



Norman Y. Mineta San Jose International Airport
1701 Airport Boulevard, Suite B-1130
San Jose, CA 95110

Stormwater Pollution Prevention Plan
For Compliance with the State Water Resources
Control Board Water Quality Order NO. 2014-0057-DWQ
National Pollutant Discharge Elimination System
General Permit NO. CAS000001
WDID: 2 431006572
Updated (*August 29, 2022*)

Stormwater Pollution Prevention Plan Certification Mineta San Jose International Airport

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 gathered and evaluated the information submitted. Based on my inquiry of the person or persons who managed 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.

Authorized Signatures:

8/29/2022

Patrick Hansen (Duly Authorized Representative)
Environmental Program Manager
Mineta San Jose International Airport

Date

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REVISION DOCUMENTATION

Presented below is a listing, by date, of revisions to this Stormwater Pollution Prevention Plan.

Revision Date	Purpose of Revision
October 1992	Original plan development.
December 1995	Minor updates.
January 2003	Updates to meet revised permit conditions for SWRCB Order Nos. 97-03-DWQ and 99-08-DWQ.
March 2015	Updated to include new Airport facilities.
July 2016	Updates and the inclusion of the Ramp Handbook.
June 2017	Addition of new Signature-leased areas (ramp and hangars) on west side, sampling of Outfall M, safe drain structural BMPs.
November 2018	Comprehensive review and rewrite including identification of new inlet sample locations.
February 2020	Updates and revisions based on completion of construction of additional aircraft gates, new staff, and discharge response and cleanup procedures.
August 2020	Updates and revisions based on revised sampling locations, updated TMDL Section, and new industrial activity areas.
August 2021	Updates to Section 2.3 Pollution Prevention Team, 7.9 Site Specific Structural Control BMPs, and 9.05 Sampling Frequency Reduction.

August 2022	Updated Attachment 2 to show relocation of the ARFF/Fire Station 20 to the southwest quadrant of the Airport. Section 4.2.4 Aircraft De-icing language revised. Section 9.2 Monitoring & Sampling language revised. Section 2.3 Stormwater Pollution Prevention Team contact information revised.
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1.0 INTRODUCTION

Stormwater discharges associated with the Mineta San Jose International Airport (Airport) are regulated by the Stormwater Industrial General Permit (IGP), Number CAS 000001, California Regional Water Quality Board Order Number 2014-0057-DWQ (**Tab 1**), a mechanism of the National Pollutant Discharge Elimination System (NPDES) program. The Stormwater Pollution Prevention Plan (SWPPP/Plan) was developed in accordance with the operating requirements of the Permit. This Plan addresses issues of stormwater discharges associated with the industrial activities at the Airport, identifies pollutant sources, describes implemented best management practices (BMPs), and provides tenants with guidance for the reduction, control, and management of these pollutants.

1.1 OBJECTIVES

This document serves as the working plan for the Airport to ensure compliance with the IGP. This Plan also provides guidance and clarification to Airport tenants who have chosen to be co-permittees under the Airport IGP.

The objectives of this Plan are:

- To form an Airport – tenant relationship which will foster an ongoing and robust Plan which both tenants and the Airport can understand and utilize.
- To provide information and guidance to Airport staff and tenants to ensure compliance with existing stormwater management regulations.
- To identify and evaluate sources of pollutants associated with industrial activities that may affect the quality of stormwater discharges and authorized non-stormwater discharges from the Airport.
- To identify and implement site specific BMPs to reduce or prevent pollutants associated with industrial activities.
- To prevent violations of State Surface Water Quality Standards.
- To achieve compliance in the most environmental and economical manner.

The Airport's Planning and Development, Facilities and Engineering, and Operations Divisions have the overall responsibility for ensuring that the Plan is effectively implemented at the Airport. This will be achieved through dissemination of the Plan to all pertinent Divisions and tenants, through the Plan implementation, and through the training of appropriate Airport personnel and tenant representatives involved with industrial activities.

The Airport requests its tenants who engage in industrial activities to implement the Plan as co-permittees under the Airport's NPDES permit or apply for individual coverage. In addition, the Airport environmental staff will conduct periodic site inspections of all areas where tenant industrial operations are conducted to ensure the proper and effective implementation of the Plan. The Airport will provide technical assistance in recognizing problem areas which may potentially impact stormwater quality and ensure BMPs are properly implemented.

2.0 REGULATORY BACKGROUND

The NPDES IGPs are issued and regulated by the State Water Resources Control Board (SWRCB)/San Francisco Bay Regional Water Quality Control Board (SFBRWQCB). Each of the lease holding tenants producing stormwater discharges associated with industrial activities must either apply for coverage under an individual permit or join the Airport Industrial General Permit as a co-permittee. The majority of tenants who conduct industrial activities at the Airport site have elected to be regulated as a co-permittee under the IGP. A hyperlink to the IGP is below. http://www.waterboards.ca.gov/water_issues/programs/Stormwater/industrial.shtml.

2.1 AIRPORT INDUSTRIAL NPDES PERMIT

The Permit requires the development of a Plan, which contains the following elements:

- Source identification,
- Practices to reduce pollutants,
- An assessment of potential pollutant sources,
- A material inventory,
- A preventive maintenance program,
- Spill prevention and response procedures,
- General stormwater management practices,
- Employee training,
- Facility inspection,
- Record keeping, and
- Elimination of non-allowable non-stormwater discharges to the stormwater collection system.

Due to the nature of industrial activities performed by multiple tenants, specific objectives of the Plan are as follows:

- Assess the Airport site for compliance with the Permit and identify existing and potential pollutant sources,
- Eliminate illicit discharges to the stormwater collection system,
- Provide measures and controls to prevent or minimize pollutant discharge,
- Monitor the BMPs for compliance, and
- Maintain an effective stormwater training program.

The majority of the Air Operations Area (AOA) is comprised of the Aircraft Movement Area, where industrial activities take place on a very limited basis (**Attachment 1**). Within the AOA the Airport has control over all industrial activities relating to operational standards and has the authority to regulate industrial sources which may impact stormwater quality.

This Plan focuses only on those areas where industrial activities occur which may impact the storm sewer system. Facilities which are located outside of the AOA fence are responsible for determining any applicable stormwater regulations. These areas and activities outside the AOA may be covered under the Municipal Regional Stormwater Permit.

The design, management and operating practices at the Airport have been formulated to minimize possible contact between pollutants and stormwater runoff. The most effective way to ensure Permit compliance is to avoid exposure of materials, to perform maintenance activities indoors (if possible) and to utilize good housekeeping practices on an ongoing basis. Materials and spills/leaks that are not exposed do not have the potential to enter stormwater runoff or adversely impact water quality. Preventing these types of stormwater contacts is one of the most important BMPs at any facility or operation.

2.2 TENANT STORMWATER OPERATING AND REPORTING REQUIREMENTS

The Airport appreciates efforts from the tenants who actively participate in identifying and controlling stormwater pollution sources. A variety of support services conducted by tenants have the potential to generate stormwater discharges at the Airport (**Attachment 2**). Tenants operating inside the AOA, who have stormwater discharges from activities defined as “associated with industrial activity” (e.g. vehicle maintenance shops, equipment operations, or equipment storage), are required to meet the requirements of this Plan.

Compliance with the Plan requires commitment from both the Airport and tenants and an ongoing effort to eliminate unauthorized or prohibited discharges from routine operations.

Tenants are required to comply with the following:

- Tenants included as co-permittees under the Airport’s NPDES Industrial General Permit must comply with this Plan at all times.
- If tenants decide not to be included as a co-permittee under the Permit, they must obtain a separate Permit from the SFBRWQCB. Operating without NPDES Permit coverage, or not applying for an individual NPDES Permit, is prohibited and may subject a facility to civil penalties from the SFBRWQCB.
- Failure to comply with any Permit condition is a violation of the Permit. These violations could be grounds for enforcement action including fines and/or termination of coverage under this Permit.
- Tenants are required to properly operate and maintain all equipment and maintenance activities to prevent exposure and/or discharges to stormwater runoff. Some Fixed Base Operators (FBOs) and refueling operations have their own Spill Prevention, Control and Countermeasure Plans (SPCC) (**Attachment 3**) and they must follow those SPCCs in addition to the requirements of this Plan.
- Tenants are required to eliminate non-stormwater discharges into storm drain systems and watercourses, unless authorized as detailed in Section 6. The placement/disposal of rubbish, refuse, or other solid wastes in any place other than collection or processing sites, or any area where this waste can be impacted by stormwater and eventually transported to surface waters is prohibited.
- Non-stormwater discharges, without prior authorization, are prohibited and subject to penalties. Allowable non-stormwater discharges are specified in Section 6.
- All tenants are required to comply with the spill response and cleanup requirements and subsequent updates in the Airport Ramp Safety and Traffic Regulations Handbook (Ramp Handbook) (**Tab 2**).

2.3 STORMWATER POLLUTION PREVENTION TEAM

The Airport’s Stormwater Pollution Prevention Team (PPT) was organized to ensure that the SWPPP remains an effective compliance tool to minimize the potential for contamination to the environment caused by pollutants in stormwater runoff, and to modify the Plan as needed.

The following table identifies the individuals that are responsible for developing, revising, implementing, maintaining, and modifying the Plan. The PPT will also review and incorporate appropriate portions of other plans where there is an over-lap in the regulatory requirements.

Title	Name and Contact Information	Responsibilities
Environmental Program Manager	Patrick Hansen (408) 392-3626	Facility Contact, Stormwater Compliance Program Manager, Coordination of SWPPP Implementation & Updates, Stormwater Sampling, Submittal of Annual Reports, Duly Authorized Representative.
Associate Environmental Services Specialist	Rachel Lam (408) 392-3657	Conduct required routine stormwater inspections, Support Program Manager in coordination of SWPPP Implementation & Updates, Stormwater Sampling, Employee Training & Updates, Monitoring and Record Keeping.
Interim Airside Operations Manager	Ian Hogg (408) 392-3507	AOA operational compliance issues and stormwater compliance.
Senior Property Manager	Casey Boatman (408) 392-3676	Airline Tenant Interface and Monitoring Process Changes, Good Housekeeping.

3.0 FACILITY SITE DESCRIPTION

3.1. PHYSICAL CONDITIONS

The Airport is located on an approximately 1,050 acre site bounded to the north by Highway 101, to the south by Highway 880, to the east by the Guadalupe River, and to the west by Coleman Avenue. The topography of the site is essentially flat with surface water drainage flows to the north and east (**Attachment 4**). The Guadalupe River is the receiving water for stormwater discharge from the AOA. The Airport experiences a Mediterranean climate with an average annual precipitation of about 14 inches.

3.2. AIR OPERATIONS AREA (AOA)

This Plan is written to identify all potential sources of stormwater pollution and industrial activities performed at the Airport and within the AOA. The AOA is defined as the area inside the Airport security boundary in which aircraft movements take place, either under their own power or while in tow (i.e. aircraft gate positions, ramp areas, runways, taxiways, and areas in which both ground vehicles and aircraft frequently operate). The majority of stormwater associated with industrial activity originates in the non-Aircraft Movement Area portion of the

AOA. Although located within the AOA, the Aircraft Movement Area is not the focus of this Plan primarily because industrial activities do not take place there, and access by non-aircraft vehicles and equipment is very limited due to safety and Federal Aviation Administration (FAA) restrictions.

3.3. STORMWATER COLLECTION SYSTEM

The stormwater collection system has historically delineated sixteen (16) outfalls which drain both the AOA and Landside stormwater flows. Further research has documented that some outfalls have been abandoned and stormwater flows have been altered during a major renovation at the site. Historically, five representative outfalls were selected for stormwater sample collection: B, C, K2, L and M. However, as a result of the research, review and comprehensive rewrite of the SWPPP in 2018, and after conferring with the consultants and Group Leaders of the Airport California Monitoring Group (ACMG), the updated monitoring program provides a more accurate representation of the Airport's industrial stormwater drainage system. The following issues with collecting samples at the outfalls have been identified during this review.

Outfalls B and M receive significant flows from off-site industrial areas to the southwest of the Airport's boundary and do not exclusively reflect the Airport's specific industrial activities. The stormwater from the L and M lines combine at an interceptor before separating again, resulting in a potential mix of onsite and offsite stormwater at outfall L. Outfalls C and K2 present significant safety concerns related to sample collection, which have been documented. The new comprehensive sampling plan eliminates these safety concerns

Going forward, stormwater samples associated with the Airport's industrial activities will be collected at locations on Airport property before discharging into the Guadalupe River. The six sample locations are located in the Airport's major industrial areas and are representative of runoff from material storage, vehicle and aircraft maintenance, vehicle and aircraft fueling and other activities identified in Section 4. The representative sample locations related to these industrial activities are specifically detailed in Section 9.2 and illustrated in **Attachment 6**.

4.0 NARRATIVE ASSESSMENT OF POTENTIAL POLLUTANT SOURCES

4.1. INTRODUCTION

The Industrial General Permit requires a pollutant source assessment to identify industrial materials used and industrial activities performed with the potential to contribute pollutants to stormwater discharges. Significant materials with the potential to be discharged into the stormwater collection system, including their onsite quantities, are listed in **Attachment 8**. **Attachment 10** details the pollutants of concern and their sources, in addition to the structural and non-structural BMPs implemented. Based on a review of the current activities conducted at the Airport and communication with the tenants, pollutants with the highest potential to be present in the stormwater runoff at the site are oils/greases and petroleum hydrocarbons. Other pollutants that may also be present to a much lesser degree include, halogenated and non-halogenated solvents, acid and alkaline wastes, and sanitary wastewater.

As described in the Industrial General Permit, this assessment includes review of the following:

- The approximate quantity, physical characteristics, and locations of each industrial material handled, produced, stored, recycled, or disposed.
- The areas of the facility with likely sources of pollutants in industrial stormwater discharges and authorized non-stormwater discharges (NSWDs).
- The pollutants, sources, and implemented BMPs.
- The degree to which the pollutants associated with those materials may be exposed to, and mobilized by contact with stormwater.
- The direct and indirect pathways by which pollutants may be exposed to stormwater or authorized NSWDs.
- All sampling, visual observation, and inspection records.
- The effectiveness of existing BMPs to reduce or prevent pollutants in industrial stormwater discharges and authorized NSWDs.
- The estimated effectiveness of implementing, to the extent feasible, BMPs to reduce or prevent pollutants in industrial stormwater discharges and authorized NSWDs.
- The identification of the industrial pollutants related to the receiving waters with 303(d) listed impairments (identified in Appendix 3 of the General Permit) or Total Maximum Daily Loads (TMDLs) that may be causing or contributing to an exceedance of a water quality standard in the receiving waters.

