

Stormwater Pollution Prevention Plan

Laydown Staging Areas

Logistics Lot 1: 2542 S 194th Street, SeaTac, WA 98188
Logistics Lot 2: 2624 S. 194th Street, SeaTac, WA 98188
Logistics Lot 3: 2708 S. 194th Street, SeaTac, WA 98188
Logistics Lot 4: 2529 S. 194th Street, SeaTac, WA 98188
Logistics Lot 5: 19322 24th Ave S., SeaTac, WA 98188
Radisson/Lot 6: 17001 International Blvd, SeaTac, WA 98188
Cell Lot LSA: 2623 S. 170th Street, SeaTac, WA 98188
West LSA: 1006 S. 170th St, SeaTac, WA 98148
North LSA: North Haul Road, SeaTac, WA 98148

In accordance with NPDES Permit No. WA-0024651

Updated January 2021

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SWPPP CERTIFICATION

I, the undersigned, 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 assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering 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.

Name: Arlyn Purcell

Title: Director, Aviation Environment & Sustainability

Signature _____

Date: _____

ACRONYMS

ac	acres
AOA	Air Operations Area
BMF	bus maintenance facility
BMP	best management practice
CNG	compressed natural gas
DMR	Discharge Monitoring Report
Ecology	Washington State Department of Ecology
IWS	industrial wastewater system
LSA	Laydown Staging Area
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
NTU	nephelometric turbidity unit
OWS	Oil water separator
PCS	Port Construction Services
Port	Port of Seattle
PPP	pollution prevention plan
SEA	Sea-Tac International Airport
SDS	Safety Data Sheet
SWPPP	stormwater pollution prevention plan
TPH	Total petroleum hydrocarbons

SECTION 1: CONTACT INFORMATION

1.1 OPERATOR/OWNER

Port of Seattle, Sea-Tac International Airport
17801 Pacific Highway South
Seattle, WA 98158

1.2 STORMWATER TEAM

Name: Jana Hindman	Phone: <u>(206) 787-5485</u>	Affiliation: <u>Port of Seattle</u>
Responsibilities: Oversee maintenance, revision, and implementation of SWPPP. Ensure that sediment control and hazardous material control monitoring takes place, certify compliance with SWPPP and Permit, and keep all records. NPDES point of contact.		
<hr/>		
Name: <u>Greg Ferris</u>	Phone: <u>(206) 787-6494</u>	Affiliation: <u>Port of Seattle</u>
Responsibilities: Designated SWPPP inspector. Ensure that BMPs are in place and functioning as designed. Respond to sediment control and spill containment directives from the Port. Inspect BMPs weekly and following storms. Identify necessary changes to BMPs.		
<hr/>		
Name: <u>Troy Modie</u>	Phone: <u>(206) 787-5482</u>	Affiliation: <u>Port of Seattle</u>
Responsibilities: Port of Seattle Engineering Department Erosion Control/Stormwater Engineer. Engineering operations point of contact.		
<hr/>		
Name: <u>Moshe Berman</u>	Phone: <u>(206) 787-7560</u>	Affiliation: <u>Port of Seattle</u>
Responsibilities: Coordinate use of the Staging Areas and request forms.		
<hr/>		
Name: <u>Chad Wiggins</u>	Phone: <u>(206) 535-8284</u>	Affiliation: <u>Catchment Solutions LLC</u>
Responsibilities: Oversee construction stormwater monitoring.		

1.3 CONTRACTOR

Members of the project specific pollution prevention team including names, roles and contact information are identified in the contractor's pollution prevention plan (PPP) developed per Port of Seattle's (Port's) Specification 01 57 23 – Pollution Prevention, Planning and Execution. The contractor's PPP is reviewed and approved by the Port's Engineering and Aviation Environmental staff prior to the issuance of a Notice to Proceed (NTP). The contractor's PPP is located in the contractor's project office at the project site.

SECTION 2: SITE INFORMATION

Sea-Tac International Airport (SEA) is covered by a Washington State Department of Ecology (Ecology) Individual National Pollutant Discharge Elimination System (NPDES) permit (WA-0024651)(Ecology 2015). This permit addresses the management of all stormwater within the Air Operations Area (AOA) and surrounding airport industrial support facilities. The NPDES permit contains three parts. Part 1 addresses the industrial wastewater system (IWS). Part 2 addresses general and permanent industrial stormwater runoff from the portions of the existing airport that do not drain to the IWS. Part 3 addresses stormwater discharges from construction sites.

The Port's laydown staging areas (LSAs) are located on the south, west and north sides of SEA, outside of the area of operations, and encompass approximately 17 acres.

- The Logistics LSA offers five lots (totaling 12 acres) off 192nd street.
- The Radisson/Lot 6 LSA (one-acre) is located off International Boulevard at S. 170th Street.
- The Cell Lot LSA is a 0.3-acre gravel lot located south of the cell phone waiting lot.
- The West LSA is a 0.8-acre gravel lot located just south of the Westside field office.
- The North LSA is a paved 2.9-acre lot just east of Pond 518 on the north haul road.

Each of these lots are offered to contractors working on construction projects at SEA for material staging and laydown space. The activities that occur within these areas fall under Part 3 (Construction Stormwater Runoff) of SEA's NPDES permit (Ecology 2015).

This stormwater pollution prevention plan (SWPPP) describes the construction stormwater procedures for the Logistics (Lots 1-5), Radisson/Lot 6, Cell Lot, West and North LSAs. The activities and best management practices (BMPs) described are related only to construction laydowns and contractor employee parking. The Port's SWPPP (Port 2020) covers the remaining activities and BMPs within the Logistics Areas, including those for the Bus Maintenance Facility (BMF), Compressed Natural Gas (CNG) station, and Maintenance Distribution Center. This SWPPP along with Port Specification 01 50 00 – Temporary Facilities and Controls and Port Specification 01 57 23 – Pollution Prevention, Planning and Execution serve as requirements for contractors within Port LSAs. This SWPPP was prepared in accordance with the requirements of SEA's NPDES permit (WA-0024651, Part 3)(Ecology 2015).

2.1 NATURE OF ACTIVITY

The LSAs serve as temporary locations for operations control, material handling, equipment handling, and storage for construction projects. The LSAs provide:

- Material staging and laydown space for contractors;
- Parking space for construction workers;
- Office trailer space for contractors.

Specific spaces within the LSAs are available for reservation by contractors throughout the duration of a project. Contractor requirements and controls are described in specification 01 50 00 – Temporary

Facilities and Controls. The LSA spaces are reserved by the project team (Engineer and Logistics Coordinator).

2.2 SITE DESCRIPTION AND DISCHARGE LOCATIONS

The Following Section provides the location, areas, and drainage details for each LSA.

2.2.1 LOGISTICS LSAs

2.2.1.1 Site Description

The five LSA lots within the Logistics Areas are paved and have defined entrances. They are located within the Logistics drainage basin. Lots 1, 2, 3, and 5 are located on the north side of 194th Street and lot 4 is south of the intersection of 24th Avenue South and South 194th Street.

Port Construction Services (PCS), the CNG station, the BMF, and the Maintenance Distribution Center are also located in the Logistics Drainage Basin. The PCS laydown area, the CNG station, and the BMF are located across South 194th Street from LSA Lots 1 through 3. The Maintenance Distribution Center is located south of the BMF and PCS.

Each lot contains separated LSAs. Of the approximately 12.0 acres comprising the five lots, approximately 7.2 acres are reservable designated areas for use as LSAs. Table 1 shows the area associated with each lot and area designated as LSA within each lot.

Table 1. Lot and Laydown areas within Logistics Site

Lot	Total Area (ac)	Laydown Area (ac)
Logistics Lot 1	1.1	0.9
Logistics Lot 2	0.7	0.6
Logistics Lot 3	1.5	1.3
Logistics Lot 4	2.5	1.8
Logistics Lot 5	6.2	2.6
Total	12.0	7.2

See 'Figure 1. Logistics LSA Site Layout' for detailed location of the laydown lots within the Logistics Areas.



Figure 1. Logistics LSA Site Layout

2.2.1.2 Discharge Location

The Logistics LSA is located within the SDD06A subbasin of Des Moines Creek. The Logistics LSAs contribute 12 of the total 45.3 acres of the SDD06A subbasin. The Logistics LSA lots 1-5 are stabilized with asphalt paving and concrete curbs and gutters. Slopes between lots and some ditches are vegetated (i.e., planted with grass). Runoff from the separate laydown lots are intercepted by curbs and gutters and enters the stormwater conveyance system through double catch basin structures. Drainage from the PCS yard, the BMF, and LSA lot 4 is combined with the drainage from the LSA lots to the north of 194th Street (lots 1, 2, 3, and 5). Eventually, stormwater from these combined drainage areas is conveyed west and passes through the Logistics Site construction oil-water separator (OWS), which is located at the southeast corner of the former Tyee Golf Course parking lot. Discharge from the OWS below the 6-month peak flow rate passes through a series of bioretention swales (each approximately 250 ft long), which have oyster shells placed at the end for additional treatment. Treated stormwater and stormwater that bypasses the OWS (i.e., in excess of the 6-month peak flow) is conveyed to the Level-1 SDD-06A/Logistics Pond before being discharged to the east branch of Des Moines Creek (Part 3 D13 Outfall/Part 2 SDD06A).

See Figure 2 for the drainage details of the main Logistics Area and the locations of treatment BMPs.



Figure 2. Logistics LSA Drainage Details

2.2.2 RADISSON/LOT 6

2.2.2.1 Site Description

The Radisson/Lot 6 LSA is a paved one-acre lot located at the southwest corner of 170th Street and State Route 99 (International Boulevard). There is a defined entrance off State Route 99.

See 'Figure 3. Radisson/Lot 6 LSA and Cell Lot LSA Site Layout' for detailed location of the Radisson/Lot 6 LSA.



Figure 3. Radisson/Lot 6 LSA and Cell Lot LSA Site Layout

2.2.2.2 Discharge Location

The Radisson/Lot 6 is stabilized with asphalt paving and concrete curbs and gutters. Stormwater either infiltrates in the surrounding vegetated areas or enters the City of SeaTac's stormwater system through a catch basin structure near the entrance to the Radisson/Lot 6. Stormwater from the Radisson/Lot 6 that enters the drainage system discharges to Bow Lake through a City of SeaTac outfall.

See Figure 4 for the drainage details of the Radisson/Lot 6 LSA, including vegetated areas and catch basin locations.



Figure 4. Radisson/Lot 6 LSA Drainage Details

2.2.3 CELL LOT LSA

2.2.3.1 Site Description

The Cell Lot LSA is a gravel lot (0.3 acres) with a defined entrance located within the Des Moines Creek drainage basin. The Cell Lot LSA is located just south of the Cell Phone Waiting Lot, south of 170th Street (between the North and South Airport Expressway Lanes).

See 'Figure 3. Radisson/Lot 6 LSA and Cell Lot LSA Site Layout' above for detailed location of the Cell Lot LSA.

2.2.3.2 Discharge Location

The Cell Lot LSA is 0.3 acres within the 167-acre SDE4 subbasin of Des Moines Creek. The Cell Lot LSA is a slightly elevated gravel lot surrounded by vegetation to the south, east and north, and by an asphalt-paved road to the west. The lot slopes gently to the south and east, away from the adjacent roadway to the west. The majority of stormwater falling on this site infiltrates through the gravel and surrounding vegetation. There is one CB located just below the southeast corner of the elevated LSA, and two CBs in vegetated areas stationed approximately 40 feet east and east-southeast of the Cell Lot LSA, respectively, that would capture any stormwater runoff that does not infiltrate during extremely high runoff events. These CBs are connected to the SDE4 storm drainage system that drains to the SDE4 pond south of the airport. The stormwater captured in the SDE4 pond gets treated through a series of filters before eventual discharge through a bio-swale to Des Moines Creek (Part 3 D10/Part 2 SDE4/S1) outfall). During inspections during heavy rainfalls discharge has never been identified from the Cell Lot LSA. Therefore, the Cell Lot LSA is considered a no discharge site.

