

Property Review

Aviation Fuel Storage/ Shultz Distributing

1495 S. Hardy Street
Seattle, WA 98108

Prepared for

Toxics Cleanup Program
Northwest Regional Office
Washington State Department of Ecology
Bellevue, Washington

Prepared by



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January 2007

General Facility Information

Facility Name: Aviation Fuel Storage
Alternate Names: Aviation Fuel Storage, Inc.; Shultz Distributing – KC Airport
Facility Physical Address: 1495 S. Hardy Street
Seattle, WA 98108
Facility Mailing Address: Same
Facility Telephone Number: Unknown
Facility Owner: Shultz Distributing, Inc.
P.O. Box 24845
Seattle, WA 98108
Facility Operator: Shultz Distributing, Inc.
Property Owner: King County International Airport
Site Drainage: I-5 Storm Drain and KC Airport SD#3/PS44 EOF

Current Facility Information

NPDES Permit Number: SO3000345
Hazardous Waste ID Number: None
UST Site ID: 8336

This site is used for bulk aviation fuel storage and distribution. It is located at the north end of King County International Airport, on King County property (Figure 1). The facility is currently operated by Shultz Distributing, Inc., but has been at this location under other operators since at least 1993 (see Past Site Use below).

Ecology's UST database lists 11 tanks associated with Aviation Fuel Storage. The tanks were installed on March 1, 1984, and are still in use (Personal Communication, Dan Cargill and Arthur Buchan, Ecology UST Inspector, 1/29/07). Ten of the tanks contain aviation fuel; one tank contains diesel.

The facility operates under a stormwater baseline general industrial permit; the initial permit was issued in 1993. According to City of Seattle maps,¹ storm drains on the northwest portion of the site flow to the I-5 storm drain, while drains on the southeast portion of the site flow to KC Airport SD#3/PS44 EOF. Recent correspondence indicates that there is some uncertainty about the destination of stormwater generated at the site [12]; SPU is planning to dye test the lines in late February or early March 2007 to confirm that the maps are correct.

¹ Slip 4 Source Control Action Plan, July 2006

Inspections

The Aviation Fuel Storage/Schultz Distributing facility has been inspected by the Seattle Public Utilities & King County joint inspection team.² An initial visit was conducted on October 15, 2004; the facility was not in compliance at that time. Apparently, another initial visit was conducted on March 15, 2005. At that time, the following corrective measures were identified: (1) improve or create spill response procedures; (2) improve or purchase adequate spill response materials; (3) properly educate employees; and (4) storm drain facility needs to be cleaned. No follow-up inspections have been conducted.

As part of King County International Airport's tenant inspections, the Aviation Fuel Storage/Schultz Distributing facility was identified as a potential source of contaminants and an inspection was performed. As of December 31, 2005, the facility was not in compliance with applicable stormwater, industrial waste, and/or hazardous waste handling requirements.

Ecology's Tanks unit has recently inspected the facility; no evidence of leakage was observed, however corrective measures are being required. Ecology has directed the facility to upgrade its leak detection system. Leak testing was conducted at the site in late January 2007; no significant leakage was identified. As stated above, SPU is planning to dye test the storm drain lines in late February or early March 2007 to confirm site drainage and follow up on pollution prevention issues [12].

Past Site Use

Ecology files indicate that the site was occupied by Aviation Fuel Storage Company between 1993 and 2001; no information prior to 1993 was available.

Facility maps from this time period indicate the presence of 10 fuel tanks – three containing aviation gas and seven containing Jet Fuel A. The site included a concrete retention (loading/unloading) area, and one oil/water separator to the north of the concrete pad, with five sumps/drains leading to it. The oil/water separator drained north to a manhole listed as the "So. Albro Outfall." This manhole appears to drain to Slip 4 via what is now the I-5 Storm Drain.

According to a handwritten list of best management practices, loading/unloading of fuel was conducted on concrete retaining pads, with runoff flowing to the oil/water separators (note that only one oil/water separator was shown on the facility map). Oil/water separators were cleaned after spills or at least yearly (pumping and removal of spilled material). Daily tank leak tests were performed.

According to King County International Airport's Master Plan, the removal of the fuel storage facility, reclamation of the site, and buy-out of the lease was scheduled to occur in 2005.³ This had not occurred as of early 2007.

² King County and Seattle Public Utilities, Source Control Program for the Lower Duwamish Waterway, January 2005 and June 2005 Progress Reports

³ King County International Airport/Boeing Field, Revised Draft Master Plan, August 2001

Spills and Releases

Ecology's LUST database does not list any releases from storage tanks at this location.⁴

Results of a daily leak test performed by Aviation Fuel Storage on April 12, 2001, was found in the facility file. This leak test shows eight tanks (three aviation fuel, five jet fuel); all tanks passed the leak test except for Tank 4 (invalid results, likely due to recent delivery of fuel) and Tank 6, which indicated a leak of 0.20 gallon per hour.

As described above, leak testing was conducted at the facility in late January 2007, and did not identify any significant leakage.

Environmental Sampling and Remediation

No information related to environmental sampling or remediation at this site was identified.