Based on this source assessment, the Airport has considered which storm lines/drains and drainage areas should be monitored, whether advanced BMPs are needed, and whether additional parameters should be added to the monitoring plan.

4.2 OPERATIONS AND POTENTIAL POLLUTANTS AT THE AIRPORT

This section contains a narrative of existing tenant facilities and industrial activities, potential pollutants and BMPs present at the Airport. Most of the industrial activities occur at discrete locations while others may occur over large areas or in many different locations throughout the Airport.

THE INDUSTRIAL ACTIVITIES AT THE AIRPORT CONSIST OF:

- Aircraft Re-Fueling and Maintenance
- Vehicle Fueling and Maintenance
- Aircraft and Vehicle washing
- Aircraft De-Icing activities
- Aircraft Sanitary Service
- Material and Equipment Storage
- Waste Disposal Areas
- Painting Activities

4.2.1 AIRCRAFT RE-FUELING

Aircraft fueling at the Airport takes place primarily at Commercial Gates, Cargo Handling Areas and at the Fixed Base Operators (FBOs) and General Aviation (GA) areas. On the east side of the Airport where commercial/cargo aircraft operate, aviation fuel (Jet A fuel) is conveyed to the covered Swissport fuel reload/dispensing area via a dedicated pipeline from an offsite fuel tank farm. Mobile fuel tanker trucks then drive to individual aircraft positioned at each gate and re-fuel the aircraft through a flexible pipe connection.

SWISSPORT RE-FUELING RACK



AIRCRAFT MOBILE RE-FUELING ON RAMP



At the FBO and GA areas on the west side of the Airport, three main fueling operations take place. The tenants AvBase, Atlantic Aviation and Signature Flight Support store their Jet A fuel in their own above ground fuel tanks, which are re-loaded via incoming tanker trucks. Mobile fueling trucks then transfer fuel from the above ground tanks to the FBO aircraft. Retired fueling trucks that remain onsite will be drained of their fluids and labelled with an “empty” sign.

AVBASE ABOVE GROUND FUEL STORAGE TANK



ATLANTIC AVIATION ABOVE GROUND STORAGE TANK FUELING RACK



SIGNATURE FLIGHT SUPPORT ABOVE GROUND STORAGE TANK FUELING RACK



4.2.2 VEHICLE FUELING AND MAINTENANCE

Airport vehicles and some tenant vehicles are fueled at the covered fueling bay located at 1395 Airport Boulevard, which is operated by the City of San Jose Public Works Department-Fleet Services Division's onsite mechanics (Fleet Services). The remaining ground support vehicles are fueled with diesel or unleaded gasoline by Swissport's tanker trucks on the ramp. Swissport ground support vehicle fueling trucks are equipped with spill cleanup supplies. The fuel dispensing area at Fleet Services is located to the north of the vehicle maintenance bay (Bay 2) and has two (2) 10,000-gallon Underground Storage Tanks (USTs); one (1) for renewable diesel and one (1) for unleaded gasoline. Vehicle maintenance is performed inside both of the maintenance shops (Bays 1 and 2) and at tenant leaseholds to eliminate exposure to storm water and eliminate discharges to the stormwater collection system. Drip pans are utilized to contain drips/leaks while the vehicles are being serviced. Spill cleanup supplies, including containers for clean and used absorbent, brooms and shovels, are kept undercover at the fueling bay in case of a small fuel spill at the dispensers.

FLEET SERVICES GROUND VEHICLE FUELING BAY



Vehicle washing activities, for both City of San Jose fleet vehicles and tenant-owned/operated ground support vehicles, are described in section 7.3.

4.2.3 AIRCRAFT MAINTENANCE AND WASHING

Commercial airlines' aircraft are washed offsite for compliance with the Stormwater Industrial General Permit. Private and General Aviation aircraft located on the Airport's west side are hand washed at the Airport and washwater is collected in oil-water separators and discharged to the sanitary sewer system. This washwater does not comingle with stormwater in the stormwater drainage system. Oil-water separators at the Airport are detailed in sections 7.3 and 7.9.

ATLANTIC AVIATION OIL-WATER SEPARATOR



4.2.4 AIRCRAFT DE-ICING OPERATIONS

De-icing is performed on a limited basis due to the mild climate of the region. January temperatures average 50°F. In addition, FBO aircraft on the west side of the Airport and cargo aircraft in the north-east section do not engage in de-icing activities and will not dispatch aircraft under those conditions; therefore they do not store de-icing fluid onsite. The de-icing fluid at the commercial terminals, located on the east side, is stored in tenant owned and operated mobile storage trailers at various ramp locations when not in use. BMPs for de-icing activities consist of minimizing the amount of de-icing product sprayed on wings, the timely vacuum sweeping of the affected ramp areas (utilizing the ramp scrubber), and protecting the closest drain to the de-icing activity.

Airport Operations grants approval for de-icing operations upon verification that de-icing fluid can be contained and removed for disposal. The amount of de-icing fluid used is recorded in a Spill Log maintained by the Airport Environmental Section. De-icing occurs infrequently at the Airport and therefore the quantity of de-icing fluid used is typically De Minimis.

DE-ICING MACHINE



RAMP SCRUBBER



4.2.5 AIRCRAFT SANITARY SERVICE OPERATIONS

Ground support vehicles are utilized to collect, transport and manage sanitary waste from aircraft. Lavatory waste vehicles are stationed at various ramp locations on the east commercial/cargo side of the Airport. When an aircraft arrives at the gate, the lavatory vehicle mobilizes and removes the lavatory waste from the aircraft via a flexible transfer hose. When nearing capacity, the vehicle drives to the lavatory waste disposal bay behind the old Fire Station #20 building and empties the contents of the tank into the sanitary sewer. This waste,

along with all sanitary waste from restrooms at the Airport, is conveyed via the existing sanitary collection system to the City of San Jose Wastewater Treatment Plant (WWTP) for treatment.

Stormwater rules and regulations prohibit flushing or washing any lavatory waste spills into the storm drainage system. Individuals responsible for creating the lavatory waste spill are also responsible for the control, containment, and cleanup per established procedures. Training for this procedure is included in employee SIDA badge training and in the Airport's Ramp Safety and Traffic Regulations Handbook (Ramp Handbook) (**Tab 2**).

LAVATORY WASTE COLLECTION EQUIPMENT



4.2.6 HAZARDOUS WASTE COLLECTION AND MANAGEMENT

Hazardous waste may be generated by specific operational and maintenance activities at the Airport. Hazardous waste generated by Airport operations (excluding tenant waste) is secured, collected and managed at the Main Hazardous Waste Collection site located at 1311-C Airport Boulevard. All hazardous waste, including that temporarily held at smaller hazardous waste accumulation sites at GA West (1128 Coleman Ave) and at the Fleet Maintenance Bays (1395 Airport Boulevard), is stored under cover and in secondary containment and has no contact with the stormwater conveyance system. Hazardous waste is removed for proper disposal by an EPA registered licensed hauler in accordance with existing regulations. Some Airport tenants also generate hazardous waste from their operations. Through leasehold agreements, the Airport requires that tenants are responsible for properly managing and disposing of their hazardous waste following the appropriate regulations.

1311-C AIRPORT BOULEVARD - AIRPORT HAZARDOUS WASTE COLLECTION AREA



4.2.7 OTHER INDUSTRIAL ACTIVITIES

Other operations, including vehicle washing, paint shop operations, chemicals storage, solid waste management, and dust/particulate-generating activities are discussed in Section 7, as they relate to specific BMPs implemented at the Airport.

4.3 303(D) LISTED WATERS/POLLUTANTS

4.3.1 303(d) Impairments

San Jose International Airport coordinated with Group Leaders regarding 303(d) monitoring parameters to identify any direct links between the airport’s industrial activities and 303(d) listed impairments as required by IGP Section X.G.2.a.ix. (as well as the Permit’s Fact Sheet, and subsequent guidance provided by the SWRCB).

A complete list of the 303(d) listed impairments for waters within the HUC-10 for the airport is included in SMARTS and was used when performing this analysis. Based on the airport’s analysis of industrial activities, related pollutants of concern, and the Permit’s requirements regarding 303(d) listed waters (and related guidance from the SWRCB), this airport will monitor for the parameters set forth in Section XI.B.6., and any additional 303(d) listed pollutants in the following table:

Pollutants
N/A. Based on pollutant assessment and lack of potential pollutant exposure no additional 303(d) pollutants were added to the monitoring requirements for the airport.

Note: the complete list of pollutants monitored for are listed in the airport’s Chain of Custody form found in Attachment 13 to the Airport SWPPP plan.

4.3.2 2018 IGP AMENDMENT AND TMDL REVIEW

Attachment E of the IGP, as amended by Order 2015-0122-DWQ and Board Adopted amendments on November 6, 2018 (effective July 1, 2020), identifies possible additional TMDL requirements associated with industrial stormwater discharges.

The amendment requires the airport to evaluate its receiving water/watershed to identify if the IGP Amendment incorporates TMDL-specific requirements overlap with pollutants from the airport’s industrial activities. In sum, the airport must be located within an applicable TMDL watershed and its industrial activities must generate pollutants listed in the applicable TMDL causing related watershed impairments. The following table identifies whether the airport is within a TMDL watershed (or discharges to a TMDL waterbody identified in Attachment E) and whether the airport is a source of pollutants regulated by the TMDL.

Impaired Waterbody / Watershed	Associated TMDL	TMDL-Based Parameters	TNAL/ NEL	Compliance Due Date (if applicable)	Overlap of Airport Industrial Pollutants and TMDL Parameters
None	None	None	None	N/A	None

Pursuant to new Attachment E of the IGP, the airport is not required to add or modify its Monitoring Implementation Plan (see Section 9.0 of the SWPPP) related to any TMDL amendments.

5.0 SIGNIFICANT SPILLS, LEAKS AND RESPONSE

When spills occur, the responsible tenant reports the incident to the Airport Operations Center (AOC) who generates a Spill Report, which is electronically distributed to a Spill Report Group consisting of the Operations Airside Manager, Environmental Section staff, the Airport’s Safety Officer, and Fire Station 20. Spill Report logs are maintained at the Airport per established stormwater rules and regulations. The Spill Report documents the causes of the spill, the type of material spilled, the approximate quantity spilled, any impacts to the storm sewer system, the cleanup methodology, and any subsequent corrective actions. Airport Environmental Section staff review each Spill Report, maintain an electronic log of spills summarizing key information, and communicate with appropriate parties to improve practices and/or training regarding spill prevention and cleanup.

Incidents that involve aircraft are the responsibility of the aircraft owner/operator to ensure the safe, expedient removal of the spilled material, and to repair any physical damage as a result of the incident. Under no circumstances are spilled materials to be flushed or washed away or be allowed to enter the Airport’s stormwater collection system. Spill cleanup guidelines, methods and reporting standards are documented in the Airport Safety and Ramp Regulations Handbook along with other operational standards (**Tab 2**).

6.0 NON-STORMWATER DISCHARGES (NSWD)

The Industrial Permit requires that the Plan discuss the elimination of non-permitted Non-Stormwater discharges (NSWDs). Non-stormwater discharges include discharges to the stormwater conveyance system that do not originate from precipitation. Examples of authorized NSWDs are listed in Section IV of the IGP. Site activities at the Airport which are deemed authorized NSWDs are included in **Attachment 9**.

To assess the extent of NSWDs at tenant facilities, the following initial program steps are followed:

- Tenants are requested to examine their leaseholds for the occurrence of NSWDs.
- Tenants are requested to perform visual observations of their site during wet weather and during dry weather conditions. These observations are to identify any runoff from their leasehold or activities (both inside and outside) and from surrounding facilities during dry weather. Any non-permitted NSWD from their facility activities or leasehold is to be reported to the Airport Manager-on Duty-(MOD) or the Airport environmental staff immediately.
- Available stormwater collection system plans are reviewed periodically for any updates or revisions which may impact stormwater movement and conveyance.
- Any noticeable discharges are investigated to determine the source of the discharge and the responsible discharger, to provide follow-up technical assistance, and to identify actions to discontinue an activity or practice causing the NSWD.

7.0 BEST MANAGEMENT PRACTICES AND CONTROLS

7.1 INTRODUCTION

The IGP requires the development and implementation of BMPs to address pollutants originating from industrial sources. Specific BMPs have been selected based upon a full site assessment.

Stormwater management is best accomplished and maintained by reducing exposure of potential contaminants to precipitation. In the context of stormwater pollution prevention, non-structural and structural BMPs include any process, procedures, schedule of activities, prohibitions on practices, and other management practices that prevent or reduce the discharge of pollutants in stormwater runoff.

The majority of stormwater controls used at the Airport consist of non-structural controls to prevent pollutants associated with industrial activities from potentially coming in contact with stormwater. The critical areas where good housekeeping is a priority include aircraft and vehicle fueling, material storage, aircraft washing areas, ramp areas, and the maintenance areas.

7.2 ACTIVITY-BASED BMPS

The Airport implements activity-based BMPs to prevent, or greatly reduce, contact of pollutants with stormwater runoff. These BMPs are defined as a schedule of activities, prohibition of practices, maintenance procedures, employee training, good housekeeping, and other managerial practices.

Activity-based BMPs implemented at the Airport include the following:

Non-Structural BMPs

- Good Housekeeping
- Dispose of fluids and wastes properly
- Proper storage of wastes
- Preventative Maintenance
- Spill Prevention and Cleanup
- Material Handling and Storage
- Employee Oversight and Training
- Waste Handling/Recycling
- Recordkeeping and Internal Reporting
- Inspections
- Hand washing of Aircraft

Structural BMPs

- Safe Drains
- Oil/water separators and clarifiers
- Overhead Coverage
- Retention Ponds
- Control Devices/Conveyances
- Secondary Containment Structures
- Treatment Systems
- Erosion Control and Site Stabilization

7.3 VEHICLE AND EQUIPMENT WASHING

The potential pollutants associated with vehicle washing are detergents, total suspended solids, oil, grease, fuel, and metals. Airport Standard Operating Procedures (SOPs) require all ground vehicles operating within the AOA to be washed at one of two wash racks - the Fleet Maintenance Wash Rack or the Ground Support Wash Rack. Both sites collect and separate wastewater from oils/grease and discharge to the sanitary sewer system. This washwater does not comingle with stormwater in the stormwater drainage system.

