis. While staffing and work-load issues often impact attainment of the goal, the Authority maintains a construction site inspection program with an inspection frequency that generally exceeds the requirements of the Municipal Permit.

3.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

All aspects of the Municipal Permit applicable to public participation are applicable to the Authority and the information presented in this chapter demonstrates the Authority's compliance with the Permit.

3.6 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. Since that time, the only revisions to the Construction Component of the SWMP has been an update of the inventory of construction projects. The Authority keeps a monthly inventory of active construction projects, and this Annual Report includes an updated inventory as of June 30, 2011 (the end of the reporting period). Any and all revisions to the SWMP are discussed and summarized in Chapter 14 of this Annual Report.

4 MUNICIPAL COMPONENT

4.1 INTRODUCTION

TABLE 4-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

No.	Compliance Item	Outcome
1	Any updates to the municipal inventory and prioritization.	Section 4.3.1 and Table 4-3
2	Confirmation that the designated BMPs were implemented, or required to be implemented, for municipal areas and activities, as well as special events.	Sections 4.3.1 and 4.2.3
3	A description of inspections and maintenance conducted for municipal treatment controls.	Section 4.2.5 and Table 4-5
4	Identification of the total number of catch basins and inlets, the number of catch basins and inlets inspected, the number of catch basins and inlets found with accumulated waste exceeding cleaning criteria, and the number of catch basins and inlets cleaned.	Section 4.3.4 and Table 4-7
5	Identification of the total distance (miles) of the MS4, the distance of the MS4 inspected, the distance of the MS4 found with accumulated waste exceeding cleaning criteria, and the distance of the MS4 cleaned.	Section 4.3.4 and Table 4-7
6	Identification of the total distance (miles) of open channels, the distance of open channels inspected, the distance of open channels found with anthropogenic litter, and the distance of open channels cleaned.	Section 4.3.4 and Table 4-7
7	Amount of waste and litter (tons) removed from catch basins, inlets, the MS4, and open channels, by category.	Section 4.3.4 and Table 4-7

TABLE 4-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS (CONTINUED)

No.	Compliance Item	Outcome
8	Identification of any MS4 facility found to require inspection less than annually following two years of inspection, including justification for the finding.	Section 4.2.4
9	Confirmation that the designated BMPs for pesticides, herbicides, and fertilizers were implemented, or required to be implemented, for municipal areas and activities.	Sections 4.2 1 and 4.2.3
10	Identification of the total distance of curb-miles of improved roads, streets, and highways identified as consistently generating the highest volumes of trash and/or debris, as well as the frequency of sweeping conducted for such roads, streets, and highways.	Table 4-6
11	Identification of the total distance of curb-miles of improved roads, streets, and highways identified as consistently generating moderate volumes of trash and/or debris, as well as the frequency of sweeping conducted for such roads, streets, and highways.	Table 4-6
12	Identification of the total distance of curb-miles of improved roads, streets, and highways identified as consistently generating low volumes of trash and/or debris, as well as the frequency of sweeping conducted for such roads, streets, and highways.	Table 4-6
13	Identification of the total distance of curb-miles swept.	Table 4-6
14	Identification of the number of municipal parking lots, the number of municipal parking lots swept, and the frequency of sweeping.	Table 4-6
15	Amount of material (tons) collected from street and parking lot sweeping	Table 4-6
16	A description of efforts implemented to prevent and eliminate infiltration from the sanitary sewer to the MS4	Section 4.2.4
17	Identification of the number of sites requiring inspections, the number of sites inspected, and the frequency of the inspections.	Sections 4.2.4, 4.3.3, 4.3.4 and Tables 4-5, 4-8
18	A description of the general results of the inspections.	Section 4.3.5 and Table 4-8
19	Confirmation that the inspections conducted addressed all the required inspection steps to determine full compliance.	Section 4.3.5 and Table 4-8
20	The number of violations and enforcement actions (including types) taken for municipal areas and activities, including information on any necessary follow-up actions taken. The discussion should exhibit that compliance has been achieved, or describe actions that are being taken to achieve compliance.	Section 4.3.5 and Table 4-8

Table 4-1 above outlines the requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 6 (Municipal Component) of the SWMP has been prepared, in part to outline the means and methods used to ensure that these requirements are satisfied.

Since the operation of the airport is also subject to the General Industrial Permit, many of the activities classified as municipal activities by the Municipal Permit are also considered to be industrial activities by the General Industrial Permit. As such, many of the municipal activities listed above are also detailed in Section 7 (Industrial and Commercial Component) of the SWMP. For instance, inspection and maintenance of the storm drain system is discussed in both sections, as well as the management of pesticides, herbicides, and fertilizers and the sweeping of municipal areas.

This chapter of the Annual Report discusses compliance activities relative to municipal activities at SDIA during FY10-11. Since many aspects of the Authority's Municipal Component are similar for the each of the various municipal activities discussed below, the content of this chapter has been drafted to remove redundancies and facilitate reporting. As such, the outline of this chapter varies slightly from the Standardized Format for Jurisdictional Urban Runoff Management Plan Annual Reports, adopted by the Copermittees. Presented below under the heading of "Process" are 1) a characterization of municipal sources and 2) the BMP requirements applicable to municipal areas, activities, or operations. Inspection, maintenance, and enforcement actions relative to the various municipal activities are presented under the heading of "Implementation."

4.2 PROCESS

4.2.1 OVERVIEW AND PROGRAM REQUIREMENTS

The Authority's pollution prevention efforts include a waste reduction and recycling program, quarterly electronic and universal waste collection events, providing two Service Animal and Pet Relief Areas for those animals that are traveling with passengers, and an integrated pest management (IPM) program designed to minimize the use of herbicides, pesticides, and fertilizers in maintaining the buildings and grounds at SDIA.

As discussed in Section 6.3 of the SWMP, important municipal areas and activities associated with the application, storage, and disposal of pesticides, herbicides, and fertilizers at SDIA include municipal facility structures/ buildings and landscaped areas. The Authority Facilities Management

Department maintains the 12.5 acres of landscaping at the airport. The Facilities Management Department implements an Integrated Pest Management (IPM) program that encourages the use of native plant species in the landscaped areas to help minimize the need for excessive irrigation and application of fertilizers and/or herbicides. The IPM also encourages the use of natural pest control mechanisms, limits the need for and inventory of man-made biocides, and ensures the proper use of any biocides. In addition, the Facilities Management Department staff attends an annual mandatory training session on proper pesticide and herbicide storage, application, and disposal.

Section 6.4 of the SWMP discusses the Authority's sweeping programs for roads and parking facilities. The Authority's program for airfield ramp sweeping is described in Section 7.2.3 of the SWMP. The entities responsible for implementing BMPs for roads and parking facilities are the Authority and the parking lot management service provider. The parking lot management service provider manages the short-term and long-term public parking facilities and the airport employee parking lots. The Authority's Storm Water Code requires parking lot operators to clean the areas frequently. Additional controls that have been added to parking lot facilities include a series of drain inlet inserts at the cell phone parking area, the landside cargo area, the rental car hold lot, and SANPark on Harbor Drive.

As noted in Section 6.5 of the SWMP, the Authority does not own or manage a municipal sanitary sewer system that treats wastewater. The City of San Diego Metropolitan Wastewater Department (MWWD) provides municipal sanitary sewer and sewage treatment service to the airport. The Authority is responsible for those portions of the on-site sanitary sewer system that connect to the MWWD system. As such, the Authority has implemented controls and measures to prevent and eliminate infiltration of seepage from airport sanitary sewers to the storm drain systems through thorough routine inspection and preventative maintenance of the sanitary sewer system and inspection of the stormwater conveyance system.

Section 6.6 of the SWMP identifies the closed NTC landfill area as a high priority municipal area, although most of the landfill was excavated and properly disposed at other facilities in preparation for a major expansion of the airfield and terminals. Currently, the site is still listed as a landfill by the agencies responsible for regulating solid waste disposal sites.

The size of several parking lots at the airport, along with the general public's familiarity with the location, makes the airport a potential venue for large special events. Although rare, some large events (such as the Rock-n-Roll Marathon) have made use of the Authority's parking areas. Section 6.7 of the SWMP discusses the potential pollutant sources and BMPs implemented to mitigate pollutants to the storm drain system from special event venues. If the special event sponsors/coordinators are not Authority staff or airport tenants, they must generally obtain Authority approval in the form of a "use permit." The conditions of the "use permit" typically include the following additional controls: fencing and barricades as necessary to delineate the event area; appropriate signage regarding recycling, trash disposal, and stormwater pollution prevention; adequate number of recycling containers and trash cans; portable restrooms, as necessary; adequate number of on-site event management staff to monitor and control trash and litter; adequate number of on-site event staff to promptly cleanup after event; and street sweepers, as necessary.

4.2.2 SOURCE CHARACTERIZATION

Section 6.2.2 of the SWMP outlines the significant materials and potential pollutant sources associated with municipal operations at SDIA. Sources and potential pollutants as SDIA are presented in table 4-2 below.

4.2.3 EFFORTS TAKEN TO NOTIFY OPERATIONS OF BEST MANAGEMENT PRACTICE REQUIREMENTS

Municipal operations at SDIA are required to implement those BMPs discussed in Chapter 6 and listed in Appendices B and E of the SWMP relevant to their operations, including the generally applicable site-wide BMPs and pollution prevention measures. A list of these BMPs in provided in Appendix A of this report as well. Municipal employees were notified of the BMPs and pollution prevention measures via e-mail, the Authority's webpage, meetings, and the individualized tenant summary sheet provided in Appendix E of the SWMP. BMPs are also discussed with staff, as necessary, during the site inspections described below in the Implementation section.

TABLE 4-2 MUNICIPAL SOURCES AND POTENTIAL POLLUTANTS AT SDIA

Source	Potential Pollutants
Airport Operations	Sediment Trash and debris Oil and grease Hydrocarbons/fuels Hydraulic fluids Solvents, soaps, cleaning fluids Lavatory chemicals, waste, pet waste Paints Batteries and battery acid Anti-freeze Metals De-icing chemicals Herbicides and pesticides Adhesives, sealants Rust preventers Aircraft fire fighting foam
Public Spaces (littering)	Trash and debris
Roads and Parking Lots	Oil Fuel Antifreeze Atmospheric deposition Emissions Road and concrete deterioration (particulate pollutants)
Buildings and Grounds (pest and weed control)	Low impact for impaction stormwater
Sewages	Sediment Nutrients BacteriaOrganics Oxygen demanding substances
Large Special Events	Trash and debris
MS4	Sediment Oil and grease Trash and debris Metals Bacteria

4.2.4 INSPECTIONS

The Environmental Affairs Department inspects municipal operations as described in Sections 6.0 and 7.0 of the SWMP. The inspection types include: 1) quarterly inspections of all municipal operations areas; 2) ad hoc or random inspections; 3) monthly inspections of the entire facility and storm drain inlets during the wet weather season (October 1 - May 31); and 4) a comprehensive annual inspection. All areas of municipal land use and activity are inspected to confirm that site specific BMPs are properly implemented during these monthly, quarterly, and annual inspections. The program includes timely follow-up inspections whenever BMP deficiencies are found. No MS4 facilities have been found to require less than annual inspection.

The Facilities Management Department performs or contracts for regular inspection and maintenance of the MS4 and structural controls. On an as-needed-basis, the Facilities Development Department may also perform inspections of various components of the MS4. The Environmental Affairs Department generally assists with these types inspections. A comprehensive MS4 inspection is conducted annually during the period from May 1 through September 30, to identify areas that need cleaning or maintenance. In addition, the Authority contracts with professional services that perform: 1) monthly or as-needed inspection and maintenance of a storm drain inlet filter inserts in the rental car lot, cell phone parking area, cargo area, across from the triturator, and the California least tern nesting area; 2) quarterly inspection and cleaning program for the MS4 slit trench inlets on the ramp areas near the terminal gates; and 3) annual inspection and cleaning of the MS4 components in the vicinity of the terminal transportation islands and the oil/water separators found on the airfield.

The Facilities Management Department and/or service providers contracted to the Facilities Management Department also inspect the sanitary sewer system as part of their routine duties. These routine inspections can be used to identify any impacts from the sanitary sewer systems to the storm drain system and to recommend any needed improvements. The Facilities Management Department also regularly inspects the pesticide, herbicide, and fertilizer storage areas as part of their normal routine. There are some municipal operations/activities that are inspected on an "ad hoc" basis by either or both the Facilities Management Department and the Environmental Affairs Department. The Environmental Affairs Department conducts inspections of all special event venues prior to and after each event.

4.2.5 CLEANING AND MAINTENANCE

There are some facilities maintenance activities that are considered routine and others that are conducted in response to an inspection. In addition to MS4 maintenance activities, routine maintenance activities at the airport include road, parking lot, and airfield sweeping and cleaning. Roads into and out of the airport are swept 5 days a week, the two main terminal parking lots are swept daily, seven employee and tenant lots are swept weekly, and three additional tenant lots are swept as needed (at least twice per month). Roads, parking lots, and curbs at SDIA are generally inspected continuously to identify the need for maintenance and/or cleaning. Authority and tenant employees are encouraged to identify areas that should be cleaned and to contact the Facilities Management Department or Ground Transportation regarding such issues. Section7.2.2 and 7.2.3 of the SWMP describes the routine sweeping program the Authority has implemented to reduce pollutant discharges to its storm drain system from the airfield gate, ramp, runway, and taxiway.

4.3 IMPLEMENTATION

4.3.1 CONFIRMATIONS AND INVENTORY

During FY10-11, designated BMPs were implemented, or required to be implemented, for municipal areas and activities, as well as special events. Designated BMPs for pesticides, herbicides, and fertilizers were also implemented, or required to be implemented, for municipal areas and activities. Inspections conducted addressed all the required inspection steps to determine full compliance.

There have been several changes in the inventory of municipal areas and activities/operations since the SWMP was prepared in March of 2008. The current municipal inventory and elements of the MS4 and structural treatment controls are listed in Table 4-3 below. A review of the changes is discussed at the end of this chapter. In FY09-10, a new storm drain outfall was constructed as a part of the Green Build Contract 1 (airside and terminal expansion project). However, since this outfall is not yet operational, it has not yet been added to the municipal inventory.

TABLE 4-3 FY10-11 UPDATED MUNICIPAL INVENTORY AND PRIORITIZATION

Type of Activity	Water Quality Threat Priority	Item or Description
Roads (1)	High	4 miles
Parking Lots (12)	High	12 lots (7,725 total parking spaces, 74 acres)
MS4 (1)	High	210 inlets
		86,000 feet of storm drain pipe
Closed landfill (1)	High	39 acres
Maintenance and Storage Areas (2)	High	Corporate yard (the "bone yard")
		Runway Generator Shop
Solid Waste Operations (4)	High	Trash and Recycling Compactor Area
		Terminal 2 East Trash Compactor
		North Ramp Airside Sweeping and Scrubbing Waste Accumulation Area
		Landscape Waste Dumpster
Airside Operations Area (1)	High	Ramp / Runway
Grounds (Landscaped) (1)	Low	12.5 Acres
Buildings (11)	Low	Commuter Terminal
		Terminal 1
		Terminal 2
		West Wing (Offices)
		Truxton Road Offices
		Central Plant (HVAC and Power Plant)
		LPI Building (Offices)
		FMD (Offices)
		FMD Shop (Maintenance Shops)
		Procurement (Office and Storage Building)
		Terminal Development Project (Offices)
Structural Treatment Controls (110)	High	Oil water separators (6)
		Vortech unit (1)
		Drain inserts (38)
		Curb inlet screen covers (65)

4.3.2 POLLUTION PREVENTION

As in prior years, the Authority continued its pollution prevention efforts during FY10-11. The results of these pollution prevention efforts for FY10-11 are presented in Table 4-4 below.

TABLE 4-4 POLLUTION PREVENTION ACTIVITIES DURING FY10-11

Type of Activity	Quantity
Recyclable Waste (food waste, wood, metal, construction and demo waste, and comingled recyclables – paper, plastic, glass, metals)	618 tons
Electronic Waste	15 tons
Universal Waste	12,196 light bulbs and 870 lbs of batteries
Landscape Maintenance Waste	38 tons
Municipal Solid Waste Disposal (non recyclable)	3,845 tons
Pet Waste Bags Dispensed	1,200 Bags
Pesticide/Herbicide Application	55 gallons

4.3.3 INSPECTIONS

All regularly scheduled inspections of municipal activities conducted by the Authority in FY10-11 are presented in Table 4-5 below.

4.3.4 CLEANING AND MAINTENANCE

The frequency and amount of material collected by the Authority's cleaning and maintenance activities during FY10-11 are presented in Table 4-6 below. A summary of inspections and cleaning of the MS4 alone is presented in Table 4-7.

TABLE 4-5 MUNICIPAL ACTIVITY INSPECTIONS DURING FY10-11

Date	Inspection Type	# of Elements Inspected / # Requiring Inspection	Activity Types (Elements)
08/16/10 through 08/19/10	MS4 Inspection	1 element/ 1 element	MS4 (inlets and slit trenches)
09/7/10 through 09/9/10	Quarterly Site Inspection	34 elements/ 34 elements	Roads (1), Parking Lots (12), MS4 (various inlets) (1), Closed Landfill (1), Maintenance and Storage Areas (2), Solid Waste Operations (4), Airside Operations Area (1), Grounds (1), Buildings (11)
09/21/10 through 09/23/10	MS4 Inspection	1 element/ 1 element	MS4 (pipe)
10/01/10 and 10/04/10	Site-specific Inspection	1 element/ 1 element	Special Event – Employee Appreciation BBQ (FMD Parking Lot)
10/25/10 through 10/26/10	MS4 Inspection	1 element/ 1 element	MS4 (inlets)
11/29/10 through 12/1/10	MS4 Inspection	1 element/ 1 element	MS4 (slit trenches and open channel)
12/14/10 and 12/16/10	Quarterly Site Inspection	34 elements/ 34 elements	Roads (1), Parking Lots (12), MS4 (various inlets) (1), Closed Landfill (1), Maintenance and Storage Areas (2), Solid Waste Operations (4), Airside Operations Area (1), Grounds (1), Buildings (11)
2/7/11 through 2/10/11	MS4 Inspection	1 element/ 1 element	MS4 (inlets, slit trenches, and open channel)
02/21/11 through 03/17/11	Annual Comprehen-sive Site Inspection / BMP Audit	34 elements/ 34 elements	Roads (1), Parking Lots (12), MS4 (various inlets) (1), Closed Landfill (1), Maintenance and Storage Areas (2), Solid Waste Operations (4), Airside Operations Area (1), Grounds (1), Buildings (11)
05/9/11 through 05/12/11	MS4 Inspection	1 element/ 1 element	MS4 (inlets, slit trenches, and open channel)
05/03/11 and 05/04/11	Quarterly Site Inspection	34 elements/ 34 elements	Roads (1), Parking Lots (12), MS4 (various inlets) (1), Closed Landfill (1), Maintenance and Storage Areas (2), Solid Waste Operations (4), Airside Operations Area (1), Grounds (1), Buildings (11)
06/03/11 and 06/07/11	Site-specific Inspection	1 element/ 1 element	Special Event – Rock and Roll Marathon (G.D. Parking Lot)
06/21/11 through 06/22/11	Annual MS4 and Structural Treatment Control Inspection	111 elements/ 111elements	MS4 (1), Oil Water Separators (6), Vortech Unit (1), Drain Inserts (38), Curb Inlet Screen Covers (65)

TABLE 4-6 SUMMARY OF MUNICIPAL ACTIVITY CLEANING DATA

Municipal Element		# or Distance/ # or Distance Cleaned or Swept	Frequency of Cleaning	Quantity of Material Collected and Properly Disposed
Roads (by average volume of debris generated)	High	4 miles / 4 miles	5 days per week	14.75 tons
	Moderate	0	0	0
	Low	0	0	0
Parking lots (terminal/employee)		12 lots /12 lots	2 Terminal Lots - daily / 7 Employee & Tenant lots – weekly / 3 Tenant Lots – as needed (at least twice per month)	176 tons
Airfield Cleaning (sweeping, scrubbing, rubber removal and MS4 cleaning)		NA	Daily	76 tons

* All metrics are approximated.

