

SAGH AIRPORT DEICING FLUID TREATMENT

Criteria	SAGR
Low operation and	•
Mo exposed water to	
attract waterfowl	•
Does not interfere with site-lines and glide slopes	•
Capable of handling seasonal fluctuations	•
Integrates with existing stormwater processes	•

Problem

Airports face a unique problem when dealing with stormwater containing glycol based de-icing fluid. Very high cBOD₅ levels due to glycol combine with flows that increase rapidly as the snow melts, resulting in a wastewater stream that is difficult to treat in a conventional suspended growth system.

This is compounded by de-icing pads that are designed to drain as quickly as possible, which can result in significant peaking factors in downstream treatment systems. cBOD₅ concentrations in the resulting runoff can exceed 10,000 mg/L.

Airports are also sensitive to dangers presented by waterfowl and subsequent bird strike potential, so use of open surface water systems is typically discouraged.

How the SAGR works

The vertical flow SAGR is ideal for cBOD₅ reduction when treating airport stormwater contaminated with aircraft de-icing fluid.

The SAGR is an attached growth system, maintaining biomass within the system between stormwater runoff events, while preventing any biomass washout during peak hourly flows. The biomass provides the ability to ramp up treatment very quickly, even with cold water temperatures.

No free water surfaces attract waterfowl with a SAGR because it's located mostly below grade and fully covered with woodchips or mulch. Also, the system does not interfere with site-lines and glide slopes at the airport, making it suitable for location between runways.

UPGRADING WITH A SAGR IS EASY AND EFFECTIVE

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