- The first wash rack is located at 1395 Airport Boulevard - Fleet Maintenance Building. The only vehicles allowed to utilize this rack are Airport Department vehicles. Wash water travels through a clarifier before being discharged to the sanitary sewer system.
- The second wash rack is located at 1207 Airport Boulevard - Ground Support Wash Rack. Tenant vehicles are washed at this rack. This rack utilizes an oil-water separator before wash water is discharged to the sanitary sewer system.

FLEET MAINTENANCE WASH RACK



GROUND SUPPORT WASH RACK



7.4 PAINT SHOP

Material handling and storage areas for paint and paint related materials (PRMs) are located at the Airport Paint Shop, 1395-C Airport Boulevard. Storage lockers designed for the storage of PRM are utilized both indoors and outdoors at the site. Paint waste is transported to the main hazardous waste accumulation area for proper disposal as needed. Wastewater generated during paint washing activities is collected through an existing water clarifier structure, located adjacent to the Paint Shop, with wastewater discharge to the sanitary sewer. Traffic paint is also stored inside Hangar 1311.

PAINT SHOP STORAGE



PAINT SHOP CLARIFIERS



7.5 CHEMICAL STORAGE AND OUTSIDE MATERIAL STORAGE

Outdoor chemical and material storage are potential sources of pollutants when not properly handled, stored and maintained. The majority of tenants maintain their chemicals in indoor chemical storage areas, with limited outdoor storage. Similarly, most Airport-owned chemicals are stored indoors, or within covered, contained sheds or containers when kept outside, as illustrated below. Chemicals, oil, waste oil and de-icing fluid (in addition to that inside the de-icing carts on the ramp) are typically stored in 55-gallon drums or smaller containers. Other materials such as cleaners, paints, and PRM are stored in containers less than 55 gallons. Tenants and Airport staff are responsible for storing products in secondary containment during normal operations. Materials stored in various areas of the AOA include fuels, oil/grease, battery acid, de-icing chemicals, and organics (solvents, detergents, and pesticides) (**Attachment 8**).

GA WEST - USED OIL COLLECTION IN ROLL-UP HARDCOVER SPILL PALLETS



AIRPORT FACILITIES' MATERIAL STORAGE SHEDS



Bulk material and equipment storage is located at the South Maintenance Yard at 1239 Airport Boulevard, in the southeast corner of the Airport. Stored materials include: vehicles, wooden pallets, recycling & garbage drop-off bins for metal and woody debris, equipment, and bulk materials. Airport Facilities staff maintain BMPs in the South Maintenance Yard, including but not limited to covering soil piles and waste bins, installing straw wattles, sweeping, and keeping Safe Drains in closed positions during dry periods.

-

BULK MATERIAL STORAGE AT SOUTH MAINTENANCE YARD



7.6 DUST AND PARTICULATE GENERATING ACTIVITIES

The AOA is a highly impervious (paved or covered with buildings) area with little to no industrial activities occurring which produce or generate significant amounts of dust or particulates. The maintenance staff uses sweeping machines to control dust and other debris.

AIRPORT SWEEPER



7.7 SOIL EROSION

The Airport AOA consists of 661.26 acres with 410.23 acres of impervious surface and 251.02 acres of pervious surfaces. The pervious areas include grassy areas between the runways and taxiways and landscaped areas in front of buildings. Because the site is virtually flat it is unlikely that erosion of pervious areas would be a significant contributor to stormwater pollution. The Construction General Permit requires BMPs for erosion, sediment, and dust controls.

7.8 SOLID WASTE MANAGEMENT

The Airport has supported and promoted tenant efforts to maximize waste reduction efforts for many years. Solid waste programs have expanded over time to include the recycling of different types of material, with a focus on source reduction and the recycling of organics through industrial composting. A robust program is in place which focuses on source separation and tenant training to achieve these diversion goals. Solid waste management at the site is supported by a robust recycling hierarchy with collection and disposal activities designed to minimize the amount of waste diverted to the regional landfill. Solid waste is managed in four main collection areas at the Airport: Terminal A Compactor area, Terminal A collection area, and Terminal B Compactor room, and the South Terminal B Compactor area near Gate 36.

Two of the four main solid waste collection sites are either completely enclosed or have a roof over the active processing areas. The Terminal A compactor area is exposed, but stormwater drains to an oil-water separator which then discharges to the WWTP. The Terminal B compactors are located indoors and have no exposure to the weather. The Terminal A

collection area is a temporary storage area where waste is stored in carts before being transferred to the Terminal A compactors. The Terminal A collection area is outdoors but covered by a roof which prevents contact with precipitation. The South Terminal B Compactor area utilizes fully enclosed and contained compactors to prevent leaks.

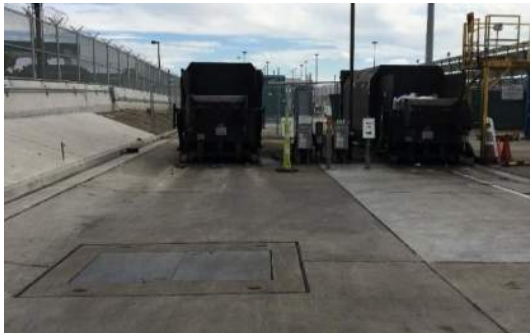
TERMINAL A COMPACTORS



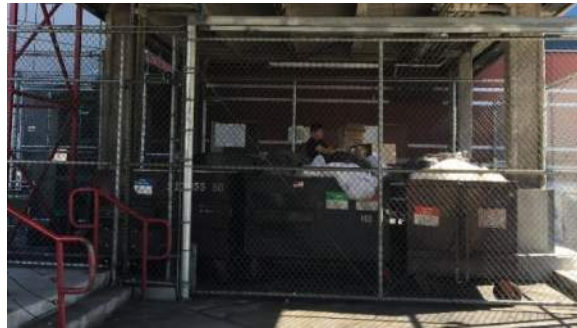
TERMINAL B COMPACTORS



OIL-WATER SEPARATOR



COVERED TERMINAL A COLLECTION AREA



SOUTH TERMINAL B COMPACTOR AREA



7.9 SITE SPECIFIC STRUCTURAL CONTROL BMPS

The Industrial General Permit lists specific structural and non-structural types of BMPs that must be considered for implementation.

Structural-based BMPs use physical measures to minimize pollution (prevention and containment) or divert pollutants for treatment (mitigation and ultimate release). The following Airport sites utilize structural-based BMPs, and are illustrated in **Attachment 7**:

- Oil - Water separators are utilized at the following sites:
 - Coleman Hangars -1128 Coleman Avenue (GA West area)
 - Atlantic Aviation – 1250 Aviation Avenue
 - Ground Support Wash Rack - 1207 Airport Boulevard
 - Signature Flight Support – 393 Martin Ave
 - Terminal A Compactor area – 2055 Airport Boulevard
- Wash Water Clarifiers are utilized at the following sites:
 - Paint Shop - 1395 Airport Boulevard
 - Fleet Wash Rack – 1395 Airport Boulevard
 - HP Enterprise - 1210 Aviation Avenue
- Stormwater Treatment Conveyance Structures/Drains
 - Trench drains at Swissport Fueling Racks
 - Media filtration system at Swissport Fueling Racks

SWISSPORT FUELING AND MAINTENANCE AREAS



TRENCH DRAIN AT SWISSPORT FUELING AND MAINTENANCE AREAS



TRENCH DRAIN AT NORTHEAST PARCEL STORAGE AREA



- Safe Drains
The Airport utilizes “Safe Drains” to prevent spills from discharging into the Guadalupe River (**Attachment 5**). These Safe Drains are located adjacent to taxiways, gate areas and other locations on the ramp (i.e. Aircraft parking areas). Safe Drains contain a valve that can be manually opened and closed with a specialized key. Safe drains are kept in the closed position during dry periods so that if a spill occurs, it will not enter the storm drain system or the Guadalupe River. Annual pre-wet season maintenance is performed on the storm drains inlets to remove debris, clean out safe drain filters, and lubricate the safe drain valves.

SAFE DRAIN COVER



- Inlet Protection
Drain inlet protection devices are installed around the two storm drain inlets (also with safe drains) in the South Maintenance Yard. The inlet protection filters suspended solids before it enters the drain inlets. The new inlet protections are stronger and are designed to be more resistant to vehicles.

INLET PROTECTION AT SOUTH MAINTENANCE YARD



- Bioretention Cells

The Airport utilizes this BMP at multiple locations to collect, treat and convey stormwater prior to discharge into the storm drain system and eventually the Guadalupe River (**Attachment 7**). Bioretention cells within the AOA are located to the east and southeast of the Signature Flight Support Hangars on the west side of the AOA. *The bioretention cell to the southeast of the Signature Flight Support Hangars are maintained by Signature.*

BIORETENTION CELL (EAST) AT SIGNATURE, FACING NORTH-WEST



BIORETENTION CELL (SOUTHEAST) AT SIGNATURE, FACING SOUTHWEST



8.0 RECORD KEEPING AND INTERNAL REPORTING

The Plan is retained on site, is available upon request by the Regional Water Quality Control Board or the local municipality and posted on the Airport website for tenant informational accessibility.

The IGP requires the Permittee to conduct monthly stormwater pollution prevention inspections. At the Airport, this comprehensive monthly inspection is conducted by a member of the PPT and recorded on the Monthly Visual Observation Form (**Attachment 11**), described further in Section 9.1. This documentation allows the Airport to track proposed and existing activities which include the following:

- Industrial Processes – Industrial Activities,
- Material Handling and Storage Areas,
- Dust and Particulate Generating Activities,
- Significant Spills and Leaks, and
- Non-Stormwater Discharges

The Airport Operations Division responds to spills on Airport property and ensures that they are cleaned up by the responsible party following established procedures, and completes and distributes Spill Reports to appropriate staff, including members of the PPT. The records of reportable spills and other stormwater-related documentation are maintained by the Airport Environmental Section for compliance with existing reporting requirements. The records are reviewed during the Airport Annual Comprehensive Facility Compliance Evaluation (ACFCE).

9.0 STORMWATER INSPECTIONS AND MONITORING PROGRAM

The Airport completes the inspection and monitoring requirements listed in Section XI of the IGP.

9.05 SAMPLING FREQUENCY REDUCTION

The Mineta San Jose International Airport is eligible for the IGP Section XI.C.7 sampling frequency reduction. The Airport participates in the ACMG and is now required to collect only ONE sample between July 1 and June 30 of each permit year. If sampling results outside the permit NALs occur in the future the Airport will return to collecting two samples per permit year. The Airport will file a Sampling Frequency Reduction Certification in SMARTS under the “Attachments” option that explains the basis for the sampling reduction per guidance provided by the SWRCB.

9.1 INSPECTIONS

The IGP requires the routine inspection and monitoring of stormwater structural controls and activities during both wet and dry periods. These inspections are performed by the Airport environmental staff to ensure that BMPs are being effectively implemented and to minimize any pollutants potentially exposed to stormwater. As a result of visual inspections, any identified maintenance deficiencies will be addressed and corrective actions taken. Various types of inspections conducted at the Airport include:

- **SWPPP Inspections:** Inspections are performed on a monthly basis, as required by Section XI.A.1.a of the IGP, to ensure that BMPs are being effectively implemented across the Airport. Industrial activities and observations at the Airport are documented on the Monthly Visual Observation (MVO) Forms (**Attachment 11**). When there is a stormwater sampling event triggered by a Qualifying Storm Event (QSE), as defined in Section XI.B. of the IGP, the Sampling Event Visual Observation (SEVO) form is also completed (**Attachment 12**).
- **Fuel Facility Inspections:** Airport Operations and Fire Department staff inspect the physical facilities of each tenant fueling area at least quarterly for compliance with the standards and fire code.
- **Monitoring Program Inspections:** Airport Environmental staff conduct unannounced inspections of Airport and tenant facilities to ensure that stormwater pollution control measures are in place and functioning effectively. Airport Environmental staff follow up with the Airport Divisions and tenants when non-structural and structural BMPs may need attention. The following table reflects the type and frequency of stormwater inspections which are required in the IGP.

Type of Inspection	Report Form	Frequency
Inspection of potential pollutant sources	Monthly Visual Observation Form (MVO)	Monthly
Visual water quality of stormwater discharges	Sampling Event Visual Observation Form (SEVO)	During sampling collection event. Once per year.
Annual Facility Inspection / Evaluation/ BMP Evaluation	ACMG Annual Evaluation Form	Annually
Group Leader Inspection	Annual Comprehensive Facility Compliance Evaluation (ACFCE) Form	Annually

9.2 MONITORING AND SAMPLING

The Airport follows the Airport California Monitoring Group (ACMG) Guidelines to guide implementation of the monitoring and sampling plan. The Airport's IGP states that "the main objective of the monitoring program is to provide site specific information on each stormwater discharge point to aid the implementation of the SWPPP". As noted in Section 3.3, the Airport has reviewed and revised its previous sampling approach due to safety and access concerns, and issues related to offsite flows comingling with Airport runoff. As part of the comprehensive review and rewrite of the SWPPP, and after conferring with consultants and ACMG Group Leaders, the Airport's representative industrial stormwater sampling will occur at storm drain inlets, outlets, and within storm drain lines that are located on Airport property. These new sample locations reflect the quality of the stormwater runoff generated in the Airport's industrial activity areas.

Each industrial area of the AOA was thoroughly inspected to determine the most appropriate sample location, considering the locations of industrial materials handled or stored, direct and indirect pollutant pathways, the degree to which pollutants may be exposed to and mobilized with stormwater, and safety and access concerns (including those associated with aircraft movements in the AOA consistent with FAA regulations). Six sample locations have been selected to represent the quality of stormwater that discharges from various industrial activities across the Airport. The sample locations are tabulated below and illustrated in **Attachment 6**. Due to the Airport's flat topography and extensive network of storm lines, significant rainfall is required for site discharge to occur. Typically, only rain events that produce at least 0.25 inches or more of rainfall generate enough flow to result in a Qualifying Storm Event.