See Figure 5 for the drainage details of the Cell Lot LSA, including vegetated areas and catch basin locations.



Figure 5. Cell Lot LSA Drainage Details

2.2.4 WEST LSA

2.2.4.1 Site Description

The West LSA is a gravel lot (0.8 acres) with a defined entrance located within the Walker Creek drainage basin. The West LSA is located just south of the Westside Field Office.

See 'Figure 6. West LSA Site Layout' for detailed location of the West LSA.



Figure 6. West LSA Site Layout

2.2.4.2 Discharge Location

The West LSA is located just outside the SDW2 drainage subbasin of Walker Creek. This LSA is a slightly elevated gravel lot surrounded by vegetation on all sides and is considered a 'No Discharge' site. The lot slopes east and north-east toward vegetated areas where stormwater infiltrates. The nearest catch basin is located approximately 150 feet north of the West LSA, across a paved road with vegetated strips on both sides, inside the curbed Westside Field Office parking lot. Any excess flow during extremely high runoff events that may leave the site would travel north across the roadway to a vegetated swale, east of the Westside Field Office parking lot, where stormwater would infiltrate.

See Figure 7 for the drainage details of the West LSA, including vegetated areas and nearest catch basin locations.



Figure 7. West LSA Drainage Details

2.2.5 NORTH LSA

2.2.5.1 Site Description

The North LSA is on the west end of the North ARFF/Haul Road under the 3rd Runway landing lights, just south of Hwy 518 and east of Des Moines Memorial Drive South and the 518 Pond. The North LSA is 2.9 acres of permeable pavement with a defined entrance on the southern edge at the North Haul Road.

See 'Figure 8. North LSA Site Layout' for detailed location of the North LSA.



Figure 8. North LSA Site Layout

2.2.5.2 Discharge Location

The North LSA is located within the Miller Creek drainage basin. It is paved with permeable asphalt, surrounded by vegetation on all sides, and gently slopes to the southeast. The North LSA is considered a no discharge site as all stormwater infiltrates. Any stormwater that does not infiltrate through the permeable pavement or surrounding vegetated areas (during peak rainfall events), would likely flow south to the North Haul Road then travel east approximately 400 feet before discharging to low lying areas connected to Miller Creek. The permeable asphalt infiltration rate was tested at above 100 inches per hour when built and is unlikely to ever discharge if use restrictions are followed (section 3.1.2.5).

See Figure 9 for the drainage details of the North LSA, including vegetated areas and nearest catch basin locations.



Figure 9. North LSA Drainage Details

SECTION 3: POLLUTION PREVENTION

All contractors that use the LSAs must comply with the Port's Specification 01 50 00 – Temporary Facilities and Controls along with the Port's Specification 01 57 23 – Pollution Prevention, Planning and Execution. Contractors must reserve LSAs, sign off on the appropriate Specifications and have Port approval prior to storing materials onsite.

Specification 01 50 00 sets requirements for limited use of temporary spaces including LSAs. Specification 01 57 23 includes contractor activities and BMPs to ensure pollution prevention is being properly addressed and to protect Port stormwater facilities from illicit discharges. This specification includes BMPs and requirements for the proper handling and storage of chemicals, equipment and vehicle fueling, housekeeping, the identification of contractor contact personnel, and spill prevention and response. Every project undertaken at SEA must have a contractor-prepared PPP that complies with Specification 01 57 23. The PPP must cover applicable BMPs for the construction area and include BMPs that address staging at the reserved space within the LSA. Each PPP is reviewed and approved by Port Engineering and Aviation Environmental personnel prior to the issuance of a Notice to Proceed. Each contractor's PPP must be held onsite at the contractor's office and updated as necessary.

Since LSAs are outside of the defined construction limits of a particular project or used by contractors working on small (less than 1 acre) and/or interior only projects, and to ensure stormwater controls being maintained, certain BMP requirements/restrictions are listed below for each LSA. Weekly inspections of the LSAs are performed by the Port and monitoring of LSA site discharges are conducted in accordance with Section 3 of the Ports NPDES Permit (Ecology 2015).

3.1 BEST MANAGEMENT PRACTICES

As mentioned above, Specification 01 57 23 must be followed, and the Contractor's PPP must be approved prior to operating within an LSA. Minimum BMPs are required at all LSAs and Certain LSAs have restrictions due to their location and receiving water.

3.1.1 MINIMUM BMPs

The Contractors PPP should address stormwater controls and use restrictions at each LSA they operate in including:

- Good housekeeping practices to reduce the potential for stormwater to come into contact with pollutants.
 - Keep pavement free of all debris, sediment, and trash, including cigarette butts.
 - Keep storm drains free of all debris so that stormwater can discharge.
 - Concentrated Materials (e.g. galvanized materials, conduit, etc.) shall be stored elevated off ground, covered and secured.
- Material storage and contractor movement should only take place in designated areas.
- Landscaped areas must always be kept clear of materials and equipment.
- Maintenance activities, cutting or welding should not be performed within LSAs.
- Equipment storage requirements and spill kit requirements for the project shall extend to the LSA.

- All materials requiring a Safety Data Sheet (SDS) shall be stored inside a con-ex box or adequately sized and properly maintained inside secondary containment.
- All Equipment containing fuels or oils that are stored for longer than four hours must have proper drip protection.

3.1.2 LSA USE RESTRICTIONS

The LSAs offer contractors space for laydown of materials and equipment for the duration of a project. These areas are outside of the disturbed activities of the construction site, have been stabilized and are considered to have eliminated risk of erosion. Depending on discharge characteristics of the LSA, certain activities are not allowed to ensure compliance with the SEA's NPDES permit. Other than the minimum BMPs listed above and requirements of Specification 01 57 23, specific use restrictions are listed below for each LSA.

3.1.2.1 Logistics LSA

There are no specific use restrictions for the Logistics LSA.

3.1.2.2 Radisson/Lot 6 LSA

The Radisson/Lot 6 is outside of the Port's drainage basins. There is potential for stormwater to discharge to the City of SeaTac stormwater system. Restrictions for use are placed on this LSA to minimize the potential of stormwater pollutants. The following materials are not allowed within the Radisson/Lot 6 LSA:

- Fuels, liquids or any hazardous materials, including heavy equipment containing fuels/oils.
- Stockpiles or any material that may erode or alter the pH of stormwater.
- Concentrated bulk storage that is uncovered.

3.1.2.3 Cell Lot LSA

There are no specific use restrictions for the Cell Lot LSA.

3.1.2.4 West LSA

There are no specific use restrictions for the West LSA.

3.1.2.5 North LSA

The North LSA is paved with permeable pavement. To protect the integrity of the pavement and infiltration capacity, the following materials and activities are not allowed within the North LSA

- No stockpiling of erodible materials of any kind.
- Contractor shall sweep LSA pavement as needed (or requested) when LSA is in use.
- No storage of liquid waste/fuels/chemicals of any kind.
- Any vehicle or equipment stored for over 4 hours containing fluids (e.g. fuel, hydraulics, coolants, etc.) requires placement of containment beneath for capture of fuel/oil leaks.
- Do not sand, salt or plow during snow or frozen conditions.
- No vehicles or equipment with aggressive treads.
- Vehicles shall not use sharp turn radii (i.e. do not turn your tires while not moving).

- No single axle over 14,000lbs (20,000lb tandem axle) is allowed on any portion of the LSA.
- Long-term storage of heavy material must be on plates to disperse load.
- Material and equipment storage is not allowed within 6-feet of the pavement edge.

3.3 INSPECTIONS

The Port conducts weekly inspections of the contractor's reserved LSA to ensure that BMPs are installed and used correctly, chemicals are stored properly and the BMPs meet the PPP specification requirements. Port inspectors are Certified Erosion Control Leads (CESL). If a project requires a contractor CESCL, the Contractor will provide daily inspections of the LSA.

Whenever an inspection reveals that the descriptions of pollutant sources or the BMPs specified in the PPP are inadequate based on the actual or potential discharge of a significant amount of any pollutant, the PPP will be modified as appropriate. The contractor will implement modifications to the PPP and BMPs per Specification 01 57 23 requirements. Port staff perform annual dry-weather inspections of the Logistics Site in compliance with the Port's NPDES permit (WA-0024651) (Ecology 2015).

3.4 MAINTENANCE

The Port maintains the conveyance system, OWS, bioretention swales, and Logistics Pond for the Logistics LSAs. The Port also maintains the SDE4 stormwater conveyance, pond, filters and outfall location that may receive discharge from the Radisson LSA. There is no stormwater infrastructure within the Radisson/Lot 6, West or North LSAs. The Port maintains the permeable asphalt pavement within the North LSA. These structural BMPs are inspected on a quarterly basis per SEA's SWPPP (Port 2020), and maintenance is performed as needed. It is the contractor's responsibility to maintain BMPs within its reserved space. The applicable BMPs are identified in each contractor's PPP.

3.5 MONITORING

The Port performs stormwater monitoring per its NPDES permit (WA-0024651), Part 3, Monitoring Requirements (Ecology 2015). A monitoring event is triggered when SEA receives 0.5 inch or greater of rain in a 24-hour period. The 24-hour period is defined as being from 8:00 a.m. to 8:00 a.m. (i.e., sampling is undertaken based on the accumulation of 0.5-inch of rain during the previous 24-hour-period at 8 a.m. of a given morning); this is to ensure that sampling is conducted during daylight hours for the safety of field samplers, and if necessary, allows for BMP adjustments or repairs to be completed the same day. The Port's NPDES permit also requires that discharges be monitored upstream and downstream of each outfall discharging stormwater from construction activities to receiving waters. The only outfalls that discharge stormwater from LSAs is from the Logistics Pond SDD06A outfall (D-13 outfall). During extreme rainfalls, there may be potential for the Cell Lot LSA to discharge which would be routed to the SDE4/S1 outfall (D-10 outfall).

The D-13 outfall discharges into a piped section of the east branch of Des Moines Creek. The upstream monitoring location is in the east branch of Des Moines Creek, approximately 190 feet upstream of the D-13 outfall, just prior to the point at which the creek flows into the piped culvert at the former Tyee Golf Course. The downstream monitoring location is at the daylight of the east branch of the Des Moines

Creek culvert, approximately 160 feet downstream of the D-13 outfall. Table 2 summarizes the discharge monitoring parameters and effluent limitations. The Logistics LSA monitoring locations (D-13) are shown on Figure 10.