TABLE 4-7 SUMMARY OF MS4 INSPECTION AND CLEANING DATA

	Catch Basins and Inlets	MS4	Open Channels
Total # or distance	210	86,000 ft	450 ft
# or Distance inspected	210[1]	3,395 ft	450 ft
# or distance found with accumulated waste exceeding the cleaning criteria	150	3,395 ft	450 ft
# or distance cleaned	154	3,395 ft	450 ft
Amount of waste removed (cy)	16.5 cy		

[1] Limited and varying number may not have been accessible due to construction.

4.3.5 FOLLOW-UP AND ENFORCEMENT

The Authority conducted all municipal activities inspections in accordance with Section D.3.a.(7) of the Municipal Permit to determine if operations were in full compliance with the Permit. The annual comprehensive stormwater site inspection found that overall, the BMPs required for municipal operations as listed in the SWMP, were adequate and properly implemented. Inspections conducted during FY10-11 found municipal operations, areas, and activities to be in compliance with the SWMP and the Municipal Permit. Concerns associated with municipal operations, areas, or activities that were identified during routine inspections and any necessary enforcement actions initiated during the reporting period are presented in Table 4-8 below.

4.4 ENHANCED PROGRAM ELEMENTS

This section of the annual report discusses areas where enhancements have been made to the Authority's stormwater management program which go above and beyond what is required by the Municipal Permit.

Curb Inlet Screen Covers

During FY10-11 sixty-five curb inlet screen covers were installed along the interior public roadway system of the airport. The covers are designed to allow water to pass through but keep larger trash items on the curb where they can be picked up by street sweepers. These inlet covers have been added to the municipal inventory. The street sweeping characterization study that was conducted before and after the installation of the screens confirmed that the curb inlet screen covers were an effective BMP for preventing large pieces of trash and debris from entering the storm drain system. More information on this study is presented in Chapter 12 of this report.

Enhanced Street Sweeping Schedule

The Airport Authority strives to reduce the accumulation of metals, oil and grease, organics sediments, and trash on streets, roadways, and parking lots by sweeping these areas more frequently than the Municipal Permit requires. The Authority hires a contractor to sweep the interior public roadway system of the airport five days a week. The parking lot management service provider

TABLE 4-8 MUNICIPAL AREAS / ACTIVITIES VIOLATIONS, ENFORCEMENT ACTIONS, AND COMPLIANCE DATES

Inspection Date	Inspection Type	Description of Issue	Enforcement (written or verbal)	Resolution Method	Date Compliance Confirmed
9/7/10	Quarterly Inspection	Drums stored without over head cover	Verbal	Contractor was contacted to provide cover for drums	9/16/10
10/7/10	Ad Hoc Inspection	Drums stored without proper secondary containment.	Written	Email sent to staff who advised contractor to not store drums on site. Drums were removed.	10/13/10
10/7/10	Ad Hoc Inspection	Drums stored without any secondary containment.	Verbal	Ocean Blue moved drums to a pallet in the bone yard and covered them with a tarp, until they could be removed.	11/9/10
11/16/10	Ad Hoc Inspection	Broken gravel bags and straw wattle left behind from construction project	Written	Work order was submitted to Facilities Management Department.	11/23/10
12/14/10	Quarterly Inspection	Trash and grit along fence line	Written	Work order was submitted to Facilities Management Department.	1/4/11
12/16/10	Quarterly Inspection	Significant trash accumulation along the curb	Written	This area was added to regular sweeping schedule	1/7/11
3/3/11	Annual Inspection	Puddled water observed next to the fire hydrant by open channel, water was draining towards the open channel	Written	Proper water use sign was posted in this area.	4/27/11
3/3/11	Annual Inspection	Sweeper unit not functioning properly and left a trail of sediment in its path of operation.	Written	Sweeper unit was repaired.	4/27/11

TABLE 4-8 MUNICIPAL AREAS / ACTIVITIES VIOLATIONS, ENFORCEMENT ACTIONS, AND COMPLIANCE DATES (CONTINUED)

Inspection Date	Inspection Type	Description of Issue	Enforcement (written or verbal)	Resolution Method	Date Compliance Confirmed
3/3/11	Annual Inspection	Batteries observed stored on wooden pallets without proper secondary containment and cover	Written	Batteries moved to covered area.	4/27/11
3/3/11	Annual Inspection	Water observed to be leaking from hoses at the trash compactor area, and draining towards a storm drain	Written	Hoses were tightened to prevent leaking.	4/27/11
3/22/11	Ad Hoc Inspection	Significant sediment accumulation along the curb so that sweeper does not have access	Verbal and written	Gates unlocked to the area to allow access for nightly sweeping.	3/22/11
4/12/11	Ad Hoc Inspection	Storm drain inlet cover was cloged with trash and debris after a storm.	Written	Contractor cleaned inlet cover.	4/22/11
4/12/11	Ad Hoc Inspection	Trash carts leaking trash juice	Written	Carts fixed in order to prevent leaking and area was power washed.	7/6/11
5/3/11	Quarterly Inspection	Staining and debris outside of the berm in front of the main trash compactor area	Written	Area cleaned	5/5/11
5/3/11	Quarterly Inspection	Trail of waste from triturator exit onto the road	Verbal	Contractor brought in to clean area.	5/4/11

sweeps the two main terminal parking lots daily, and the seven employee and tenant parking lots are swept weekly, while three tenant lots are swept on an as needed basis (approximately twice per month). All street and parking lot sweepings/debris are properly disposed. Roads, parking lots, and curbs at SDIA are generally inspected continuously to identify the need for

maintenance and/or cleaning. Authority and tenant employees are encouraged to identify areas that should be cleaned and to contact the Facilities Management Department or Ground Transportation regarding the need for cleaning or maintenance. This element is also more thoroughly discussed in the San Diego Bay WURMP Annual Report.

Pet waste bags

The Authority continues to provide two Service Animal and Pet Relief Areas for those animals that are traveling with passengers. The areas provide a place for animals to have a water or restroom break while waiting for departure or upon arrival. Pet waste bags are available at the Pet Relief Areas. The goals of the program are to reduce the amount of pet waste that might inadvertently enter the stormwater conveyance system and to provide public education about potential stormwater pollution related to pet waste and the need to clean up after pets. These efforts reduce the amount of bacteria and nutrients which are released into San Diego Bay.

The popularity and usage of these areas has increased as is measured by the use of the pet waste bag dispensers that are located in these areas. Approximately 1,200 pet waste bags were used at the two Service Animal and Pet Relief Areas in FY10-11. This is an increase from 733 pet waste bags dispensed in FY09-10 and 690 bags in FY08-09. This element is also more thoroughly discussed in the San Diego Bay WURMP Annual Report.

E- Waste Collection Events

In addition to providing education about Universal Waste to Authority staff and tenants, the Authority has maintained a universal waste collection program for staff and tenants since 2006. Several times each year, the Authority hosts one-day Electronic and Universal Waste Collection Events which are open to all staff and tenants. These events allow staff and tenants to drop off unwanted electronic and universal waste (such as batteries, fluorescent light bulbs, televisions, and computers) for proper recycling or disposal. During this reporting period, collection events were held in September, January, and April. A combined total of approximately 11.5 tons of electronic waste was collected at these events during FY10-11.

4.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

The following municipal areas/activities listed in Section D.3.a(7) of the Permit are not found in the Authority's jurisdiction: 1) flood management projects and flood control devices; 2) publicly owned water or wastewater treatment works/plants; 3) land application sites; 4) household hazardous waste collection facilities; and 5) parks and recreation facilities.

4.6 PROGRAM MODIFICATION AND REVIEW

In June of 2010, the Environmental Affairs Department reviewed the inventory of municipal operations at SDIA and made several updates. The Maintenance and Storage Areas category was reduced from three to two locations. The Terminal Two West Storage area was removed due to construction activities related to the Terminal 2 expansion project. The Buildings category was reduced from 13 to 11 due to the removal of municipal operations from the Cargo Terminal and the demolition of Building A. Structural treatment controls were also added to the inventory in FY10-11. Although many of the structural treatment controls have been in place for years, they had not been counted nor listed on the municipal inventory.

5 INDUSTRIAL AND COMMERCIAL COMPONENT

5.1 INTRODUCTION

TABLE 5-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

	Compliance Item	Outcomes
1	Any updates to the industrial and commercial inventory.	Section 5.3.1 Table 5-3
2	Confirmation that the designated BMPs were implemented, or required to be implemented, for industrial and commercial sites/sources.	Section 5.3.1
3	A description of efforts taken to notify owners/operators of industrial and commercial sites/sources of BMP requirements, including mobile businesses.	Section 5.2.3
4	Identification of the total number of industrial and commercial sites/sources inventoried and the total number inspected.	Sections 5.3.1, 5.3.2 and Tables 5-3, 5-4
5	Justification and rationale for why the industrial and commercial sites/sources inspected were chosen for inspection.	Section 5.2.4
6	Confirmation that all inspections conducted addressed all the required inspection steps to determine full compliance.	Sections 5.3.1, 5.3.2 and Table 5-4
7	Identification of the number of third party inspections conducted.	Section 5.5
8	Identification of efforts conducted to verify third party inspection effectiveness.	Section 5.5

TABLE 5-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS (CONTINUED)

	Compliance Item	Outcomes
9	A description of efforts implemented to address mobile businesses.	Section 5.5
10	The number of violations and enforcement actions (including types) taken for industrial and commercial sites/sources, including information on any necessary follow-up actions taken. The discussion should exhibit that compliance has been achieved, or describe actions that are being taken to achieve compliance.	Sections 5.3.2, 5.3.3 and Table 5-4
11	A description of steps taken to identify non-filers and a list of non-filers (under the General Industrial Permit) identified by the Copermittees.	Section 5.3.3

This chapter of the Annual Report discusses compliance activities relative to industrial and commercial activities at SDIA during FY10-11. Table 5-1 above outlines the requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 7 (Industrial and Commercial Component) of the SWMP has been prepared, in part to outline the means and methods used to ensure that these requirements are satisfied.

5.2 PROCESS

5.2.1 OVERVIEW AND PROGRAM REQUIREMENTS

The Authority and a number of airport tenants conduct industrial activities that are subject to Section D.3.b of the Municipal Permit and the General Industrial Permit (General Permit). There are 28 tenants conducting industrial or commercial activities, plus the ARFF Facility and the Authority itself as operator of the airport, for a total of 30 entities conducting industrial or commercial activities that could contribute a significant pollutant load to the storm drain system.

The Municipal Permit requires that Copermittees prioritize their inventories of industrial and commercial sites/sources based on threat to water quality. The Municipal Permit also requires that the prioritization be updated annually. All other airport tenants not listed in the provided inventories are

either a) subtenants to and/or operate as integral parts of the 30 industrial/ commercial tenants or b) not considered to be sources of significant pollutant loads to the storm drain system.

5.2.2 SOURCE CHARACTERIZATION

Section 7.2.2 of the SWMP outlines the significant materials and potential pollutant sources associated with industrial and commercial operations at SDIA. Sources and potential pollutants at SDIA are presented in table 5-2 below.

TABLE 5-2 INDUSTRIAL/COMMERCIAL SOURCES AND POTENTIAL POLLUTANTS AT SDIA

Activity / source	Potential pollutants
Industrial Activities (specific airport-industry processes, material handling and storage, spills and leaks, dust and particulate generating activities, soil erosion, non-stormwater discharges)	petroleum products solvents, soaps, cleaning fluids trash metals lavatory chemicals and waste paints used batteries and battery acid anti-freeze, deicing chemicals herbicides and pesticides adhesives and sealants rust preventers various fire suppression chemicals
Commercial Activities (parking lot management and vehicle storage, food service, janitorial service)	trash vehicle maintenance fluids food preparation oils various maintenance and cleaning chemicals

5.2.3 EFFORTS TAKEN TO NOTIFY OPERATIONS OF BEST MANAGEMENT PRACTICE REQUIREMENTS

Industrial and commercial operations at SDIA are required to implement those BMPs discussed in Chapter 7 and listed in Appendices B and E of the SWMP relevant to their operations, including the generally applicable site-wide BMPs and pollution prevention measures. A list of these BMPs is provided in Appendix A of this report as well. Owners/operators of

industrial and commercial sites/sources were notified of the BMPs and pollution prevention measures via e-mail, the Authority's webpage, meetings, and individualized tenant summary sheets provided in Appendix E of the SWMP. BMPs are also discussed with tenants and staff, as necessary, during the site inspections described below in the Implementation section.

5.2.4 INSPECTIONS

Industrial and commercial operations in the SDIA industrial/commercial inventory were inspected on a quarter-annual basis. This fulfills the quarterly inspection requirement of the Industrial Permit and the annual inspection requirement of the Municipal Permit. All tenants/operations are considered high priority due to their potential direct impact to stormwater runoff. All areas of industrial and commercial activity and associated sources of stormwater pollution were visually inspected and any unauthorized discharges were duly noted and addressed. The third quarter inspection in FY10-11 was expanded to become the Annual Comprehensive Site Compliance Evaluation (ACSCE) required by the Industrial Permit. This inspection and evaluation included: 1) a review of records; 2) a review and evaluation of all BMPs; 3) a visual inspection of all the equipment needed to implement the BMPs and; 4) a visual inspection of BMP implementation. This year, the ACSCE was also expanded in order to include elements of a stormwater BMP Audit, which is performed every other year. The Audit is performed by an outside consultant and includes an analysis of tenant's operational complexity and the effectiveness of BMP implementation. In between the quarterly inspections, the Environmental Affairs Department also performs ad hoc or random inspections to help keep tenants educated and aware of stormwater pollution prevention issues.

In those instances where inspections found BMPs were implemented improperly, the Environmental Affairs Department directed the tenant/operation to correct the situation and to implement the BMP in the manner described in the SAN SWMP. Tenants/operations were issued a notice (in writing or by phone) in response to issues identified during the site inspections. Each notice detailed the concerns regarding BMP implementation identified during the inspection, requested corrective action and a written response within a specific time-frame, and provided

information on the proper implementation the particular BMPs required for their activities. In general, issues and concerns identified during inspections were corrected as soon as they were brought to the attention of the tenant.

In addition to the inspections conducted by the Environmental Affairs Department, the Airside Operations Department also conducted quarterly inspections of the aircraft fueler and fuel vendor operations in accordance with Federal Aviation Administration (FAA) regulations. These inspections are designed to identify safety concerns, but also identify poorly maintained or leaking equipment. The Environmental Affairs Department is advised of any environmental issues discovered during these inspections.

5.3 IMPLEMENTATION

5.3.1 CONFIRMATIONS AND INVENTORY

During FY10-11 the designated BMPs were implemented, or required to be implemented, for industrial and commercial sites/sources. Inspections conducted addressed all the required inspection steps to determine full compliance.

The Municipal Permit requires the Authority to maintain an inventory of industrial and commercial sites/sources and to annually update the inventory and prioritization of these sites/sources. Table 5-3 below presents the inventory and prioritization for industrial and commercial activities/ operations at SDIA as of June 30, 2011. An inventory table that provides more detail on each tenant can be found in Appendix B of this report. All 30 of these entities are considered stationary sources. There are no "mobile" sites/sources within the Authority's jurisdiction.

5.3.2 INSPECTIONS

In FY10-11, the Environmental Affairs Department inspected 29 of the current 30 industrial and high priority commercial operations in the SDIA industrial / commercial inventory on a quarter-annual basis. The only tenant that was not inspected during FY10-11 was British Airways, as they had only

TABLE 5-3 INDUSTRIAL COMMERCIAL INVENTORY

	Facility Name	Principal Products/Services	Category	Priority
1	Air Canada Jazz	Passenger Carrier	Industrial	High
2	Alaska Airlines	Passenger Carrier	Industrial	High
3	Allegiant	Passenger Carrier	Industrial	High
4	Allied Aviation	Fuel Storage	Industrial	High
5	American Airlines	Passenger Carrier	Industrial	High
6	American Eagle	Passenger Carrier	Industrial	High
7	ARFF	Airport Rescue and Fire Fighting	Industrial	High
8	ASIG	Fueling services	Industrial	High
9	ATI	Cargo Handling Services	Industrial	High
10	British Airways	Passenger Carrier	Industrial	High
11	Continental	Passenger Carrier	Industrial	High
12	Delta	Passenger Carrier	Industrial	High
13	Elite Line Services	Maintenance (jet bridges & bag conveyors)	Industrial	High
14	FedEx	Cargo Handling	Industrial	High
15	Flagship	Janitorial	Commercial	High
16	Frontier	Passenger Carrier	Industrial	High
17	Hawaiian	Passenger Carrier	Industrial	High
18	HMS Host	Food & Beverage	Commercial	High
19	Jet Blue	Passenger Carrier	Industrial	High
20	Landmark Aviation	Corporate General Aviation	Industrial	High
21	LPI	Parking Lot Management	Commercial	High
22	SDCRAA	Facility Maintenance	Industrial	High
23	Sky West	Passenger Carrier	Industrial	High
24	Southwest	Passenger Carrier	Industrial	High
25	Sun Country	Passenger Carrier	Industrial	High
26	United	Passenger Carrier	Industrial	High
27	UPS	Cargo Handling	Industrial	High
28	US Airways	Passenger Carrier	Industrial	High
29	Virgin America	Passenger Carrier	Industrial	High
30	WestJet	Passenger Carrier	Industrial	High

begun operations at SDIA in the final month of the fiscal year. Inspections conducted in FY10-11 generally found industrial activities to be in compliance with the requirements of the SWMP and the Industrial and Commercial Component of the Municipal Permit. The majority of the required BMPs are being implemented properly.

Table 5-4 presents the dates and types of industrial and commercial activity inspections conducted by the Authority, the number and types of violations, the type of enforcement actions taken, and the dates that confirmation of compliance was achieved.

The Airport Authority conducted all industrial and commercial activities inspections in accordance with Section D.3.b.(3) of the Municipal Permit to determine if operations were in full compliance with the Permit. Poor materials/waste management was again frequently identified as an issue of concern (51 out of 114 issues had to do with improper storage). These concerns were also identified in the FY04-05, FY05-06, FY06-07, FY07-08, FY08-09, and FY09-10 Annual Reports. These issues require constant attention from industrial and commercial activity site managers/supervisors, and have been made a priority by inspectors when educating tenants on BMPs.

5.3.3 FOLLOW-UP AND ENFORCEMENT

Each item of concern, identified during inspections, was addressed satisfactorily within the time-frame allowed and no further enforcement actions were initiated.

No unauthorized discharges to receiving waters were identified during inspections in FY10-11. No operations were identified to be in need of filing for coverage under the General Industrial Permit.

Based on these inspections, the Authority determined that the BMPs listed in the SAN SWMP were adequate, and no additions or modifications were required.