Sample ID	Sample Location	Latitude/ Longitude	Sample Type	Sample Description	Description of Industrial Activities	Attachment Map Reference
SJC-1-GAW	1. General Aviation West Hangars, west side of the Airport property	37°21'11.088"N 121°55'21.125"W	Sheet flow sample at inlet, either above or below grate	Sample to be collected at storm drain location L.6.C-3.3.6, located downgradient of the small aircraft hangars and hazardous waste storage area. Samplers will utilize a scoop to collect the sample. Stormwater at this inlet drains to Outfall L.	Small mobile aircraft fueling, aircraft maintenance, aircraft parking, hazardous waste storage	Attachment 6-1
SJC-3 FBO	3. FBO ramp outlet, west side of the Airport property	37°21'55.581"N 121°56'15.253"W	Storm line outlet sample	Sample to be collected at a storm drain outlet, known as AS-16, located in a bioretention cell approx. 40 ft. north of the fence-line separating the FBO Hangar 7 ramp at 373 Martin Ave and the adjacent parking lot. Stormwater exiting the outlet drains the FBO Hangars 5, 6, and 7 ramp areas and the FBO fuel farm. Stormwater in this area drains to Outfall M.	Mobile aircraft fueling, aircraft parking, aircraft maintenance, bulk fuel storage	Attachment 6-3
SJC-4-SMY	4. South Maintenance Yard, east side of the Airport property	37°21'14.019"N 121°54'47.968"W	Sheet flow sample at inlet, either above or below grate	Sample to be collected at Safe Drain storm drain location B.1.X-2.1, which drains the Airport-operated South Maintenance Yard where green waste, soil materials, scraped rubber, and equipment are stored. Samplers will utilize a scoop to collect the sample. Stormwater at this inlet drains to Outfall B.	Materials storage, equipment storage	Attachment 6-4
SJC-5-STH	5. South Maintenance Yard and South Tenant Hangars, east side of the Airport property	37°21'19.578"N 121°54'50.271"W	Pole-mounted storm line sample	Sample to be collected from flow within storm drain C.1.X-2. Samplers will remove the storm drain inlet cover located in the parking lot, outside the AOA and fence. The pole-mounted sampler will be lowered into flow to collect water that has drained from the northern portion of the leased South Maintenance Yard and the paved areas to the west of the south tenant hangars at 1253 Airport Blvd and 1239 Airport Blvd. Samplers will then transfer water from a pole-mounted sample bottle into sample containers. Stormwater at this inlet drains to Outfall C.	Equipment storage, aircraft and vehicle parking, aircraft maintenance	Attachment 6-4
SJC-6-FMF	6. Fleet Maintenance and Facilities, east side of the Airport property	37°21'29.369"N 121°55'1.434"W	Sheet flow sample at inlet, either above or below grate	Sample to be collected at the Safe Drain storm drain located between the Airport Facilities building/parking lot (1401 Airport Blvd) and the Fleet Maintenance Bay/Fuel Dispensing Rack (1395 Airport Blvd). Samplers will utilize a scoop to collect the sample. Stormwater at this inlet drains to Outfall D.	Vehicle maintenance, fuel dispensing, hazardous materials and hazardous waste storage	Attachment 6-5
SJC-7-TER	7. Terminal A and north Terminal B ramp areas, east side of the Airport property	37°22'20.187"N 121°55'57.146"W	Pole-mounted storm line sample	Sample to be collected from flow within storm drain K.2.1.X-2. Samplers will remove the manhole cover and insert the pole-mounted sample container, lowering it into flow to collect the sample. Samplers will then transfer water from a pole-mounted sample	Aircraft fueling, aircraft parking, ground support vehicle/equipment parking, aircraft	Attachment 6-6

Sample ID	Sample Location	Latitude/ Longitude	Sample Type	Sample Description	Description of Industrial Activities	Attachment Map Reference
				bottle into sample containers. Stormwater collected at this location has drained from the Terminal A and north Terminal B aircraft ramp areas (approx. Gates 1-20). ¹ Stormwater at this inlet drains to Outfall K2.	lavatory servicing, material storage	

¹ Attachment 6 shows the six sampling areas that are representative of the Airport’s industrial activity areas. The airside area between SJC-6-FMF and SJC-7-TER includes a portion of Terminal B (south end) that has been deemed infeasible for sample collection because those storm inlets cannot be safely accessed due to frequent aircraft movements. However, the industrial activities that occur, and the types of pollutants that exist in the south Terminal B ramp area are identical to those located in the north portion of Terminal B and Terminal A ramp areas, which are captured by sampling at SJC-7-TER. Therefore, samples collected at sampling location SJC-7-TER is similarly representative of the stormwater runoff from the south Terminal B area.

In August 2020, Sample Location SJC-2-FBO was removed due to access issues and lack of sheet flow runoff during QSEs. Similar representative industrial areas are already captured by Sample locations SJC-3-FBO and SJC-7-TER.

10.0 ANNUAL COMPREHENSIVE FACILITY COMPLIANCE EVALUATION (ACFCE)

The Airport is a member of the Airport California Monitoring Group (ACMG). Group leaders conduct an Annual Comprehensive Facility Compliance Evaluation (ACFCE) at the Airport. Details on the ACFCE are provided below.

- The evaluations are conducted within 8 –16 months of each other. The evaluation is documented on a series of forms that lead the Inspector through the required observations and evaluations.
- The review includes an evaluation of both structural and non-structural BMPs. This review and evaluation are documented and completed for each identified industrial activity areas or potential pollutant sources at the site. Visual inspections of BMPs are conducted when appropriate to determine that the structural BMPs are functioning properly and that all listed pollution control equipment has been maintained.
- An evaluation report is compiled with all the above described forms and completed during the ACFCE process.

11.0 QUALITY ASSURANCE

The preventative maintenance and stormwater inspections conducted at the Airport have been effective in educating tenants as to the importance of this Plan. The Airport has a number of checks and balances for ensuring that the elements of the Plan and monitoring program are conducted. The PPT is responsible for conducting a review of the inspection documents to verify if the inspections were done correctly and to ascertain if any required follow up action was completed.

The Annual Inspection, conducted by the Compliance Group Leader includes a review of the following:

- Industrial Activity Area Observation
- Assessment of Likely Pollutant Sources Form
- Significant On-Site Materials Review
- Authorized Non-Stormwater Inspection Form
- Allowable Non-Stormwater Discharges
- Industrial Process Description

12.0 EMPLOYEE TRAINING

Training is required by the IGP for anyone who works in areas or with activities where stormwater may be exposed to industrial materials, or who are responsible for implementing activities identified in the Plan. The Airport will train its own staff and may provide training materials and technical assistance for tenants. Training will include topics such as SWPPP requirements, spill response and reporting procedures, and hazardous materials handling. The Airport California Monitoring Group also provides annual training to Airport Environmental staff and hosts periodic conference calls to disseminate information regarding source control, BMP maintenance, sampling, and regulatory updates.

Feedback regarding the BMPs will be provided to staff by the PPT. Employee Training Record forms are used to document when Airport employees attend training sessions and these are kept on file in the Airport's Planning and Development Division.

Acronyms

ACMG	Airport California Monitoring Group
ACFCE	Annual Comprehensive Facility Compliance Evaluation
AOA	Air Operations Area
AOC	Airport Operations Center
AST	Aboveground storage tank
BMP	Best management practice
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CWA	Clean Water Act
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FBO	Fixed-based operations/operator
GA	General Aviation
GMP	Group Monitoring Plan
IGP	Industrial General Permit
MOD	Manager-on-Duty
NPDES	National Pollutant Discharge Elimination System
NWSD	Non-stormwater discharge
O&G	Oil and grease
PRM	Paint related material
PPT	Pollution Prevention Team
SEVO	Sampling Event Visual Observation
SFBRWQCB	San Francisco Bay Regional Water Quality Control Board
SMARTS	Stormwater Multiple Application and Report Tracking System
SOP	Standard Operating Procedure
SPCC	Spill Prevention, Control and Countermeasure
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMDL	Total Maximum Daily Load
TSS	Total Suspended Solids
UST	Underground storage tank
WWTP	Wastewater Treatment Plant

Glossary

BEST MANAGEMENT PRACTICES:

BMP means schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of "waters of the United States." BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

DIRECT DISCHARGE:

A discharge that is routed directly to waters of the United States by means of a discrete conveyance such as a pipe, channel, or ditch (including a Municipal Storm Sewer System), or through surface runoff.

DISCHARGE:

When used without qualification means the "discharge of a pollutant."

DRAINAGE AREA: The area of land that drains water, sediment, pollutants, and dissolved materials to a common outlet.

DISCHARGE OF A POLLUTANT:

Any addition of any "pollutant" or combination of pollutants to "waters of the United States" from any "point source," or any addition of any pollutant or combination of pollutants to the waters of the "contiguous zone" or the ocean from any point source. This definition includes additions of pollutants into waters of the United States from: surface runoff which is collected or channeled by man; discharges through pipes, sewers, or other conveyances owned by a State, municipality, or other person which do not lead to a treatment works; and discharges through pipes, sewers, or other conveyances, leading into privately owned treatment works

EFFLUENT:

Any discharge of water either to the receiving water or beyond the property boundary controlled by the discharger.

GENERAL PERMIT:

An NPDES "permit" issued under §122.26 authorizing a category of discharges under the CWA within a geographical area.

GOOD HOUSEKEEPING BMPS:

BMPs designed to reduce or eliminate the addition of pollutants through analysis of pollutant sources, implementation of proper handling/disposal practices, employee education, and other actions.

INDUSTRIAL MATERIALS OR ACTIVITIES:

Include, but are not limited to, material handling equipment or activities, industrial machinery, raw materials, intermediate products, by-products, final products, or waste products.

LEGALLY RESPONSIBLE PERSON:

A person, company, agency, or other entity that is the operator of the industrial facility covered under this General Permit.

MATERIAL HANDLING ACTIVITIES:

Include storage, loading and unloading, transportation, or conveyance of any raw material, intermediate product or by-product, final product or waste product.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES):

The national program for issuing, modifying, revoking and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements, under sections 307, 402, 318, and 405 of CWA. The term includes an "approved program."

NON-STORMWATER DISCHARGES:

Discharges that are present, active and do not originate from precipitation events are considered as non-storm weather discharges. They can include, but are not limited to, discharges of process water, air conditioner condensate, non-contact cooling water, vehicle wash water, sanitary waste, concrete washout water, paint wash water, irrigation water, or pipe testing water.

OWNER OR OPERATOR:

The owner or operator of any "facility or activity" subject to regulation under the NPDES program.

PERMIT:

An authorization, license, or equivalent control document issued by EPA or an "approved State" to implement the requirements of this part and parts 123 and 124. "Permit" includes an NPDES "general permit" ([§122.28](#)). Permit does not include any permit, which has not yet been the subject of final agency action, such as a "draft permit" or a "proposed permit."

POLLUTANT:

Dredged spoil, solid waste, incinerator residue, filter backwash, sewage, garbage, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials (except those regulated under the Atomic Energy Act of 1954, as amended (42 U.S.C. 2011 et seq.)), heat, wrecked or discarded equipment, rock, sand, cellar dirt and industrial, municipal, and agricultural waste discharged into water.

QUALIFYING STORM EVENT:

A precipitation event that a) Produces a discharge for at least one drainage area; and, b) is preceded by 48 hours with no discharge from any drainage area.

SEDIMENT:

Any particulate matter that can be transported by fluid flow and which eventually is deposited as a layer of solid particles on the bed or bottom of a body of water or other liquid. Sedimentation is the deposition by settling of a suspended material.

SEDIMENT CONTROL BMPS:

Practices that trap soil particles after they have been eroded by rain, flowing water, or wind. They include those practices that intercept and slow or retain the flow of stormwater to allow sediment to settle and be trapped (e.g., silt fence, sediment basin, fiber rolls, etc.)

SIGNIFICANT MATERIALS:

Includes, but is not limited to, raw materials, fuels, solvents, detergents and plastic pellets, hazardous substances designated under section 101(14) of Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), fertilizers, pesticides, ashes, slag, and sludge that have the potential to be released with stormwater discharges.

STORMWATER:

Discharge of rainfall, snow or snowmelt runoff from land and impervious surface areas such as paved streets, parking lots, and building rooftops. Stormwater discharge often contains pollutants in quantities that could adversely affect water quality.

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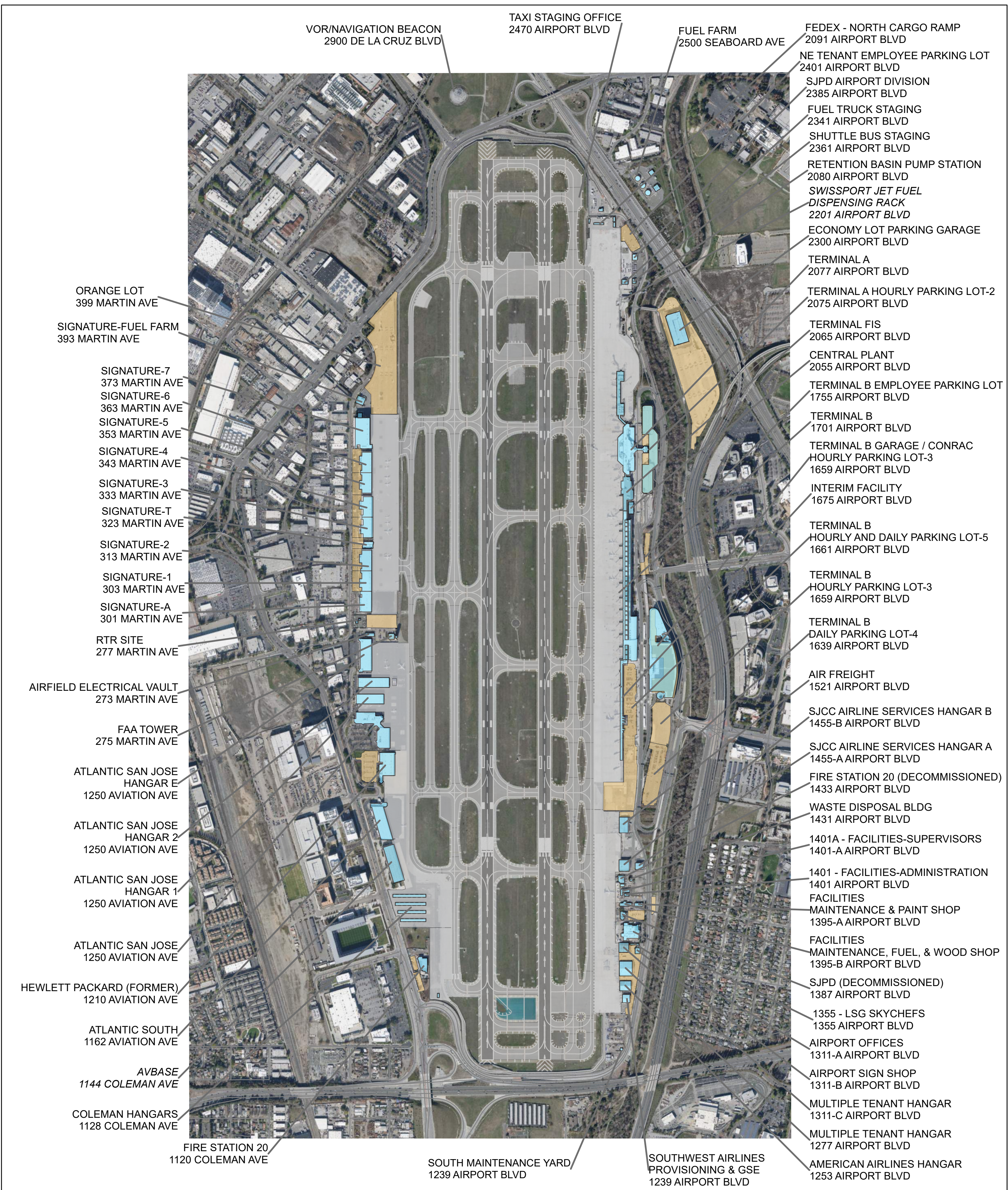