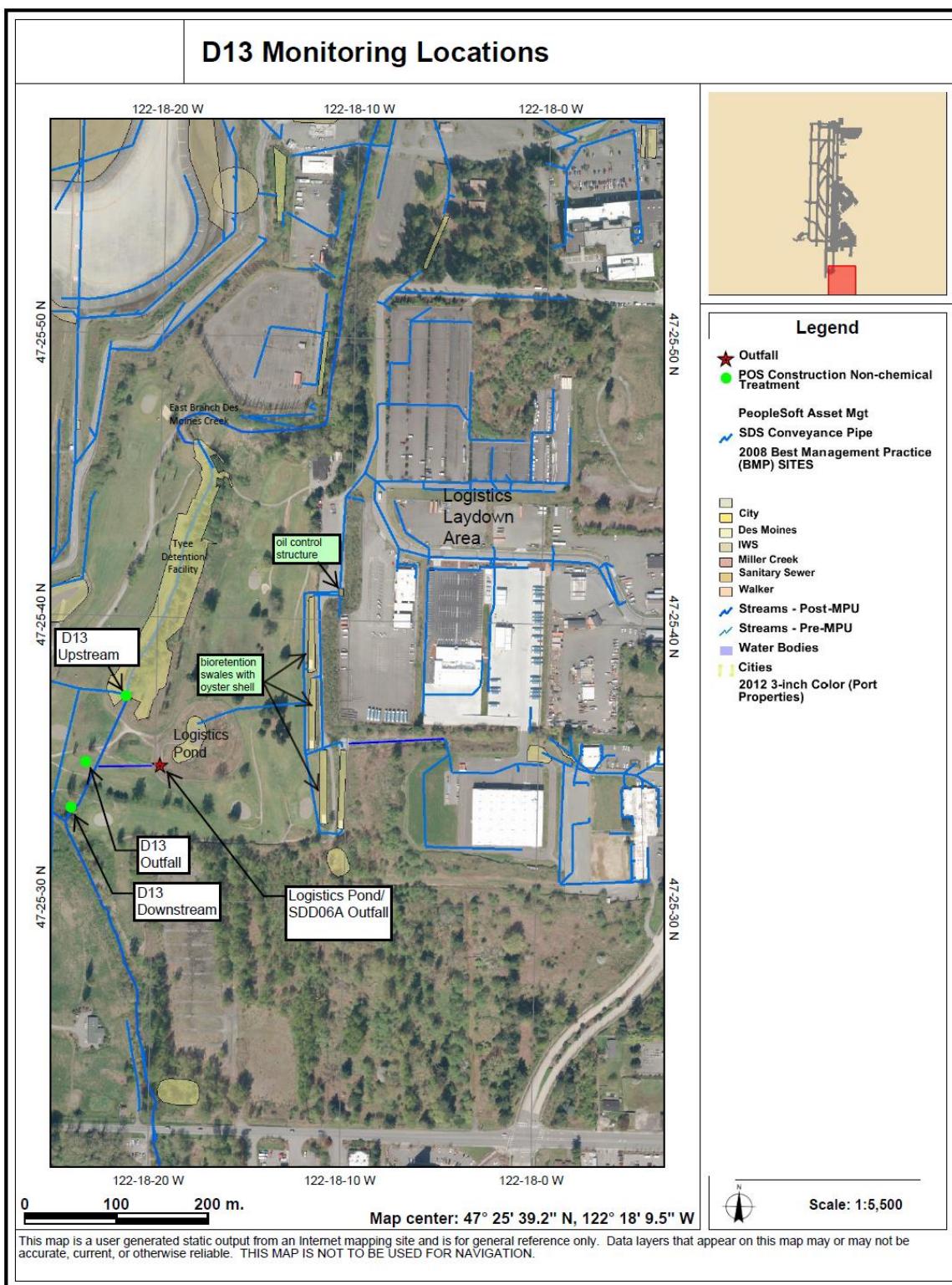


Figure 10. Logistics LSA Monitoring Locations (D-13 Outfall)

The D-10 outfall discharges to the east branch of Des Moines Creek just east of the fuel farm. The upstream monitoring location is in Des Moines Creek, approximately 5 feet upstream of the D-10 outfall, just downstream of where Des Moines Creek exits a piped section. The downstream monitoring location is the Tyee Pond outlet to Des Moines Creek. The Cell Lot LSA is not regularly monitored since it is a no discharge site, however if turbidity exceedances are identified from the D-10 monitoring locations, source tracing to the Cell Lot LSA may be prudent to verify no discharge. The Cell Lot LSA monitoring locations (D-10) are shown on Figure 11.

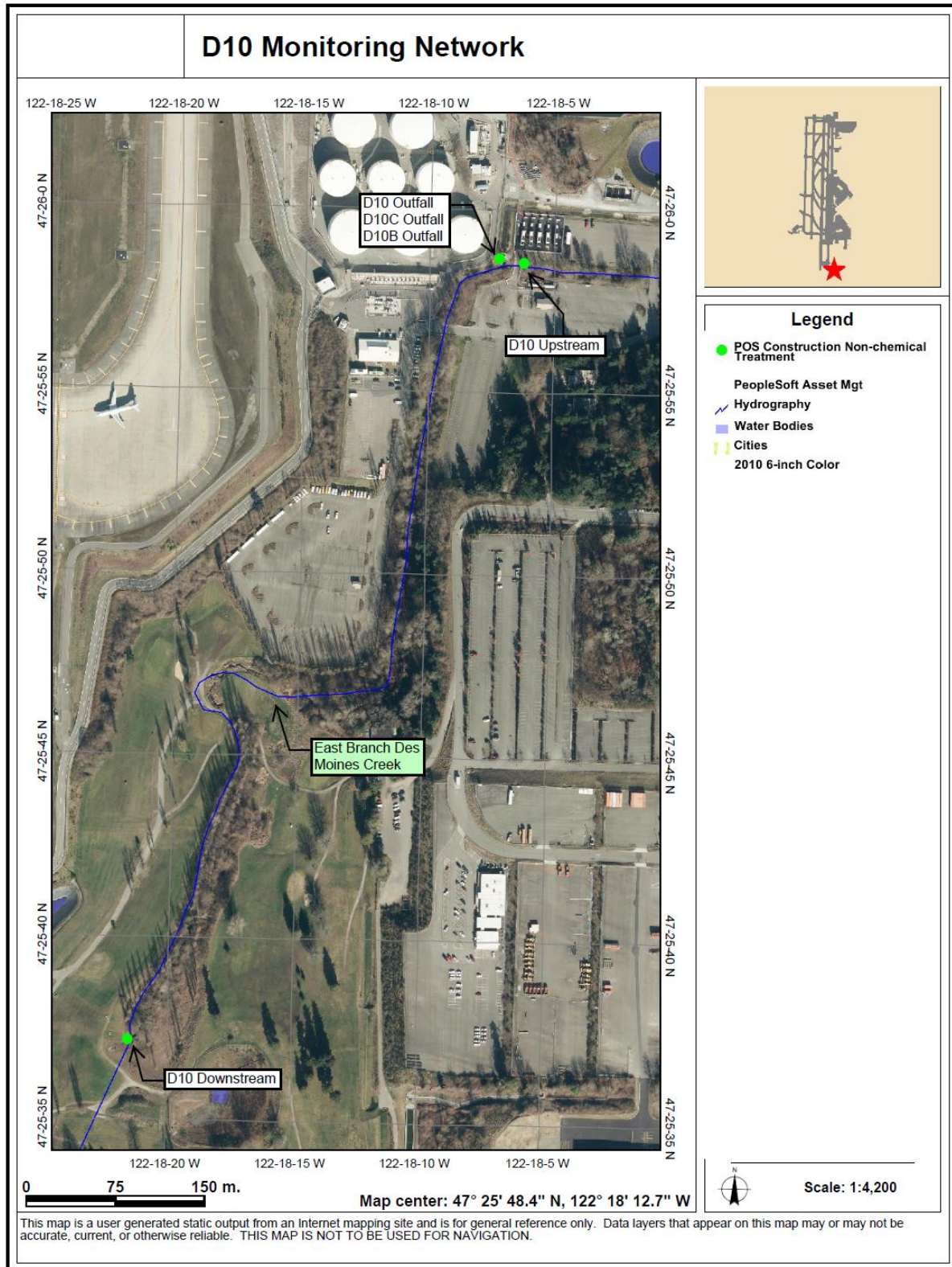


Figure 11. Cell Lot LSA Monitoring Locations (D-10 Outfall)

Table 2 below summarizes the discharge monitoring parameters and effluent limitations.

Table 2. Monitoring Parameters & Effluent Limits

Monitoring Parameter	Effluent Limit
Turbidity ^(a)	5 nephelometric turbidity units (NTU) or 10% increase above background
pH	6.5 to 8.5 ^(b)
Total petroleum hydrocarbons (TPH)	5 mg/L ^(c)
Flow	Report

Footnotes:

- a. If the background turbidity is 50 NTU or less, the downstream turbidity cannot exceed 5 NTU above background. If the background turbidity is greater than 50 NTU, the downstream turbidity cannot have 10% increase.
- b. With the human-caused variation within the above range of less than 0.2 unit.
- c. TPH will be measured and sampled only if visible sheen is observed.

Data collected during construction stormwater monitoring events are reported in monthly discharge monitoring reports (DMRs) submitted to Ecology. Additional information is presented in the LSA project-specific monitoring plans which are kept onsite by the Port's Aviation Environmental staff.

3.4 RECORD KEEPING

This SWPPP will not be submitted to Ecology unless requested. The SWPPP, inspection reports, and all other reports required by NPDES permit (WA-0024651), Part 3, Special Condition S6 (Ecology 2015), will be retained for at least 3 years after the date of the closure of the LSAs. During LSA operations, this SWPPP and the BMP inspection reports will be kept onsite by the Port's Aviation Environmental staff. Discharge monitoring reports are submitted to Ecology on a monthly basis by the 28th of the following month.

3.5 SPILL RESPONSE

In the event of a spill, the contractor must notify the Port's applicable Construction Manager or call 911 to initiate a spill response. The spill response procedures outlined in the contractor's PPP and the Port's Emergency Spill Response Plan (Appendix A) will be implemented.

SECTION 4: REFERENCES

- Ecology. 2015. National Pollutant Discharge Elimination System and State Waste Discharge Permit No. WA0024651. Effective Date: January 1, 2016. Washington State Department of Ecology, Bellevue, WA.
- Port. 2003. Amendment to: TESC/construction stormwater monitoring plan. Logistic site (103762). Port of Seattle, Seattle, WA.
- Port. 2016. Seattle-Tacoma International Airport programmatic construction stormwater pollution prevention plan. Windward Environmental, Seattle, WA.
- Port. 2020. Seattle-Tacoma International Airport stormwater pollution prevention plan. Port of Seattle, Seattle, WA.

APPENDIX A: Port of Seattle Emergency Spill Response Plan – Laydown Staging Areas (LSAs)

ENVIRONMENTAL SPILL RESPONSE MAPS 2019

SEATTLE-TACOMA INTERNATIONAL AIRPORT



Summer 2019



POS EMPLOYEES SPILL RESPONSIBILITIES SEA -TAC AIRPORT

A. Definition of a Spill

1. Any release of material that causes immediate danger to human safety.
2. Any release that enters the Industrial Wastewater System (IWS) or Storm Drainage System (SDS) conveyance system, soil or sanitary sewer.
3. Any release that could affect the normal operations of Seattle Tacoma International Airport (STIA).
4. Any release that could affect human health or the environment.

B. The Following Groups May Report a Spill:

1. POS employees: Fire Department (POS-FD), Maintenance (AV/M), Aviation Environmental (AV/ENV), Airport Duty Manager (ADM) ect.
2. Tenants
3. Consultants
4. Contractors
5. Public

C. Responsibilities of Involved Parties

1. POS-FD - 911 or 787-5380 (from cell phone)

- a) Receive notification from any of the potential spill reporting parties.
- b) Fire dispatch immediately contacts the ADM of the incident, if notification was not originally received from ADM.
- c) Respond to spills and act as Incident Command and first responder.
- d) Perform mitigation and communicate hazards to cleanup personnel.
- e) Contact AFC or outside contractor to perform in cleanup.
- f) Coordinate with AV/ENV to minimize environmental impacts.