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
9/8/2010	Quarterly Inspection	United	Leaking lavatory chemical container stored outside without lid.	Email sent to station manager who spoke with staff to address issues. Lid was provided for container.	9/21/2010
9/8/2010	Quarterly Inspection	United	Outdoor trash can without lid.	Email sent to station manager who spoke with staff to address the issues. Lid was provided for trash can.	9/21/2010
9/9/2010	Quarterly Inspection	Alaska	Outdoor trash can without lid.	Email sent to station manager and trash can was moved indoors.	9/22/2010
9/9/2010	Quarterly Inspection	American Airlines	Drip pan that was not in use was left outside without any secondary containment.	Email sent to tenant. Drip pan was moved to an elevated area that was under cover.	9/24/2010
9/9/2010	Quarterly Inspection	Continental	Outdoor trash can without lid.	Email to tenant. Trash can was removed from the area.	9/22/2010
9/9/2010	Quarterly Inspection	Continental	Soapy water from mopping was observed being dumped onto the ground.	Email sent to tenant. Indoor sink was fixed and staff were reminded of proper disposal methods.	9/22/2010
9/9/2010	Quarterly Inspection	Flagship Services	Two trash collection areas had become messy and needed to be cleaned.	Email sent to tenant. Areas were cleaned immediately and efforts to improve operations in those areas were initiated	9/15/2010
9/9/2010	Quarterly Inspection	HMS Host	Food waste containers stored outdoors without proper secondary containment.	Email sent to tenant. Food waste buckets were moved under cover and put on an elevated rack.	9/24/2010

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
9/9/2010	Quarterly Inspection	HMS Host	Lid left open on outdoor grease bin.	Email sent to tenant. Grease bin lid was closed, and email was sent to staff reminding them of proper outdoor storage methods.	9/24/2010
9/9/2010	Quarterly Inspection	Southwest	Outdoor trash can without lid.	Email sent to tenant. Trash can without lid was moved indoors and staff were educated about proper BMPs.	10/3/2010
9/9/2010	Quarterly Inspection	US Airways	Outdoor trash can without lid.	Email sent to tenant. Lid was restored to trash can and email was sent to staff to remind them of the need for lids.	9/19/2010
10/7/2010	Ad Hoc Inspection	ARFF	Drums stored outdoors without overhead cover.	Contractor was contacted to provided tarps to cover drums until they could be disposed of.	1/28/2011
10/7/2010	Ad Hoc Inspection	United	No lid on outdoor lavatory chemical drum.	Email sent to tenant. Staff informed that lid must be left on, and this was confirmed with a visual inspection.	11/30/2010
10/7/2010	Ad Hoc Inspection	Unknown	Two drums left outdoors without proper secondary containment.	No owner identified. Drums were removed for proper disposal.	1/11/2011
12/14/2010	Quarterly Inspection	American Eagle	Trash can without lid.	Email sent to tenant and tenant restored lid to can.	1/12/2011
12/14/2010	Quarterly Inspection	ARFF	Broken sand bags around storm drain need to be cleaned up and properly disposed.	Staff spoke with tenant about proper BMP maintenance. Contractor called in to clean up area and replace BMP.	1/1/2011
12/14/2010	Quarterly Inspection	ATI	Absorbent needed for oil staining under plane.	Email sent to tenant and tenant had area cleaned.	1/7/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
12/14/2010	Quarterly Inspection	Landmark Aviation	Fuel truck was observed with fresh staining underneath.	Email sent to tenant. Tenant used absorbent to clean up the leak and mechanic inspected truck for the source of the leak and addressed the problem.	1/11/2011
12/14/2010	Quarterly Inspection	SkyWest	Outdoor trash can without a lid.	Email sent to tenant. Tenant removed can.	2/1/2011
12/16/2010	Quarterly Inspection	Delta	Overflowing trash bin with bag of absorbent material spilling on the ground.	Sent email to tenant and tenant resolved issue.	1/13/2011
12/16/2010	Quarterly Inspection	Delta	Containers of cleaning material stored on the ground without secondary containment.	Sent email to tenant and tenant resolved issue.	1/13/2011
12/16/2010	Quarterly Inspection	Delta	Trash container without lid.	Sent email to tenant and tenant resolved issue.	1/13/2011
12/16/2010	Quarterly Inspection	Delta	Overflowing trash container without a lid.	Sent email to tenant and tenant resolved issue.	1/13/2011
12/16/2010	Quarterly Inspection	Delta	Absorbent material spilled on ground.	Sent email to tenant and tenant resolved issue.	1/13/2011
12/16/2010	Quarterly Inspection	Flagship Services	Trash accumulation on ground around trash compactor.	Email sent to tenant. Tenant cleaned area.	12/22/2010
12/16/2010	Quarterly Inspection	HMS Host	Trash accumulation around outdoor grease bin.	Email sent to tenant. Tenant cleaned area.	12/20/2010

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
12/16/2010	Quarterly Inspection	Southwest	Spilled absorbent material on ground.	Email was sent to the tenant. Area was cleaned.	1/28/2011
12/16/2010	Quarterly Inspection	United	Improperly stored oil cans outside without overhead cover.	Email sent to tenant. Tenant addressed issue with sub tenant and cans were moved to proper location.	1/8/2011
12/16/2010	Quarterly Inspection	US Airways	Outdoor trash can without a lid.	Email was sent to the tenant. Tenant removed trash can from outdoor area.	1/18/2011
2/21/2011	Annual Inspection	Allied	An old tank that is no longer in use is stored on a wooden pallet without cover.	Email sent to tenant. Tank was removed from property.	4/22/2011
2/21/2011	Annual Inspection	Allied	A hydrant was found leaking causing water to discharge to the storm drain.	Email sent to tenant. The hydrant was fixed to stop leak.	4/22/2011
2/22/2011	Annual Inspection	Landmark Aviation	Tires improperly stored outdoors.	Email sent to tenant. Tires were appropriately disposed.	3/15/2011
2/22/2011	Annual Inspection	Landmark Aviation	Operational area need to be swept.	Email sent to tenant. Area was swept, removing all dirt and debris. Sweeping will be done on an as needed basis. (and once a month at a minimum)	3/15/2011
2/22/2011	Annual Inspection	Landmark Aviation	Gasoline container stored outdoors without proper secondary containment.	Email sent to tenant. Gasoline containers were removed from site and vendor was advised of appropriate storage of flammable materials.	3/15/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
2/22/2011	Annual Inspection	Landmark Aviation	Fueling trucks had minor leaking and require maintenance at values.	Email sent to tenant. Drip pans were placed under trucks until maintenance could be performed. Mechanic addressed minor leak and fixed.	3/15/2011
2/22/2011	Annual Inspection	Landmark Aviation	Larger cover needed over waste oil tank or move to more protected area to prevent filling with rain water.	Email was sent to tenant. Structural integrity of waste oil tank has been verified and tank was s erviced. Continued monitoring will be conducted.	3/15/2011
2/22/2011	Annual Inspection	Landmark Aviation	Outdoor dump-sters did not have covers.	Email was sent to tenant and dumpster was removed from site.	3/15/2011
2/22/2011	Annual Inspection	LPI	Trash and sediment accumulation in operational area.	Email was sent to tenant. Area was swept.	3/9/2011
2/23/2011	Annual Inspection	American Eagle	Trash/FOD accumulation within operational area.	Email was sent to tenant and area was swept.	4/22/2011
2/23/2011	Annual Inspection	American Eagle	Covers needed for dumpters used to transport trash removed from aircrafts.	Email was sent to tenant and open top dumpster will not be used in the future.	4/22/2011
2/24/2011	Annual Inspection	SkyWest	Tug carts leaking.	Email was sent to tenant and leak was addressed.	4/22/2011
2/24/2011	Annual Inspection	SkyWest	Outdoor trash container without lid.	Email sent to tenant. Tenant confirmed daily disposal of waste to prevent overflow.	4/22/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
2/24/2011	Annual Inspection	SkyWest	Old equipment needs to be properly contained.	Email sent to tenant. Tenant confirmed that equipment not being used will be removed from Airport property.	4/22/2011
2/24/2011	Annual Inspection	Virgin America	Trash and sediment accumulation within operational area.	Email sent to tenant. Ramp area swept and cleaned of debris.	2/28/2011
2/28/2011	Annual Inspection	ASIG	No protection of storm drain in the fuel truck parking area.	Email sent to tenant. Tenant performed preventative maintenance on trucks and other best practices to protect drain.	3/31/2011
2/28/2011	Annual Inspection	ASIG	Fresh spots were observed under equipment.	Email sent to tenant. Tenant agreed to use drip pans for equipment that is leaking and awaiting repair	3/31/2011
2/28/2011	Annual Inspection	ASIG	Inoperable equipment stored outside of maintenance shop without proper secondary containment.	Email sent to tenant. Tenant scheduled maintenance for inoperative equipment.	3/31/2011
2/28/2011	Annual Inspection	ASIG	Mechanics arrived to fuel a diesel tanker and did not know how to properly ground and open tank valves prior to fueling the tank.	Email sent to tenant. Mechanic in question was trained on proper procedures. All mechanics will undergo practical training on refilling procedures for diesel & gasoline tankers.	3/31/2011
2/28/2011	Annual Inspection	Frontier	Outdoor trash container without lid.	Email sent to tenant. Tenant confirmed all buckets and receptacles on the ramp have now been covered.	3/25/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
2/28/2011	Annual Inspection	Frontier	Trash and sediment accumulation within operational area.	Email sent to tenant. Tenant assigned a person to check around our areas of operation daily to ensure that trash and sediment does not accumulate, and to clean accordingly.	3/25/2011
3/1/2011	Annual Inspection	Flagship Services	Inoperable equipment stored outside without proper secondary containment.	Email sent to tenant. Inoperable equipment was removed.	3/30/2011
3/1/2011	Annual Inspection	Flagship Services	Significant materials stored without secondary containment.	Email sent to tenant. Tenant provided proper containment for materials.	3/30/2011
3/1/2011	Annual Inspection	Flagship Services	Accumulation of debris/trash and sediment within operational area.	Email was sent to tenant. Tenant had the area cleaned.	3/30/2011
3/2/2011	Annual Inspection	ATI	Leaking equipment.	Email sent to tenant. Tenant worked with vendor to have area cleaned.	5/17/2011
3/2/2011	Annual Inspection	ATI	Trash and sediment accumulation within operational area.	Email sent to tenant. Tenant implemented program to include a FOD walk every morning and evening, and in addition a weekly sweep of the area will be made.	5/17/2011
3/2/2011	Annual Inspection	ATI	Scrap metal stored outdoors without any cover or containment.	Email was sent to tenant. Tenant provided appropriate containment for metal.	5/17/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
3/2/2011	Annual Inspection	FedEx	Wood pallets no longer in usable condition.	Email sent to tenant. Tenant confirmed that pallet storage on site is kept to a minimum.	3/23/2011
3/2/2011	Annual Inspection	FedEx	Improper storage of materials outside.	Email sent to tenant. Tenant removed items from outside.	3/23/2011
3/2/2011	Annual Inspection	FedEx	Trash and sediment accumulation within operational area.	Email sent to tenant. Tenant swept area.	3/23/2011
3/2/2011	Annual Inspection	UPS	Outdoor trash container without lid.	Email sent to tenant. Tenant provided cover for container.	3/18/2011
3/2/2011	Annual Inspection	UPS	Trash and sedimnt accumulation within operational area.	Email sent to tenant. Area was swept.	3/18/2011
3/3/2011	Annual Inspection	American Airlines	Improper fueling procedures observed.	Email sent to tenant. Tenant instructed all fuelers on proper procedures.	3/31/2011
3/3/2011	Annual Inspection	American Airlines	Unused equipment stored outdoor needs to be disposed or needs proper secondary containment.	Email sent to tenant. Tenant confirmed that surplus equipment will be removed.	3/31/2011
3/3/2011	Annual Inspection	American Airlines	Sediment accumulation within operational area.	Email sent to tenant. Area was swept.	3/31/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
3/3/2011	Annual Inspection	Elite Line Services	Inoperable equipment stored outside needs to be disposed.	Email sent to tenant. Item was removed.	3/11/2011
3/3/2011	Annual Inspection	Elite Line Services	Trash/debris accumulation under the conveyer belt systems.	Email sent to tenant. Area was swept.	3/11/2011
3/4/2011	Annual Inspection	Alaska	Equipment that is no longer in use needs to be properly disposed of in a timely manner.	Email sent to tenant. Equipment will be kept on site for occasional use but liquids will not be stored in it.	3/21/2011
3/4/2011	Annual Inspection	Alaska	Oil spots and drip pans were found under equipment.	Email sent to tenant. Area was cleaned and equipment was removed.	3/21/2011
3/4/2011	Annual Inspection	Alaska	Air conditioning units condensate leaking near storm drain inlets	Email sent to tenant. Tenant confirmed that AC units are inspected quarterly and parked at least 100' from storm drains.	3/21/2011
3/4/2011	Annual Inspection	Allegiant	Trash/sedint accumulation within operational area.	Email sent to tenant. Area was swept.	3/10/2011
3/4/2011	Annual Inspection	Allegiant	Lavatory truck hoses not completely drained at the triturator and causing some dripping on the ramp.	Email sent to tenant. Item was corrected.	3/10/2011
3/7/2011	Annual Inspection	Hawaiian	FOD observed in tenant operational area.	Email sent to tenant. Tenant cleaned area.	4/11/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
3/8/2011	Annual Inspection	HMS Host	Trash, sediment, and cigarette butt accumulation within operational area.	Email sent to tenant. Area was cleaned and cigarette receptacle was ordered.	3/25/2011
3/8/2011	Annual Inspection	HMS Host	Inoperable equipment needs to be properly stored or disposed.	Email sent to tenant. Tenant removed extra equipment.	3/25/2011
3/8/2011	Annual Inspection	HMS Host	Outdoor dumpster did not have proper cover.	Email sent to tenant. Cover was provided for trash receptacle.	3/25/2011
3/9/2011	Annual Inspection	Air Canada Jazz	Trash/sedimnt accumulation within operational area.	Email sent to tenant. Area was swept and is being monitored.	4/22/2011
3/10/2011	Annual Inspection	US Airways	Outdoor dumpsters and trash cans did not have proper cover.	Email sent to tenant. Ramp personnel ensured carts were emptied and/or covered at all times	3/22/2011
3/10/2011	Annual Inspection	US Airways	Sediment and debris accumulation within operational area.	Email sent to tenant. Ramp personnel will do preventive sweeping on a regular basis.	3/22/2011
3/10/2011	Annual Inspection	US Airways	Fresh oil stains observed in equipment and vehicle parking area.	Email sent to tenant. Equipment inspected, personnel briefed on proper practices, and did necessary follow up.	3/22/2011
3/11/2011	Annual Inspection	United	Sediment and trash accumulation within operational area.	Email sent to tenant. Area swept and e mployees reminded of proper practices.	4/18/2011
3/11/2011	Annual Inspection	United	Equipment in maintenance area leaking.	Email sent to tenant. Need maintenance and clean up was performed.	4/18/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
3/11/2011	Annual Inspection	United	Improper storage of waste materials.	Email sent to tenant. Waste properly managed or disposed.	4/18/2011
3/11/2011	Annual Inspection	United	Lavatory truck hoses not completely drained.	Email sent to tenant. Proper procedures were reviewed with employees.	4/18/2011
3/11/2011	Annual Inspection	United	Lavatory chemicals and soap stored outside without proper secondary containment.	Email sent to tenant. Proper secondary container was provided.	4/18/2011
3/15/2011	Annual Inspection	Southwest	Fresh oil stain observed under equipment stored outside.	Email sent to tenant. Oil was properly cleaned and disposed of.	4/6/2011
3/15/2011	Annual Inspection	Southwest	Outdoor recycling dumpster without lid.	Email sent to tenant. Lid for dumpster was ordered.	4/6/2011
3/15/2011	Annual Inspection	Southwest	Equipment that is no longer in use needs to be properly disposed of or covered.	Email sent to tenant. Equipment was evaluated and appropriate pieces were disposed of.	4/6/2011
3/15/2011	Annual Inspection	Southwest	Accumulated trash observed in parking area.	Email sent to tenant. Area was swept and staff were advised to monitor the area.	4/6/2011
3/16/2011	Annual Inspection	ARFF	Improper containment of wastes.	Email sent to tenant. Wastes are now properly covered and stored.	4/25/2011
3/17/2011	Annual Inspection	Delta	Observed maintenance performed outside and fresh oil spots beneath equipment.	Email sent to tenant. Items were corrected.	4/8/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
4/12/2011	Ad Hoc Inspection	Alaska	A container for waste liquids was stored outdoors without a lid.	Email sent to tenant. Container was removed.	4/12/2011
4/12/2011	Ad Hoc Inspection	Delta	Improperlystored/ contained waste materials outdoors	Email sent to tenant. Wastes were properly disposed.	5/5/2011
4/12/2011	Ad Hoc Inspection	Southwest	Drums outdoors without proper containment.	Email sent to tenant. More appropriate temporary storage was established.	
4/12/2011	Ad Hoc Inspection	United	Oil can stored outdoors without proper secondary containment.	Email sent to tenant. Tenant confirmed that item was properly stored.	4/18/2011
4/12/2011	Ad Hoc Inspection	United	Trash bags left on the ramp with no containment.	Email sent to tenant. Tenant properly disposed of trash.	4/18/2011
5/3/2011	Quarterly Inspection	Flagship Services	Trash carts leaking onto the ramp.	Email sent to tenant. Tenant cleaned area and fixed carts that had leaks.	5/4/2011
5/4/2011	Quarterly Inspection	Alaska	Observed outdoor hand washing with soap. Soapy water was discharged onto the ground.	Sent email to tenant. Employees were told not to wash hands outdoors and area is being monitored.	5/23/2011
5/4/2011	Quarterly Inspection	Alaska	Leaking outdoor trash cart.	Email sent to tenant. New trash bins were ordered.	5/23/2011
5/4/2011	Quarterly Inspection	Frontier	Outdoor trash accumulation in operational area.	Email sent to tenant. Tenant had the area swept.	5/6/2011
5/4/2011	Quarterly Inspection	HMS Host	Outdoor trash accumulation in operational area.	Email sent to tenant. Tenant swept and power washed the area.	5/13/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
5/4/2011	Quarterly Inspection	HMS Host	Grime observed around base of outdoor grease bin	Sent email to tenant. Tenant power washed the area.	5/13/2011
5/4/2011	Quarterly Inspection	HMS Host	Food grease can stored outdoors without secondary containment.	Email sent to tenant. Tenant properly stored container and instructed employees on proper practices.	5/11/2011
5/4/2011	Quarterly Inspection	Jet Blue	Outdoor trash container with no lid.	Email sent to tenant. Tenant reviewed proper practices with employees.	5/6/2011
5/4/2011	Quarterly Inspection	Virgin America	Leaking trash on the ramp.	Tenant contacted immediately to stop the leaking. Tenant cleaned the area and put measures in place to prevent a reoccurrence of the issue.	5/17/2011
5/4/2011	Quarterly Inspection	Unidentified	Outdoor trash container with no lid.	Email sent to several tenants. No responsible party was identified. Cart emptied and removed.	5/6/2011
5/4/2011	Quarterly Inspection	Unidentified	Outdoor overflowing trash cart with no lid.	Email sent to several tenants. No responsible party was identified. Cart was emptied and removed.	5/6/2011
6/2/2011	Ad Hoc Inspection	Allegiant	Fresh staining and absorbent needs to be swept.	Email sent to tenant. Area was cleaned up.	7/7/2011
6/2/2011	Ad Hoc Inspection	Southwest	Outdoor trash container with no lid.	Email sent to tenant. Lid was replaced.	7/7/2011
6/2/2011	Ad Hoc Inspection	Southwest	Hydraulic fluid staining on lead in line.	Email sent to tenant. Lead in line was cleaned.	7/7/2011
6/14/2011	Ad Hoc Inspection	American Airlines	Tug cart was leaking oil.	Email sent to tenant. Tenant removed cart from service for maintenance.	7/12/2011

TABLE 5-4 INDUSTRIAL/COMMERCIAL OPERATION COMPLIANCE CONCERNS IDENTIFIED DURING SITE INSPECTIONS AND DATES OF COMPLIANCE CONFIRMATION – FY10-11 (CONTINUED)

Inspection Date	Inspection Type	Tenant/ Operation	Compliance Issue	Type of Enforcement and Resolution Method	Date full compliance achieved
6/14/2011	Ad Hoc Inspection	ATS	Fresh oil stain underneath equipment.	Email sent to tenant. Tenant had equipment fixed to stop leak.	6/20/2011
6/14/2011	Ad Hoc Inspection	Hawaiian	Equipment leaking coolant fluid on ramp.	Issues discussed with tenant in person at time of observation. Equipment was fixed and coolant was cleaned up.	6/20/2011
6/14/2011	Ad Hoc Inspection	Virgin America	Leaking equipment on ramp.	Email sent to tenant. Tenant confirmed that oil was cleaned up and equipment was repaired.	6/22/2011
6/28/2011	Ad Hoc Inspection	LPI	Improper storage of materials out-doors.	Email sent to tenant. Tenant properly stored or disposed of all items.	7/6/2011

* "Ad Hoc" inspections are inspections that are performed on random or as needed basis.

5.4 ENHANCED PROGRAM ELEMENTS

There were no enhanced industrial or commercial program elements during FY10-11..

5.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

The following aspects of the Municipal Permit are not applicable to the Authority for the reasons outlined below.

Regulation of Mobile Businesses

There are no mobile businesses within the Authority's jurisdiction. As noted above in Section 7.3 of the SWMP, while there are several industrial/ commercial entities at SDIA that operate at locations throughout the airport,

the Authority does not consider any of these entities to be mobile sources in terms of the Municipal Permit. Any and all industrial/commercial entities at SDIA are included in the discussion of stationary industrial/commercial sites/sources in both the SWMP and above.