LEGEND

- Aircraft Movement Area (Not Subject to Industrial Activities)
- AOA Boundary

Attachment #1

SJC Airport
AOA Site Map



VOR/NAVIGATION BEACON
2900 DE LA CRUZ BLVD

TAXI STAGING OFFICE
2470 AIRPORT BLVD

FUEL FARM
2500 SEABOARD AVE

FEDEX - NORTH CARGO RAMP
2091 AIRPORT BLVD

NE TENANT EMPLOYEE PARKING LOT
2401 AIRPORT BLVD

SJPD AIRPORT DIVISION
2385 AIRPORT BLVD

FUEL TRUCK STAGING
2341 AIRPORT BLVD

SHUTTLE BUS STAGING
2361 AIRPORT BLVD

RETENTION BASIN PUMP STATION
2080 AIRPORT BLVD

SWISSPORT JET FUEL
DISPENSING RACK
2201 AIRPORT BLVD

ECONOMY LOT PARKING GARAGE
2300 AIRPORT BLVD

TERMINAL A
2077 AIRPORT BLVD

TERMINAL A HOURLY PARKING LOT-2
2075 AIRPORT BLVD

TERMINAL FIS
2065 AIRPORT BLVD

CENTRAL PLANT
2055 AIRPORT BLVD

TERMINAL B EMPLOYEE PARKING LOT
1755 AIRPORT BLVD

TERMINAL B
1701 AIRPORT BLVD

TERMINAL B GARAGE / CONRAC
HOURLY PARKING LOT-3
1659 AIRPORT BLVD

INTERIM FACILITY
1675 AIRPORT BLVD

TERMINAL B
HOURLY AND DAILY PARKING LOT-5
1661 AIRPORT BLVD

TERMINAL B
HOURLY PARKING LOT-3
1659 AIRPORT BLVD

TERMINAL B
DAILY PARKING LOT-4
1639 AIRPORT BLVD

AIR FREIGHT
1521 AIRPORT BLVD

SJCC AIRLINE SERVICES HANGAR B
1455-B AIRPORT BLVD

SJCC AIRLINE SERVICES HANGAR A
1455-A AIRPORT BLVD

FIRE STATION 20 (DECOMMISSIONED)
1433 AIRPORT BLVD

WASTE DISPOSAL BLDG
1431 AIRPORT BLVD

1401A - FACILITIES-SUPERVISORS
1401-A AIRPORT BLVD

1401 - FACILITIES-ADMINISTRATION
1401 AIRPORT BLVD

FACILITIES
MAINTENANCE & PAINT SHOP
1395-A AIRPORT BLVD

FACILITIES
MAINTENANCE, FUEL, & WOOD SHOP
1395-B AIRPORT BLVD

SJPD (DECOMMISSIONED)
1387 AIRPORT BLVD

1355 - LSG SKYCHEFS
1355 AIRPORT BLVD

AIRPORT OFFICES
1311-A AIRPORT BLVD

AIRPORT SIGN SHOP
1311-B AIRPORT BLVD

MULTIPLE TENANT HANGAR
1311-C AIRPORT BLVD

MULTIPLE TENANT HANGAR
1277 AIRPORT BLVD

AMERICAN AIRLINES HANGAR
1253 AIRPORT BLVD

ORANGE LOT
399 MARTIN AVE

SIGNATURE-FUEL FARM
393 MARTIN AVE

SIGNATURE-7
373 MARTIN AVE

SIGNATURE-6
363 MARTIN AVE

SIGNATURE-5
353 MARTIN AVE

SIGNATURE-4
343 MARTIN AVE

SIGNATURE-3
333 MARTIN AVE

SIGNATURE-T
323 MARTIN AVE

SIGNATURE-2
313 MARTIN AVE

SIGNATURE-1
303 MARTIN AVE

SIGNATURE-A
301 MARTIN AVE

RTR SITE
277 MARTIN AVE

AIRFIELD ELECTRICAL VAULT
273 MARTIN AVE

FAA TOWER
275 MARTIN AVE

ATLANTIC SAN JOSE
HANGAR E
1250 AVIATION AVE

ATLANTIC SAN JOSE
HANGAR 2
1250 AVIATION AVE

ATLANTIC SAN JOSE
HANGAR 1
1250 AVIATION AVE

ATLANTIC SAN JOSE
1250 AVIATION AVE

HEWLETT PACKARD (FORMER)
1210 AVIATION AVE

ATLANTIC SOUTH
1162 AVIATION AVE

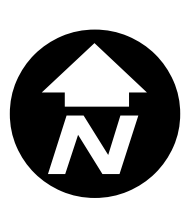
AVBASE
1144 COLEMAN AVE

COLEMAN HANGARS
1128 COLEMAN AVE

FIRE STATION 20
1120 COLEMAN AVE

SOUTH MAINTENANCE YARD
1239 AIRPORT BLVD

SOUTHWEST AIRLINES
PROVISIONING & GSE
1239 AIRPORT BLVD



Attachment #2

SJC Airport Facility Tenant Map





Signature
303 - 393 Martin Ave



AvBase
1144 Coleman Ave



Atlantic Aviation
Fueling Rack
1250 Aviation Ave



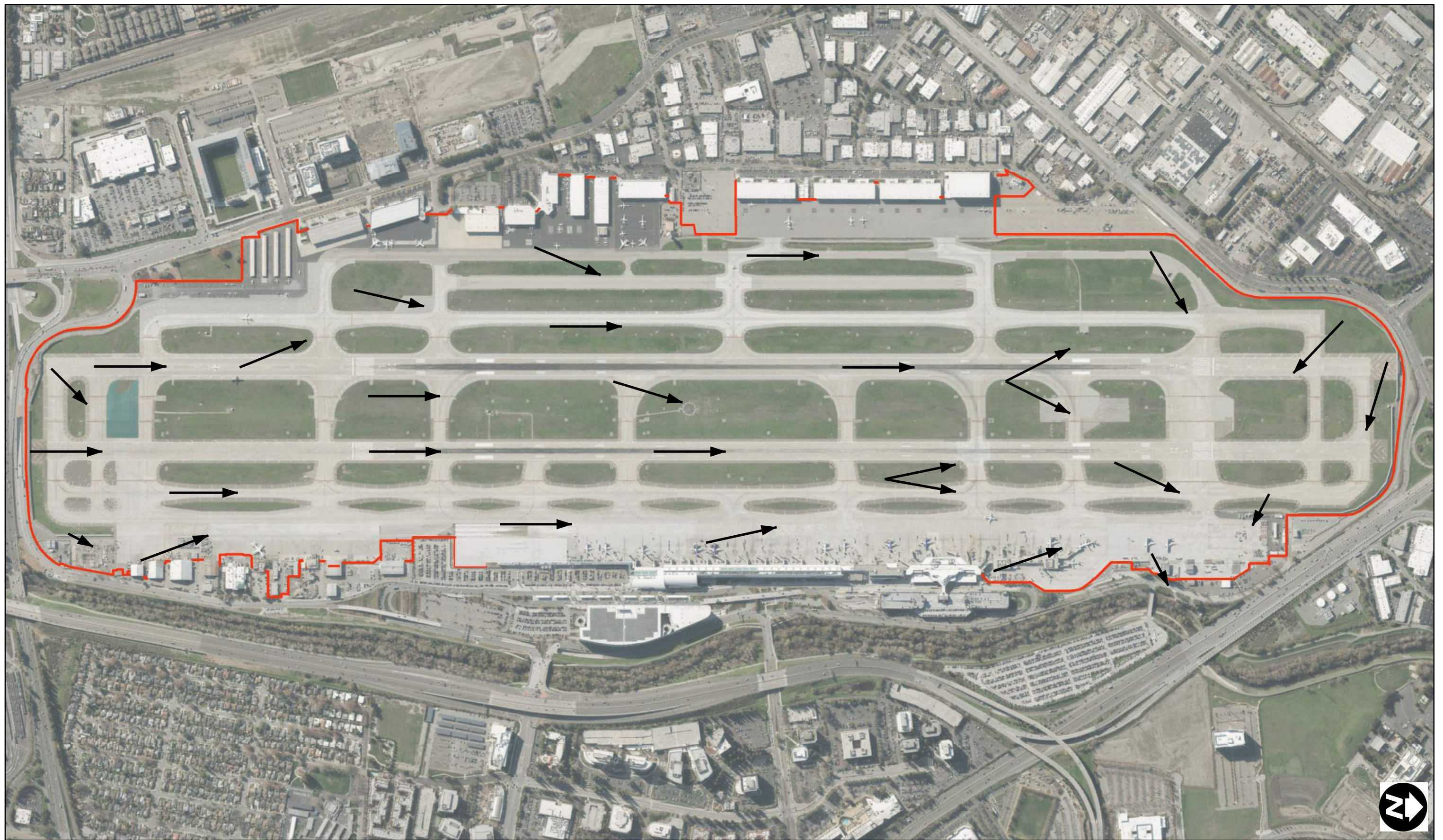
Swissport Reload Rack
2201 Airport Blvd

LEGEND

— AOA Boundary

Attachment #3
Tenants With Individual SPCC Plans
Mineta San José International Airport