2. ADM - 787-4635

- a) Receive notification from any of the potential spill reporting parties.
- b) Gather all necessary information by completing AV/ENV Environmental Incident Report (EIR) located at the following link: [http://collab.portseattle.org/sites/avenvsurfwat/AirportNPDESSWPPP/SWPPPSourceDocumentsLibrary/STIA Environmental Incident Report.docx](http://collab.portseattle.org/sites/avenvsurfwat/AirportNPDESSWPPP/SWPPPSourceDocumentsLibrary/STIA%20Environmental%20Incident%20Report.docx) or refer to Section D of Spill Responsibilities Plan.
- c) Determine if POS-FD should be notified. If you're not sure call and report. If POS-FD is notified document POS-FD run # on Environmental Incident Form.
- d) Immediately contact AV/ENV Spill Team via cell phone or Everbridge Paging - Spills. If confirmation phone call response is not received after 5 min. Re-page AV/ENV Spill Team. If still no response use callout roster in Section H.
- e) Contact AV/M to help with countermeasures and or cleanup.
- f) Verify that all parties are aware of the spill (POS-FD, AV/M, AV/ENV, & POS-PD, ATCT (if necessary). (Refer to Section G of Spill Responsibilities Plan for AV/M call out list)
- g) and submit to AV/ENV within 24 hrs via fax: 787-6617 or email: Foxs@portseattle.org

3. Aviation Maintenance (AV/M)

- a) Receive notification from ADM or POS-FD of spill
- b) Initiate response procedures, as permissible due to safety concerns
- c) Initiate controls and countermeasures as applicable, coordinate with AV/ENV
- d) Initiate IWTP response procedures, if applicable.
- e) Provide cleanup/support to POS-FD or tenant if requested. Generate work request, if applicable

4. Aviation Environmental (AV/ENV) Spill Team - (See Callout Roster in Section H)

- a) After receiving page, call ADM and gather known information about the spill and contact information for personnel on-site.
- b) Determine drainage basin(s) affected, facilitate activation of spill controls and countermeasures using AV/ENV Environmental Spill Response Plan. Coordinate with AV/M.
- c) Respond to scene, if necessary. Contact on-site personnel to get any updated information.
- d) Verify with Incident command personnel how material will be cleaned up.
- e) Commence with AV/ENV Environmental Spill Response Plan, including agency notification.

D. ADM must ask the following questions to gather pertinent information. Record on Environmental Incident Report.

1. **Safety** Ask if there are any injuries and if there is a concern about immediate safety or any threat to themselves or others.
2. Date and Time Spill was reported.
3. Time spill occurred, if known
4. Name of person and contact information from individual reporting spill
5. Name of responsible parties involved, if known (ex: Tenant, contractor)
6. Identify type of material spilled (Jet fuel, deicing fluid, lavatory fluid(biffy)), if known
7. Est. volume of material spilled or area covered by spill.
8. Ask for exact location of spill and equipment involved. If safe, request that reporting party locate nearest drain and read drain label.
9. Ask if spill has reached any drains and if so which ones.
10. Ask if spill reached soil, if so where.
11. Ask current weather conditions.
12. Identify measures taken to contain the spill and secure the area.
13. Instruct caller to stay at site until help arrives (POS-FD or AV/M)

E. Spills that must be reported to the POS-FD, AV/M and AV/ENV

1. ANY FUEL SPILL
2. All Spills other than FUEL defined as the following
 - any unknown material,
 - any material other than fuel with flash point less than 200°F (ex. Solvent cleaners, oil-based paint, paint thinners);
 - any other material regulated as Hazardous under DOT, EPA or any local government agency regulations. (ex. Concentrated soaps, bleach other concentrated cleaners, hazardous waste, used antifreeze).

F. All spills not specified in Section E must be reported to AV/M and AV/ENV

1. All spills not specified in Section E must be reported to AV/M and AV/ENV (ex. Lavatory (Biffy) waste, oil or hydraulic fluid, deicing/anti-icing fluids)

G. AV/M Callout Roster

AV/M Shops utilized to provide cleanup and countermeasure activation.

Airfield Crew (AFC)	787-4490
Boiler Room	787-5475
Electrician Shop	787-6311
IWTP	787-5911

H. AV/ENV Callout Roster

DURING REGULAR BUSINESS HOURS THE FOLLOWING CALL OUT IS IN EFFECT BEGINNING 1/1/2014 (General Airport Coverage)		
ENV Contact	Work Phone	Cell Phone
1. Bob Duffner	(206) 787-5528	(206) 979-2853
2. Stacy Fox	(206) 787-6182	(206) 465-2446
3. Josh Feigin	(206) 787-6798	(206) 291-4736
4. Sarah Cox	(206) 787-7137	(206) 605-0662
5. Chipper Maney	(206) 787-5516	(206) 914-2139
6. Aaron Moldaver	(206) 787-5508	(206) 310-7585
7. Chris Milewski	(206) 787-4633	(206) 605-8333
8. Don Robbins	(206) 787-4918	(206) 369-0808

POS EMPLOYEES SPILL RESPONSIBILITIES SEA -TAC AIRPORT

A. Definition of a Spill

1. Any release of material that causes immediate danger to human safety.
2. Any release that enters the Industrial Wastewater System (IWS) or Storm Drainage System (SDS) conveyance system, soil or sanitary sewer.
3. Any release that could affect the normal operations of Seattle Tacoma International Airport (STIA).
4. Any release that could affect human health or the environment.

B. The Following Groups May Report a Spill:

1. POS employees: Fire Department (POS-FD), Maintenance (AV/M), Aviation Environmental (AV/ENV), Airport Duty Manager (ADM) ect.
2. Tenants
3. Consultants
4. Contractors
5. Public

C. Responsibilities of Involved Parties

1. POS-FD - 911 or 787-5380 (from cell phone)

- a) Receive notification from any of the potential spill reporting parties.
- b) Fire dispatch immediately contacts the ADM of the incident, if notification was not originally received from ADM.
- c) Respond to spills and act as Incident Command and first responder.
- d) Perform mitigation and communicate hazards to cleanup personnel
- e) Contact AFC or outside contractor to perform in cleanup.
- f) Coordinate with AV/ENV to minimize environmental impacts.

2. ADM - 787-4635

- a) Receive notification from any of the potential spill reporting parties.
- b) Gather all necessary information by completing AV/ENV Environmental Incident Report (ER) located at the following link: [http://collab.portseattle.org/sites/avenvsurfwat/AirportNPDESSWPPP/SWPPPSourceDocumentsLibrary/STIA Environmental Incident Report.docx](http://collab.portseattle.org/sites/avenvsurfwat/AirportNPDESSWPPP/SWPPPSourceDocumentsLibrary/STIA%20Environmental%20Incident%20Report.docx), or refer to Section D of Spill Responsibilities Plan.
- c) Determine if POS-FD should be notified. If you're not sure call and report. If POS-FD is notified document POS-FD run # on Environmental Incident Form.
- d) Immediately contact AV/ENV Spill Team via cell phone or Everbridge Paging - Spills. If confirmation phone call response is not received after 5 min. Re-page AV/ENV Spill Team. If still no response use callout roster in Section H.
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- f) Verify that all parties are aware of the spill (POS-FD, AV/M, AV/ENV, & POS-PD, ATCT (if necessary). (Refer to Section G of Spill Responsibilities Plan for AV/M call out list)
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3. Aviation Maintenance (AV/M)

- a) Receive notification from ADM or POS-FD of spill
- b) Initiate response procedures, as permissible due to safety concerns
- c) Initiate controls and countermeasures as applicable, coordinate with AV/ENV
- d) Initiate IWTP response procedures, if applicable.
- e) Provide cleanup/support to POS-FD or tenant if requested. Generate work request, if applicable

4. Aviation Environmental (AV/ENV) Spill Team - (See Callout Roster in Section H)

- a) After receiving page, call ADM and gather known information about the spill and contact information for personnel on-site.
- b) Determine drainage basin(s) affected, facilitate activation of spill controls and countermeasures using AV/ENV Environmental Spill Response Plan. Coordinate with AV/M.
- c) Respond to scene, if necessary. Contact on-site personnel to get any updated information.
- d) Verify with Incident command personnel how material will be cleaned up.
- e) Commence with AV/ENV Environmental Spill Response Plan, including agency notification.

D. ADM must ask the following questions to gather pertinent information. Record on Environmental Incident Report

1. **Safety.** Ask if there are any injuries and if there is a concern about immediate safety or any threat to themselves or others.
2. Date and Time Spill was reported.
3. Time spill occurred, if known
4. Name of person and contact information from individual reporting spill
5. Name of responsible parties involved, if known (ex. Tenant, contractor)
6. Identify type of material spilled (Jet fuel, deicing fluid, lavatory fluid(biffy)), if known
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8. Ask for exact location of spill and equipment involved. If safe, request that reporting party locate nearest drain and read drain label.
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H. AV/ENV Callout Roster

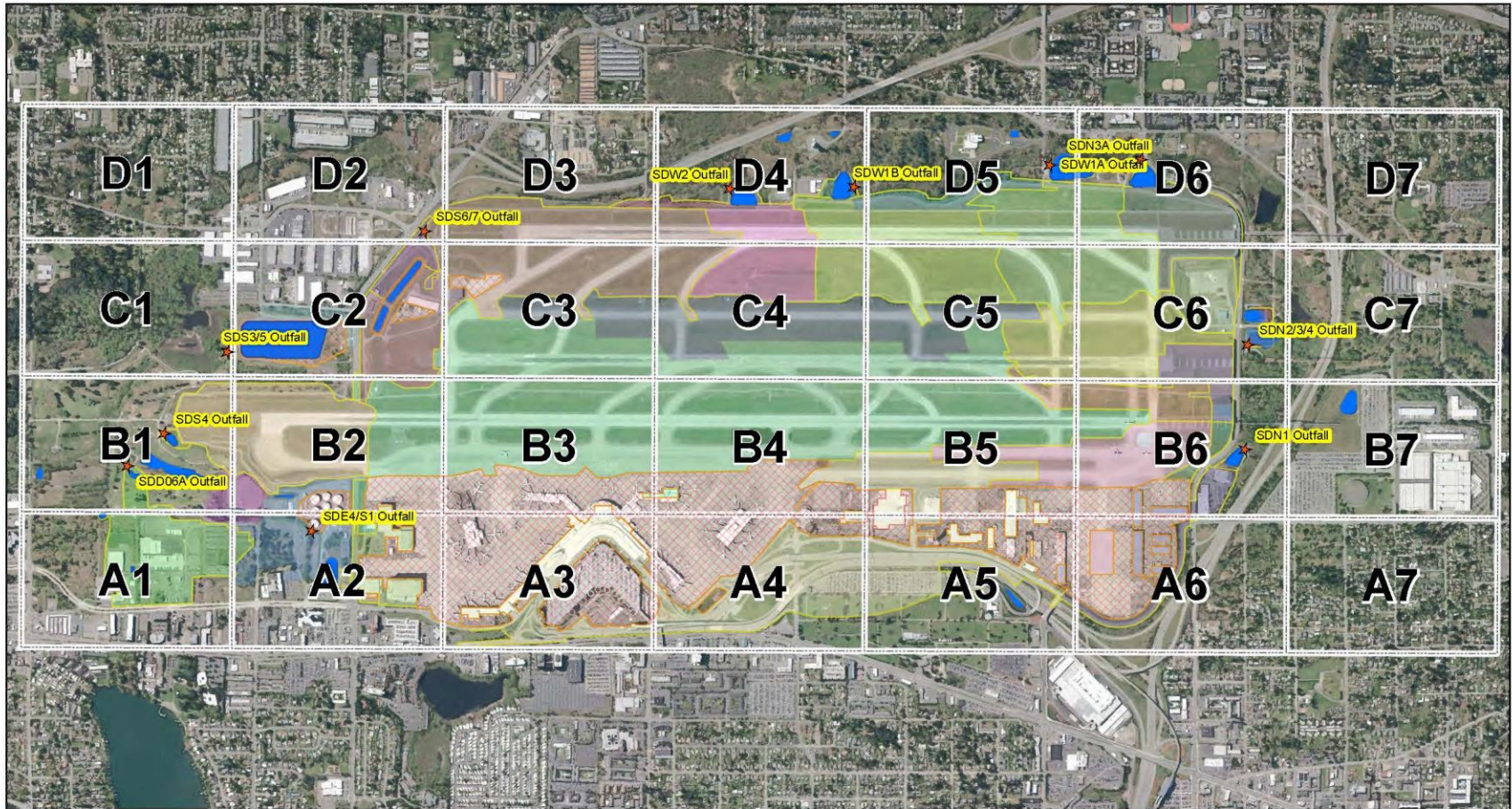
DURING REGULAR BUSINESS HOURS THE FOLLOWING CALL OUT IS IN EFFECT BEGINNING 7/20/2018 (General Airport Coverage)		
ENV Contact	Work Phone	Cell Phone
1. Chris Milewski	(206) 787-4633	(206) 606-8333
2. Kurt Marx	(206) 787-4630	(206) 291-5886
3. Josh Feigin	(206) 787-6798	(206) 291-4736
4. Sarah Cox	(206) 787-7137	(206) 605-0662
5. Chipper Maney	(206) 787-5516	(206) 914-2139
6. Greg Fems	(206) 787-6494	(206) 637-4710
7. Don Robbins	(206) 787-4918	(206) 369-0808
8. Tiffany Sevilla	(206) 787-3937	(206) 537-0751