Third Party Inspections

To date, the Authority has not developed a third party inspection program for industrial/commercial sites/sources at SDIA. As such, there were no efforts conducted to verify third party inspection effectiveness.

5.6 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. Since that time, the only revision to the Industrial and Commercial Component of the SWMP has been an update of the inventory of industrial and commercial operations. In FY10-11 Air Tran Airways was removed from the inventory and British Airways was added to the inventory. Any and all proposed revisions to the SWMP are discussed and summarized in Chapter 14 of this Annual Report.

6 RESIDENTIAL COMPONENT

TABLE 6-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

No.	Compliance Item	Outcome
1	Identification of the high threat to water quality residential areas and activities that were focused on.	NA
2	Confirmation that the designated BMPs were implemented, or required to be implemented, for residential areas and activities.	NA
3	A description of efforts implemented to facilitate proper management and disposal of used oil and other household hazardous materials.	NA
4	Types and amounts of household hazardous wastes collected, if applicable.	NA
5	The number of violations and enforcement actions (including types) taken for residential areas and activities, including information on any necessary follow-up actions taken. The discussion should exhibit that compliance has been achieved, or describe actions that are being taken to achieve compliance.	NA
6	A description of collaboration efforts taken to develop and implement the Regional Residential Education Program.	See below

As stated in the Executive Summary, as well as the Introduction to this Annual Report, and more specifically in Section 8.0 of the SWMP, there are no residential land uses or activity areas within the Authority's jurisdiction.

For this reason and consistent with previous Annual Reports, the FY10-11 Annual Report contains no discussion of activities conducted by the Authority relative to the Residential Component of the Municipal Permit.

Please note, however, that both the SWMP and our Annual Reports discuss issues relative to the general public under the Education and Public Participation components (Chapters 8 and 9 of this report). It should also be noted that the Authority participates in and serves as the secretary on the Education and Residential Sources Copermittee workgroup, in which regional residential education efforts are developed.

7 Illicit Discharge Detection and Elimination Component

Section D.4 of the Municipal Permit requires that the Authority establish an Illicit Discharge Detection and Elimination (IDDE) program to actively seek and eliminate illegal discharges and connections to the storm drain system. This program provides the framework for the detection, investigation and follow-up, and elimination of reported violations. Section J.3.a of the Permit outlines the annual reporting requirements and schedule for the entire jurisdictional urban runoff management program, including the IDDE component.

In 2008, addendum No. 2 to the Permit extended the due date for the annual reporting requirements of Section D.4, the IDDE component, to December 15th of each year. Extending the due date to December 15th allows the Copermittees to compile the information for an entire Dry Weather Monitoring season (May 1 to September 30) in one single report, rather than reporting information on portions of the Dry Weather Monitoring Program in two separate JURMP fiscal year Annual Reports. Therefore, information on the IDDE component of the Authority's Storm Water Management Program including: public reporting of illicit discharges and connections, spill prevention and response, sanitary sewer spill prevention and response,

toxic material disposal, wet and dry weather monitoring, follow up and enforcement, and all other supporting documents that might otherwise be provided here in Chapter 7 of the Annual Report, will be submitted to the RWQCB in a separate report on December 15th, 2011.

8 EDUCATION COMPONENT

8.1 INTRODUCTION

TABLE 8-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

No.	Compliance Item	Outcome
1	A description of education efforts conducted for each target community.	Section 8.2
2	A description of how education efforts targeted underserved target audiences, high-risk behaviors, and "allowable" behaviors and discharges.	Section 8.2 and Table 8-2
3	A description of education efforts conducted for municipal (Authority) departments and personnel.	Table 8.3
4	A description of education efforts conducted for the new development and construction communities.	Table 8.4
5	A description of jurisdictional education efforts conducted for residents, the general public, and school children.	Table 8.5

This chapter of the Annual Report discusses compliance activities relative to educating various audiences about stormwater pollution and stormwater pollution control at SDIA during FY10-11. Table 8-1 above outlines the

requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 10 (Education Component) of the SWMP has been prepared, in part, to outline the means and methods used to ensure that these requirements are satisfied.

8.2 PROCESS

The Authority's stormwater education and outreach program is designed to measurably increase the awareness of target populations with respect to the storm drain system, the impacts of urban runoff on receiving waters, and the variety of BMPs required for use at the airport that are intended to help prevent and/or eliminate stormwater quality problems. 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 thereby lead to a reduction in pollution draining to the storm drain system and San Diego Bay.

Each element of the education program is designed to present the appropriate Municipal Permit "agenda" message to a particular audience. The education programs emphasize the consistent presentation of readily understandable information about the causes and effects of stormwater pollution, laws and regulations, as well as the proper use of BMPs. 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 stormwater training programs developed by the Authority are designed to provide information appropriate to the duties and activities of the particular audience. Section 10 of the SWMP provides details on the education mechanisms and proposed training frequencies.

The inventory of industrial and commercial entities presented in the SWMP essentially lists the Authority's target audience of those conducting high-risk behaviors and "allowable" behaviors and discharges at the airport. The training presented to airport tenants typically addresses: 1) laws, regulations, and permit requirements; 2) urban runoff concepts; 3) BMPs and requirements for use; 4) illicit discharges, inspections, and reporting; and 5) other water conservation and pollution prevention concepts.

The training presented to Authority departments and personnel typically addresses: 1) laws, regulations, and permit requirements; 2) urban runoff concepts; 3) the SWMP; 4) development planning; 5) construction activities; 6) municipal activities; 7) industrial/commercial activities; 8) BMPs and requirements for use; 9) illicit discharges, inspections, and reporting; and 10) other water conservation and pollution prevention concepts.

The training presented to new development and construction community typically addresses: 1) laws, regulations, and permit requirements; 2) urban runoff concepts; 3) the SWMP; 4) development planning; 5) construction activities; 6) BMPs and requirements for use; 7) inspections and reporting; and 8) other water conservation and pollution prevention concepts.

The training presented to the general public and school children typically addresses: 1) laws, regulations, and permits; 2) urban runoff and stormwater pollution concepts; and3) other water conservation and pollution prevention concepts.

8.3 IMPLEMENTATION

The following tables summarize the education efforts conducted by the Authority during the reporting period. There are several 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 8-2 through 8-5 present information relative to the education efforts directed at the following composite audiences during FY10-11: a) "high-risk, allowable behavior audience" (namely, airport industrial and commercial tenants); b) Authority departments and personnel; c) new development and construction communities; and d) residents, the general public, and school children.

TABLE 8-2 A DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR THE "HIGH-RISK, ALLOWABLE BEHAVIOR AUDIENCE" (AIRPORT INDUSTRIAL AND COMMERCIAL TENANTS) DURING FY10-11

Program Element	Description of Activities	Estimated Audience Size
Authority Webpage	Environmental Affairs' webpage includes information on the Authority's stormwater program and the SWMP (www.san.org/environmental).	1,000s
	Airport Recycling Guide, Pollution Prevention Information, and Energy Savings Checklist remain posted on the intranet and internet.	
	Sustainability (featuring a "Green Tip" to be more sustainable, and things SDIA is doing to be a more sustainable airport) posted on the internet.	
	Airport Authority launched the California Least Tern Nest Counter for Earth Day. Airport provides protected habitat for endangered species.	
Storm Drain Stenciling	"No Dumping" warning on storm drain inlets throughout the airport.	1,000s
Brochures	Recycling Guide provided in terminals and at various outreach events.	Up to 2,500
Media News Releases	April 21, 2011. News Release announces, "Airport Authority launches California Least Tern Nest Counter for Earth Day. Airport provides protected habitat for endangered species."	1,000s
	May 2, 2011. News Release announces, "San Diego International Airport once again named "Recycler of the Year" by the City of San Diego."	
Tenant Safety Committee Meetings	Environmental Affairs Department presented stormwater management program updates at Tenant Safety & Security Committee meetings: July 21, 2010 — November 17, 2010 — March 16, 2011 August 18, 2010 — December 15, 2010 — April 20, 2011 September 15, 2010 — January 19, 2011 — May 18, 2011 October 20, 2010 — February 16, 2011 — June 15, 2011	320
Lindbergh Airport Managers Committee (LAMC) Meetings	Environmental Affairs Department presented stormwater management program updates to airline station managers at monthly LAMC meetings: July 21, 2010 — November 17, 2010 — March 16, 2011 August 18, 2010 — December 15, 2010 — April 20, 2011 September 15, 2010 — January 19, 2011 — May 18, 2011 October 20, 2010 — February 16, 2011 — June 15, 2011	up to 50

TABLE 8-2 A DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR THE "HIGH-RISK, ALLOWABLE BEHAVIOR AUDIENCE" (AIRPORT INDUSTRIAL AND COMMERCIAL TENANTS) DURING FY10-11 (CONTINUED)

Program Element	Description of Activities	Estimated Audience Size
Special Presentations	August 26, 2010. Environmental Affairs Department hosted Electronic Waste Collection event.	100s
	January 21, 2011. Environmental Affairs Department hosted Electronic Waste Collection event.	100s
	April 29, 2011. Environmental Affairs Department hosted Electronic Waste Collection event.	100s
Targeted Training/ Presentations for Specific Tenant Groups	August 19, 2010. Environmental Affairs Department presented to Airport Tenants the Stormwater Education Survey Results.	100s
	September 20, 2010. Presentation on "Stormwater Treatment for S AN Apron and Terminal Expansion" at 2010 F. Russell Hoyt National Airport Conference, San Diego.	100s
	November 10, 2011. Environmental Affairs Department met with the Delta GSE staff to discuss the inspection program and how the maintenance yard areas should be maintained in order to prevent stormwater pollution.	3
	April 19, 2011. Environmental Affairs Department met with Green Build Contract 1 and Contract 2 Safety Managers to discuss stormwater pollution prevention, dust control, hazardous materials, and wildlife issues.	100s

TABLE 8-3 DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR AUTHORITY DEPARTMENTS AND PERSONNEL FY10-11

Program Element	Description of Activities	Estimated Audience Size*
Authority Webpage	Evironmental Affairs' webpage includes information on the Authority's stormwater program and the SWMP (www.san.org/environmental).	Up to 350
	Airport Recycling Guide, Pollution Prevention Information, and Energy Savings Checklist remain posted on the intranet and internet.	
	Sustainability (featuring a "Green Tip" to be more sustainable, and things SDIA is doing to be a more sustainable airport) posted on the internet.	
	Airport Authority launched the California Least Tern Nest Counter for Earth Day. Airport provides protected habitat for endangered species.	
Authority Employee Web Blog	November 16, 2010. Posted "SDIA unveils new fleet of green, clean parking & passenger shuttles."	Up to 350
Storm Drain Stenciling	"No Dumping" warning on storm drain inlets throughout the airport.	Up to 350
Posters/ Banners/ Signage in Terminals and Parking Lots	August 2010 through January 2011. Water in Focus exhibit portrait at corridor in Terminal Two.	Up to 350
	November 2010 through June 2011. Collaboration with I Love A Clean San Diego to display the digital advertisement displayed at Terminals 1 and 2 baggage claim areas: California Coastal Clean Up Day with the message "Is this yours? Trash travels too. Down our streets and gutters to our beaches and ocean. Please help keep San Diego clean."	
Brochures	Recycling Guide provided in terminals and at various outreach events.	Up to 350
Media News Releases	April 21, 2011. News Release announces, "Airport Authority launches California Least Tern Nest Counter for Earth Day. Airport provides protected habitat for endangered species."	Up to 350
	May 2, 2011. News Release announces, "San Diego International Airport once again named "Recycler of the year" by the City of San Diego."	
E-mail Announcements/ Tenant Advisories	August 12, 2010. Intranet post announcing E-waste Collection event.	Up to 350
	August 16, 2010. Email introducing "The Green Flash e-bulletin, the Environmental Affairs Department's quick monthly e-bulletin."	
	September 7, 2010. The Green Flash e-bulletin promoting two events the "California Coastal Clean Up Day and Airport Authority E-waste Collection."	

TABLE 8-3 DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR AUTHORITY DEPARTMENTS AND PERSONNEL FY10-11 (CONTINUED)

Program Element	Description of Activities	Estimated Audience Size*
E-mail Announcements/ Tenant Advisories (Continued)	September 22, 2010. Tenant Advisory announcing the "Airport Authority E-waste Collection event."	Up to 350
	October 1, 2010. The Green Flash e-bulletin announcing "Energy Awareness and Conservation."	
	October 4, 2010. E-Newsletter promoting "Rideshare week, October 4 through October 8."	
	October 5, 2010. Tenant Advisory announcing "Rainy Season Officially Begun."	
	November 1, 2010. The Green Flash e-bulletin announcing "Battery Collection and Recycling Receptacles located throughout the Airport Authority."	
	December 1, 2010. The Green Flash e-bulletin announcing "Holiday Saving Tips," including recycling and wastepaper reduction and conservaion.	
	December 2, 2010. Intranet post announcing E-waste Collection event.	
	January 7, 2011. The Green Flash e-bulletin announcing E-waste collection event and importance of recycling high lead content materials.	
	January 20, 2011. E-Newsletter informing key departments on the updates of the Authority's Standard Urban Stormwater Mitigation Plan (SUSMP) that was updated as of January 14, 2011, in accordance with the requirements of the Municipal Stormwater Permit.	
	February 2, 2011. The Green Flash e-bulletin regarding "Stormwater Pollution Prevention."	
	March 4, 2011. The Green Flash e-bulletin regarding "Integrated Pest Management."	
	April 4, 2011. The Green Flash e-bulletin announcing "Earth Day at Balboa Park, Airport Authority E-waste Collection and Creek to Bay Clean up events."	
	April 6, 2011. Intranet post announcing "Creek to Bay Clean up Event."	
	May 3, 2011. The Green Flash e-bulletin announcing "Environmental Volunteer Opportunities in San Diego County."	
	June 1, 2011. The Green Flash e-bulletin announcing "The California Least Tern endangered species nesting site located at the Airport."	

TABLE 8-3 DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR AUTHORITY DEPARTMENTS AND PERSONNEL FY10-11 (CONTINUED)

Program Element	Description of Activities	Estimated Audience Size*
Department Meetings	Environmental Affairs staff attendance at Facilities Management Department – Monthly Status Meetings: July 27, 2010 November 30, 2010 March 29, 2011 August 31, 2010 December 28, 2010 April 26, 2011 September 28, 2010 January 25, 2011 May 31, 2011 October 26, 2010 February 22, 2011 June 28, 2011	Up to 120
	Facilities Management Department attendance at Environmental Affairs Department – Monthly Status Meetings February 23, 2011 June 21, 2011	Up to 15
Targeted Training for Specific Employees	Environmental Affairs staff presentation on the Authority's Storm Water Program at the annual mandatory training: July 28, 2010 September 15, 2010 November 8, 2010	Up to 260
	Annual mandatory Storm Water Program training made available on-line.	90
Special Presentations	August 26, 2010. Environmental Affairs Department hosted Electronic Waste Collection event.	100s
	October 5, 2010. Environmental Affairs Department worked at the Recycling Station during the Employee Appreciation BBQ lunch to divert food waste, plastics, and aluminum cans from the trash.	100s
	December 16, 2010. Environmental Affairs Department hosted a "Day Without a Bag," 300 reusable bags were distributed at three Airport concessions.	100s
	January 21, 2011. Environmental Affairs Department hosted Electronic Waste Collection event.	100s
	April 29, 2011. Environmental Affairs Department hosted Electronic Waste Collection event.	100s
Attendance at External Profesional Training/Workshops	July 14 & 22, 2010. HAZWOPER 8 hour refresher training.	6
	September 1, 2010. Watershed Management Vision Workshop #1.	2
	September 13-16, 2010. Course #310: CAL/EPA Basic Inspector A cademy training.	1
	September 30, 2010. San Diego Coastkeeper's inaugural Bipartisan Legislative Summit.	2
	September 14, 2010. Watershed Management Vision Workshop #2.	2

TABLE 8-3 DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR AUTHORITY DEPARTMENTS AND PERSONNEL FY10-11 (CONTINUED)

Program Element	Description of Activities	Estimated Audience Size*
Attendance at External Profesional Training/Workshops (Continued)	October 4, 2010. Watershed Management Vision Workshop #3.	2
	October 14, 2010. Watershed Management Vision Workshop #4.	2
	October 21-22, 2010. IEA Statewide Environmental Summit.	3
	October 28, 2010. Copermittee Bacteria Forum.	1
	November 1-3, 2010. California Stormwater Quality Association 6th Annual Conference.	2
	November 12, 2010. ACI Certificate in Airport Environmental Management-Completion of Module 1 Introduction to Airport Environmental Management & Sustainable Development.	1
	November 30, 2010. Watershed Management Vision Workshop #5.	1
	December 12, 2010. CEQA/Coastal 101 Training.	1
	December 16, 2010. ACI Certificate in Airport Environmental Management-Completion of Module 2 Airport Noise Management and Community Relations.	1
	January 13, 2011. CASQA Webcast.	1
	February 14, 2011. CAL/EPA Industrial Permit Reissuance Workshop.	1
	February 17, 2011. ACI Certificate in Airport Environmental Management (7 modules).	1
	March 10, 2011. CASQA General Membership Meeting.	1
	May 24-26, 2011. Ninth Annual Headwaters to Ocean Conference.	1

*There are approximately 350 Authority Employees at any time during the reporting period.

TABLE 8-4 A DESCRIPTION OF EDUCATION EFFORTS CONDUCTED FOR THE NEW DEVELOPMENT AND CONSTRUCTION COMMUNITIES DURING FY10-11

Program Element	Description of Activities	Estimated Audience Size
Authority Webpage	Evironmental Affairs' webpage includes information on the Authority's stormwater program and the SWMP (www.san.org/environmental).	100s
	Airport Recycling Guide, Pollution Prevention Information, and Energy Savings Checklist remain posted on the intranet and internet.	
	Sustainability (featuring a "Green Tip" to be more sustainable, and things SDIA is doing to be a more sustainable airport) posted on the internet.	
	Airport Authority launched the California Least Tern Nest counter for Earth Day. Airport provides protected habitat for endangered species.	
Storm Drain Stenciling	"No Dumping" warning on storm drain inlets throughout the airport.	100s
Brochures	Airport Recycling Guide in airport terminals and at various outreach events.	Up to 100
Direct Contact through Project Meetings and Inspections	Environmental Affairs Department staff attendance at Pre-Construction meetings: 14 meetings	223
	Environmental Affairs Department staff attendance at regularly scheduled Project Progress meetings: 159meetings	2590
	Environmental Affairs Department follow-up meetings to site inspections and tailgate meetings. Typically, one-on-one with construction contract site supervisor: 145 meetings	159

TABLE 8-5 A DESCRIPTION OF JURISDICTIONAL EDUCATION EFFORTS CONDUCTED FOR RESIDENTS, THE GENERAL PUBLIC AND SCHOOL CHILDREN DURING FY10-11

Program Element	Description of Activities	Estimated Audience Size
Authority Webpage	Evironmental Affairs' webpage includes information on the Authority's stormwater program and the SWMP (www.san.org/environmental).	10s of thousands
	Airport Recycling Guide, Pollution Prevention information, and Energy Savings Checklist remain posted on the intranet and internet.	
	Sustainability (featuring a "Green Tip" to be more sustainable and things SDIA is doing to be a more sustainable airport) posted on the internet.	
	Airport Authority launched the California Least Tern Nest Counter for Earth Day. Airport provides protected habitat for endangered species.	
Storm Drain Stenciling	"No Dumping" warning on storm drain inlets throughout the airport.	1,000s
Brochures	Recycling Guide provided in terminals and at various outreach events.	Up to 2,500
Media News Releases	April 21, 2011. News Release announces, "Airport Authority launches California Least Tern Nest counter for Earth Day airport provides protected habitat for endangered species."	1,000s
	May 2, 2011. News Release announces, "San Diego International Airport once again named "Recycler of the year" by the City of San Diego."	
Collaborative Efforts	Continued collaboration with WiLDCOAST on "Wildlife Outreach Program" to encourage conservation of local wildlife and habitats.	Not Applicable
	Continued collaboration with San Diego CoastKeeper on "Project Swell" (providing children with a water-quality-based educational curricula) and to support the "Common Grounds" water quality monitoring database.	
	Continued collaboration with Surfrider Foundation on "Hold On To Your Butt" public education campaign about cigarette butts as a storm-water pollutant.	
	Continued collaboration with local government agencies, universities, and businesses on the "San Diego Regional Sustainability Partnership" with one focus being natural resources conservation and protection.	
	Continued collaboration with San Diego CoastKeeper, I Love a Clean San Diego and others on the Annual California Coastal Cleanup Day event, held September 25, 2010.	
	Continued collaboration with I Love A Clean San Diego to sponsor the Annual Creek to Bay Cleanup event held April 30, 2010.	