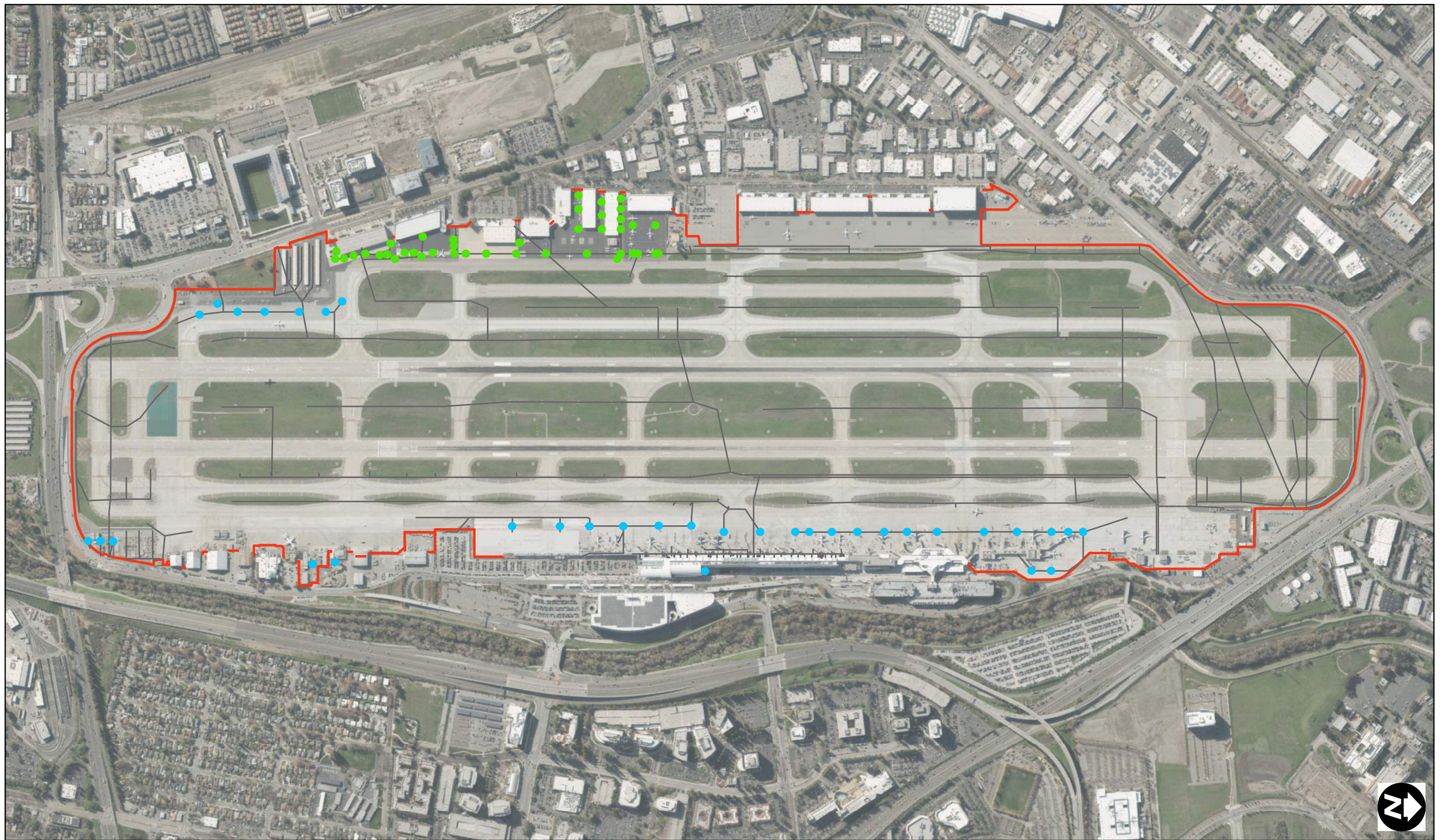
LEGEND

— AOA Boundary

Attachment #4
 SJC Airport
 AOA Surface Water Flow Direction



Date: Revised 7/22/2020



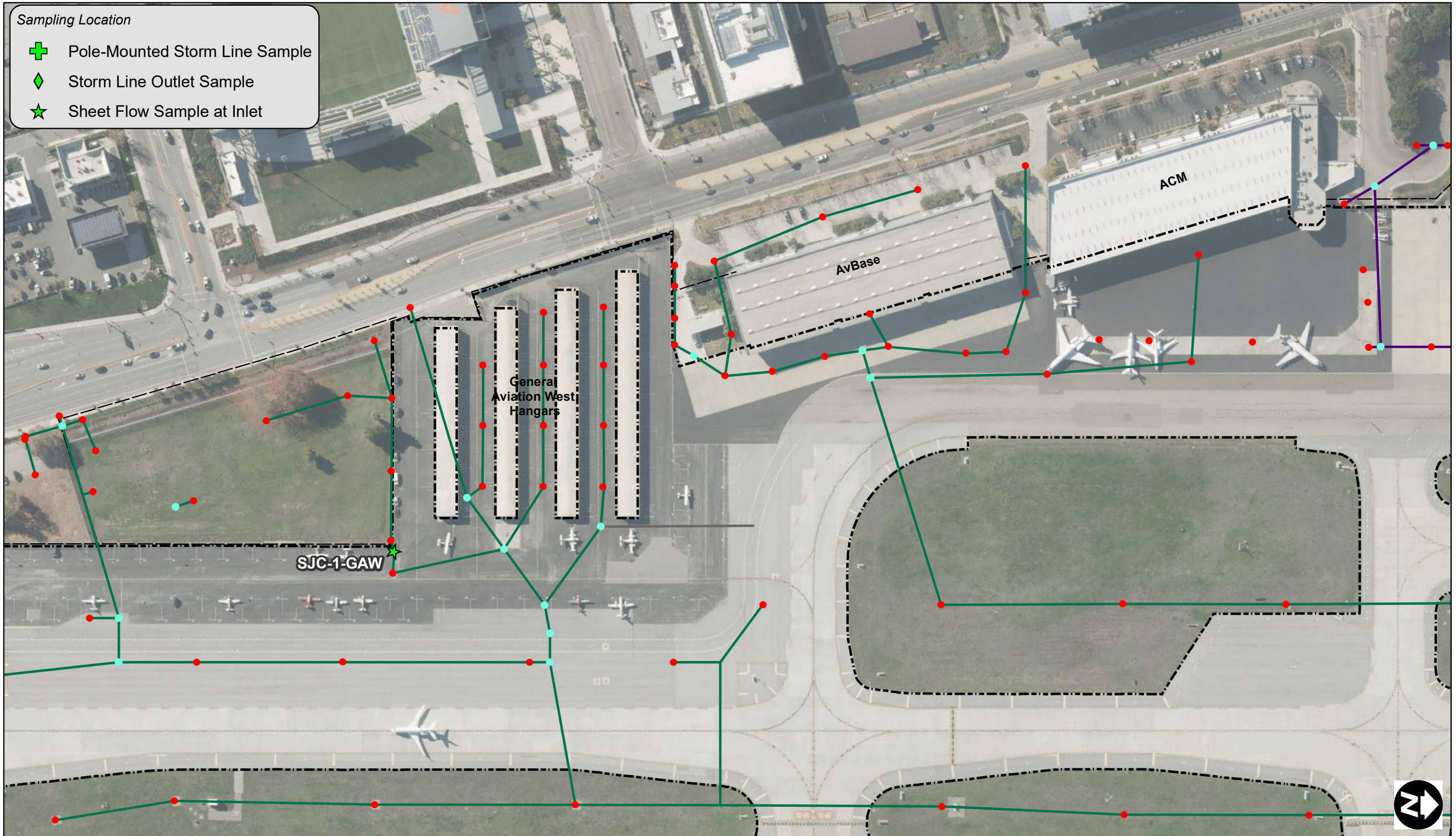
LEGEND

—	Storm Water Line
● (blue)	AIRPORT
● (green)	FBO
— (red)	AOA Fence

Attachment #5
 Safe Drain Location Map
 Mineta San José International Airport



Date: Revised 7/22/2020



Sampling Location

- + Pole-Mounted Storm Line Sample
- ◇ Storm Line Outlet Sample
- ★ Sheet Flow Sample at Inlet

Legend

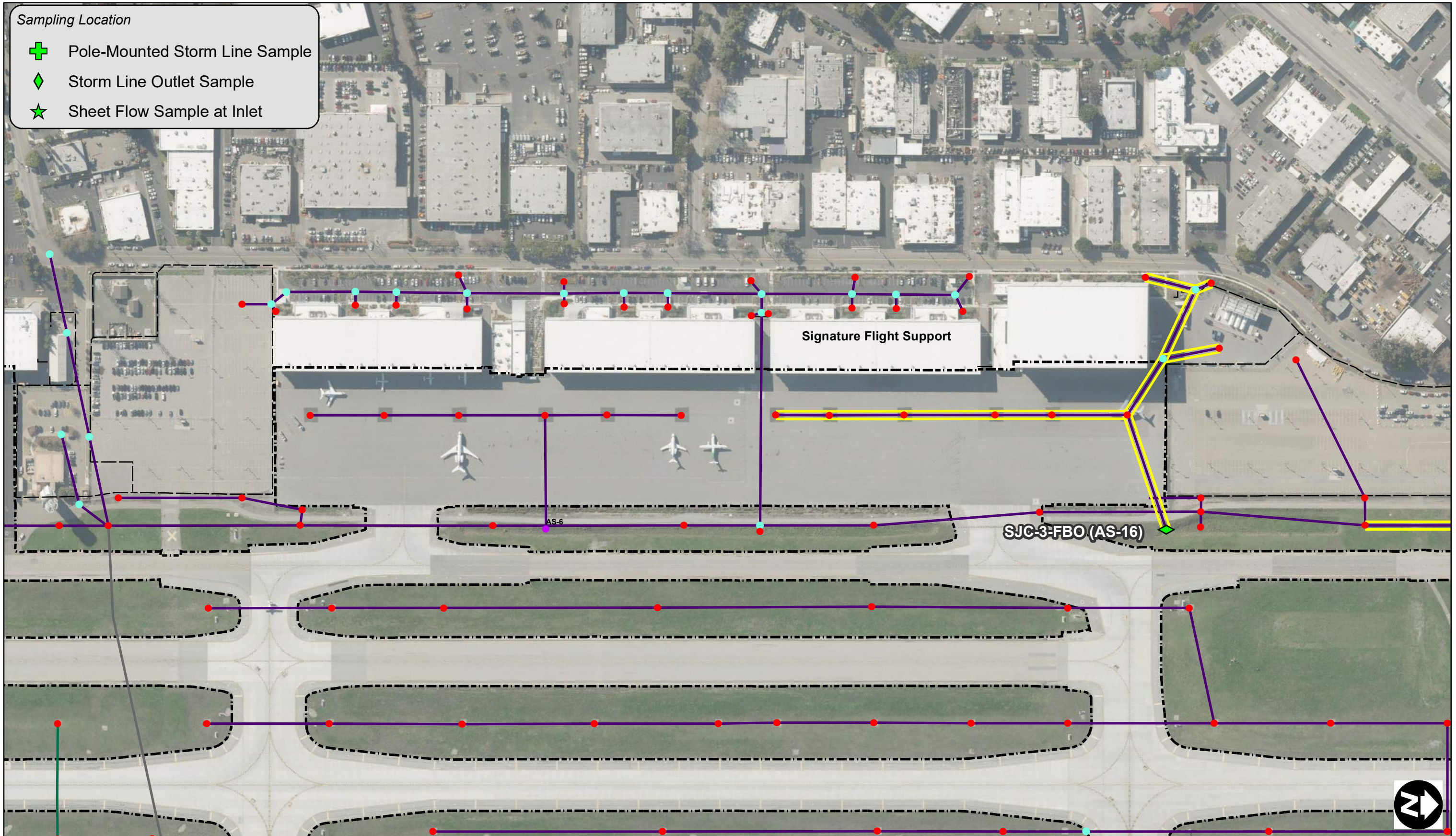
--- Fence	— Outfall 'B'	— Outfall 'L'
--- AOA	— Outfall 'C'	— Outfall 'M'
● Discharge Point	— Outfall 'D'	— Outfall 'N'
● Storm Drain Inlet	— Outfall 'K2'	— Other
● Manhole	— Storm Lines Draining to Sampling Point	

Attachment #6 - 1
 Sampling Location Map
 Mineta San José International Airport

**Sampling Location
 1**



Date: Revised 7/22/2020



Sampling Location

- + Pole-Mounted Storm Line Sample
- ◆ Storm Line Outlet Sample
- ★ Sheet Flow Sample at Inlet

Legend

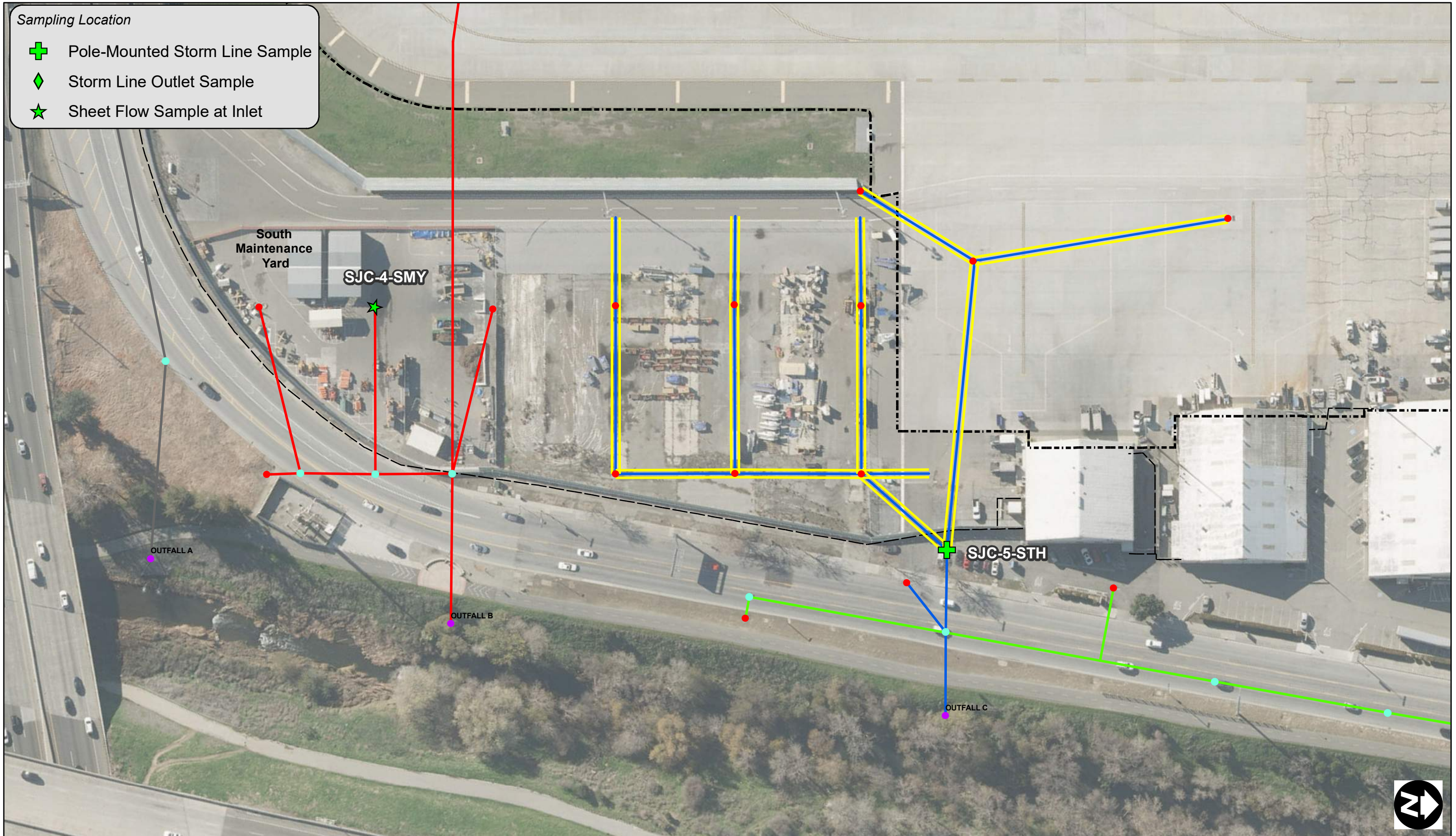
---	Fence	—	Outfall 'B'	—	Outfall 'L'
---	AOA	—	Outfall 'C'	—	Outfall 'M'
●	Discharge Point	—	Outfall 'D'	—	Outfall 'N'
●	Storm Drain Inlet	—	Outfall 'K2'	—	Other
●	Manhole	==	Storm Lines Draining to Sampling Point		

Attachment #6 - 2
 Sampling Location Map
 Mineta San José International Airport

Sampling Location
 2



Date: Revised 7/22/2020



Legend		Stormwater Mains	
---	Fence	—	Outfall 'B'
---	AOA	—	Outfall 'C'
●	Discharge Point	—	Outfall 'D'
●	Storm Drain Inlet	—	Outfall 'K2'
●	Manhole	—	Outfall 'L'
		—	Outfall 'M'
		—	Outfall 'N'
		—	Other
		—	Storm Lines Draining to Sampling Point

Attachment #6 - 3 & 4
 Sampling Location Map
 Mineta San José International Airport

**Sampling Location
 3 & 4**



Date: Revised 7/22/2020

Sampling Location

- + Pole-Mounted Storm Line Sample
- ◆ Storm Line Outlet Sample
- ★ Sheet Flow Sample at Inlet



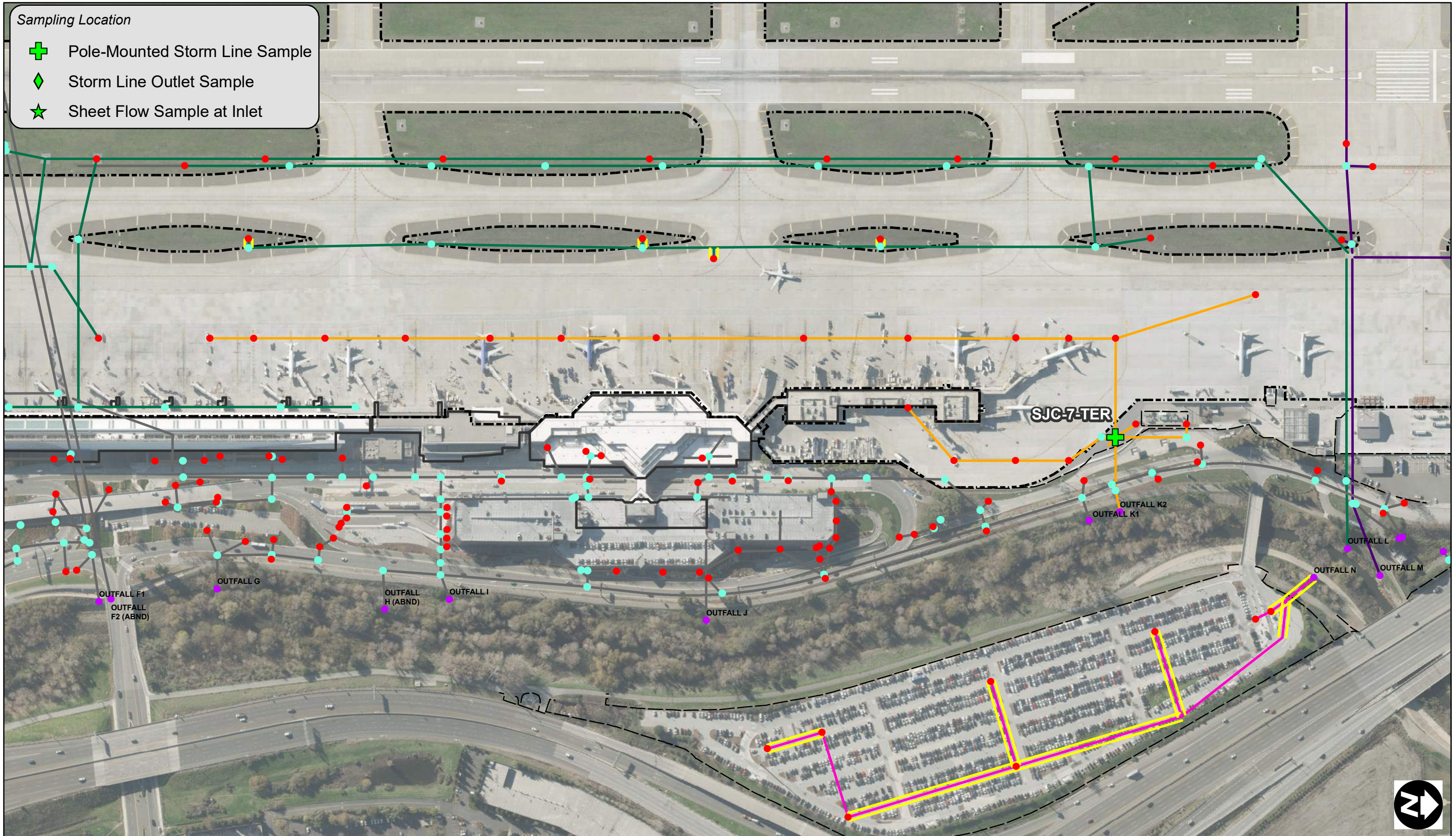
- Legend**
- Fence
 - AOA
 - Discharge Point
 - Storm Drain Inlet
 - Manhole
- Stormwater Mains**
- Outfall 'B'
 - Outfall 'C'
 - Outfall 'D'
 - Outfall 'K2'
 - Storm Lines Draining to Sampling Point
 - Outfall 'L'
 - Outfall 'M'
 - Outfall 'N'
 - Other

Attachment #6 - 5
 Sampling Location Map
 Mineta San José International Airport

**Sampling Location
 5**



Date: Revised 7/22/2020



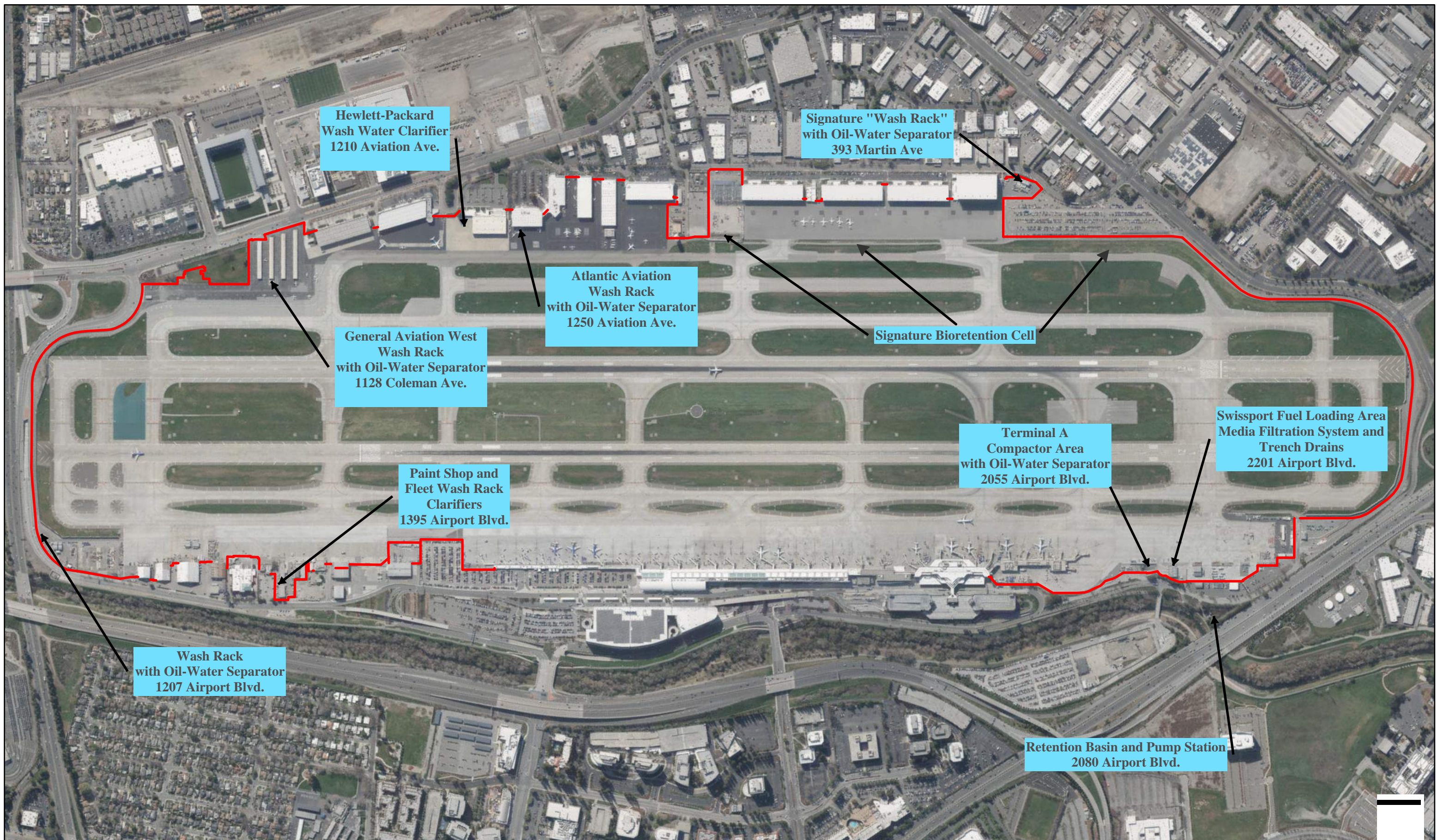
Legend		Stormwater Mains	
---	Fence	—	Outfall 'B'
---	AOA	—	Outfall 'C'
●	Discharge Point	—	Outfall 'D'
●	Storm Drain Inlet	—	Outfall 'K2'
●	Manhole	—	Storm Lines Draining to Sampling Point
		—	Outfall 'L'
		—	Outfall 'M'
		—	Outfall 'N'
		—	Other

Attachment #6 - 6
 Sampling Location Map
 Mineta San José International Airport

Sampling Location
6



Date: Revised 7/22/2020



LEGEND

— AOA Boundary

XXXX StormWater BMPs

Attachment #7
 Industrial Activity Sites & Structural BMPs
 Mineta San José International Airport



Date: Revised 8/5/2021

Attachment 8 - Significant Materials Onsite

Pollutant Category	Significant Material	SJIA Responsible Party	Typical Quantities Stored (gallons)	Frequency On Site
Fuels/Oil/ Grease	<u>Diesel</u>	Airlines and Aircraft Fuel Providers	7,230	Regularly
		Public Works	21,980	
	<u>Jet fuel/Av Gas</u>	Airlines, FBOs and Aircraft Fuel Providers	406,910	Regularly
	<u>Oil</u>	Airlines Operations	777	Regularly
		Public Works	285	
	<u>Waste oil/fuel</u>	Airlines and Ground Support Companies	5,540	Regularly
		Public Works	215	
		Facilities	110	
	<u>Hydraulic Fluid</u>	Airlines	515	Regularly
		Public Works	55	
<u>Gasoline</u>	Public Works	10,000	Regularly	
Deicing Chemicals	<u>Deicing Fluid</u>	Airlines	1,500	Regularly
Organics	<u>Antifreeze</u> <u>Waste Antifreeze</u> <u>Used Coolant</u> <u>Solvent</u>	Airlines	785	Regularly
		Paint Shop	5	Annual
		Sign Shop	20	Regularly
		Public Works	220	Regularly

Attachment 9 - Authorized Non-Stormwater Discharges

Allowable Non-Storm Water Discharge	Likely Discharge Location	Appropriate BMP(s)
Fire Fighting Activities and Fire Hydrant Flushing	Facility-wide	Following emergency fire-fighting activities, significant discharges of residual aqueous film-forming foam (AFFF) will be cleaned and removed for disposal by the Airport's hazardous waste/materials contractor, when feasible and safe to do so. Future testing to be conducted using No-Foam systems procured by Airport. Water from fire hydrant flushing ideally directed to bio-swales/pervious surface.
Landscape Watering	Facility-wide	LID designed to address this issue. Controls on sprinklers and sprinkler head distribution also part of LID BMP.
Uncontaminated air conditioning condensate	All air conditioning facilities/structures	Discharge of periodic uncontaminated air conditioning is allowed to the storm water conveyance system.
All other Compressor condensate discharges	Internal operations which produce condensate. (Ice making machines, refrigerators, etc.)	Discharge of all other compressor condensate is allowed to the sanitary sewer system ONLY.
Discharge from Aircraft Potable Water Systems and other water discharges during ramp operations.	Aircraft storage or service area	When operationally possible, aircraft water discharges shall be directed to grass covered areas away from all stormwater drains or discharge to sanitary sewer.

Attachment 10 - Summary of Facilities, Pollutant Sources and Implemented BMPs

Facility Activities and POCs			BMP	
Facility	Activity	Pollutant of Concern	Non-Structural	Structural
Ground Support Wash Rack - 1207 Airport Blvd. Fleet Maintenance Wash Rack - 1395 Airport Blvd.	Vehicle Pressure Washing	Fuel and Oil leaks, Grease & Sediment	Conduct pollution prevention training for employees, perform periodic inspections to ensure that proper washing procedures are being followed, use designated, covered wash areas.	Treatment with Oil Water Separator connected to sanitary sewer, spill cleanup and disposal of materials, and storm drain protection (closure of Safe Drains during dry periods).Fleet Maintenance Wash Rack is covered.
Signature Flight Services (Fuel Farm area) - 393 Martin Ave.	Vehicle Hand-Washing	Fuel and Oil leaks, Grease & Sediment	Conduct pollution prevention training for employees, perform periodic inspections to ensure that proper washing procedures are being following, use designated, covered wash area.	Overhead coverage, secondary containment structure (berm), treatment with Oil Water Separator connected to sanitary sewer
Fleet Maintenance (Vehicle Fueling) - 1395 Airport Blvd. Swissport Fueling (Jet Fuel Dispensing Rack and Mobile Refueling) – 2201 Airport Blvd Atlantic Aviation (Fuel Farm and Mobile Refueling) – 1250 Aviation Ave. Signature Flight Services (Fuel Farm and Mobile Refueling) – 303-393 Martin Ave. AvBase (Fuel Farm and Mobile Refueling) – 1144 Coleman Ave. General Aviation West Hangars (Mobile Refueling) – 1128 Coleman Ave.	Fleet Vehicle and Aircraft Fueling (Fuel Farms and Mobile Refuelers)	Fuel Spills/Leaks, Oil, Grease & Sediment	Conduct pollution prevention training for employees, conduct preventive maintenance on fuel transfer vehicles, maintain fuel inventory and spill records, perform routine maintenance on fueling vehicles and equipment, conduct inspections on fueling dispensers and maintain permit compliance. During mobile aircraft fueling (provided to commercial aircraft via Swissport, and to FBO aircraft by Signature, Atlantic, and AVBase), maintain spill containment and recovery materials near all refueling areas, develop and maintain a Spill Prevention, Control, and Countermeasures (SPCC) plan, provide spill response training to appropriate personnel for addressing large spills. Remove fluids from retired fueling vehicles and label the vehicle with an "empty" sign.	Overhead coverage, inside storage, treatment with Oil Water Separator connected to sanitary sewer, secondary containment structures (berms) around fuel farms (Swissport, Signature, Atlantic, and AvBase), waste overflow shutoff, emergency shutoff at fleet fuel dispenser rack, spill cleanup and disposal of materials, storm drain protection (closure of Safe Drains or covering drain inlets during dry periods). Stormwater at Signature ramp area drains to bioretention cells for treatment before being discharged to storm conveyance system.
Fleet Maintenance - 1395 Airport Blvd. Facilities - 1401 Airport Blvd. Fleet Paint Shop - 1395 Airport Blvd.	Vehicle and Grounds Maintenance	Fuel Spills/Leaks, paints, solvents and other chemical releases	Conduct pollution prevention training for employees, provide employee training in material handling, spill response and equipment operation, minimize the materials used at uncovered areas, follow good housekeeping practices, use drip pans under hoses, and park vehicles so that leaks can be contained easily, utilize a written operations plan that describes loading/unloading procedures, ensure that adequate supplies of spill containment and cleanup materials are readily available, and review Fleet vehicle maintenance areas during weekly hazardous waste inspections	Overhead coverage, inside storage, secondary containment structures, spill cleanup and disposal of materials, outside storage sheds, treatment with Oil Water Separator connected to sanitary sewer, treatment with paint clarifier, and storm drain protection (closure of Safe Drains during dry periods).
Commercial and Freight Airlines (Terminals A, B, and North Cargo areas, located along Airport Blvd.) Fixed Based Operators (located on Coleman and Martin Avenues, west side of airport) Ground support companies providing mobile fuel/lavatory waste/maintenance support on aircraft ramp areas	Aircraft Operations & Vehicle Maintenance	Sanitary waste collection and disposal, Fuel Spills/Leaks, Waste Handling & Disposal, Chemical and equipment spills / releases	Conduct pollution prevention training for employees, segregate and separate waste, inspect waste management and ramp areas for spills and leaks, equip waste transport vehicles with anti-spill devices, ensure that wastes are not being tracked after disposal activities, maintain a sufficient inventory of required chemicals to reduce the magnitude of spills, should they occur, follow proper spill reporting, control and clean-up protocols as outlined in the Ramp Handbook/SPCC	Sanitary waste collection/disposal facility with direct discharge to WWTP, properly equipped spill carts, properly equipped lavatory collection vehicles including placement of buckets to capture small hose drips, covered waste storage areas, storm drain protection (closure of Safe Drains or covering drain inlets during dry periods), placement of drip pans, placement and use of waste containers along ramp operating area.
AP Enterprises – 1311-C Airport Blvd Jett Pro Line Maintenance - 1277 Airport Blvd	Ground Support Vehicle Maintenance and Cleaning	Fuel and Oil Spills / Leaks	Conduct pollution prevention training for employees, maintain clean and orderly work areas to prevent spills and accidents, cleanup spills as they occur, maintain records of spills as they occur, conduct maintenance activities indoors whenever possible, only store commonly used quantities of chemicals onsite (do not store more than is typically needed), eliminate or minimize excessive amounts of external oil and grease on equipment, do not hose down work areas, use mops or dry sweeping compound and collect residuals for proper disposal, drain all fluids from used parts and filters before recycling or disposal, store equipment, parts and materials under cover.	Overhead coverage, inside storage, secondary containment structures such as drip pans, spill cleanup and disposal of materials.
Airlines and contracted support companies (De-icing carts located along Terminal A and B ramp areas)	Aircraft De-icing	De-icing Fluid Spills/Leaks	Conduct pollution prevention training for employees, coordinating/communicating de-icing plans to all appropriate staff, apply de-icing fluid to leading edge of wing to minimize product usage and runoff, apply de-icing fluid in designated areas only, the timely vacuum sweeping/scrubbing of affected ramp areas following de-icing operations, and outreach to tenants leading up to the winter season.	Stormwater drain protection (close Safe Drains before application of de-icing fluid, open back up following complete clean-up; if no Safe Drains in immediate de-icing activity area, cover storm drains during de-icing operation), secondary containment structures, spill cleanup and disposal materials available,
South Maintenance Yard – 1239 Airport Blvd.	Bulk material storage	Sediment, Debris	Conduct pollution prevention training for employees, provide employee training in material handling and equipment operation, limit access to trained employees by means of a locked gate, minimize the materials stored, follow good housekeeping practices including sweeping, ensure dumpsters are emptied in a timely manner before over-filling, regularly inspect BMPs installed.	Storm drain protection (Safe Drains – closed during dry periods, and inlet protection), cover bulk materials with impervious tarpaulin covers, placement of straw wattles downgradient of sediment storage areas and debris.
Airport hazardous waste storage areas (1311-C Airport Blvd, 1395 Airport Blvd, 1128 Coleman Ave)	Hazardous Waste Storage	Fuel/chemical leaks	Conduct pollution prevention training for employees, provide employee training in material handling, spill response and equipment operation, do not exceed maximum waste accumulation times per regulations, separate incompatible waste, use an experienced/competent waste disposal company, follow good housekeeping practices, insure that adequate supplies of spill containment and cleanup materials are readily available, and review waste storage areas during weekly hazardous waste inspections.	Wastes located in covered areas, storm drain protection (Safe Drains – closed during dry periods – near 1395 Airport Blvd), secondary containment structures, spill cleanup and disposal materials available.

Summary of Best Management Practices

Non-Structural	Structural
Good Housekeeping	Inside Storage / Overhead Coverage
Preventative Maintenance	Overflow Shutoff
Spill Prevention & Response	Waste Treatment
Material Handling and Storage	Secondary Containment Structures

Employee Training	Oil Water Separators and Clarifiers Connected to Sanitary Sewer
Waste Handling/Recycling	Waste Disposal
Recordkeeping and Internal Reporting/Coordination	Spill cleanup and Disposal Materials
	Bioretention Cells
	Storm Drain Protection Devices (Safe Drains, Inlet Protection and Covers and wattles)

Airport California Monitoring Group

Attachment 11 MVO – Monthly Visual Observation Form

THIS FORM SHOULD BE FILLED OUT ONCE PER MONTH

Complete during daylight operating hours on days without precipitation.

Month (circle one): July Aug. Sept. Oct. Nov. Dec. Jan. Feb. Mar. Apr. May June

Airport Name: _____

Inspector Name: _____

Signature: _____ **Date:** _____ **Time:** _____

Preceding Weather (past 48 hours): _____

Current Weather Conditions: _____

You must inspect each drainage area. Observe the outdoor industrial equipment and storage areas, outdoor industrial activity areas, BMPs, and other sources of industrial pollutants.

Were any BMP deficiencies noted during the review? No Yes [If yes, complete section below]			
Area	Deficiency	Corrective Action	List BMP SWPPP Revisions*

*SWPPP revisions only required when Airport BMPs are changed.

You must inspect each outfall for the presence or indication of prior, current, or potential Non-Stormwater Discharges (NSWDs). Do NSWDs or evidence of NSWDs exist? No Yes [If yes, complete section below]

Outfall _____	Was it an: Authorized NSWD? Yes No If "yes," is ANSWD listed in SWPPP? Yes No If "no," eliminate unauthorized NSWD	Source of NSWD:	Discharge Water Quality <input type="checkbox"/> Clear <input type="checkbox"/> Sheen <input type="checkbox"/> Other (Describe) Corrective Action*
------------------	--	-----------------	--

*Authorized NSWDs require BMPs, see Permit Section IV.B.3 – Unauthorized NSWDs must be eliminated

Outfall _____	Was it an: Authorized NSWD? Yes No If "yes," is NSWD listed in SWPPP? Yes No If "no," eliminate unauthorized NSWD	Source of NSWD:	Discharge Water Quality <input type="checkbox"/> Clear <input type="checkbox"/> Sheen <input type="checkbox"/> Other (Describe) Corrective Action*
------------------	---	-----------------	--

*Authorized NSWDs require BMPs, see Permit Section IV.B.3 – Unauthorized NSWDs must be eliminated

Airport California Monitoring Group

Attachment 12 SEVO – SAMPLING EVENT VISUAL OBSERVATION

Airport: _____
 Inspector's Name: _____ Title: _____
 Signature: _____ Date: _____

INSTRUCTIONS: A sample of stormwater discharge will be collected for visual observation and laboratory analysis a minimum of once each reporting period (July 1 – December 31 and January 1 – June 30) by an individual who has documented training in stormwater sampling and monitoring. Stormwater samples will be collected from all of the discharge locations shown on the Facility Site Map.
 Complete one **Sampling Event Visual Observation Record** for each discharge location where sample collection takes place.

I. STORM EVENT INFORMATION:

Sampling Discharge Location #: _____ (e.g., Refer to Facility Site Map) Date Samples Were Collected: _____ Time Samples Were Collected: _____ pH: _____ (record test strip result within 15 minutes of collection)	The permit requires that samples are collected from a Qualifying Storm Event (QSE): Confirm the following criteria for a qualifying storm event are met: Discharge occurred from at least one drainage area? Yes No Preceded by 48 hours with no discharge from any drainage area? Yes No Samples were collected within four (4) hours of: a. the start of discharge; or b. the start of operations (if the event occurs within the previous 12-hour period) Yes No
---	--

II. VISUAL STORMWATER OBSERVATIONS: In adequate light, perform a visual observation of the stormwater sample.

	Is the stormwater free of any visible evidence of pollutants (i.e., looks clean):			Description of Visible Pollutant: If you answered “No” describe below the visual evidence of storm water pollution (e.g., <i>Turbidity</i> : Sand/sediment particles present, muddy, cloudy; <i>Color</i> : milky, clear-green; <i>Odor</i> : rotten egg smell, petroleum smell; <i>Floating Solids</i> : Trash, grass clippings, leaves).	Potential Pollutant Source Description: If you noted <i>significant</i> evidence of pollutants then determine the probable pollutant sources (including run-on of pollutants from neighbors) and record a description of the potential sources below.
	No		Yes		
	Significant	Minor			
Floating / suspended materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Oil Sheen	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Color	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Turbidity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Odor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Trash and debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Chain of Custody Record

Client Information				Sampler: E Phillips		Lab PM: E Phillips		Carrier Tracking No(s):				COC No:																											
Client Contact: ACMG / S Y Hoffman				Phone:		E-Mail: ephillips@bskassociates.com						Page: Page 1 of 2																											
Company: Mineta San José International Airport				Analysis Requested								Job #:																											
Address:		Due Date Requested: NA		Field Filtered Sample (Yes or No)	Perform MS/MSD (Yes or No)	EPA 1664-Oil and Grease	SM2540D-Total Suspended Solids (TSS)								Total Number of containers	Preservation Codes:																							
City:		TAT Requested (days): NA														A - HCL		M - Hexane																					
State, Zip:																B - NaOH		N - None																					
Phone:		PO #: Purchase Order not required														C - Zn Acetate		O - AsNaO2																					
Email: ecoptions@aol.com		WO #: NA														D - Nitric Acid		P - Na2O4S																					
Project Name: Airports - Stormwater		Project #:		E - NaHSO4		Q - Na2SO3																																	
Site: Mineta San José International Airport 2122		SSOW#: NA		F - MeOH		R - Na2S2SO3																																	
				G - Amchlor		S - H2SO4																																	
				H - Ascorbic Acid		T - TSP Dodecahydrate																																	
				I - Ice		U - Acetone																																	
				J - DI Water		V - MCAA																																	
				K - EDTA		W - ph 4-5																																	
				L - EDA		Z - other (specify)																																	
														Other:																									
Sample Identification				Sample Date		Sample Time		Sample Type (C=comp, G=grab)		Matrix (W=water, S=solid, O=waste/oil, BT=Tissue, A=Air)		Field Filtered Sample (Yes or No)		Perform MS/MSD (Yes or No)		EPA 1664-Oil and Grease		SM2540D-Total Suspended Solids (TSS)		Total Number of containers		Special Instructions/Note:																	
								Preservation Code:		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		A		N																							
SJC-1-GAW - Glass 1 liter - with Hydrochloric Acid								G W								X																							
SJC-1-GAW - Poly 1 liter - unpreserved								G W										X																					
SJC-3-FBO - Glass 1 liter - with Hydrochloric Acid								G W										X																					
SJC-3-FBO - Poly 1 liter - unpreserved								G W										X																					
SJC-4-SMY - Glass 1 liter - with Hydrochloric Acid								G W										X																					
SJC-4-SMY - Poly 1 liter - unpreserved								G W										X																					
SJC-5-STH - Glass 1 liter - with Hydrochloric Acid								G W										X																					
SJC-5-STH - Poly 1 liter - unpreserved								G W										X																					
SJC-6-FMF - Glass 1 liter - with Hydrochloric Acid								G W										X																					
SJC-6-FMF - Poly 1 liter - unpreserved								G W										X																					
SJC-7-TER - Glass 1 liter - with Hydrochloric Acid								G W										X																					
SJC-7-TER - Poly 1 liter - unpreserved								G W										X																					
Possible Hazard Identification										Sample Disposal (A fee may be assessed if samples are retained longer than 1 month)																													
Non-Hazard					Flammable			Skin Irritant		Poison B		Unknown		Radiological			Return To Client			Disposal By Lab			Archive For _____ Months																
Deliverable Requested: I, II, III, IV, Other (specify) NA										Special Instructions/QC Requirements: NA																													
Relinquished by:										Date:										Time:										Method of Shipment:									
Relinquished by:					Date/Time:					Company:					Received by:					Date/Time:					Company:														
Relinquished by:					Date/Time:					Company:					Received by:					Date/Time:					Company:														
Relinquished by:					Date/Time:					Company:					Received by:					Date/Time:					Company:														

Chain of Custody Record

Client Information			Sampler:		Lab PM: E Phillips		Carrier Tracking No(s):		COC No:			
Client Contact: ACMG / S Y Hoffman			Phone:		E-Mail: ephillips@bskassociates.com				Page: Page 2 of 2			
Company: Mineta San José International Airport					Analysis Requested					Job #:		
Address:			Due Date Requested: NA		Field Filtered Sample (Yes or No)	Perform MS/MSD (Yes or No)	EPA 1664-Oil and Grease	SM2540D-Total Suspended Solids (TSS)	Total Number of containers	Preservation Codes: A - HCL M - Hexane B - NaOH N - None C - Zn Acetate O - AsNaO2 D - Nitric Acid P - Na2O4S E - NaHSO4 Q - Na2SO3 F - MeOH R - Na2S2SO3 G - Amchlor S - H2SO4 H - Ascorbic Acid T - TSP Dodecahydrate I - Ice U - Acetone J - DI Water V - MCAA K - EDTA W - ph 4-5 L - EDA Z - other (specify)		
City:			TAT Requested (days): NA									
State, Zip:			PO #: Purchase Order not required									
Phone:			WO #: NA									
Email: ecoptions@aol.com			Project #:									
Project Name: Airports - Stormwater			SSOW#: NA									
Site: Mineta San José International Airport 2122												
Sample Identification			Sample Date		Sample Time		Sample Type (C=comp, G=grab) <small>W=water, S=solid, O=waste/oil, BT=Tissue, A=Air</small>		Preservation Code:		Special Instructions/Note:	
Custody Seals Intact:			Custody Seal No.:		Cooler Temperature(s) °C and Other Remarks:							