EMERGENCY CONTACTS LIST

Port of Seattle Environmental Contacts	Port of Seattle Maintenance Contacts	Federal and State Contacts	Spill Response Contacts	City and Local Contacts
Name: Chris Milewski, Sr Env Program Mgr Office: (206) 787-4633 Cell: (206) 605-8333	IWTP Plant Operator: (206) 787-5911	National Response Center-USCG 800-424-8802	NRC Environmental Services 800-337-7455 (24 HR Response) Brad Schell: (206) 786-0383	City of SeaTac (206) 973-4800
Name: Greg Ferris, Environmental Mgmt Spec Office: (206) 787-6494 Cell: (206) 637-4710	Name: Paul Shen, Sr F&I ENG Office: (206) 787-5870 Cell: (206) 617-9813	Environmental Protection Agency Region 10: (206) 553-1263	Alternate Response Contractor: CleanHarbors (800)-645-8265	City of Burien (206) 432-4463
Name: Don Robbins Sr Env Program Mgr Office: (206) 787-4918 Cell: (206) 369-0808	Name: Eric Schaefer Manager AV Maint. Office: (206) 787-4047 Cell: (206) 491-6298	Washington State Dept. of Ecology: Spill line: (425) 649-7000	Alternate Response Contractor: DH Environmental (206) 293-3126	City of Des Moines (206) 878-8104
Name: Sarah Cox, Manager Env Programs Office: (206) 787-7137 Cell: (206) 605-0662	Name: Todd Hacke, FC Day Foreman Office: (206) 787-6893 Cell: (206) 406-5045			City of Tukwila (206) 433-1850
Name: Josh Feigin, Environmental Mgmt Spec Office: (206) 787-6798 Cell: (206) 291-4736	Name: Robbert Gillott Airfield Crew Swing Foreman Office: (206) 787-4490 Cell: (206) 406-9176			Midway Sewer District 206 824-4906
Name: Chipper Maney, Environmental Mgmt Spec Office: (206) 787-5516 Cell: (206) 914-2139	Name: Shawn McCormick, Crew Chief Day Office: (206) 787-4490 Cell: (206) 310-5699			King County, Industrial Waste Program Weekdays, 206-477-5300 After HR South Treatment 206-263-1760 West Point 206-263-3801
Name: Tiffany Sevilla, Environmental Mgmt Spec Office: (206) 787-5516 Cell: (206) 914-2139	Name: Angie Schmitke, Mgr AV Maint Office: (206) 787-4832 Cell: (206) 348-9658			Valley View Sewer District Weekdays, 8am – 5pm 206-242-3235 After 5pm and Weekends 206-501-8158
	AV/M services line: (206) 787-5406			Swissport Fueling INC. 2350 S 190th St. 206-246-0407
Port of Seattle Fire Department: (206) 787-5380	Port of Seattle Police Department: (206) 787-5401	Boiler Room (206) 787-5406		
Airport Duty Manager (ADM): (206) 787-4685				
Airport Communication Center (ACC): (206) 787-5229				







Updated: 4/15/2020



V:\AV-Environmental\GIS DATA\GIS Projects

Spill Response Grid Key



<div><div><div>SPILL ON PORT PROPERTY OR WITHIN</div><div>PORT DRAINAGE BASIN</div></div><div><div>NOTIFY: Airport Duty Manager (ADM): (206) 787-4635</div><div>Port Fire Department: (206) 787-5380</div><div>IWTP Operator: (206) 787-5911</div><div>ADM-Notify AV/ENV Response Spill Team via Send Word Now</div></div></div>	<div>SPILL RESPONSE PROCEDURES - GRID A1</div>							
	<div>General Spill Response</div> <div>Port Fire Department will conduct initial response and mitigate hazard as necessary.</div> <div>Port Environmental will notify the Department of Ecology Spill line 1-425-649-7000 for spills that are in the SDS Drainage area, large spills, or spills where fuel is still flowing. On-call ENV personnel must get spill report number from DOE.</div> <div>Is Spill contained within the Airport Drainage System Infrastructure (Vaults, Ponds, or IWS)?</div> <div>YES - Spill contained,</div> <div>Countermeasures available:</div> <div>Port Fire Department may wash material into IWS if possible and safe.</div> <div>If material can be contained safely before discharge to any catchbasin or slot-drain, Airfield Crew may sweep up or contain material with pads.</div> <div>Airfield Crew to dike or block all nearby storm drains, if safe.</div> <div>NO - Spill has reached waters of the State</div> <div>Which drainage basin will spill flow to?</div> <div>Refer to drainage maps.</div> <div>If the extent of the spill is unknown or if the spill crosses the IWS-SDS Boundary, respond to the nearest downstream control structure or catchbasin and reevaluate. If presence of spill is observed (visually or by smell), continue tracking downstream drainage until spill can be contained or cleaned up.</div>	<div>STORM DRAINAGE BASIN(S) – GRID A1</div> <div>SDS DRAINS ARE STENCILED WHITE</div> <table><tr><td><div>Des Moines Creek Drainage Basin</div><div>(Subbasin: SDD05B, SDD06A)</div></td><td><div>Stormwater Spill Control Countermeasures located in Subbasin:</div></td></tr><tr><td><div>Examples of Drainage Areas:</div><div><div><div>• AV/M Distribution Center Warehouse</div><div>• Logistics Construction Lay-Down Areas</div><div>• Bus Maintenance Facility</div><div>• PCS Yard</div><div>• Learning Center</div><div>• Port Stormwater Lab</div></div></div></td><td><div>Location: Subbasin SDD06A</div><div>Type: Logistics Construction Oil Water Separator</div><div></div></td></tr><tr><td><div>Did the Spill Enter East Tributary of Des Moines Creek, or conveyance leading to it?</div><div>NO,</div><div>Initiate Cleanup with booms and pads.</div><div>YES,</div><div>Immediate notification of the appropriate Agencies by Water Resources Manager or other Designee.</div><div>Respond downstream of spill with booms and pads to attempt to contain spill. Implement all available countermeasures with affected basins. Contact Spill Response Contractor if necessary. Call for Vacuum and/or Vactor truck.</div></td><td><div>Reference: STIA 0006 (const)</div><div></div></td></tr></table>	<div>Des Moines Creek Drainage Basin</div> <div>(Subbasin: SDD05B, SDD06A)</div>	<div>Stormwater Spill Control Countermeasures located in Subbasin:</div>	<div>Examples of Drainage Areas:</div> <div><div><div>• AV/M Distribution Center Warehouse</div><div>• Logistics Construction Lay-Down Areas</div><div>• Bus Maintenance Facility</div><div>• PCS Yard</div><div>• Learning Center</div><div>• Port Stormwater Lab</div></div></div>	<div>Location: Subbasin SDD06A</div> <div>Type: Logistics Construction Oil Water Separator</div> <div></div>	<div>Did the Spill Enter East Tributary of Des Moines Creek, or conveyance leading to it?</div> <div>NO,</div> <div>Initiate Cleanup with booms and pads.</div> <div>YES,</div> <div>Immediate notification of the appropriate Agencies by Water Resources Manager or other Designee.</div> <div>Respond downstream of spill with booms and pads to attempt to contain spill. Implement all available countermeasures with affected basins. Contact Spill Response Contractor if necessary. Call for Vacuum and/or Vactor truck.</div>	<div>Reference: STIA 0006 (const)</div> <div></div>
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SPILL PLAN LEGENDS

Symbol Legend

- Sanitary Sewer 7_2017
- SDS Conveyance 7_2017
- SDS Manhole 7_2017
- SDS Catchbasin 7_2017
- Airfield Topo
- Wetlands_2014
- Spill Kit Materials
- Haz-Mat Storage
- SPCC-TANKS
- Creek
- Stormwater BMP

Subbasin

- SDD05AX
- SDD05B
- SDD06A



Seattle-Tacoma International Airport

NOTE: If spills and/or Fire Department wash water cross the IWS-SDS Boundary, notify AV/ENV Spill Team immediately.

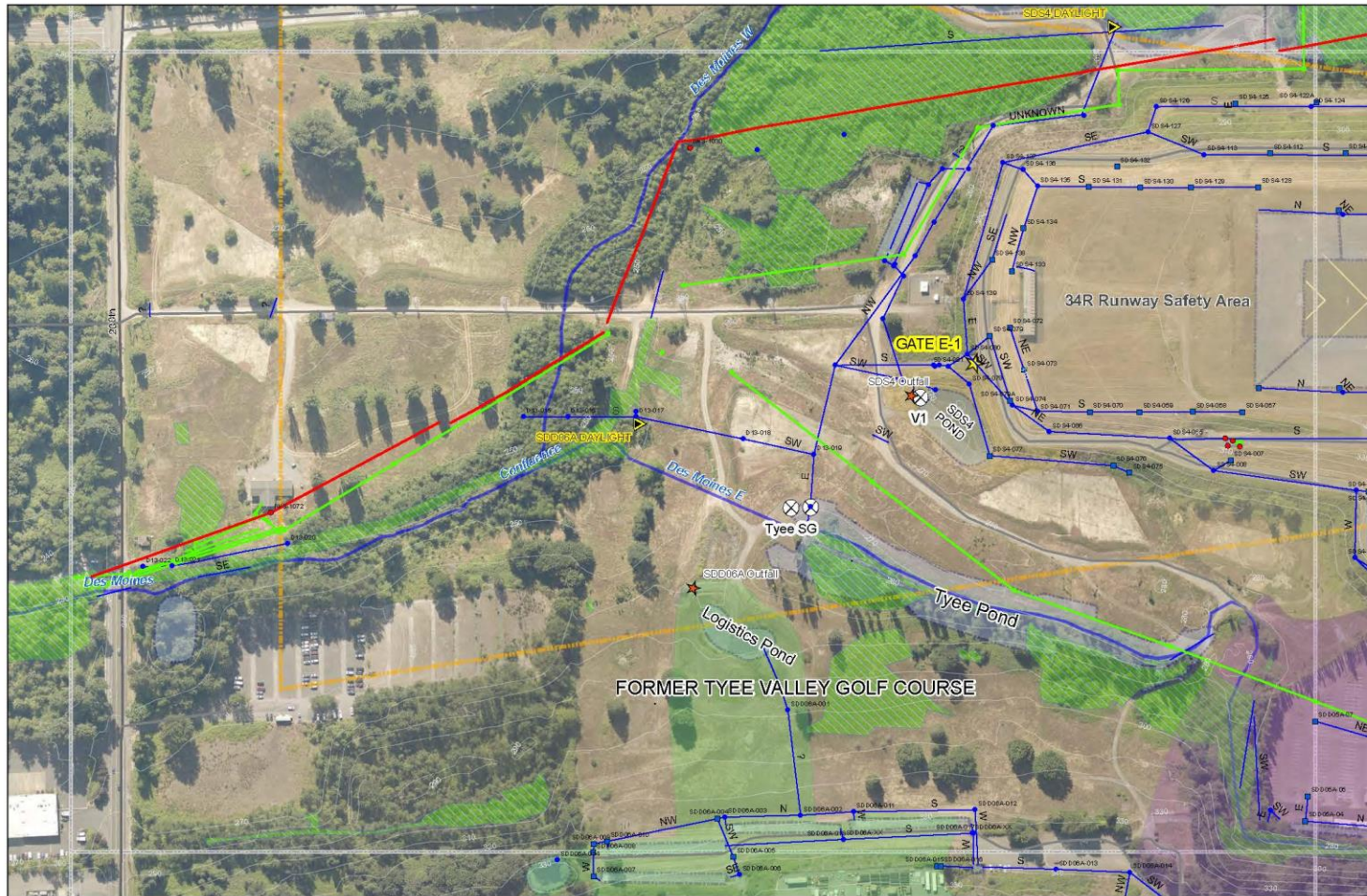
0 50 100 200 Feet
1 inch = 200 feet
Image Date: 2017
KC GIS DATA