TABLE 8-5 A DESCRIPTION OF JURISDICTIONAL EDUCATION EFFORTS CONDUCTED FOR RESIDENTS, THE GENERAL PUBLIC AND SCHOOL CHILDREN DURING FY10-11 (CONTINUED)

Program Element	Description of Activities	Estimated Audience Size
Collaborative Efforts (Continued)	May 11, 2010. San Diego Coastkeeper and the City of San Diego launched Project SWELL Kindergarten curriculum in San Diego Unified School District at Ocean Beach Elementary School.	Not Applicable
Special Presentations	July 20, 2010. Environmental Affairs Department presented to children in the YMCA Summer Explorers Program and provided information on the endangered California Least Terns and Storm Water Pollution Prevention.	Up to 31
	October 28 & 29, 2010. Three I Love a Clean San Diego environmental education presentations were given to students at Palomar High School covering stormwater pollution prevention and watershed education.	60
	December 9, 2010. Future Problem Solving Program International children presentation and tour on aspects of the Environmental Department's role including Storm Water Management.	90
	December 16, 2010. Environmental Affairs Department hosted a "Day Without a Bag," 300 reusable bags were distributed at three Airport concessions.	100s
	February 9, 2011. SDSA High Tech Fair staff volunteered at the Think Blue booth for stormwater pollution prevention and education.	100s

8.4 ENHANCED PROGRAM ELEMENTS

The Authority has not implemented any activities relative to outreach and education that are above and beyond the requirements of the Municipal Permit.

8.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

For the record, while there is no residential land use within the Authority's jurisdiction, the Authority does make an effort to educate the general public as they travel through our facilities, as noted in Table 8-5 above. During FY10-11, the Authority supported in the Copermittee's regional outreach efforts to the residential communities. The Authority participated in the

Regional Education Residential Sources Workgroup outreach events entitled "Day Without a Bag," and the "SDSA High Tech Fair." During FY10-11, the Authority also supported the Regional Education Residential Sources Workgroup by serving as workgroup secretary, participating in monthly meetings, and participating in the Regional Mass Media and Public Relations sub-workgroup.

8.6 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. There have been no revisions to the Education Component of the SWMP since that time.

9 PUBLIC PARTICIPATION COMPONENT

9.1 INTRODUCTION

TABLE 9-1 PERMIT COMPLIANCE REQUIREMENTS

No.	Compliance Item	Outcomes
1	A description of public participation efforts conducted.	Section 9.3

This chapter of the Annual Report discusses compliance activities relative to public participation in the stormwater management program at SDIA during FY10-11. Table 9-1 above outlines the requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 11 (Public Participation Component) of the SWMP has been prepared, in part, to outline the means and methods used to ensure that these requirements are satisfied.

9.2 PROCESS

The Authority has established two main goals for the public participation element of the SWMP. The first goal is to develop mechanisms to facilitate public participation in the implementation of the SWMP. The second is to then gain the participation of the community in helping to sustain and improve the Authority's stormwater management efforts. An educated public 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 in Chapter 8 of this Annual Report 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 to improve the implementation of the SWMP.

The Authority's public participation program is directed primarily at airport tenants and Authority staff, while also addressing the general public to the extent possible. The mechanisms used to facilitate public participation on the part of these groups during FY010-11 are described here.

9.2.1 PUBLIC PARTICIPATION ELEMENT FOR AUTHORITY STAFF AND AIRPORT TENANTS

In addition to daily interactions between the Authority staff and the airport tenants, several mechanisms are used to provide staff and airport tenants the opportunity to participate in the implementation and ongoing development of the Authority's SWMP. These mechanisms include: 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 (Airport Hotline); e) the Authority's webpages; and f) various outreach events.

Outreach events allow the Environmental Affairs Department and airport tenants and Authority staff to exchange information, ideas, and opinions about general stormwater management issues and issues 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 staff and its tenants.

9.2.2 PUBLIC PARTICIPATION ELEMENT FOR THE GENERAL PUBLIC

The Authority uses 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 participation by the general public are similar to those used with tenants and staff. These mechanisms include a) regular meetings of the San Diego County Regional Airport Authority Board; b) regular meetings of the Municipal Permit Copermittees; c) the Authority's webpage; d) the Project Clean Water webpage; e) the Authority's 24-hour telephone line (Airport Hotline); f) the Copermittees' regional hotline telephone numbers; and g) outreach events for the General Public.

Similar to the previous discussion of outreach events for staff and tenants, 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 those specific to the airport. Such events promote public participation and further environmental stewardship by the general public.

9.3 IMPLEMENTATION

Table 9-2 summarizes the public participation mechanisms/opportunities available for Authority staff, airport tenants, and the general public during the reporting period. As noted above, there are instances where a particular public participation mechanism/opportunity has been available to Authority staff, airport tenants, and the general public. For example, Airport Authority Board Meetings, the webpages, and the hotlines provide public participation opportunities for each of these three groups.

TABLE 9-2 PUBLIC PARTICIPATION OPPORTUNITIES AVAILABLE TO AUTHORITY STAFF, AIRPORT TENANTS, AND THE GENERAL PUBLIC DURING FY10-11

	Public Participation Mechanism / Opportunity	Authority Staff	Airport Tenants	General Public
1	Airport Authority Board Meetings	21	21	21
2	Lindbergh Airport Managers Committee Meetings	12	12	
3	Tenant Safety Committee Meetings	12	12	
4	Municipal Permit Copermittee Meetings	40		40
5	Authority Webpage	continuously available, 24 hrs/day, 7 days/wk		
6	Project Clean Water Webpage	continuously available, 24 hrs/day, 7 days/wk		
7	THINK BLUE Webpage	continuously available, 24 hrs/day, 7 days/wk		
8	Authority 24-Hour Telephone Line/Airport Hotline	continuously available, 24 hrs/day, 7 days/wk		
9	THINK BLUE Hotline	continuously available, 24 hrs/day, 7 days/wk		
10	Outreach Events	2	3	2

9.3.1 OUTREACH EVENTS FOR AUTHORITY STAFF AND AIRPORT TENANTS

During the reporting period, there were two outreach events which provided opportunities for public participation by Authority staff and airport tenants. Specifically, the Authority promoted two local watershed cleanup events, namely: a) the 26th Annual California Coastal Cleanup Day on September 25, 2010; and b) the 9th Annual Creek to Bay Cleanup Event held April 30, 2011. These two events drew participation by Authority staff and airport tenants and their families. In addition to these two events, airport tenants were provided a third public participation opportunity when the Environmental Affairs Department met with each of the industrial and commercial tenants listed in our inventory and provided education regarding stormwater runoff, potential pollutant sources within each tenant's operational area and activities, and BMPs applicable to their individual areas and operations.

9.3.2 OUTREACH EVENTS FOR THE GENERAL PUBLIC

Similar to the previous discussion of outreach events for staff and tenants, 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 those specific to the airport. Such events promote public participation and further environmental stewardship by the general public. During the reporting period, there were two outreach events which provided opportunities for the public to provide feedback on the Authority's stormwater management program.

On September 30, 2010, board members and staff from the Authority attended the San Diego Coastkeeper's First Annual Legislative Summit - "The State of Water in San Diego." Local legislators and key stakeholders had been invited to familiarize themselves with the most critical water issues facing the San Diego region and organizations working to address those issues. The goal was to lay the groundwork and create a framework for developing a proactive legislative agenda in support of the region's clean water efforts. There were panel presentations and a solution-oriented roundtable discussion on the issues regarding the region's water supply and watershed health, including one session on using a watershed approach to effectively address water pollution and supply issues simultaneously.

On December 9, 2010, the Authority participated in the "Future Problem Solving Program International," which brought 90 middle-school children to the airport for a tour and presentation by and conversation with staff from the Environmental Department regarding future environmental concerns related to aviation, including the Authority's stormwater management program and pollution prevention.

9.4 ENHANCED PROGRAM ELEMENTS

The Authority has not implemented any activities relative to public participation that are above and beyond the requirements of the Municipal Permit.

9.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

All aspects of the Municipal Permit applicable to public participation are applicable to the Authority and the information presented in this chapter demonstrates the Authority's compliance with the Permit.

9.6 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. There have been no revisions to the Public Participation Component of the SWMP since that time.

10 FISCAL ANALYSIS COMPONENT

10.1 INTRODUCTION

The fiscal analysis presented in this Chapter identifies the various categories of expenditures attributable to the urban runoff management program for FY10-11 and includes a description of the source(s) of the funds that are used to support the program and any legal restrictions on the use of the funds. In late 2008, the Copermittees collaboratively developed and adopted a standardized method of fiscal analysis in accordance with Permit Sections G, J.1.a(3)(k), and J.1.c(1)(d). This Standardized Fiscal Analysis Method and Format (Fiscal Analysis Method) was submitted to the RWQCB in January of 2009 as Attachment 1 of the Regional Urban Runoff Management Plan (RURMP) Annual Report for FY08-09. The Fiscal Analysis Method was prescribed for use by the Copermittees no later than January 31, 2010 and, therefore, frames the information presented below.

10.2 GENERAL BUDGET INFORMATION

The San Diego County Regional Airport Authority Act, the Authority's enabling legislation, frames the financial parameters of the Authority. As a financially self-sufficient agency, the Airport Authority does not rely on taxpayer dollars or any city or county funds to operate. The Authority

operates on a fiscal year that runs from July 1 through June 30. The expense budget is comprised of costs for salaries, wages, benefits, operating equipment and systems, safety and security, maintenance, utilities, contractual services, business development costs (including advertising and promotional activities), various property lease payments, debt service, and capital improvements.

The bulk of expenditures related to the implementation of the SWMP pass through the Environmental Affairs Department and the Facilities Management Department. The Environmental Affairs Department is responsible for administrative functions within the Stormwater Management Program, including fiscal analysis. The Environmental Affairs Department staff carries out the administrative activities for the program, including: 1) general program budget analysis and planning; 2) inspections and enforcement; 3) monitoring and reporting; 4) coordination and involvement with the Municipal Permit Copermittees and agencies; 5) assistance to other groups outside the department; 6) internal and external training, workshops, and public events; and 7) helping to secure the materials and equipment necessary to perform required tasks. The Facilities Management Department is generally responsible for the operation and maintenance (O&M) aspects of the program, including: 1) inspection and maintenance of the storm drain system; 2) maintenance of facilities and grounds; 3) securing the materials, equipment and vehicles necessary to perform required tasks; and 4) supporting the management of the Authority's wastes.

The remaining expenditures flow through the Authority's Capital Improvement Program (CIP). The Capital Improvement Program is a rolling 3 to 5 year program that provides for critical improvements and asset preservation, including environmental pollution prevention needs.

10.3 FISCAL ANALYSIS METHODS

As noted above, the FY10-11 Annual Report used the Copermittee Fiscal Analysis Method to conduct and present this reveiw. As such, there have been changes to the methodology originally established by the Copermittees.

10.4 FISCAL YEAR 2010-2011 FISCAL ANALYSIS RESULTS

10.4.1 EXPENDITURES

Financial resources expended by the Authority to implement the SWMP are presented in the three categories outlined in the Fiscal Analysis Method, namely, Jurisdictional, Watershed, and Region. The total expenditures for FY10-11 are presented in Table 10-1 and equal $2,903,400.

A) Jurisdictional Expenditures

The annual costs to implement the Jurisdictional elements of the SWMP include the overal program administration and the costs incurred for staff, contract services, and materials and equipment for each of the program components listed in Table 10-1. The bulk of the Jurisdictional costs are associated with staff and contract services associated with the Municipal Component and represent the efforts expended by the Environmental Affairs and Facilities Management Departments. In addition to the expenditures required to ensure compliance with the Municipal Permit, the Industrial Component listed in Table 10-1 also includes contract services costs for sampling and monitoring required to ensure compliance with the General Industrial Permit. The IDDE Component costs presented in Table 10-1 also include contract services costs for the sampling and monitoring that is part of the dry weather monitoring program. If any, all Capital Improvement Program costs associated wtih the Authority's stormwater management program are included in the Special Investigations Component presented in Table 10-1.

B) Watershed Expenditures

The annual costs to implement the Watershed elements of the San Diego Bay Watershed Urban Runoff Management Plan generally only fall into the categories of administration and watershed activities. Administration costs include Authority staff time at meetings, communication and coordination with the Watershed Copermittees, and data compilation and reporting. The costs incurred for watershed activities include staff, contract services, and materials and equipment for those watershed activities implemented by the Authority (see San Diego Bay Watershed Urban Runoff Management Program 2009-2010 Annual Report, Appendix D, available at www.projectcleanwater.org/pdf/wurmp/sdbay_annual_report_09_10.pdf).

TABLE 10-1 STORM WATER MANAGEMENT PROGRAM EXPENDITURE SUMMARY FOR FY09-10

Description	Costs
A. Jurisdictional Components	
1. Administration	$108,700
2. Development Planning	$30,400
3. Construction	$75,600
4. Municipal	$2,103,900
5. Industrial	$287,000
6. Residential	$0
7. IDDE	$106,000
8. Education	$25,000
9. Public Participation	$8,500
10. Special Investigations	$28,700
11. Non-emergency Firefighting	$2,200
Jurisdictional Total	**$2,787,400**
B. Watershed - San Diego Bay Watershed	
1. Administration	$1,500
2. Watershed Activities	$87,800
WatershedTotal	**$89,300**
C. Regional	
1. Administration	$4,400
2. Copermittee Cost Share	$22,300
Regional Total	**$26,700**
TOTAL COSTS	**$2,903,400**

C) Regional Expenditures

The annual costs to implement the Regional elements of the San Diego County Regional Urban Runoff Management Plan generally only fall into the categories of administration and the Authority's share of the cost for regional activities. Administration costs include Authority staff time at meetings, communication and coordination with the Copermittees, and data compilation and reporting. The shared costs represent the Authority's obligations to support Copermittee staff, contract services, and materials and equipment for regional activities such as regional workgroups, wet weather monitoring, and public education and outreach.

10.4.2 FUNDING SOURCES

The Authority has four sources of revenue: 1) airline revenue; 2) non-airline revenue; 3) non-operating revenues; and 4) investment earnings. Airline revenue is primarily from landing fees, terminal rents, and security related fees. Non-airline revenue is comprised of public parking fees, terminal and other concessions, rental car fees, and ground rents. Non-operating revenue is primarily passenger facility charges (PFCs) and federal grant receipts collected to fund capital improvement projects. To ensure that the budget is adequately funded, the Finance Division prepares a revenue budget that incorporates budget expenditure requests into a rate-setting formula to determine projected rates, fees and charges to the airlines and other tenants.

Funding sources for the Capital Improvement Program projects include Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants, PFCs, airport operating revenues, airport revenue bonds, and short-term borrowing using commercial paper.

10.5 PROGRAM REVIEW AND MODIFICATION

As noted in the FY09-10 Annual Report, with the adoption of the Fiscal Analysis Method by the Copermittees in January 2009, the fiscal analysis methodology presented in Chapter 12 (Fiscal Analysis Component) of the SWMP was updated to incorporate the standardized method. There have been no other revisions to the SWMP since that time.

11 EFFECTIVENESS ASSESSMENT COMPONENT

11.1 INTRODUCTION

The Authority continues to evaluate the effectiveness of the stormwater management program in both the short- and long-term. The San Diego Municipal Copermittees developed, and continue to develop, criteria that allow for an assessment of the effectiveness of stormwater management efforts implemented in accordance with the Municipal Permit. In 2003, the Copermittees produced "A Framework for Assessing the Effectiveness of Jurisdictional Urban Runoff Management Programs" (Framework) as a guidance document. The concepts developed in the Framework have since been incorporated into the Municipal Permit. The Framework allows the Authority to conduct an assessment of: a) SWMP implementation; b) program effectiveness at improving stormwater discharge and receiving water quality; c) identification of management measures proven to be ineffective in reducing urban runoff pollutants and flow; and d) identification of any changes necessary to ensure the effectiveness of the program. The following presents both a narrative assessment of each component of the Authority's stormwater management program during FY10-11 and an assessment of the program in terms of the Framework. As a logical extension of the assessment, this chapter also identifies any improvement or degradation observed in water quality.

11.2 EFFECTIVENESS ASSESSMENT RESULTS

11.2.1 NARRATIVE ASSESSMENT OF PROGRAM COMPONENTS

Chapters 2 through 10, and 13 of this report outline the Authority's implementation of program components during FY10-11. A narrative assessment of each program component and identification of the strengths and weaknesses of the components are presented here. Taken as a whole, the SWMP is generally effective and in compliance with the Municipal Permit.

The Municipal, Industrial, and Commercial Components of the SWMP are the backbone of the stormwater management program at the airport. The Municipal, Industrial, and Commercial Components of the SWMP are designed to comply with both the Municipal Permit and the General Industrial Storm Water Permit. These components are considered to be well-defined and properly implemented. Although the programs have been expanded to include implementation of stormwater management practices related to roads, parking lots and recycling, most of the program elements of the Municipal Component have been in place since the 1990s when airport operations were first required to comply with the General Industrial Storm Water Permit.

The Land Use Planning Component of the SWMP focuses on the Airport Master Plan and the implementation of the Authority's SUSMP process. As noted in Chapter 2 of this Annual Report, the Airport Master Plan was adopted in May of 2008, and the Authority SUSMP was last revised in January of 2011. Three (3) of the development projects initiated at the airport in FY10-11 were subject to the SUSMP process. The Land Use Planning Component of the SWMP remains effective.

The Environmental Affairs Department continues to take an active role in pre-construction project meetings and regular project progress meetings with construction contractors and relevant Authority staff. The Environmental Affairs Department also continues to inspect construction activities at a frequency in excess of the Municipal Permit requirements. The Construction Component of the SWMP is considered to be effective.

Information related to the IDDE component of the SWMP is not required for submission to the RWQCB until December of each year. Nonetheless, based on preliminary review of the data currently being compiled, the IDDE Component of the SWMP is considered effective.

The Education Component of the SWMP has been designed to increase public knowledge about stormwater issues and concerns both at the airport and throughout the San Diego Bay watershed. The tables included in Chapter 8 of this Annual Report outline the training and outreach conducted during FY10-11. While the education and outreach efforts continue to be evaluated and improved, the Education Component of the SWMP is considered to be effective.

Chapter 9 of this Annual Report notes that numerous meetings either held by or attended by the Authority Board or staff represent significant opportunities for public participation. In short, the Public Participation Component remains an effective element of the SWMP.

Finally, Chapter 10 of this Annual Report demonstrates that the Authority has sufficient financial resources to implement the SWMP. The analysis presents the expenditures for FY10-11, the source of the funds, and a description of the use of these funds.

11.2.2 PROGRAM ASSESSMENT USING THE ASSESSMENT FRAMEWORK

The Authority recognizes the importance of evaluating the effectiveness of program components and the program as a whole. The following assessment of the Authority's stormwater management program is based on the Framework noted above. The Framework builds upon a foundation of basic program activity assessments (Program Assessment element) and moves towards a water-quality based assessment (Water Quality Assessment element) to evaluate the overall effectiveness of the program (Integrated Assessment element). The Framework uses direct and indirect measurements of program effectiveness, employs methods to estimate pollutant loads, and incorporates discharge and receiving water quality monitoring. The Framework presents a six-tier hierarchy of program outcomes that can be used independently or in combination to evaluate effectiveness. The six levels of assessment outcomes are listed below:

Level 1 - Compliance with Activity-based Permit Requirements

Level 2 - Changes in Knowledge/Awareness

Level 3 - Behavioral Changes and BMP Implementation

Level 4 - Load Reductions

Level 5 - Changes in Discharge Quality

Level 6 - Changes in Receiving Water Quality

The Authority has adopted the Framework planning and implementation processes to conduct pollutant source characterization, select appropriate BMPs, target the outcomes of BMP implementation, and identify adequate measures of program effectiveness. The application of the Framework to the Authority's stormwater management program follows.

