



IFMA Airport Facilities Council Grease Interceptor Survey Results

The IFMA Airport Facilities Council developed a short survey related to Grease Interceptors at Airports

Two Scenarios were considered:

- Scenario 1: Each concessions tenant is required to incorporate a grease interceptor in their tenant buildout space and subsequently operate and maintain (be responsible for) that equipment
- Scenario 2: The Airport has a regional Grease Interceptor system, with large underground grease interceptor units. All grease-generating concessions tenants are contractually required to connect to this system. The Airport is responsible for providing, operating and maintaining this grease interceptor system and related assets.



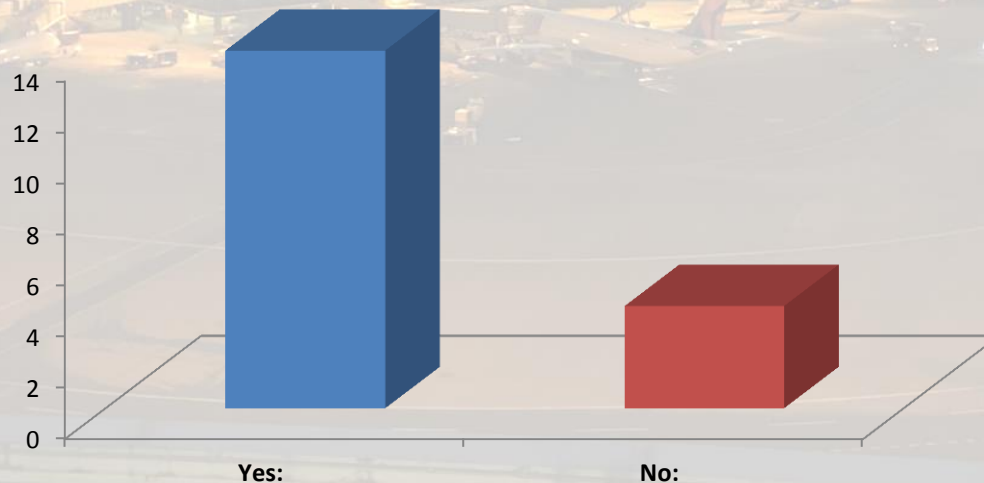
Question #1: What Airport(s) are you from?

- Airport's reporting (some reported multiple times)
 - PIT, YYZ, YHZ, SEA, IAH, DFW, ATL, SLC, LAX, SMF, RNO
 - Airport Authority of Trinidad and Tobago (multiple airports)



Question #2: Does your Airport have a standardized Grease Interceptor Program?

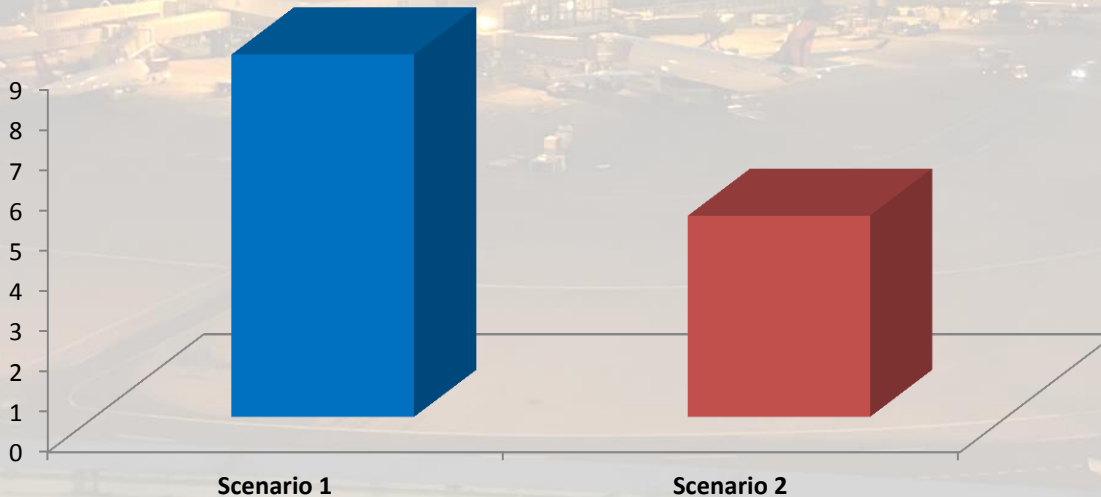
Does your airport have a standardized Grease Interceptor Program:





Question #3: If yes, does your Airport program most closely resemble Scenario #1 or Scenario #2?

IF yes, does your Airport program most closely resemble Scenario 1 or Scenario 2 above





Question #4: If not either scenario, please describe your Airport grease interceptor system strategy.

- Concessions dump into a grease interceptor on the secure side. Interceptor pumps into a large grease trap on the non-secure side.
- We own and maintain an interceptor system and 90% of our restaurants flow into that system after their interceptor.
- We have a combination of both. We have some central interceptors and some concessions with a small trap in their leased space. They are all responsible to maintain their systems and the central system maintenance cost is spread to those that are piped to it.
- We at LAX have both scenarios. At the International Terminal, the Airport maintains all grease interceptors and tenants maintain them at other terminals.
- We have a central grease trap whereby only a few concessionaires are connected. These are concessionaires that have been there since inception. Due to location of these interceptors and other concessionaires, they are unable to connect to the system. They are therefore required to install and maintain their system. However, we constantly have to monitor them, as they do fall short on their cleaning and sometimes cause backup in the drain system.



Question #5: Is there any additional information you would like to share?

- Finding appropriate locations for the large underground infrastructure in close proximity to what is an ever-changing concessions tenant landscape is a challenge.
- Concessions should be responsible for the grease waste lines from counter to grease trap.
- Ease of maintenance is directly related to how the interceptor is designed and installed.
- Interceptors are above and below ground and concessionaires collectively hire a third party to manage.
- My opinion is that the small individual traps are worthless. They require constant cleaning or the grease will overflow and get into the drain system and cause backups.
- One terminal resembles Scenario #1, another terminal resembles Scenario #2. Our interceptor program is part of the CMMS PM Work Order system.
- It would be nice to what type of independent systems other airports use as we are limited right now to local suppliers.
- We struggle with the concessionaires taking care of their systems. We often find they have removed the baffles and it allows grease into the lines.