D1	D2	D3	D4	D5	D6	D7
C1	C2	C3	C4	C5	C6	C7
B1	B2	B3	B4	B5	B6	B7
A1	A2	A3	A4	A5	A6	A7

October 2018
ESRP UPDATE

A1

<div>SPILL ON PORT PROPERTY OR WITHIN PORT DRAINAGE BASIN</div> <div>NOTIFY: Airport Duty Manager (ADM): (206) 787-4635 Port Fire Department: (206) 787-5380 IWTP Operator: (206) 787-5911 ADM-Notify AV/ENV Response Spill Team via Send Word Now</div>	<div>SPILL RESPONSE PROCEDURES - GRID B1</div>																						
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SPILL PLAN LEGENDS

Symbol Legend

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- SDS Manhole 7_2017
- SDS Catchbasin 7_2017
- Outfall
- Containment Valve
- Airfield Topo
- Wetlands_2014
- RPZ
- AOA Gate
- Creek
- Stormwater BMP

Subbasin

- SDD05A
- SDD05AX
- SDD06A
- SDS4
- SDS4-POND



Seattle-Tacoma International Airport

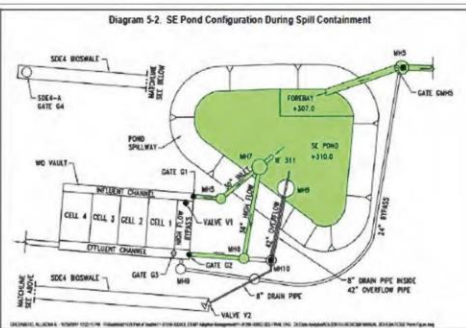
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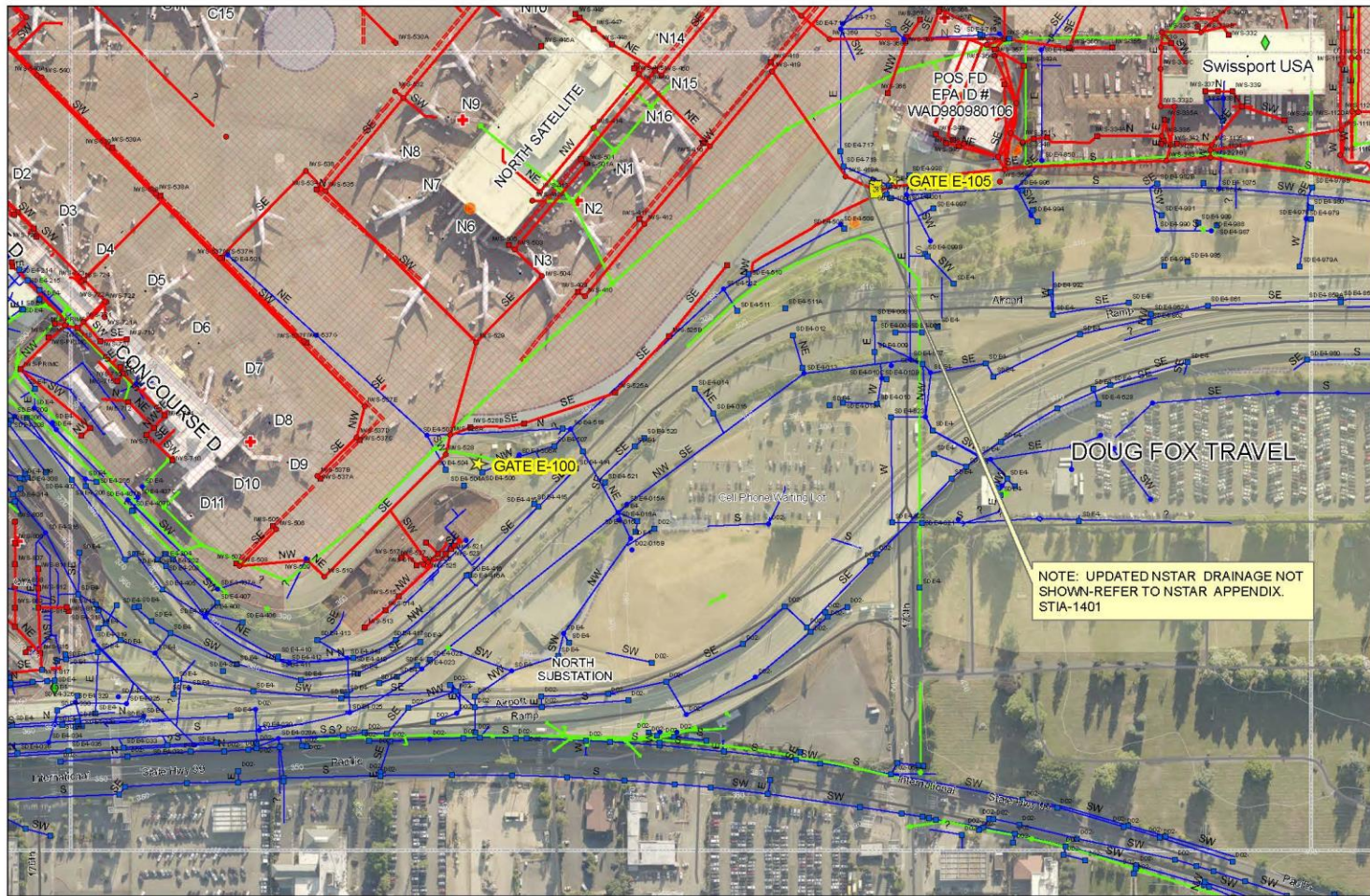
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1 inch = 200 feet
Image Date: 2017
KC GIS DATA

D1	D2	D3	D4	D5	D6	D7
C1	C2	C3	C4	C5	C6	C7
B1	B2	B3	B4	B5	B6	B7
A1	A2	A3	A4	A5	A6	A7

October 2018
ESRP UPDATE

B1

<div>SPILL ON PORT PROPERTY OR WITHIN PORT DRAINAGE BASIN</div> <div>NOTIFY: <u>Airport Duty Manager (ADM): (206) 787-4635</u> <u>Port Fire Department: (206) 787-5380</u> <u>IWTP Operator: (206) 787-5911</u> <u>ADM-Notify AV/ENV Response Spill Team via Send Word Now</u></div>		<div>SPILL RESPONSE PROCEDURES - GRID A4</div>																																																		
<div>Spill To IWS Drainage Basin</div> <div>Port Fire Department will make initial response and mitigate hazard.</div> <div>Port Fire Department may wash material into IWS.</div> <div>ADM: notify IWTP that spill has occurred, and volumes. ENV: verify that IWTP was alerted to spill.</div> <div>IWTP Operators determine IWS Spill control:</div> <div>Segregate contaminated portions of IWS, divert flow to Lagoon 1 or Lagoon 2 (avoid Lagoon 3).</div> <div>Is there a threat of Lagoon Overflow?</div> <div>YES,</div> <div>IWTP Operators Implement IWS Overflow Contingency Plan in IWS O&M Manual (Manual located at the IWTP).</div> <div>NO,</div> <div>Implement recovery from Lagoon, or process as necessary. AV/ENV contact Spill Response Contractors if necessary.</div> <div>IF SUFFICIENT VOLUMES OF FUEL CAN BE RECOVERED IN LAGOONS, SPILL RESPONSE CONTRACTORS OR AV/M SHOULD BE CALLED TO RECOVER AND RECYCLE FUEL (WHICH WILL HELP MITIGATE POTENTIAL ODOR ISSUES).</div> <div>IWS DRAINS ARE STENCILED ORANGE</div>	<div>General Spill Response</div> <div>Port Fire Department will conduct initial response and mitigate hazard as necessary.</div> <div>Port Environmental will notify the Department of Ecology Spill line 1-425-649-7000 for spills that are in the SDS Drainage area, large spills, or spills where fuel is still flowing. On-call ENV personnel must get spill report number from DOE.</div> <div>Is Spill contained within the Airport Drainage System Infrastructure (Vaults, Ponds, or IWS)?</div> <div>YES - Spill contained,</div> <div>Countermeasures available:</div> <div>Port Fire Department may wash material into IWS if possible and safe.</div> <div>If material can be contained safely before discharge to any catchbasin or slot-drain, Airfield Crew may sweep up or contain material with pads.</div> <div>Airfield Crew to dike or block all nearby storm drains, if safe.</div> <div>NO - Spill has reached waters of the State</div> <div>Which drainage basin will spill flow to?</div> <div>Refer to drainage maps.</div> <div>If the extent of the spill is unknown or if the spill crosses the IWS-SDS Boundary, respond to the nearest downstream control structure or catchbasin and reevaluate. If presence of spill is observed (visually or by smell), continue tracking downstream drainage until spill can be contained or cleaned up.</div>	<div>STORM DRAINAGE BASIN(S) – GRID A4</div> <div>SDS DRAINS ARE STENCILED WHITE</div> <div>Des Moines Creek Drainage Basin (Subbasin: SDE4)</div> <div>Examples of Drainage Areas:</div> <div><ul style="list-style-type: none">Air Cargo RoadAirport Upper Drive-ArrivalsLower Terminal Drives-DeparturesDoug Fox LotCell phone waiting lot. Radisson Lot/ North Substation</div> <div>Did the Spill Enter the SDS Drainage Conveyance?</div> <div>NO,</div> <div>Initiate Cleanup with booms and pads.</div> <div>YES,</div> <div>Identify drainage Subbasin. Respond downstream of Spill with booms and pads to attempt to contain spill. Contact Spill Response Contractor if necessary.</div> <div>MAJOR STORMWATER INFRASTRUCTURE</div> <div>Location: Immediately west of the South Holding Lot and near the southwest intersection of S 188th Street and 28th Avenue N.</div> <div>TYPE: SDE4 Pond and Filter Vault (requires AP-4 key).</div> <div>If a spill occurs in the SDE4 basin and enters the Port Conveyance system, it is possible to capture the spill within the SDE4 Pond. Under an emergency spill condition, activities in the SDE4 Pond, the WQ Vault, and the gate valve within MH5 must be coordinated to contain the spill in the pond and allow time for removal of the spill and cleanup of the contaminated material. The steps defined in Diagram 5-2 must occur to isolate potentially contaminated runoff within the pond. Additional operational diagrams for SDE4 can be found in Appendix A, page 7.</div>		<div>Stormwater Spill Control Countermeasures Located in Subbasin:</div> <div>Diagram 5-2. SE Pond Configuration During Spill Containment</div> <div></div> <div><table><thead><tr><th>Item</th><th>Description</th><th>Operational Setting</th><th>Comments</th></tr></thead><tbody><tr><td>G1</td><td>30-inch Inlet Slide Gate</td><td>Closed</td><td></td></tr><tr><td>G2</td><td>42-inch Overflow Slide Gate</td><td>Closed</td><td></td></tr><tr><td>G3</td><td>42-inch Effluent Slide Gate</td><td>Closed or Open</td><td>When Gate G3 is closed, flows will go from the High Flow Bypass Channel, to the Influent Channel, and then through the Cells for Treatment. If Gate G3 is opened, flows bypassing the pond will also bypass any treatment within the WQ Vault.</td></tr><tr><td>V1</td><td>8-inch Gate Valve</td><td>Closed</td><td></td></tr><tr><td>G4MS</td><td>54-inch Slide Gate</td><td>Open</td><td>This gate should remain open to allow the spill to enter the pond for containment.</td></tr><tr><td></td><td>30-inch Inlet</td><td></td><td>Flows will back up in this pipeline behind Gate G1.</td></tr><tr><td></td><td>36-inch High Flow</td><td></td><td>If the Pond elevation is >312.50, flows will back up in this pipeline behind Gate G2.</td></tr><tr><td></td><td>42-inch Overflow</td><td></td><td>If the Pond elevation is >321.00, flows will back up in this pipeline behind Gate G2.</td></tr><tr><td></td><td>24-inch Bypass</td><td></td><td></td></tr><tr><td>V2</td><td>8-inch Plug Valve</td><td>Closed</td><td></td></tr><tr><td>G4</td><td>12-inch Slide Gate</td><td>Initial setting: 2-inch opening above invert</td><td>When V2 is open, field adjust G4 opening as needed to minimize/prevent surface water flow in swale.</td></tr></tbody></table></div> <div>NOTE: Prior to closing any valves check with AV/ENV to verify adequate storage capacity is available in pond to contain spill. After valves have been closed, pond levels must be monitored to prevent unanticipated bypass or discharge from overflow structures.</div>	Item	Description	Operational Setting	Comments	G1	30-inch Inlet Slide Gate	Closed		G2	42-inch Overflow Slide Gate	Closed		G3	42-inch Effluent Slide Gate	Closed or Open	When Gate G3 is closed, flows will go from the High Flow Bypass Channel, to the Influent Channel, and then through the Cells for Treatment. If Gate G3 is opened, flows bypassing the pond will also bypass any treatment within the WQ Vault.	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SPILL PLAN LEGENDS