Level 1 - Compliance with Activity-based Permit Requirements

The Municipal Permit requires the establishment of specific urban runoff management program components, activities, and frequencies, with the assumption that these particulars will reduce urban runoff 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 Framework program assessment hierarchy. Tracking this information over time allows the Authority to assess consistent and incremental program improvements. Table 11-1 presents the activity-based requirements of the Permit and the Authority's implementation of these requirements during FY10-11.

Level 2 - Changes in Knowledge/Awareness

One of the desired outcomes of the Authority's stormwater management program is a change for the better in the knowledge, awareness, or attitudes of staff, tenants, and the general public. A major goal of the Authority's SWMP education and public participation efforts is to instill knowledge and awareness about stormwater management issues in these target audiences.

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	4	0
F.2 Construction	Number of high priority construction sites subject to inspection	4	4
	Number of medium/low priority construction sites subject to inspection	6	6
	Number of enforcement actions taken	0	0
	Number of construction projects referred to RWQCB for enforcement of State General Construction Storm Water Permit	0	0
F.3.a Municipal	Number of high priority municipal operations subject to inspection	132	132
	Quantity of debris and material removed from the MS4 (in cubic yards)	NA	16.5
	Quantity of debris and material captured by street sweeping (in tons)	NA	14.75
	Quantity of debris captured by parking lot sweeping (in tons)	NA	176
	Quantity of debris and material captured by airside sweeping (in tons)	NA	76
F.3.b. Industrial and Commercial	Number of high, medium, or low priority industrial/commercial operations subject to inspection	30	29
	Number of enforcement actions taken	114	114
	Number of operations referred to RWQCB for enforcement of State General Industrial Storm Water Permit	0	0
F.4 Education	Number of stormwater educational materials/ brochures	NA	~3,000
	Number of stormwater education mechanisms for the general public	6	6
	Number of stormwater training mechanisms for staff	11	11
	Number of stormwater training mechanisms for tenants	8	8
	Number of stormwater training mechanisms for construction project managers, developers, and contractors	4	4
F.5 IDDE	The IDDE Component will be reported in the IDDE Annual Report in December 2011.		
F.6 Public Participation	Number of types of participation mechanisms for staff and tenants	10	10
	Number of types of participation mechanisms for the general public	8	8

The Authority made revisions to its education program and assessment approach during FY10-11. The number of hits to the Authority's environmental web page was still monitored, but pre- and post-training tests to assess knowledge and awareness changes associated with educational presentations were modified. The Authority's web site, particularly the environmental web page, provides staff, tenants, and the general public access to information regarding stormwater management efforts at SDIA, including the SWMP itself. Making basic stormwater management information available should increase public awareness of stormwater management concerns. The environmental web page had a total of 106,848 hits on stormwater related portions of the page during the reporting period. This represents an average of approximately 2054.7 hits per week. There were 3,200 hits reported in FY09-10, 16,500 hits reported in FY08-09, 50,000 hits reported in FY07-08, 278 hits reported in FY06-07, 88 hits reported in FY05-06, 370 hits reported in FY04-05, and 120 hits reported in the FY03-04 Annual Report. These eight years of data are not indicative of any trends. As such, the Authority will continue to track the number of hits to the environmental web page in future annual reports in an effort to assess the utility of this information in drawing conclusions about the effectiveness of the Authority's stormwater management program.

All Authority staff are required to participate in mandatory annual stormwater pollution prevention awareness training. In FY08-09 and FY09-10 the Authority attempted to use the pre- and post-training tests as an assessment mechanism of instructor lead trainings. In FY08-09, quantifiable results were obtained from the particular pre- and post-test mechanism in use, but in FY09-10, the test mechanism was easily subverted and the testing produced poor and inconclusive results. During FY09-10, the Authority began a process to convert the annual stormwater training into an online computer course. In FY10-11 employees had the option to either attend an instructor lead class or take the class online. No assessment was conducted for the instructor lead classes but pre- and post-testing were used for the online training. Ninety Authority employees, or approximately 25% of employees, chose to take the training online. Of those ninety, twelve obtained a score of 100% correct on the pretest. This shows good retention of knowledge from the previous year's training. Of the seventy-eight employees who went through the full training and took both a pre- and post-test, 63% increased their scores from the pre-test to the post-test, demonstrating an increase in knowledge due to the training. In FY11-12 the number of employees participating in training online, and taking

the pre- and post-tests, is expected to significantly increase as only one instructor lead course will be offered in the year. The following year instructor lead courses will not be an option at all. As the Authority transitions to the full online training system, the ability to track and assess the effectiveness of training will be greatly improved.

Table 11-2 presents an overview of the training sessions held to improve knowledge and awareness of Authority employees about stormwater concerns during FY10-11.

TABLE 11-2 STORMWATER TRAINING FOR AUTHORITY STAFF DURING FY10-11

Name of Training	Date	Number of Attendees
Annual Mandatory Stormwater Pollution Prevention Awareness Training	7/28/10	37
Annual Mandatory Stormwater Pollution Prevention Awareness Training	9/15/10	51
Annual Mandatory Stormwater Pollution Prevention Awareness Training	11/8/10	86
Annual Mandatory Stormwater Pollution Prevention Awareness Training - Online	Multiple dates	90
350 total Authority employees were targeted for annual stormwater training	**Total Trained**	**264***

* Due to the change in training formats and the Authority's training program being run on the calendar year, not all employees had taken the training within the fiscal year time frame.

The Authority continues its dedication to the improvement of knowledge and awareness of stormwater issues through education and outreach efforts. Due to continued economic constraints in FY10-11, the Authority has focused on improvement of existing education methods known to produce successful outcomes, rather than expansion of the program. As seen in Chapter 8 of this report, these efforts included terminal displays and signage, Tenant Advisories, school presentations and partnerships, and training and outreach events. The impact of these efforts continues to increase Authority staff, airport tenant, and the general public's knowledge and awareness of stormwater pollution prevention.

Level 3 - Behavioral Changes and BMP Implementation

One primary objective of the Authority's stormwater management program is to produce significant and lasting changes in the behavior of target audiences. Ideally, behavioral changes are expressed in terms of consistent BMP implementation. The Framework indicates that estimating or quantifying BMP implementation is one component of a successful effectiveness assessment strategy.

Previous Annual Reports noted that the Authority had conducted site-wide audits of BMP implementation by the Authority staff and airport tenants in 2005, 2007, and 2009. A detailed discussion of the site audit program was presented in the effectiveness assessment section of the FY05-06 Annual Report. The same methodology was again used to conduct the audits in 2007, 2009, and 2011.

The 2011 site audit was organized around the BMP categories contained in the SWMP. During the audit, staff and tenants were questioned about the level of implementation of required BMPs, including treatment or structural BMPs, for each potential pollutant source. BMP implementation rates were then calculated for the Authority as whole, individual tenants, and four general land use categories. Implementation rates alone did not fully describe how well BMPs were implemented by any particular operation. Other factors needed to be considered, such as the complexity of the operations and the operational complexity of BMPs required for implementation. The BMP implementation rates and total complexity scores for operations conducted by either Authority staff or tenants are presented in the June 2011 Site Audit Report. The results of the 2011 audit found that one tenant scored a BMP implementation rate of 80% or less, whereas none had BMP implementation rates below 80% in the 2009 audit. Ten (10) scored between 80% and 90%, a decrease from 19 tenants scoring in this range in the 2009 audit. Eighteen (18) scored BMP implementation rates of 90% or higher, whereas only 13 tenants scored in that range in the 2009 audit. Taken together, these results show an overall increase in the number of tenants properly implementing BMPs.

The site audits conducted in 2005, 2007, 2009 and 2011 also identified deficiencies in BMP implementation and provided a list of recommended changes for the Authority's stormwater management program. The findings of these site audits are to be used to direct program improvements, as well as

increase awareness, and help to produce changes in behavior and BMP implementation rates. Although BMP implementation rates as reported by the audits are relatively high, inspection results still continue to show imperfect application of BMPs in the field. During the 2011 Site Audit, 25 out of 29 tenants (including the Authority) were found to have deficiencies in their BMP implementation, but the majority of those occurrences were minor implementation issues, such as housekeeping and improper storage issues. The Authority has begun the process of developing a tenant BMP education program. The next steps will be to 1) look at the latest audit results and the inspection program data to determine the BMPs most commonly improperly implemented and 2) develop training materials focused specifically on those BMPs.

Level 4 - Load Reductions

The primary goal of BMP implementation is to reduce the pollutant loadings to stormwater discharges and, in turn, effect improvements to receiving water quality. Evaluating load reductions related to BMP implementation is one part of the Authority's program assessment process. By working to establish Framework Level 4 outcomes, the Authority hopes to understand the relationship of BMP implementation to water quality improvement. The site audit, discussed in the Level 3 program assessment above, began the identification and characterization of the pollutants of concern that impact stormwater quality at the airport. The results of the 2005 site audit also influence the current dry weather and wet weather monitoring programs. The continued development of both the site audit process and the implementation of the SWMP sampling plans (appendix D of the SWMP) are designed to provide the Authority with mechanisms for estimating load reductions related to the improved implementation of existing BMPs and/or the implementation of new BMPs as part of the Authority's stormwater management program.

The Authority is continually evaluating the contribution of specific sources to stormwater runoff at the airport. The source identification element of the Authority's wet weather monitoring program identified copper and zinc as the primary pollutants of concern at SDIA. The site audits have reported that the primary contributors of these pollutants are activities and sources most closely associated with the land use categories of airport operations,

industrial, and ground transportation. The three probable contributors of the copper and zinc associated with both the airport operations and ground transportation land use categories are: 1) vehicle and aircraft use and emissions; 2) galvanized metal structures; and 3) atmospheric deposition. The probable contributors of copper, zinc and other metals associated with industrial land uses are: 1) vehicle, equipment, and aircraft maintenance and emissions; 2) outdoor storage and use of paints, motor oils, inoperable vehicles, etc.; 3) industrial spills and releases; and 4) other industrial activities.

The source identification sampling element of the Authority wet weather monitoring program (completed in FY07-08) also suggests that roofs are a larger source of zinc than other source areas and that the runway/ramp area is a larger source of copper. The total copper loads for the parking lots and airport operations are similar and there is no statistical difference between them. Ranking the pollutant sources from highest to lowest pollutant load, the list appears as follows: 1) for total copper - runway/ramp, roofs, airport operations, parking lots; 2) for total zinc - roofs, runway/ramp, parking lots, airport operations. A downspout filter pilot study conducted in FY08-09 that showed that downspout filters used to filter runoff from roofs were likely an ineffective pollutant reduction method. Because downspouts discharge onto the ramp at SDIA, the Authority's next option will be to capture pollutants from those sources through the ramp scrubbing and sweeping program. Based on information obtained in our street sweeping study (see Chapter 12 of this report), and given that we collected 76 tons of street sweeping debris on the airside in FY10-11, the Authority has estimated the copper load captured by the airside street sweeping program in FY10-11 at 21 lbs. The load of zinc captured by the airside street sweeping program is estimated to be 22 lbs for FY10-11.

Annual load reductions can also be estimated based on the amount of potential pollutant materials removed during the year. The following totals reflect additional wastes and potential pollutants removed in FY10-11.

- Street sweeping debris (landside) – 14.75 tons
- Parking lot sweeping debris – 176 tons
- Airfield cleaning debris (sweeping, scrubbing, rubber removal) – 76 tons
- MS4 cleaning debris – 16.5 cy
- Pet waste bags – 1,200 bags

By working to establish Framework Level 4 outcomes, the Authority hopes to gain an understanding of the relationship of required BMPs to water quality improvement. To avoid specious conclusions, these load reduction estimation exercises often require large datasets collected over time. The Level 4 assessment provided here outlines a process for estimating load reductions and provides a methodology for drawing future comparisons.

Level 5 - Discharge Quality

Changes in discharge quality should be the direct result of successful stormwater management program implementation. However, establishing relationships between discharge quality and specific program components can be difficult. The two NPDES permits applicable to SDIA require that the quality of stormwater runoff from SDIA not cause or contribute to the violation of applicable water quality standards. Although neither of these two NPDES permits contain effluent limitations, they both require monitoring programs. The Municipal Permit requires a jurisdictional dry weather monitoring program. The results of the Authority's dry weather monitoring program will be presented in the FY10-11 Annual IDDE Report, yet to be submitted in December of this year. The General Industrial Stormwater Permit requires a facility to conduct wet weather stormwater sampling. The results of the Authority's wet weather monitoring program will also be presented in the FY10-11 Annual IDDE Report.

Preliminary analysis of the 2011 dry weather sampling data and FY10-11 wet weather sampling data continues to match the historical trend of exceeding benchmarks for metals, specifically copper and zinc. FY10-11 wet weather sampling result median concentrations were calculated for the compliance sampling pollutants of concern and were compared to the benchmarks listed in the wet weather sampling plan (Appendix D-2 of the SWMP) to determine the number of benchmark exceedances that occurred. Biologic oxygen demand (BOD), specific conductivity, oil and grease, pH, total suspended solids, total lead, and ethylene glycol did not exceed the benchmarks. Total copper had an exceedance frequency of 100% and dissolved copper had an exceedance frequency of 65%. Total zinc, total aluminum, and dissolved zinc had exceedance frequencies of 30%, 20% and 15% respectively. Ammonia and iron both exceeded the benchmarks at a frequency of 10%.

As previously stated, the Authority's wet weather monitoring program (Appendix D-2 of the SWMP) addresses the runoff sampling requirements of the General Industrial Storm Water Permit and provides an indication of discharge quality. In developing the wet weather monitoring program, the Authority evaluated the quality of the existing historic stormwater sampling data set and identified representative sample locations and the amount of data sufficient to provide adequate statistical power in evaluating long-term program effectiveness. Development of the wet weather monitoring program also considered the variability in annual precipitation patterns at the airport and the impact of such variability on program implementation and on the assessment of long-term program effectiveness. The FY10-11 wet weather season is only the fifth season in which the wet weather monitoring program was conducted in accordance with the SWMP. Over time, a larger dataset will allow the Authority to evaluate changes in discharge water quality, and perhaps, relate improved discharge water quality to improvements in the Authority's stormwater management program.

Level 6 - Changes in Receiving Water Quality

The ultimate objective of the Authority's stormwater management program is to protect the water quality of San Diego Bay, the water body receiving discharges from the Authority's MS4. Level 6 measures can be addressed through outcomes such as compliance with regulatory benchmarks, protection of biological integrity, and attainment/maintenance of beneficial uses. The Authority has not conducted any receiving water quality monitoring independent of the Copermittee Receiving Water Monitoring Program, since neither of the two NPDES permits currently applicable to activities at SDIA requires that the Authority monitor receiving waters and/or benthic communities to detect the potential impacts of stormwater runoff. The Authority must rely on studies conducted by others to evaluate Framework Level 6 outcomes and attempt to establish relationships, if possible, between receiving water quality and specific program components of the Authority's stormwater management efforts.

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. The waters of San Diego Bay in the vicinity of the airport were listed on the 2002 CWA

Section 303(d) list of water quality segments for 1) benthic community effects, 2) sediment toxicity, and 3) bacteria indicators. A 2006 CWA Section 303(d) list of water quality limited segments which was adopted by the State Water Resources Control Board in October of 2006, and approved by the Environmental Protection Agency in June of 2007, includes copper as a pollutant in the marinas along Harbor Island in the vicinity of the airport. A water quality assessment is currently underway for the 2012 303(d) list update. No additional listings occurred during FY10-11.

The RWQCB has been in the process of investigating the establishment of Total Maximum Daily Loads (TMDLs) for 19 of the 38 bacteria-impaired water bodies in the San Diego region in a two part study (Project I and Project II). Project I looked at indicator bacteria in beaches and creeks in the San Diego region. Project II looked at bacteria-impaired shorelines in San Diego Bay and Dana Point Harbor. At the end of FY07-08, the RWQCB adopted a Basin Plan amendment to incorporate the TMDLs developed for Baby Beach in Dana Point Harbor and Shelter Island Shoreline Park in San Diego Bay. On June 16, 2009 the state board approved the Basin Plan amendment. In FY09-10, several Copermittee workshops focused on the development of a Work Plan to address reference conditions at the beach and upstream for bacteria, in response to the TMDL for Indicator Bacteria for Twenty Beaches and Creeks in the San Diego Region. The Authority will continue to monitor and support Copermittee efforts to address Bacteria TMDLs and will modify future monitoring programs as necessary.

In regards to the TMDL process for benthic community effects and sediment toxicity in the vicinity of the airport, the RWQCB did not release any new information during the FY10-11 reporting period. The most recent activity remains the release of the Final Report, in June of 2005, entitled "TMDL Sediment Quality Assessment Study at the B Street/Broadway Piers, Downtown Anchorage, and Switzer Creek, San Diego, Phase II, Temporal Variability, Causes of Impacts, and Likely Sources of Contaminants of Concern." Without additional information or data, the Authority cannot draw any new inferences from this TMDL process to help measure the effectiveness of the Authority's stormwater management program in accordance with Level 6 of the Framework.

11.2.3 INTEGRATED EFFECTIVENESS ASSESSMENT

An integrated assessment of the Authority's stormwater management program uses the results of the Framework's Program Implementation Assessment and Water Quality Assessment to draw general conclusions about overall effectiveness. Based on the information discussed for Framework Level 1 through 6 outcomes above, the management measures currently being implemented by the Authority are generally effective. The Authority has demonstrated compliance with the Level 1 activity-based permit requirements. The Authority continues to improve and evaluate education and outreach efforts. The number of hits on the environmental page of the Authority web site and the continued Authority employee training program, discussed in the Level 2 assessment above, suggest that the awareness of tenants and staff appears to be on the rise. The Level 3, Level 4, and Level 5 outcome assessments above made extensive use of site audit data, including the 2011 Audit, and the results of the 2011 Dry weather and FY10-11 wet season stormwater monitoring information. The site audit information has used the baseline BMP implementation rates established by the first audit to draw some initial comparisons with the second, third and fourth audits performed in 2007, 2009 and 2011. All four audits and the stormwater sampling program have provided some insight into the pollutants of concern and their apparent loads in stormwater runoff at the airport. The audit and sampling programs will allow the Authority to more accurately assess Level 3 and Level 4 outcomes in future years. The discharge water quality information collected in FY10-11 and discussed in the Level 5 assessment above noted that discharge water quality continues to match the historical trend of exceeding benchmarks for metals. The assessment at Framework Level 6 (changes to receiving water quality) remains a difficult and complex task, involving numerous assumptions about the relationship of runoff water quality from the airport on receiving water quality in San Diego Bay. Efforts by the Authority to refine the Level 6 assessment continue to rely on collaboration with regional monitoring due in part to the extensive resources and longer time frames generally needed to collect sufficient monitoring data from which to draw conclusions. On the whole, the Authority's stormwater management program continues to be effective at preventing, minimizing, and/or eliminating impacts to the water quality of San Diego Bay.

The Authority continues to assemble information on those factors which appear to be key for assessing the stormwater management program and for recommending improvement to the program. The Authority has developed

methods to assess program effectiveness in terms of Levels 1 through 5 of the Framework. As information is collected, the Authority will continue attempts to link implementation of the program directly to discharge water quality. The Authority has also developed procedures to identify pollutants, required BMPs, and the implementation rates for the required BMPs. Over time, the Authority intends to estimate the load reductions from BMP implementation and attempt to connect those estimates to the results of runoff monitoring. As BMP implementation rates increase, it is expected that the pollutant loadings will decrease.

11.2.4 MANAGEMENT MEASURES PROVEN TO BE INEFFECTIVE

Taken as a whole, the information presented throughout this report indicates that the majority of the management measures currently being implemented by the Authority have proven to be effective. The Municipal Permit emphasizes an iterative process to improve both BMPs and stormwater management measures as a whole. As such, the Authority will continue to refine and employ the Framework and site audit methodologies discussed in this chapter to identify and enhance effective stormwater management measures and to discontinue those that prove ineffective.

11.2.5 WATER QUALITY IMPROVEMENT OR DEGRADATION

The limited water quality information discussed above notes that discharge water quality continues to match historical trends and to exceed benchmarks for metals, specifically copper and zinc. The results of the dry weather monitoring conducted in FY10-11 also appear to confirm copper and zinc as pollutants of concern and suggest that bacteria be closely evaluated at discreet airport locations. Continued implementation of the dry weather and wet weather stormwater monitoring programs will lead to future evaluation and validation of discharge water quality at SDIA using trend analysis and other statistical methods. The FY10-11 Annual IDDE Report will also discuss changes in discharge water quality.