In June 2006, KCIA sampled stormwater vaults along the north side of the airport [11]. The Aviation Fuel Storage/Schultz Distributing site appears to drain to oil/water separator 1640. Sediments in this structure contained a variety of contaminants at concentrations above the Sediment Quality Standards (SQS) and/or Cleanup Screening Levels (CSLs). These include: lead, zinc, fluorene, phenanthrene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(k)fluoranthene, benzo(g,h,i)perylene, chrysene, dibenzo(a,h)anthracene, fluoranthene, indeno(1,2,3-cd)pyrene, total HPAH, BEHP, and butylphenylphthalate. In addition, MTCA Method A cleanup levels were exceeded for diesel and motor oil.

Potential for Sediment Recontamination

Based on available information, past aviation fuel storage activities do not appear to have resulted in significant releases to the environment. No information on environmental sampling or remediation has been identified at this site.

King County/Seattle Public Utilities source control and King County International Airport tenant inspections indicate that this facility is not currently in compliance with stormwater, industrial waste, and/or hazardous waste handling requirements. Sediment in a stormwater vault that appears to be downstream of the Aviation Fuel Storage/Schultz Distributing facility exceeded the SQS and/or CSL for lead, zinc, PAHs, and phthalates. It is possible that activities at this facility represent an ongoing source of contaminants to the storm drain system.

The following data gaps have been identified:

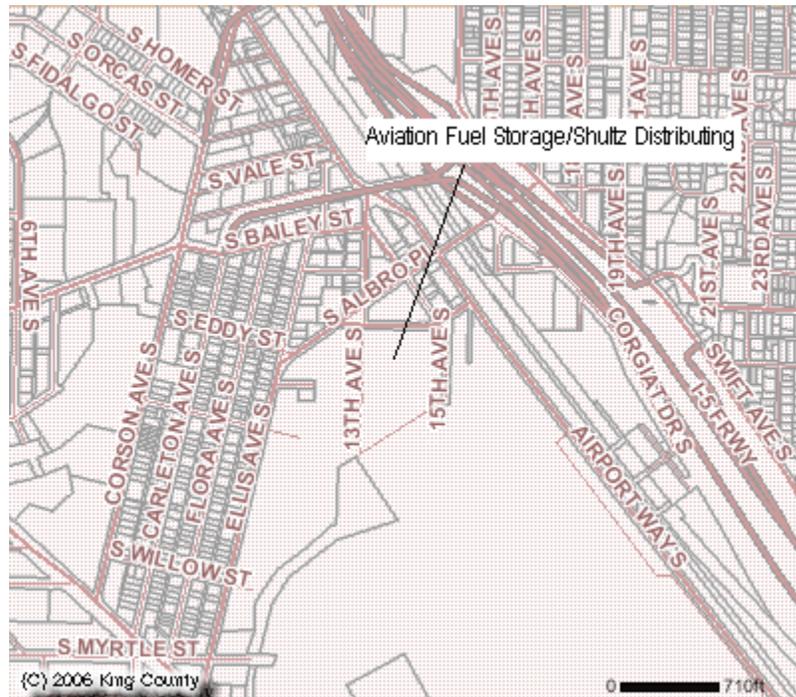
- Confirmation of site drainage pathways
- Follow-up inspections to ensure that the facility is in compliance with relevant stormwater, industrial waste, and hazardous waste handling requirements.

⁴ Ecology LUST Site List, 10/05/2006

Based on current and past use and the lack of any indication that significant releases to the environment have occurred at this location, this facility is not considered a significant potential source of Slip 4 sediment recontamination. Activities to fill the data gaps identified above are currently underway.

Facility Name	Aviation Fuel Storage/Shultz Distributing
Current Use	Bulk storage and distribution of aviation fuel
Chemicals of Concern for Sediment Recontamination	PAHs, phthalates
Pathways to Sediments	I-5 Storm Drain and KC Airport SD#3/PS44 EOF
Data Gaps	Follow-up site inspection

Figure 1
Site Location: Aviation Fuel Storage/Shultz Distributing



Documents Reviewed:

- [1] January 20, 1993 – Certified Letter from James D. Krull, Ecology, to Robert E. Flores, Aviation Fuel Storage Co. RE: Coverage under the Storm Water Baseline General Permit.
- [2] January 10, 1996 – Letter from Ecology to Robert E. Flores. RE: Stormwater Baseline General Permit for Industrial Activity.
- [3] March 2, 2001 – Letter from Linda Matlock, Ecology, to Robert E. Flores, Aviation Fuel Storage Co. RE: Coverage Under the General Stormwater Permit Associated with Industrial Activity.
- [4] March 2, 2001 – Letter from Ecology to Robert E. Flores, Aviation Fuel Storage Co. RE: Request for additional information on points of discharge for stormwater from your facility to receiving water of the state.
- [5] May 23, 2001 – Certified Letter from Melodie Selby, Ecology, to Robert E. Flores, Aviation Fuel Storage. RE: Coverage Under the General Stormwater Permit Associated with Industrial Activity.
- [6] August 12, 2001 – Results of Daily Leak Test
- [7] October 10, 2001 – Request for Stormwater Pollution Prevention Plan
- [8] No Date – List Titled “BPM SWPPP”
- [9] No Date – Vicinity Map
- [10] No Date – Site Layout Map
- [11] August 25, 2006 -- Email from Bruce Tiffany, King County, to Dan Cargill, Ecology, Re: June 2006 SW Vault Sediment Sampling Data.
- [12] February 13, 2007 – Conversation Record between Dan Cargill, Ecology, and Beth Schmoyer, SPU, RE: SPU Inspections.