Symbol Legend

- Sanitary Sewer 7_2017
- SDS Conveyance 7_2017
- IWS Conveyance 7_2017
- IWS Slot Drain
- IWS Manholes 7_2017
- IWS Catchbasins 7_2017
- SDS Manhole 7_2017
- SDS Catchbasin 7_2017
- Critical Lift Station
- UST-Port Owned
- Airfield Topo
- AOA Gate
- Spill Kit Materials
- Haz-Mat Storage
- SPCC-TANKS
- Stormwater BMP

Subbasin

- IWS
- SDE4



Seattle-Tacoma International Airport

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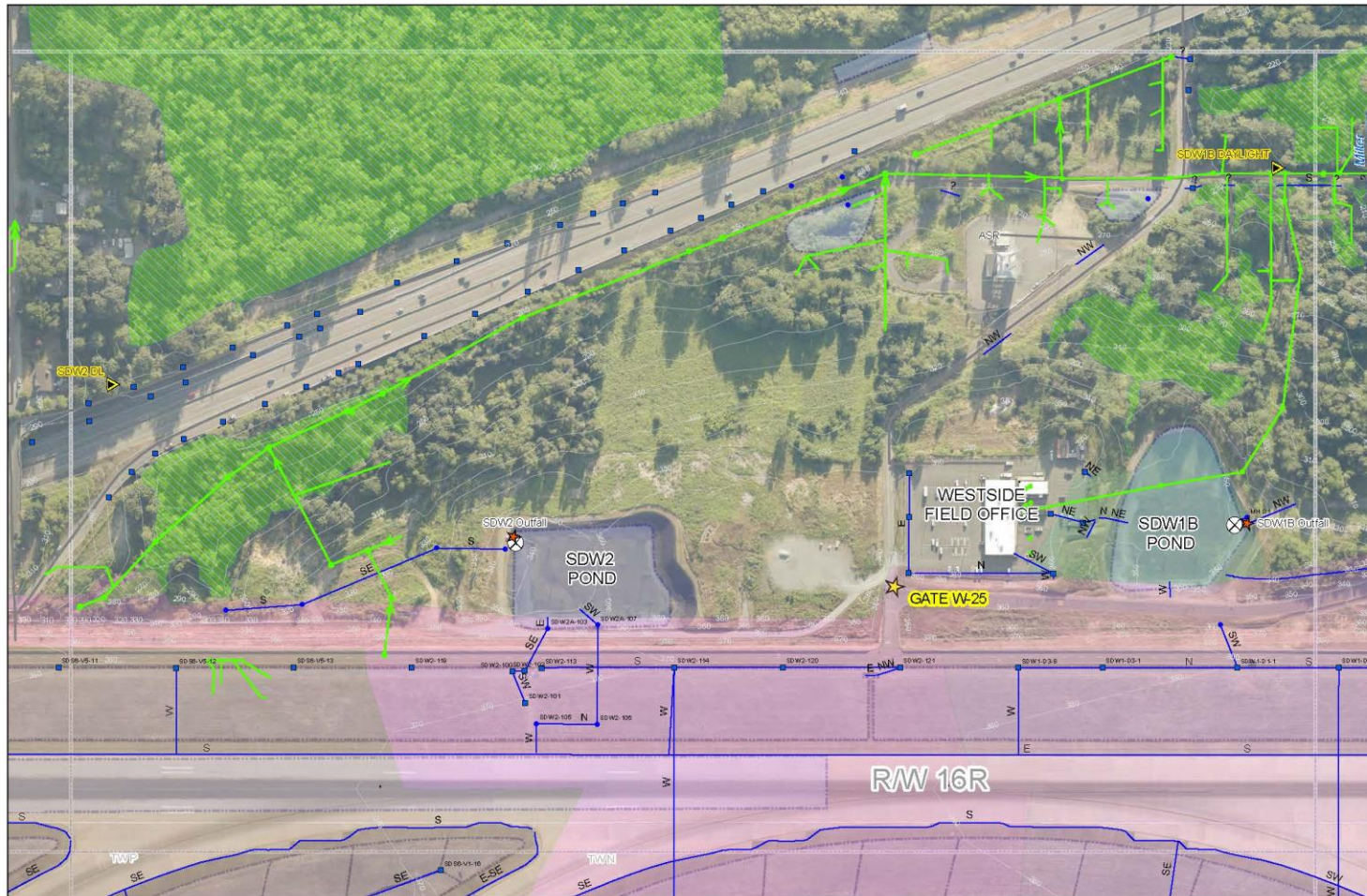


D1	D2	D3	D4	D5	D6	D7
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October 2018
ESRP UPDATE

A4

<div>SPILL ON PORT PROPERTY OR WITHIN PORT DRAINAGE BASIN</div> <div>NOTIFY: Airport Duty Manager (ADM): (206) 787-4635 Port Fire Department: (206) 787-5380 IWTP Operator: (206) 787-5911 ADM-Notify AV/ENV Response Spill Team via Send Word Now</div>	<div>SPILL RESPONSE PROCEDURES - GRID D4</div>												
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Contact Spill Response Contractor if necessary.</div><div>Did the Spill Enter the West Tributary of Des Moines Creek?</div><div>NO, Initiate cleanup with booms and pads.</div><div>YES, Immediate notification of the appropriate Agencies by Water Resources Manager or other designee. Respond downstream of spill with booms and pads to attempt to contain spill. Contact Spill Response Contractor if necessary. Call for Vactor and/or Vacuum truck.</div></td><td><div>Did the Spill Enter the SDS Drainage Conveyance?</div><div>NO, Initiate cleanup with booms and pads.</div><div>YES, Identify drainage Subbasin. Respond downstream of Spill with booms and pads to attempt to contain spill. 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- ★ Outfall
- ⊗ Containment Valve
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- Wetlands_2014
- ★ AOA Gate
- Creek
- Stormwater BMP

Subbasin

- SDW6-7A
- SDW1B
- SDW1BO-POND
- SDW2
- SDW2-POND



Seattle-Tacoma International Airport

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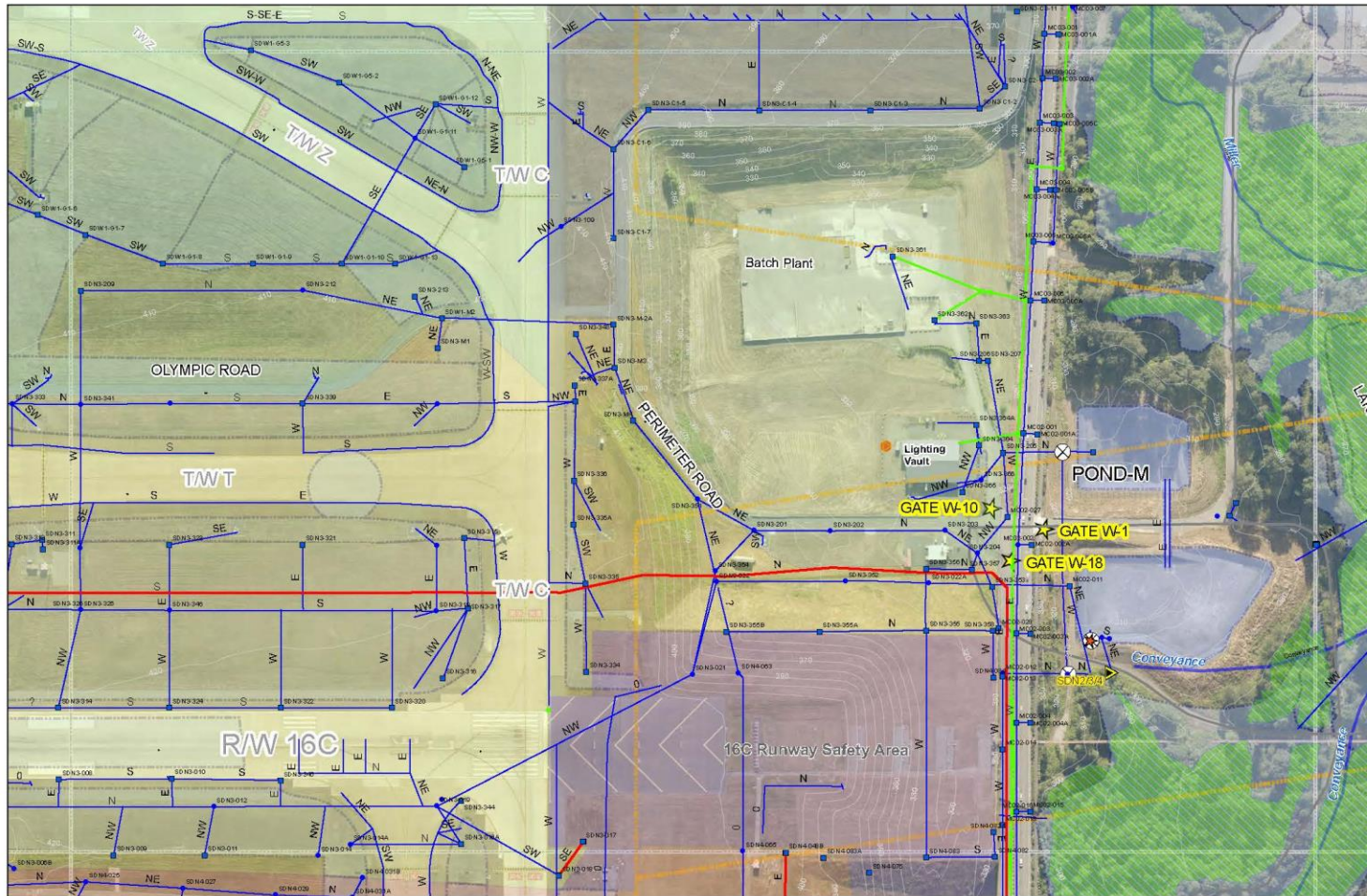
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October 2018
ESRP UPDATE