11.3 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. There have been no revisions to the Effectiveness Assessment Component of the SWMP since that time.

12 SPECIAL INVESTIGATIONS

12.1 INTRODUCTION

During FY10-11, there was only one special investigation addressing pollutants in urban runoff that was conducted by the Authority, namely, the Street Sweeping Characterization Study. This study was designed to identify the amount of street sweeping debris that accumulates along the Authority's roadways, the type(s) of debris, the appropriateness of curb inlet screen covers as an effective BMP, and the potential pollutant load reductions related to street sweeping. The project is discussed below.

12.2 BACKGROUND & MUNICIPAL PERMIT REQUIREMENTS

The Municipal Permit requires that each Copermittee implement a street sweeping program for municipal roads, streets, highways, and parking facilities based on the following:

A. Areas identified as consistently generating the highest volumes of trash and/or debris shall be swept at least two times per month.

B. Areas identified as consistently generating moderate volumes of trash and/or debris shall be swept at least monthly.

C. Areas identified as consistently generating low volumes of trash and/or debris shall be swept as necessary, but no less than once per year.

In terms of roads, streets, and highways, the Authority currently sweeps the public interior roadway system of the airport 5 days a week. The Authority Facilities Management Department also has crews and equipment available to respond to emergency street sweeping needs and requests. As such, the Authority's current program for sweeping roads, streets, and highways exceeds permit requirements.

The Authority continuously explores new ways to prevent stormwater pollution and, as part of this ongoing effort, the Environmental Affairs Department conducted the Street Sweeping Characterization Study to better understand the pollutants of concern from airport roadways, to quantify the pollutants removed from regular street sweeping activities, and evaluate the effectiveness of a curb inlet screen cover as a BMP. This study focused only on the sweeping activities that are conducted on the interior public roadway system of the airport, not parking lots nor the secure airfield ramp and runway areas.

The study was comprised of the following elements:

A. Two phases of street sweeping which were each conducted over a one week period. Phase I was prior to installation of the curb inlet screen cover BMPs and Phase II was after the installation.

B. Tracking all collected material by type and weight.

C. Laboratory analysis of the material collected for metals, hydrocarbons, pesticides and herbicides to identify potential pollutants and pollutant load reductions from sweeping activities.

D. Identification of high, medium, and low volume "trash-and-debris-generating areas," based on operator's observation and the operator's best professional judgment.

E. Evaluation of the potential effectiveness of the curb inlet screen covers in preventing different types of trash and debris types from entering the MS4.

12.3 FIELD OBSERVATION AND DATA COLLECTION

Table 12-1 below shows the segments of the public interior roadway system that were swept, namely, the Commuter Terminal (CT), Terminal 1 (T1) and Terminal 2 (T2). The table also lists the sweeper operator's best professional judgment of the relative level of trash and debris accumulating in each segment and the type of debris accumulating in those areas.

TABLE 12-1 STREET SWEEP STUDY – LOW TO HIGH ACCUMULATION AREAS

Phase and Dates	Location	Monday	Tuesday	Wednesday	Thursday	Friday
Phase I 11/15/11-11/19/11	CT	Medium (leaves, dirt)	None	Low (leaves)	None	None
	T1	High (trash, leaves)	Medium (trash, leaves)	Med/High (trash, leaves)	Medium (trash, leaves)	Low (leaves)
	T2	Medium (trash)	High (trash, rocks, sand)	Med/High (trash, rocks, sand)	Low/Med (trash, sand)	None
Phase II 12/13/11-12/17/11	CT	Medium (leaves)	Medium (trash)	High (leaves)	High (leaves)	None
	T1	Med/High (trash, leaves)	Medium (trash, leaves)	Low/Med (trash, Leaves)	Low/Med (trash, leaves)	Medium (trash, leaves)
	T2	Med/High (trash, rocks)	Med/High (trash, rocks, dirt)	Med/High (trash, rocks, dirt)	Low/Med (trash, rocks)	Medium (trash)

After the areas were swept, the debris was segregated, sorted, and weighed. The types of debris collected and the weights of each type are provided below in Table 12-2.

This table shows that the amount of debris collected was higher for most categories during Phase II, although the total weight was much higher in Phase I due to a significant amount of sediment collected that week. The high amount of sediment collected in Phase I was likely due to particular

TABLE 12-2 MATERIAL COLLECTION BY TYPE, AMOUNT AND WEIGHT

Material Type	Phase I (lbs)	Phase II (lbs)
Sediments	2911	1080
Organic Debris	105	305
Aluminum / Metals	1.5	2.5
Cigarette Butts	2	3
Plastics	18	15.5
Paper	18.5	26.5
Total	**3056**	**1432.5**

construction activities that were underway at that time. Our assumption was that the total amount of debris collected would be higher in week two due to the installation of the curb inlet screen covers and this assumption was generally correct.

Tables 12-1 and 12-2 together suggest that larger items were being captured in Phase II of the study, after the curb inlet screen covers were installed. Table 12-1 shows more "rocks" collected in Phase II and Table 12-2 shows more metal items, cigarette butts, and paper being collected in Phase II. The presence of "rocks" and the increases in the weight of metal items, cigarette butts, and paper suggest that larger items are being captured by the street sweeper in Phase II in comparison to Phase I.

The sediment from each phase of the study was also analyzed for heavy metals, hydrocarbons, pesticides and herbicides. The results of the analyses are presented in Table 12-3.

12.4 CONCLUSIONS

The following conclusions were made from the data collected during the two phases of the study discussed above.

TABLE 12-3 PHASE I & II LABORATORY ANALYSIS RESULTS

Analyte	Phase I Lab Results		Phase II Lab Results		Unit	Method
	Result	Reporting Limit	Result	Reporting Limit		
Copper	160	2.2	120	2	mg/kg	EPA 6010B
Lead	12	1.3	16	3	mg/kg	EPA 6010B
Zinc	110	1.3	180	10	mg/kg	EPA 6010B
Extractable Organics	980	50	680	50	mg/kg	EPA 8015B

*Pesticides and Herbicides analysis were run on both phases but results were all non-detect

1. The data in Table 12-3 was used to calculate the pollutant loads being diverted from the MS4 due to the Authority's sweeping efforts and curb inlet screen cover BMPs. Concentrations of copper, zinc, lead, and extractable

organics were averaged over the two phases of the study and the annual estimated load reductions for one year were calculated based on the total amount of sediment collected from landside street sweeping in FY10-11 (14.75 tons). An estimated 4.1 lbs of copper, 4.3 lbs of zinc, 0.4 lbs of lead, and 24.5 lbs of extractable organics were prevented from entering the MS4 and San Diego Bay due to landside street sweeping activities at the airport.

2. Based on the amounts of larger items recovered and identified in the sweeping debris, curb inlet screen covers have proven to be a good option for reducing the accumulation of debris in catch basins. Their ability to keep debris at the surface road level allows the debris to be captured by the street sweepers and properly disposed of, instead of entering the MS4.

3. No patterns were identified in debris accumulation areas during the study. Each area that was assessed (Commuter Terminal, Terminal One, and Terminal Two) had days observed at all three accumulation levels (Low, Medium, and High). These findings support the Authority's practice of treating all road areas at the airport as high priority for sweeping.

12.5 CLOSING

The Street Sweeping Characterization Study is the latest example of the Authority's continuing efforts to evaluate ways to better understand the pollutant sources and loads at the airport and to thereby improve the stormwater management program. Other than the Street Sweeping Characterization Study, there were no other special investigations underway at SDIA during the FY10-11 reporting period that resulted in any additional data or information relevant to urban runoff that has not already been presented elsewhere in this Annual Report.

13 NON-EMERGENCY FIRE FIGHTING

13.1 INTRODUCTION

TABLE 13-1 PERMIT COMPLIANCE REPORTING REQUIREMENTS

No.	Compliance Item	Outcomes
1	A description of any efforts conducted to reduce pollutant discharges from non-emergency fire fighting flows.	Section 13.1

This chapter of the Annual Report discusses compliance activities relative to non-emergency fire fighting activities at SDIA during FY10-11. Table 13-1 above outlines the requirements of the Municipal Permit, our compliance, and/or where to find a description of our compliance within this report. Section 3.4 (Program for Non-Emergency Fire Fighting Flows) of the SWMP has been prepared, in part, to outline the means and methods used to ensure that these requirements are satisfied.

13.2 PROCESS

Non-emergency fire fighting is discussed in Section 3 of the SWMP. Non-emergency fire fighting flows at SAN generally fall into two categories: a) discharges from building fire suppression systems during installation, maintenance, or testing; and b) discharges of potable water and/or potable water mixed with fire fighting foaming agents from the ARFF rigs during fire fighting practice drills and other exercises.

As outlined in Section 3.4 of the SWMP, the Authority requires the use of one of the following procedures to control potential stormwater pollutants from fire suppression system flushing: 1) capture and/or direct discharge to the sanitary sewer system on or off site; or 2) submission and approval of a workplan signed by a registered civil engineer, detailing how the water will be capture, stored, and tested for water quality, and recommending the treatment necessary prior to discharging to the airport storm drain system.

Fire fighting training by the fire fighters stationed at the ARFF typically involves the discharge of potable water from the ARFF fire fighting vehicles. The Authority requires the use of the applicable non-stormwater management BMPs found in Appendix B of the SWMP to control these discharges. The Authority also lists several additional control measures in Section 3.4.3 of the SWMP to control these discharges, the focus of which generally require the discharge of water in a manner and direction that maximizes either or both the time and/or distance required for the discharge to reach the storm drain system, such that the potential for evaporation is maximized, and also prevents the discharge from contacting surface pollutants in the path of the discharge.

The ARFF fire fighting vehicles are flushed for one to two minutes every day using only potable water as part of the maintenance routine and testing. ARFF fire fighting vehicles are also used to perform fire fighting foam testing twice a year and dry chemical suppressant (Purple K) testing once a year. The foam tests use approximately 1,000 gallons of water and 50 gallons of foaming agent in each vehicle. The chemical suppressant tests only use a few pounds of the material.

All three types of testing are performed on a large concrete pad called the north ramp area, just to the east of the ARFF facility. The entire north ramp area drains through two oil water separators, although these systems are only used as a back-up fail-safe. The slit trench storm drain inlet to which the

north ramp drains is blocked off from the stormwater conveyance system using sandbags prior to and during the tests. This allows the foam or chemical suppressant to be captured on the north ramp and/or in the slit trench, but prevents the foam or chemical suppressant from entering the stormwater conveyance system. All of the foam or chemical suppressant is flushed into the slit trench and then vacuumed into a tanker truck for proper disposal in the sanitary sewer under proper permits.

13.3 IMPLEMENTATION

During FY10-11, there were five fire suppression system installation, maintenance, or flushing activities conducted that had the potential to generate or transport stormwater pollutants to the storm drain system. No fire fighting chemical suppressant testing was performed during FY10-11. Fire fighting foam testing was performed on May 25, 2011 and all required stormwater pollutant control measures were in place.

13.4 ENHANCED PROGRAM ELEMENTS

The Authority has not implemented any activities relative to non-emergency fire-fighting above and beyond the requirements of the Municipal Permit.

13.5 ASPECTS OF THE PERMIT THAT ARE NOT APPLICABLE

All aspects of the Municipal Permit applicable to non-emergency fire-fighting are applicable to the Authority and the information presented in this chapter demonstrates the Authority's compliance with the Permit.

13.6 PROGRAM REVIEW AND MODIFICATION

The Authority last revised the SWMP on March 24, 2008. There have been no revisions to the Non-Emergency Fire Fighting Component of the SWMP since that time.

14 JURMP REVISIONS

As noted in Chapter 1 of this report, the Authority uses the term Storm Water Management Plan (SWMP) when referring to the document prepared in response to the Municipal Permit requirements for a Jurisdictional Urban Runoff Management Plan (JURMP). The latest version of the SWMP was submitted to the RWQCB on March 24, 2008. Based on the program review conducted in preparing this annual report, the following revisions are proposed for the SWMP.

14.1 PROPOSED REVISIONS TO THE STORM WATER MANAGEMENT PLAN

1. Chapter 2 Development Planning Component – Updates of the January 14, 2011 SUSMP and inventory of approved and verified treatment control BMPs

2. Chapter 3 Construction Component – Updates to the Monthly Inventory of Active Construction Sites.

3. Chapter 4 Municipal Component - Updates to the Municipal Inventory.

4. Chapter 5 Industrial and Commercial Component - Updates to Inventory of Industrial/Commercial Sites/Sources and related tables.

15 CONCLUSIONS AND RECOMMENDATIONS

15.1 INTRODUCTION

The FY10-11 Annual Report summarizes the Authority's efforts to manage stormwater at SDIA in compliance with the San Diego Municipal Permit. Based upon this Annual Report and the Annual Reports for FY03-04, FY04-05, FY05-06, FY06-07, FY07-08, FY08-09, and FY09-10, the Authority believes the stormwater management program at SDIA is adequately planned, executed, reviewed, and funded. This chapter summarizes information to support a determination that the Authority stormwater management program fulfills the requirements of the Municipal Permit. Also highlighted herein are any recommendations for program improvements that may further enhance stormwater pollution prevention and control measures at SDIA.

15.2 CONCLUSIONS

Conclusions about the Authority's stormwater management program are presented in four basic categories: 1) overall program compliance status; 2) effective stormwater management program components; 3) program elements identified for improvement; and 4) revisions to the SWMP.

15.2.1 OVERALL PROGRAM COMPLIANCE STATUS

Information presented throughout this report, particularly Chapter 11 (Effectiveness Assessment Component), supports a determination that the Authority's stormwater management efforts are in general compliance with the Municipal Permit.

15.2.2 EFFECTIVE STORMWATER MANAGEMENT PROGRAM COMPONENTS

Based on the results of current program implementation and the findings of the FY10-11 effectiveness assessment in Chapter 11, the management measures currently being implemented have proven to be effective.

15.2.3 PROGRAM ELEMENTS IDENTIFIED FOR IMPROVEMENT

Again, the majority of the management measures currently being implemented by the Authority have proven to be effective. The assessment of program effectiveness in Chapter 11 did not identify any particular stormwater management program elements in need of improvement.

15.2.4 REVISIONS TO THE SAN SWMP

As noted in Chapter 14, proposed revisions to the SWMP, identified during this reporting period, include updates of the SUSMP document and the inventory of approved and verified treatment control BMPs, updates to the inventory of active construction sites, updates to the municipal inventory, and updates to the industrial/ commercial inventory.

15.3 RECOMMENDATIONS

Following the recommendations of previous Annual Reports, the Authority continues to review and expand upon effective education and outreach efforts for staff and tenants as a means for raising general awareness of stormwater concerns and for achieving improved BMP implementation rates. The Authority strives to continue to improve this program while balancing

the staffing and budgetary constraints resulting from the continued fragility of the national ecomony. Information provided in this report indicates that current education and outreach efforts are effective. Successful education efforts should lead to improved BMP implementation. The Authority will also continue to pursue funding sources for technologies and pilot projects to help address known pollutants of concern. Aside from the general recommendation to continue effective and cost-efficient implementation of existing stormwater management efforts, there are no further specific recommendations at this time.

15.4 CLOSING

The FY10-11 Annual Report clearly demonstrates that the stormwater management program at SDIA is adequately planned, executed, reviewed, and funded. The program 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. Stormwater pollution prevention is just one piece of the greater environmental protection program to which the Authority is dedicated.

Appendix A

Best Management Practices Required for Use at SDIA

Industrial, Commercial, and Municipal BMPs

SC01, Non-Storm Water Management

SC01-01 Notify Airport Operations (619-400-2710, and the Airport Authority Environmental Affairs Department (619-400-2784) if there is any evidence of illicit connections or illegal discharges.

SC01-02 Employees, tenants, and the public have been educated about non-storm water discharges, i.e., spill response and prevention, non-storm water pollution prevention, and hazardous materials management.

SC01-03 Outdoor water supplies (hose bibs) are limited and posted with appropriate use signs to discourage uses that may pollute the storm drain system/receiving water.

SC01-04 The site is free of evidence of illicit connections and illegal discharges.

SC02A, Outdoor Equipment Ops and Maintenance Areas

SC02A-01 Equipment operations and maintenance areas are not located directly in the path of storm drains.

SC02A-02 There is a designated equipment operations and maintenance area with overhead cover for pollutant sources and/or activity areas.

SC02B, Aircraft, Ground Vehicle and Equipment Maintenance

SC02B-01 Employees are trained in safe vehicle and equipment operations.

SC02B-02 Aircraft, vehicle and equipment maintenance areas are not located directly in the path of storm drains.

SC02B-03 There is a designated vehicle and equipment maintenance area that is either indoors or covered, bermed, enclosed, or sloped/positioned away from the MS4.

SC02B-04 Equipment is regularly inspected and tested.

SC02B-05 Visual observations are performed to detect fluids leaking from aircraft, vehicles and equipment. Place drip pans under leaks as needed.

SC02B-06 Aircraft, vehicles and equipment are maintained in good condition to prevent or correct any leakage of oil or other fluids.

SC02B-07 Drip pans are used during maintenance.

SC02B-08 Drip pans containing fluids or other open containers are not left lying around. Regularly transfer fluids for recycling or proper disposal.

SC02B-09 Minimize the use of solvents or use less toxic solvents whenever possible. If solvents cannot be avoided, clean or drain parts in self-contained sinks or drum units, and check those units regularly for leaks.

SC02B-10 Mechanical parts, equipment, and vehicles awaiting repair are stored under cover and away from storm drains.

SC02B-11 Maintenance vehicles and maintenance areas are furnished with spill response materials.

SC02B-12 Fluids and batteries are removed from salvage vehicles and equipment and disposed of properly.

SC02B-13 Obsolete and inoperable vehicles and equipment are disposed of properly.

SC03, Aircraft, Ground Vehicle and Equipment Fueling

SC03-01 There is a designated fueling area that is covered, bermed, enclosed, or sloped/positioned away from the MS4.

SC03-02 Fueling areas are not located directly in the path of storm drains.

SC03-03 Tanks, piping, and valves are labeled, regularly inspected, and kept in good condition.

SC03-04 Absorbent booms, spill kits, or vacuum equipment are located in fueling areas or on fueling vehicles.

SC03-05 Fueling areas are regularly inspected.

SC03-06 Major fueling operations are monitored.

SC03-07 Secondary containment or cover is used when transferring fuel from a tanker truck to a fuel tank.

SC03-08 Leak detection, overfill protection, and spill prevention devices are used for tanks and piping.

SC03-09 Automatic shut-off mechanisms are used for fuel tankers and hose connections.

SC03-10 Fuel tanks are not topped off.

SC03-11 Access to tanks and fueling vehicles is restricted.

SC04, Aircraft, Ground Vehicle and Equipment Cleaning

SC04-01 Vehicles, equipment, and washing areas are kept clean and free of waste.

SC04-02 Dry washing and surface preparation techniques are used where feasible.

SC04-03 Wash areas are not located directly in the path of storm drains.

SC04-04 Pigs and cover mats are used to cover all catch basins in the surrounding area to contain the wash water during washing activities.

SC04-05 There is a designated wash area that captures or diverts all wash water to structural treatment control BMP, sanitary sewer, or dead end sump with pump.

SC04-06 Visual observations and inspections of nearby storm drains are performed to detect discharges from cleaning activities.

SC04-07 Wash water is filtered and recycled where possible. If not possible, collect and properly dispose of the contained wash water.

SC04-08 Drippings, residue, etc., are removed using vacuum methods. Properly dispose of all waste materials

SC05, Aircraft Deicing/Anti-Icing

SC05-01 There is a designated deicing/anti-icing area that is covered, bermed, enclosed, or sloped/positioned away from the MS4.

SC05-02 Deicing and anti-icing operations are regularly monitored to ensure quantities of fluids used are at a minimum while not jeopardizing aircraft safety and operation.

SC05-03 All fluids are captured or diverted to a treatment plant, recycling system, sanitary sewer, or dead end sump with pump.

SC05-04 Deicing/anti-icing areas are cleaned with wet-type sweepers and the fluids are recycled or disposed of properly.