D4

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	<h1>SPILL RESPONSE PROCEDURES - GRID C6</h1>						
	<p>General Spill Response</p> <p>Port Fire Department will conduct initial response and mitigate hazard as necessary.</p> <p>Port Environmental must notify the Department of Ecology Spill line 1-425-649-7000 for spills in the SDS Drainage area, large spills, or spills where fuel is still flowing. <u>On-call ENV personnel must get spill report number from DOE.</u></p> <p><i>Is Spill contained within the Airport Drainage System Infrastructure (Vaults, Ponds, or IWS)?</i></p> <p>YES - Spill contained,</p> <p><u>Countermeasures available:</u></p> <p>Port Fire Department may wash material into IWS if possible and safe.</p> <p>If material can be contained safely before discharge to any catchbasin or slot-drain, Airfield Crew may sweep up or contain material with pads.</p> <p>Airfield Crew to dike or block all nearby storm drains, if safe.</p> <p>NO - Spill has reached waters of the State</p> <p><i>Which drainage basin will spill flow to?</i></p> <p>Refer to drainage maps.</p> <p>If the extent of the spill is unknown or if the spill crosses the IWS-SDS Boundary, respond to the nearest downstream control structure or catchbasin and reevaluate. If presence of spill is observed (visually or by smell), continue tracking downstream drainage until spill can be contained or cleaned up.</p>						
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SPILL PLAN LEGENDS

Symbol Legend

- Sanitary Sewer 7_2017
- SDS Conveyance 7_2017
- IWS Conveyance 7_2017
- IWS Catchbasins 7_2017
- SDS Manhole 7_2017
- SDS Catchbasin 7_2017
- ★ Outfall
- ⊗ Containment Valve
- Airfield Topo
- Wetlands_2014
- RPZ
- ★ AOA Gate
- SPCC-TANKS
- Creek
- Stormwater BMP

Subbasin

- SDN2/3/4
- SDN3
- SDN3A
- SDN3X
- SDN4
- SDN4X
- SDW1A



Seattle-Tacoma International Airport

NOTE: If spills and/or Fire Department wash water cross the IWS-SDS Boundary, notify AV/ENV Spill Team immediately.

0 50 100 200 Feet
1 inch = 200 feet
Image Date: 2017
KC GIS DATA

D1	D2	D3	D4	D5	D6	D7
C1	C2	C3	C4	C5	C6	C7
B1	B2	B3	B4	B5	B6	B7
A1	A2	A3	A4	A5	A6	A7

October 2018
ESRP UPDATE

C6

<div>SPILL ON PORT PROPERTY OR WITHIN</div> <div>PORT DRAINAGE BASIN</div> <div>NOTIFY: Airport Duty Manager (ADM): (206) 787-4635</div> <div>Port Fire Department: (206) 787-5380</div> <div>IWTP Operator: (206) 787-5911</div> <div>ADM-Notify AV/ENV Response Spill Team via</div> <div>Send Word Now</div>	<div>SPILL RESPONSE PROCEDURES - GRID C7</div>											
	<div>General Spill Response</div> <div>Port Fire Department will conduct initial response and mitigate hazard as necessary.</div> <div>Port Environmental must notify the Department of Ecology Spill line 1-425-649-7000 for spills in the SDS Drainage area, large spills, or spills where fuel is still flowing. On-call ENV personnel must get spill report number from DOE.</div> <div>Is Spill contained within the Airport Drainage System infrastructure (Vaults, Ponds, or IWS)?</div> <div>YES - Spill contained,</div> <div>Countermeasures available:</div> <div>Port Fire Department may wash material into IWS if possible and safe.</div> <div>If material can be contained safely before discharge to any catchbasin or slot-drain, Airfield Crew may sweep up or contain material with pads.</div> <div>Airfield Crew to dike or block all nearby storm drains, if safe.</div> <div>NO - Spill has reached waters of the State</div> <div>Which drainage basin will spill flow to?</div> <div>Refer to drainage maps.</div> <div>If the extent of the spill is unknown or if the spill crosses the IWS-SDS Boundary, respond to the nearest downstream control structure or catchbasin and reevaluate. If presence of spill is observed (visually or by smell), continue tracking downstream drainage until spill can be contained or cleaned up.</div>	<div>STORM DRAINAGE BASIN(S) – GRID C7</div> <div>SDS DRAINS ARE STENCILED WHITE</div> <table><tr><td>Miller Creek Drainage Basin (Subbasin: MC02 MC03, MC05, MC06)</td><td></td></tr><tr><td>Examples of Drainage Areas:<ul style="list-style-type: none">SR 518Ball Fields</td><td></td></tr><tr><td>Did the Spill Enter the SDS Drainage Conveyance? NO, Initiate cleanup with booms and pads. YES, Identify drainage Subbasin. Respond downstream of Spill with booms and pads to attempt to contain spill. Contact Spill Response Contractor if necessary</td><td></td></tr><tr><td>Can the spill be contained at Lake Reba? Yes, Close gate at Lake Reba Detention Facility Gate Valve Refer to Lake Reba Detention Facility closure Procedure Appendix B. Call for vacuum truck at Lake Reba facility.</td><td></td></tr><tr><td>No, Will Spill reach Miller Creek? Yes, Close gate valve at Miller Creek Detention Facility (MCDF), east end of Lora lake. Initiate cleanup with booms and pads. Call for vacuum truck at MCDF. Will the Spill travel Past the MCDF? Yes, Immediate notification to the appropriate Agencies by Water Resources Manager or other designee. Respond downstream of spill with boom and pads to attempt to contain spill. No, Initiate cleanup with booms and pads. Call for vacuum truck at MCDF.</td><td></td></tr></table>	Miller Creek Drainage Basin (Subbasin: MC02 MC03, MC05, MC06)		Examples of Drainage Areas: <ul style="list-style-type: none">SR 518Ball Fields		Did the Spill Enter the SDS Drainage Conveyance? NO, Initiate cleanup with booms and pads. YES, Identify drainage Subbasin. Respond downstream of Spill with booms and pads to attempt to contain spill. Contact Spill Response Contractor if necessary		Can the spill be contained at Lake Reba? Yes, Close gate at Lake Reba Detention Facility Gate Valve Refer to Lake Reba Detention Facility closure Procedure Appendix B. Call for vacuum truck at Lake Reba facility.		No, Will Spill reach Miller Creek? Yes, Close gate valve at Miller Creek Detention Facility (MCDF), east end of Lora lake. Initiate cleanup with booms and pads. Call for vacuum truck at MCDF. Will the Spill travel Past the MCDF? Yes, Immediate notification to the appropriate Agencies by Water Resources Manager or other designee. Respond downstream of spill with boom and pads to attempt to contain spill. No, Initiate cleanup with booms and pads. Call for vacuum truck at MCDF.	
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SPILL PLAN LEGENDS

Symbol Legend

- Sanitary Sewer 7_2017
- SDS Conveyance 7_2017
- SDS Manhole 7_2017
- SDS Catchbasin 7_2017
- Airfield Topo
- Wetlands_2014
- RPZ
- Creek
- Stormwater BMP

Subbasin



Seattle-Tacoma International Airport


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D1	D2	D3	D4	D5	D6	D7
C1	C2	C3	C4	C5	C6	C7
B1	B2	B3	B4	B5	B6	B7
A1	A2	A3	A4	A5	A6	A7

October 2018
ESRP UPDATE

C7

<u>SPILL ON PORT PROPERTY OR WITHIN PORT DRAINAGE BASIN</u>	
NOTIFY: <u>Airport Duty Manager (ADM)</u> : (206) 787-4635 <u>Port Fire Department</u> : (206) 787-5380 <u>IWTP Operator</u> : (206) 787-5911 <u>ADM-Notify AV/ENV Response Spill Team via Send Word Now</u>	
	General Spill Response
	Port Fire Department will conduct initial response and mitigate hazard as necessary.
	Port Environmental must notify the Department of Ecology Spill line 1-425-649-7000 for spills in the SDS Drainage area, large spills, or spills where fuel is still flowing. <u>On-call ENV personnel must get spill report number from DOE.</u>
	<i>Is Spill contained within the Airport Drainage System Infrastructure (Vaults, Ponds, or IWS)?</i>
	YES - Spill contained,
	<u>Countermeasures available:</u>
	Port Fire Department may wash material into IWS if possible and safe.
	If material can be contained safely before discharge to any catchbasin or slot-drain, Airfield Crew may sweep up or contain material with pads.
	Airfield Crew to dike or block all nearby storm drains, if safe.
	NO - Spill has reached waters of the State
	<i>Which drainage basin will spill flow to?</i>
	Refer to drainage maps.
	If the extent of the spill is unknown or if the spill crosses the IWS-SDS Boundary, respond to the nearest downstream control structure or catchbasin and reevaluate. If presence of spill is observed (visually or by smell), continue tracking downstream drainage until spill can be contained or cleaned up.
STORM DRAINAGE BASIN(S) – GRID D6	
SDS DRAINS ARE STENCILED WHITE	
Miller Creek Drainage Basin (Subbasin: SDW1A, SDN3A)	Pond SDN3A (Pond C), SDW1A (Pond G) Valve Configuration
Examples of Drainage Areas: <ul style="list-style-type: none">Runway 16RTaxiway C, E, J, ZPacific RoadPerimeter Road	TURN VALVE COUNTER CLOCKWISE TO CLOSE 
<i>Did the spill enter the SDS Drainage Conveyance?</i> NO, Initiate cleanup with booms and pads. YES, Identify drainage Subbasin. Respond downstream of Spill with booms and pads to attempt to contain spill. Contact Spill Response Contractor if necessary.	
RESPOND TO THE SDW1A POND (Pond G) for spills in the SDW1A Basin. Pond diagrams are in Appendix A, page 19.	
RESPOND TO THE SDN3A POND (Pond C) for spills in the SDN3A Basin. Pond diagrams are in Appendix A, page 31.	
<i>Did the Spill Enter Miller Creek?</i> NO, Initiate Cleanup with booms and pads. YES, Immediate notification of the appropriate Agencies by Water Resources Manager or other designee.	
Respond downstream of Spill with booms and pads to attempt to contain spill. Contact Spill Response Contractor if necessary. Call for Vactor and/or Vacuum truck.	



SPILL PLAN LEGENDS

Symbol Legend

- Sanitary Sewer 7_2017
- SDS Conveyance 7_2017
- SDS Manhole 7_2017
- SDS Catchbasin 7_2017
- Outfall
- Containment Valve
- Airfield Topo
- Wetlands_2014
- RPZ
- Spill Kit Materials
- Creek
- Stormwater BMP

Subbasin

- SDN3A
- SDN3A-POND
- SDW1A
- SDW1A-POND



Seattle-Tacoma International Airport

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October 2018
ESRP UPDATE

D6

<u>SPILL ON PORT PROPERTY OR WITHIN</u> <u>PORT DRAINAGE BASIN</u>		SPILL RESPONSE PROCEDURES - GRID D7	
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	Port Fire Department will conduct initial response and mitigate hazard as necessary.	<u>SDS DRAINS ARE STENCILED WHITE</u>	
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