SC06, Outdoor Loading/Unloading of Materials

SC06-01 Contractors/haulers are aware of and adhere to BMP specifications.

SC06-02 Loading/unloading areas are not located directly in the path of storm drains .

SC06-03 Loading/unloading are areas graded, bermed, covered, or otherwise protected to prevent contact with rainfall and stormwater run-on and run-off.

SC06-04 Loading/unloading equipment is regularly checked for leaks.

SC06-05 Drip pans or other containment measures are used under hoses.

SC06-06 Loading and unloading areas are kept free of spills and debris by containing and absorbing leaks during transfers and spillage from hose disconnections or cargo pallets; dispose of residue or debris properly.

SC06-07 Spill kits or other measures are available in accessible locations near areas where spills may be likely to occur to contain spills and/or prevent tracking off-site.

SC07, Outdoor/Indoor Material Storage

SC07-01 Outdoor material storage areas are not located directly in the path of storm drains.

SC07-02 Outdoor material storage areas have areas with overhead cover and secondary containment.

SC07-03 Outdoor material storage areas are prevented from contacting stormwater run-on and run-off (e.g. by the use of berms, wood pallets etc).

SC07-04 Cover and contain material stockpiles or implement erosion control practices at the perimeter of the site and at any inlets or catch basins to prevent the off-site transport of eroded material.

SC07-05 Wood products treated with preservative chemicals are covered with tarps or stored indoors.

SC07-06 Install protection guards (bollards, posts, or guardrails) around ASTs and piping to prevent damage from vehicles or forklifts and any subsequent release.

SC07-07 Regular inspections are performed on tanks, containers, and berms to check for corrosion, structural failure, loose fittings, poor welds, leaks, etc. Repairs or replacements are performed as needed.

SC07-08 Liquid materials in ASTs should be stored in double-walled, valved storage tanks or within concrete bermed secondary containment areas to provide the capacity to contain the entire volume of the single largest container, with sufficient freeboard to contain precipitation. The area inside the curb should slope to a drain.

SC07-09 Precipitation from bermed areas should be drained to the sanitary sewer if available, or inspected and tested according to applicable regulations prior to its release to a storm drain. The drain must have a positive control, such as a lock, valve, or plug, below the product level in the tank to prevent release of contaminated liquids.

SC07-10 Properly dispose of ponded storm water removed from bermed or containment areas.

SC07-11 The facility/operation has and displays a County hazardous materials permit for hazardous materials storage.

SC07-12 Accurate, up-to-date inventory of the materials delivered and stored on site is maintained.

SC08, Waste Handling and Disposal

SC08-01 The facility/operation makes efforts to reduce waste (using only amount needed, using solvents more than once, practicing good inventory control, not overbuying, purchasing long-lasting products, etc.).

SC08-02 The facility recycles waste materials when possible.

SC08-03 There is a designated waste/recycling area with restricted access.

SC08-04 Waste/recycling areas are not located directly in the path of storm drains.

SC08-05 Secondary containment and cover for waste is provided.

SC08-06 Wastes that are not contained or covered are prevented from contacting stormwater run-on and run-off (e.g. by the use of berms).

SC08-07 All dumpsters are covered and kept closed and any drain holes plugged.

SC08-08 Waste containers are inspected frequently for leaks, structural integrity, and proper closure seal.

SC08-09 Employees are trained to properly handle and dispose of wastes.

SC08-10 Wastes and recycling materials are appropriately stored in containers, segregated, and labeled.

SC08-11 Wastes are properly characterized and disposed of properly.

SC08-12 Waste containers and sanitary facilities are prevented from overflowing by timely service and removal.

SC08-13 Dumpster cleaning is performed in designated areas that are bermed to contain wash water. Properly dispose of all fluids collected or discharge to the sanitary sewer.

SC08-14 Track waste generated, stored, and disposed.

SC09, Building and Grounds Maintenance

SC09-01 All areas of exposed soil have been revegetated, landscaped, or otherwise contain erosion or sediment controls.

SC09-02 Landscaped areas are irrigated regularly.

SC09-03 Implement integrated pest management methods, minimize the use of pesticides, herbicides, and fertilizers and use according to directions.

SC09-04 Temporary BMPs such as portable booms and vacuum trucks are used to contain water from outdoor building or structure washdown activities. Collect and properly dispose of all waste water through a permitted connection to the sanitary sewer.

SC10, Employee Training

SC10-01 The Authority SWMP and tenant SWPPPs covering the facility or operation are updated on a periodic basis and amendment pages for the SWMP or SWPPP are inserted as needed.

SC10-02 Employees and contractors have been trained on storm water issues, implementation and effectiveness of BMPs, spill prevention and cleanup, hazardous materials management, right-to-know awareness, and SMWP or SWPPP implementation.

SC10-03 Implement additional training programs for relevant employees and contractors covering SPCC implementation, the prohibition on cross-connections between sanitary sewers and storm drains, and contractor responsibility to comply with adopted BMPs.

SC10-04 The facility/operation has current employee training records.

SC11, Lavatory Service Operation

SC11-01 Triturator facilities are covered and have low roll-over type berming.

SC11-02 The triturator facility/operation is not located directly in the path of storm drains.

SC11-03 Hoses and fittings used for transferring lavatory waste are regularly inspected and kept in good condition.

SC11-04 Absorbent booms, spill kits, and other containment equipment is present on lavatory service equipment and in the triturator facility/operation.

SC11-05 Surfactant/disinfectant mixing and transfers are performed in the triturator area or under a cover.

SC11-06 Drip pans are used when draining the aircraft and the drippage is dumped into the bulk storage tank of the lavatory service equipment.

SC11-07 Spills of lavatory wastes and lavatory chemicals are immediately cleaned and properly disposed of at the triturator facility.

SC11-08 All hoses, valves, and equipment are properly secured when transporting lavatory waste.

SC11-09 Lavatory truck cleanouts/back flushing and lavatory waste discharging to sanitary sewer connections are performed ONLY at triturator facilities.

SC11-10 Hoses are completely drained.

SC12, Outdoor Washdown/Sweeping (Apron Washing, Ramp Scrubbing)

SC12-01 Sweeping and scrubbing equipment is regularly inspected and maintained to ensure effectiveness at removing pollutants and to avoid leaks.

SC12-02 Roads, ramp areas, apron areas, and, if feasible, runway/taxiway areas are swept on a regular basis.

SC12-03 Sweeping is performed during dry weather using dry sweeping techniques are used where feasible.

SC12-04 Sweepers are operated at manufacturer-recommended optimal speeds

SC12-05 Debris and sediment from sweeping are disposed of properly.

SC12-06 Outdoor washdown areas are bermed contain wash water and to prevent run-on to other areas.

SC12-07 The amount of water used during outdoor washdown activities is minimized.

SC12-08 Wash water is collected and discharged to the sanitary sewer system through a permitted connection at designated and approved discharge faciities (i.e., dewatering bin).

SC12-09 Records of the sweeping or scrubbing activities including the miles swept or scrubbed and the amount of waste collected are maintained.

SC13, Fire Fighting Foam Discharge

SC13-01 Fire fighting foam discharge/testing areas are not located directly in the path of storm drains.

SC13-02 Fire fighting equipment is regularly inspected.

SC13-03 There is a designated fire fighting foam testing area that captures or diverts all foam waste to a treatment/recycling plant, sanitary sewer, or dead end sump with pump.

SC13-04 Sump(s) and/or oil water separator are serviced regularly.

SC13-05 Fire fighting foam testing areas are prevented from contacting stormwater run-on and run-off (e.g. by the use of berms).

SC14, Potable Water System Flushing

SC14-01 The aircraft potable water system and water truck cleaning/flushing areas are not located directly in the path of storm drains.

SC14-02 There is a designated cleaning/flushing area that captures or diverts all wastewater to a treatment/recycling plant, sanitary sewer, or dead end sump with pump.

SC14-03 Cleaning/flushing areas are prevented from contacting stormwater run-on and run-off (e.g. by the use of berms).

SC15, Runway Rubber Removal

SC15-01 The amount of water used during runway rubber removal activities is minimized.

SC15-02 Waste water produced from runway rubber removal activities is prevented from entering the storm drainage system by immediately collecting and properly disposing of it.

SC15-03 Runways and adjacent paved areas are swept, either manually or using mechanical sweepers, following runway rubber removal activities.

SC15-04 Storm drain inlets, catch basins, and runway drainage areas are inspected following runway rubber removal activities for any resulting debris, and remove and properly dispose of debris.

SC16, Parking Lots

SC16-01 Parking lots are posted with "No Littering" signs and have regularly emptied trash receptacles.

SC16-02 Parking lots are regularly swept.

SC16-03 Sweepers are operated at the manufacturer-recommended optimal speeds

SC16-04 Sweeping is performed in parking lot areas when the number of parked vehicles is lowest to maximize areas swept.

SC16-05 Records of the sweeping activities are maintained including the miles swept and the amount of waste collected.

SC16-06 Oily spots are cleaned with absorbent materials.

SC16-07 Repairs are performed during dry weather.

SC16-08 Nearby storm drain inlets, catch basins, and manholes are covered and sealed during parking lot repairs.

SC16-09 Drip pans are used under paving equipment.

SC16-10 Hot bituminous materials are preheated, and transferred or loaded away from storm drain inlets.

SC16-11 Absorbent materials, debris, and drips are disposed of properly.

SC16-12 Rooftops do not drain onto paved surfaces.

SC17, Storm Drain Maintenance

SC17-01 Storm drains are stenciled with "No Dumping" messages.

SC17-02 The facility/operation conducts routine self-inspections of the storm water conveyance system. The Authority should inspect the entire MS4 at least annually, between the dates of May 1 and September 30.

SC17-03 Appropriate measures are used to prevent discharges during MS4 cleaning and maintenance.

SC17-04 Storm drains, inlets, and catch basins are cleaned and maintained before the wet season and when accumulated trash and debris is greater than 33 percent of design capacity.

SC17-05 Open channels are cleared of accumulated litter in a timely manner.

SC17-06 Debris from cleaning activities is disposed of properly.

SC17-07 Records are kept for all inspections, cleaning, and maintenance, including the quantity of waste removed.

SC18, Housekeeping

SC18-01 The facility conducts routine self-inspections of BMPs.

SC18-02 The facility/operation is kept clean and orderly.

SC18-03 Trash receptacles are placed in appropriate locations.

SC18-04 The facility/operation is swept at least once per week.

SC18-05 Sweepings and sediment are disposed of properly.

SC18-06 Potentially significant materials are stored in appropriate containers, properly sealed, and labeled.

SC18-07 Secondary containment is provided for significant materials.

SC18-08 Significant materials are stored in a restricted access area.

SC18-09 Material Safety Data Sheets (MSDSs) are readily available for all significant materials.

SC19, Safer/Alternative Products

SC19-01 This facility/operation uses "Regionally Accepted" products identified as non-toxic, less toxic, or biodegradable.

SC19-02 Whenever possible, maximize the purchase and use of products containing recycled materials.

SR01, Spill Prevention, Control, and Clean-up

SR01-01 The facility/operation has a current Spill Prevention, Control, and Countermeasure (SPCC) Plan or Spill Response Plan.

SR01-02 A summary of the SPCC Plan, or spill response procedures, is posted at key locations, identifying the spill cleanup coordinators, location of cleanup equipment, and phone numbers of regulatory agencies to be contacted in the event of a spill.

SR01-03 Relevant employees and contractors are trained in the implementation of the SPCC Plan, if applicable, or spill control procedures.

SR01-04 Leak and spill prevention devices are used.

SR01-05 The facility/operation has placed adequate spill kits in appropriate locations.

SR01-06 Airport Operations (619-400-2710), the Airport Authority Environmental Affairs Department (619-400-2784), and any agencies or companies identified in the SPCC or facility spill prevention and response procedures, are notified in the event of a spill.

SR01-07 Procedures identified in the SPCC or facility spill prevention and response procedures are followed in the event of a spill or release.

SR01-08 The facility/operation uses only dry cleaning methods.

SR01-09 Used spill control/clean-up materials are disposed of properly.

SR01-10 Wash water is captured by vacuum and properly disposed of, or is diverted to a structural treatment control, sanitary sewer, or dead end sump with pump.

TC01, Treatment Controls

TC01-01 Structural and treatment control BMPs are regularly inspected, cleaned and maintained.

TC01-02 During cleaning operations of the treatment control device, close any effluent valves at the device. Standing water and accumulated waste are removed and properly disposed of, and oil absorbent pads are replaced prior to the start of the wet season and as needed.

TC01-03 Records are kept for all inspections and maintenance of structural and treatment control BMPs.

TC01-04 An annual inventory of all treatment control BMPs is conducted.

Construction BMPs

BMPs listed below are listed in the California BMP Handbook for Construction Activity (2003), produced by the California Stormwater Quality Association and available at http://www.cabmphandbooks.com or in the Caltrans Construction Site BMP Manual available at http://www.dot.ca.gov/hq/construc/stormwater/manuals.htm.

Non-Stormwater Management BMPs

NS-1 Water Conservation Practices

NS-2 Dewatering Operations

NS-3 Paving and Grinding Operations

NS-4 Temporary Stream Crossing

NS-5 Clear Water Diversion

NS-6 Illicit Connection/Discharge

NS-7 Potable Water/Irrigation

NS-8 Vehicle and Equipment Cleaning

NS-9 Vehicle and Equipment Fueling

NS-10 Vehicle and Equipment Maintenance

NS-11 Pile Driving Operations

NS-12 Concrete Curing

NS-13 Concrete Finishing

NS-14 Material and Equipment Use

NS-15 Demolition Adjacent to Water

NS-16 Temporary Batch Plants

Waste Management & Materials Pollution Control BMPs

WM-1 Material Delivery and Storage

WM-2 Material Use

WM-3 Stockpile Management

WM-4 Spill Prevention and Control

WM-5 Solid Waste Management

WM-6 Hazardous Waste Management

WM-7 Contaminated Soil Management

WM-8 Concrete Waste Management

WM-9 Sanitary/ Septic Waste Management

WM-10 Liquid Waste Management

Erosion Control BMPs

EC-1 Scheduling

EC-2 Preservation of Existing Vegetation

EC-3 Hydraulic Mulch

EC-4 Hydroseeding

EC-5 Soil Binders

EC-6 Straw Mulch

EC-7 Geotextiles & Mats

EC-8 Wood Mulching

EC-9 Earth Dikes and Drainage Swales

EC-10 Velocity Dissipation Devices

EC-11 Slope Drains

EC-12 Streambank Stabilization

EC-13 Polyacrylamide

Temporary Sediment Control BMPs

SE-1 Silt Fence

SE-2 Sediment Basin

SE-3 Sediment Trap

SE-4 Check Dam

SE-5 Fiber Rolls

SE-6 Gravel Bag Berm

SE-7 Street Sweeping and Vacuuming

SE-8 Sandbag Barrier

SE-9 Straw Bale Barrier

SE-10 Storm Drain Inlet Protection

Wind Erosion Control BMPs

WE-1 Wind Erosion Control

Temporary Tracking Control BMPs

TC-1 Stabilized Construction Entrance/ Exit

TC-2 Stabilized Construction Roadway

TC-3 Entrance/Outlet Tire Wash

Appendix B

Industrial / Commercial Inventory

FY09-10 Inventory for Stationary Industrial and Commercial Facilities

Field Name	Agency	Facility Name	Address Number	Suite Number	Street Name	City	State	Zip Code	Hydrologic Area	SIC / NAICS Code		Principal Products / Services	Potential Pollutants									Tributary to 303(d) Listed	Threat to water quality	GIS Mapping Options					
Field Description	Jurisdiction responsible for inspection of facility (Co-permittee)	Name used to identify facility in database	Street number of facility, this is the numeric street address	Suite or unit number or letter, if needed. This field could also be used to indicate an intersection if no street number exists. **This field is optional.**	Name of street facility is located on.	City where facility is located	This is a default to CA.	Zip code where facility is located	This field requires both the Hydrological unit and Hydrologic area where facility is located. **This field must be populated to one decimal place.** Copermittees may elect to populate to two decimal places.	Standard Industrial Classification code of facility determined by US Department of Labor - OSHA. This field requires the use of SIC Codes. If facility has more than one SIC code use the primary SIC code. NAICS codes must be transferred to an appropriate SIC code if possible. If there is no SIC code, use the appropriate NAICS. Either the SIC or NAICS must be filled in. SIC code (www.OSHA.gov) NAICS (www.census.gov)		A narrative description which best reflects the principle products or services provided by the facility.	Potential pollutants that may be generated by the facility. A facility can be identified as having more than one pollutant. Each Copermittee shall use best professional judgement to determine potential pollutants for each facility. Copermittees may elect to use "likely" or "unlikely" rather than "yes" or "no" for valid entries.									Is facility a tributary to 303(d) listed receiving water and generating pollutants for which the water body is impaired? Each Copermittee shall use best professional judgement to determine if a facility is tributary to a 303(d) listed water body.	Does the facility pose a high threat to water quality? Each Copermittee shall use best professional judgement to determine if a facility poses a high threat to water quality.	The following fields are optional. The purpose of these fields are to supply a coordinate system for the purposes of GIS mapping.					
																								Assessors Parcel Number (APN)	Latitude / Longitude (Decimal Degrees)		X-Y Coordinates		If entering coordinates either by Lat/Long or Northing/Easting, identification of the coorinate system used is required.
													Bacteria	Gross Pollutants	Metals	Nutrients	Oil & Grease	Organics	Pesticides	Sediment	Trash								
Required Field Type	Text	Text	Number	General	Text	Text	Text	Numeric	Numeric (To a minimum of 1 decimal, 2 decimals are optional)	SIC Code Numeric (four Digits)	NAICS Code Numeric (six Digits)	Text	Text	Text	Text	Text	Text	Text	Text	Text	Text	Text	Text	Text	Numeric	Latitude Numeric	Longitude Numeric	Easting Numeric	Northings Numeric	Coordinate System (Text)
	AA	Air Canada	3707		North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Air Tran Airways	3707	#117	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Alaska Airlines	3665	#228	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Allegiant	3707	T2E	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	no	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Allied Aviation	3698-C		Pacific Highway	San Diego	CA	92101	908.0-908.21	4581	424710	Fuel Storage	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes							
	AA	American Airlines	3707	#103	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	American Eagle	3225	#109	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	ARFF	3698		Pacific Highway	San Diego	CA	92101	908.0-908.21	4581	922160	Airport rescue and fire fighting	No	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	ASIG	2340		Stillwater Road	San Diego	CA	92101	908.0-908.21	4581	488190	Fueling services	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes							
	AA	ATI	2412		Winship Lane	San Diego	CA	92101	908.0-908.21	4581	488119		No	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Continental Airlines	3835	#115	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Delta Air Lines	3835	#107	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Elite Line Services	3707	#121	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4581	488190	Maintenance (Passenger boarding bridges&baggage conveyor)	No	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	FedEx	2221		West Washington Street	San Diego	CA	92110	908.0-908.21	4513	492110	Cargo Handling	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Flagship	3835	#1	North Harbor Drive				908.0-908.21	4581	561720	Janitorial	Yes	Yes	No	Yes	Yes	Yes	No	yes	Yes	Yes	Yes							
	AA	Frontier Airlines	3707	#107	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Hawaiian Airlines	3707	#111.3	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	HMS Host	3665		North Harbor Drive	San Diego	CA	92101	908.0-908.21	4581	722310	Food & beverage	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes							
	AA	JetBlue Airways	3835	#108	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Landmark Aviation	2904		Pacific Highway	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Corporate General Aviation	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	LPI	3705		North Harbor Drive	San Diego	CA	92101	908.0-908.21	7521	812930	Parking lot management	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	SDCRAA	3835		North Harbor Drive	San Diego	CA	92101	908.0-908.21	4581	488119	Facility maintenance	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes							
	AA	SkyWest Airlines	3225	#104	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Southwest Airlines	3665	Terminal 1	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Sun Country Airlines	3835	#107	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	United Airlines	3665	# 223	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	UPS	2221		Washington Street	San Diego	CA	92101	908.0-908.21	4513	492110	Cargo Handling	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	US Airways	3701	#28	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	Virgin America	3707	T2E	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							
	AA	WestJet	3707	T2E	North Harbor Drive	San Diego	CA	92101	908.0-908.21	4512, 4522	481111, 487990	Passenger Carrier	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes							