TROUTDALE AIRPORT
PORT OF PORTLAND
STORMWATER POLLUTION CONTROL PLAN

DEQ FILE NO. 107008

EPA Number: ORR800174

SIC Codes: 4512, 4513, 4522 & 4581

National Pollutant Discharge Elimination System Industrial Stormwater Discharge Permit No. 1200-Z

Prepared By:

The Port of Portland

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Port of Portland and Co-permittees

August 31, 2021

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CERTIFICATION

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 assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage 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.

Stan Jones	Senior Manager
Name of Official	Title of Official
	8-31-21
Signature of Official	Date

Stormwater Pollution Control Plan Checklist

SITE NAME: TROUTDALE AIRPORT NAME DEQ FILE NO. 107008

Permit Schedule		SWPCP Required Element	Page No.	Comments (Official Use Only)
New Discharger	Condition I.1.a or b	A new discharger to an impaired water without a TMDL must meet one of the conditions in this section of the permit to obtain coverage	NA	
Signature	A.8.b.	Signed and certified in accordance with 40 CFR 122.22	VII	
Title Page	A.10.a.	Plan date	II	
		Name of the site	II	
		Name of the site operator or owner	II	
		Name of the person(s) preparing the SWPCP	II	
		DEQ File No. and EPA Permit No.	II	
		Primary SIC code and any co-located SIC codes	II	
		Contact person(s) name, telephone number and email	II	
		Physical address, including county	II	
		Mailing address if different	II	
General Location Map	A.10.b.i.(1)	General location of the site in relation to surrounding properties, transportation routes, surface waters and other relevant features.	Figure 2	
Site Map* (please identify clearly)	A.10.b.i (2-19)	Drainage patterns, with flow arrows	Figure 2	
		Conveyance and discharge structures, such as piping or ditches	Figure 2	
		Exact location of all monitoring points labelled with a unique three-digit identifying number starting with 001, 002, etc.	Figure 2	
		Outline of the drainage area for each discharge point	Figure 2	
		Paved areas and buildings within each drainage area	Figure 2	
		Locations of discharge points if different from monitoring points	Figure 2	
		Areas used for outdoor manufacturing, treatment, storage, or disposal of significant materials	Figure 2	
		Areas of known or discovered significant materials from previous operations	NA	
		Existing structural control measures for minimizing pollutants in stormwater runoff	Figure 2	
		Structural features that reduce flow or minimize impervious areas	Figure 2	
		Material handling and access areas	Figure 2	
		Hazardous waste treatment, storage and disposal facilities	Figure 2	
		Location of wells including waste injection wells, seepage pits, drywells	NA	
		Location of springs, wetlands and other surface waterbodies both on-site and adjacent to the site	Figure 2	
		Location of groundwater wells	NA	
		Location and description of authorized non-stormwater discharges	NA	
		Location and description of spill prevention and cleanup materials	Figure 2	
		Locations of the following materials and activities if they are exposed to stormwater and applicable:	Figure 2	
		Fueling stations	Figure 2	

Permit Schedule		SWPCP Required Element	Page No.	Comments (Official Use Only)
		Vehicle and equipment maintenance cleaning areas	Figure 2	
		Loading/unloading areas	Figure 2	
		Locations used for the treatment, storage, or disposal of wastes	Figure 2	
		Liquid storage tanks	Figure 2	
		Processing and storage areas	Figure 2	
		Immediate access roads and rail lines used or traveled by carriers of raw materials, manufactured products, waste materials, or by-products used or created by the facility	Figure 2	
		Transfer areas for substances in bulk	Figure 2	
		Machinery	Figure 2	
		Locations and sources of run-on to your site from adjacent property	NA	
Site Description*	A.10.b.ii	A description of industrial activities conducted at the site and significant materials stored, used, treated or disposed of in a manner which exposes those activities or materials to stormwater. Include in the description the methods of storage, usage, treatment or disposal	19	
	A.10.b.iii	Location and description, with any available characterization data, of areas of known or discovered significant materials from previous operations	NA	
	A.10.b.iv	Regular business hours of operation	15	
	A.10.b.v	For each area of the site where a reasonable potential exists for contributing pollutants to stormwater runoff, a description of the potential pollutant sources that could be present in stormwater discharges and if associated with a co-located SIC code	19	
	A.10.b.viiii	An estimate of the amount of impervious surface area (including paved areas and building roofs) and the total area drained by each stormwater discharge point to be reported in area units	15	
	A.1.k	Non-stormwater discharges	26	
Site Controls*	A.10.b.vi	A description of control measures installed and implemented to meet the technology and water quality-based requirements and any applicable sector-specific requirements in Schedule E	NA	
		A description of how the stormwater control measures address potential pollutant sources from industrial activities and significant materials on-site, spills and leaks and authorized non-stormwater discharges	21-25	
	A.1.a	Minimize exposure	22	
	A.1.b	Oil and grease	23	
	A.1.c	Waste chemicals and material disposal	24	
	A.1.d	Erosion and sediment control	24	
	A.1.e	Debris control	24	
	A.1.f	Dust generation and vehicle tracking	24	
	A.1.g	Housekeeping	24	
Procedures and Schedules	A.10.b.vi	Include known maintenance schedules and frequency of housekeeping measures	25	
	A.1.h and A.10.c	**Spill prevention and response procedures:**	27	
	A.10.c.i	Procedures for preventing and responding to spills and cleanup and notification procedures	29	

Permit Schedule		SWPCP Required Element	Page No.	Comments (Official Use Only)
		Indicate who is responsible for on-site management of significant materials and include their contact information	28	
		Spill prevention plans required by other regulations may be substituted for this provision if the spill prevention plan addresses stormwater management concerns and the plan is included with the SWPCP	NA	
	A.1.h.v	Develop procedures for expeditiously stopping, containing and cleaning up leaks, spills and other releases	30	
	A.1.h.vi	Documentation and notification, including OERS number	29	
	A.1.i and A.10.d	**Preventative Maintenance:**	25	
		Procedures for conducting inspections, maintenance and repairs to prevent leaks, spills, and other releases from drums, tanks and containers exposed to stormwater	25	
		Schedules or frequency of maintaining all control measures	25	
		Schedules of waste collection	25	
	A.10.e	**Operations and Maintenance:**	NA	
		Include an operation and maintenance plan for active treatment and passive treatment systems	NA	
		Include system schematic, manufacturer's maintenance and operations specifications	NA	
		Include routine maintenance standards and schedules	NA	
	A.10.f and A.1.j	**Employee Education:**	26	
		Develop and maintain an employee orientation and education program to inform personnel of the pertinent components and goals of this permit and the SWPCP	26	
		Orientation no later than 30 calendar days of hire or change in duties, annually thereafter	26	
		Include a description of the training content and the required frequency	26	
Tier 2 Status	A.10.b.vii	Facility triggered Tier II under current permit ☐ Yes A description of stormwater treatment controls or source controls, including low impact development, in response to corrective action requirements and operation and maintenance procedures	NA	
		Include safety sheets for any stormwater treatment chemicals or substances used in stormwater treatment and stored on site	NA	
Receiving Waters	A.10.b.ix	The name(s) of the receiving water(s), latitude and longitude of discharge points, and applicable SIC code, if facility has co-located operations	17	
		If discharge point is to a municipal storm sewer system, name(s) and latitude and longitude of the receiving water and municipality	NA	
Monitoring Locations*	A.10.b.x	The identification of each discharge point and the location(s) where stormwater monitoring will occur as required by Schedule B.6	17	

Permit Schedule		SWPCP Required Element	Page No.	Comments (Official Use Only)
		Existing discharge points excluded from monitoring must include a description of the discharge point(s) and data or analysis supporting that the discharge point(s) are substantially similar as described in Schedule B.7.c.ii	15-16	
**Some facilities must meet sector specific requirements (Schedule E) and include additional information in SWPCP, including the site map. If applicable, ensure that the SWPCP includes the sector specific information.*				

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I. Plan Preparation and Availability

This Stormwater Pollution Control Plan (SWPCP) has been prepared according to the requirements of the National Pollutant Discharge Elimination System (NPDES) Industrial Stormwater Discharge Permit No. 1200-Z (1200-Z permit), effective July 1, 2021 (see Appendix A).

Information was provided by the following individuals who are knowledgeable in stormwater management and familiar with the facility:

- Steve Nagy, Director, Airport Operations
- Gene Hollinger, General Aviation Maintenance Lead
- Nathan Grimes, Supervisor, General Aviation & Maintenance
- Blake Hamalainen, Water Quality Specialist
- Amanda Coleman, Engineering Design Technician
- Kat Maloney, GIS Analyst

This SWPCP shall be kept on site at Troutdale Airport (TTD) and in the environmental offices at Portland International Airport. A copy will be made available to all Port of Portland (Port) employees, contractors, tenants at TTD, and government agencies responsible for stormwater management.

II. SWPCP Revisions

This SWPCP will be kept current and updated by the Port Environmental Department as necessary to reflect any substantial changes to industrial activities or best management practices (BMPs) at TTD within 30 days of the change. SWPCP revisions must be submitted only if they are made for any of the following reasons:

- Change in site contact(s);
- In response to a corrective action or inspection;
- Changes to the site or control measures that may significantly change the nature of pollutants present in stormwater discharge; or significantly increase the pollutant(s) levels, discharge frequency, discharge volume or flow rate; and
- Changes to the monitoring points or discharge points.

The Port will submit the required SWPCP revisions to the Department of Environmental Quality (DEQ). The Port will keep a copy of the revised SWPCP on site and at the Port Headquarters office and document the changes in the Record of Change form in Appendix B.

III. Definitions

The following provides definitions of pertinent terms used throughout this document.

Benchmarks are guideline concentrations ("levels of concern") not limitations. They are designed to assist the permittee in determining if the implementation of their SWPCP is reducing pollutant concentrations to below the levels of concern. For facilities that are subject to federal limitations, benchmarks apply to only those pollutants that are not limited by the federal regulations.

Best Management Practices (BMPs) refers to secondary containment, structural controls for oil and grease, proper management and disposal of waste chemicals and materials, erosion and sediment control, debris control, stormwater diversion away from industrial activities, covering activities, housekeeping practices, and other structural and non-structural controls and practices intended to prevent or reduce pollutants in stormwater.

Corrective Action is a documented response or SWPCP revision to benchmark exceedances in Schedule A.9, Schedule E or reference concentrations for impairment pollutants.

Point Source Discharge is any discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged.

Impervious surfaces refer to surfaces that will not allow stormwater runoff to infiltrate into the natural ground.

Significant materials include, but are not limited to, raw materials; fuels; materials such as solvents, detergents, and plastic pellets; finished materials such as metallic products; deicing and anti-icing chemicals; raw materials used in food processing or production; hazardous substances designated under Section 101(14) of CERCLA; any chemical the facility is required to report pursuant to Section 313 of Title III of SARA; fertilizers; pesticides; and waste products such as ashes, slag and sludge that have the potential to be released with stormwater discharges.

Site controls include best management practices, spill prevention and response procedures, preventative maintenance, and employee education. The purpose of site controls is to eliminate or minimize the exposure of pollutants to stormwater.

Spill Prevention Control and Countermeasures (SPCC) regulations (40 CFR 112) establish the procedures, methods, and equipment to prevent the discharge of oil from non-transportation related oil processors and handlers. The objectives of the SPCC plan are to prevent spills from occurring at the facility, prepare for a possible spill, and to respond if a spill does occur. The three basic principles that the Plan encompasses are: 1) the practices devoted to the prevention of oil spills, 2) the plan of containment should a spill occur, and 3) the plan for removal and disposal of spilled oil. The SPCC plan is required for facilities that store petroleum products with a combined storage capacity of greater than 1,320 gallons.

Spill Prevention and Response Procedures (Spill Plan) are methods to prevent spills along with cleanup and notification procedures. These methods and procedures shall be made available to appropriate personnel. The required cleanup material shall be on site and readily available. Spill prevention plans required by other regulations may be substituted for this provision providing that stormwater management concerns are adequately addressed.

Stormwater runoff means water discharged as a result of rain, snow, or other precipitation.

Total Maximum Daily Load (TMDL) is the sum of the individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and background. If receiving water has only one-point source discharger, the TMDL is the sum of that point source WLA plus the LAs for any nonpoint sources of pollution and natural background sources,

tributaries, or adjacent segments. TMDLs can be expressed in terms of either mass per time, toxicity, or other appropriate measure.

Water quality limited means that the body of water does not meet applicable water quality standards.

IV. Co-permittee Responsibilities

TTD tenants and non-Port entities performing industrial activities are Co-permittees on the TTD 1200-Z permit (Appendix A). Each Co-permittee is covered under the 1200-Z permit and will comply with the 1200-Z permit and TTD's SWPCP.

TTD tenants may become Co-permittees by submitting an application to the Port. Each Co-permittee is responsible for their leasehold and for complying with all the following requirements:

- Implement pollution control measures and BMPs identified in this SWPCP.
- Conduct and document monthly inspections of industrial areas and activities exposed to stormwater, stormwater control measures, structures, catch basins, and treatment facilities including oil/water separators and catch basin filters in accordance with Schedule B.12.
- Perform any necessary preventative maintenance of stormwater control structures and facilities on leasehold.
- Submit information related to the Co-permittee's operation and participate in benchmark exceedance investigations if requested by the Port, or DEQ.
- Retain copies of inspection forms, preventative maintenance and repair documentation for a minimum of three years and provide copies to the Port, City of Troutdale, or DEQ upon request.
- Maintain a written schedule for regular pickup and disposal of waste materials.
- Develop and implement a Spill Prevention and Response Plan (Spill Plan). The plan must include methods to prevent spills along with cleanup and notification procedures.
- Maintain a copy of the Spill Plan and adequate spill cleanup materials on site.
- Conduct and document an employee education program to inform personnel of the components and goals of this SWPCP and the Spill Plan consistent with 1200-Z permit requirements. The education and training should occur within 30 days of hire and annually thereafter.
- Review this SWPCP whenever facility operations change.
    - Ensure activities are adequately represented in the SWPCP for compliance and accuracy.
    - Submit any revisions within two weeks to the Port's Environmental Department.

V. Introduction

A. Background

Section 402 of the Clean Water Act (CWA) establishes a program for National Pollution Discharge Elimination System (NPDES) Permits. The CWA is implemented via the Code of Federal Regulations (CFRs). 40 CFR §122.26(b) (14) identifies Standard Industrial Classification (SIC) codes and industrial activities that trigger a requirement for permit coverage under the NPDES program. An NPDES permit is required for facilities that fall under major group 45XX (transportation by air). This includes aviation-related businesses that perform maintenance, fueling or deicing/anti-icing and that have one of the following SIC codes: 4512 (air transportation, scheduled), 4513 (air courier services), 4522 (air transportation, nonscheduled), and 4581 (airports, flying fields, and airport terminal services).

The Oregon DEQ has created general NPDES permits for many industrial activities; the 1200-Z permit is a general permit issued by the DEQ. The 1200-Z permit authorizes the discharge of stormwater from industrial activities into waters of the state. The DEQ issued the Port and Co-permittees at the TTD a 1200-Z permit (Appendix A). The 1200-Z permit covers vehicle and aircraft maintenance (including rehabilitation, mechanical repairs, maintenance, painting, fueling, and lubrication), equipment cleaning operations, and wholesale bulk petroleum storage and handling facilities. Schedule A of the 1200-Z permit, Controls and Limitations, requires the preparation and implementation of a SWPCP.

B. Purpose

This SWPCP is a guidance document for use by Port personnel and Co-permittees to guide daily operations for reducing concentrations of pollutants in stormwater runoff. The SWPCP details industrial activities and stormwater site control strategies and provides a baseline to evaluate future implementation of site controls.

This SWPCP is prepared consistent with the SWPCP requirements outlined in Schedule A of the 1200-Z permit and the provisions of Title 40, Code of Federal Regulations (CFR), Part 122 and serves as a guidance document for Port personnel to manage the quality of stormwater discharged from the site to the receiving waters.

VI. Site Description

The Port owns and operates TTD, which is a general aviation airport. Business hours are generally 8:00am to 5:00pm and environmental staff are available during these hours. The Port leases property at TTD to private companies, Fixed Base Operators (FBOs), flying clubs, flight schools, and support service providers. Tenants with activities classified under the Transportation by Air SIC code 45XX or that have other industrial activities impacting stormwater are Co-permittees on the 1200-Z permit. The industrial activities at TTD include aircraft storage, airport hangar rental, airport terminal services, aircraft parking, fueling and maintenance. Other tenants have office space with no outdoor activities. Domestic water and sewer service at TTD are provided by the City of Troutdale. Buildings at TTD are constructed of wood or metal with metal or composite roofs. The topography at TTD is flat, with most of pervious areas covered with grass or other landscape.

A. Location

TTD is generally located in Sections 23 and 24, Township 1 North, Range 3 East in the Willamette Meridian (Figure 1). The site is in Troutdale, Oregon, approximately 4 miles east of the Portland, Oregon city limits. The airport is bordered on the west and south by Marine Drive, North Frontage Road and Coast Truck Center; on the north by developed and undeveloped Port property, industrial/commercial privately-owned property, Graham Road, and Sundial Road; and on the east by Graham Road, the Sandy River, the City of Troutdale's Publicly Owned Treatment Works and undeveloped land.

Table 1 Facility Location and Emergency Contacts

Facility Name: **Facility Address:** **Business Hours:**	Port of Portland Troutdale Airport 1350 NW Perimeter Way, Troutdale, OR 97060 8:00am – 5:00pm	
Emergency contact: **(Spills and Security)**	PDX Communication Center	**Phone #:** (503) 460-4000
Stormwater contact:	Blake Hamalainen	**Phone #: (**503) 341-7836 (mobile)
Port office main number:		**Phone #:** (503) 415-6000

B. Drainage Area Descriptions and Impervious Surfaces

TTD's drainage system is divided into two drainage areas (Figure 2). Drainage Areas B and C are subdivided into multiple sub-basins, each with one discharge point, where stormwater discharges from TTD property. Detailed descriptions of each drainage area including a summary of the Port's and Co-permittee industrial activities within each basin are provided in Table 2 and Table 3 below. The storm system is made up of a series of ditches, pipes, sub-drains, catch basins, and storm inlets. The sub-drains underneath taxiways and runways are designed to convey groundwater to protect the structural integrity of these surfaces. The total acreage owned by the Port within the 1200-Z permit boundary is approximately 245 acres. Large volumes of run-on from offsite enter the TTD drainage system. Examples of offsite sources not owned or managed by the Port, discharging into the TTD storm sewer system include public roadways: I-84, Frontage Road, Marine Drive, Graham Road and Coast Trucking Center and adjacent privately-owned parcels.

The total impervious acreage within the 1200-Z permit boundary is approximately 87 acres or 35% and includes buildings, the airfield, hangars and parking lots operated or occupied by the Port or its tenants. The airfield consists of one runway, two parallel taxiways and aircraft tie-down ramps. Table 2 provides an estimation of impervious areas within the permit boundaries for each major drainage area. Note that drainage area estimates are limited to pervious and impervious surfaces within the boundaries of the TTD 1200-Z permit because in some instances the drainage basin boundary extends to areas not owned or controlled by the Port or Co-permittees.

A description of the drainage basins in the TTD permitted area is provided in Table 2 below.

Table 2 Drainage Basin Summary (Port-owned property only)

Drainage Basin	Description	Industrial Activities	Potential Pollutants	Drainage Area (sf)	Impervious Area (sf)
B				3,316,346	771,366
B1	Northwest end of Runway 7-25 and the west end of Taxiway A	Aircraft; taxi, landing and takeoff	Petroleum products; sediments		
B2	Southwest end of Runway 7-25 and the west end of Taxiway B	Aircraft; taxi, landing and takeoff	Petroleum products; sediments		
C				8,689,343	3,441,408
C1	No point source discharge, no storm infrastructure, most of the sub-basin is undeveloped grassy fields.	No industrial activity takes place in this area.			
C2	Northeast T-hangars, wash pad, fueling area, parking lots, TTD Tower, Buildings 920-1260 aircraft repair and fueling.	Aircraft; fueling, maintenance, storage, taxi, vehicle fueling and maintenance.	Petroleum products, antifreeze, hydraulic fluids, pesticides, herbicides, and sediments.		
C3	Buildings 1610 and 1620, aircraft services and northwest aircraft tie-down area.	Aircraft; fueling, maintenance, storage, taxi, vehicle fueling and maintenance.	Petroleum products, antifreeze, hydraulic fluids, pesticides, herbicides, and sediments.		
C4	Runway 7-25 and Taxiways A and B, northeast aircraft tie-down area.	Aircraft; taxi, landing and takeoff; storage	Petroleum products, antifreeze, hydraulic fluids, pesticides, herbicides, and sediments.		
C5	Infield area between Taxiway B and the runway.	Aircraft: taxi.	Petroleum products; sediments		
C8	Section of Taxiway B, between exit B4 and B5 and grassy infield areas.	Aircraft; taxi.	Petroleum products; sediments		
C9	Terminal building, south aircraft tie-down area, maintenance	Aircraft; fueling, maintenance, storage, taxi, vehicle fueling and maintenance.	Petroleum products, antifreeze, hydraulic fluids, pesticides, herbicides, and		

	facility, southeast T-hangars and flight school. Receives offsite run-on from Coast Trucking, Frontage Road and I-84.		sediments.		

C. Receiving Waters and Discharge Points

Stormwater from TTD discharges to Arata Creek and Salmon Creek via nine discharge points corresponding to drainage basins A, B, and C as identified on the site map (Figure 2).

- Discharge Point 001 consists of a piped discharge to Arata Creek, which is conveyed under TTD via a 48-inch culvert. Discharge Point 001 is located in the northwest corner of TTD. The latitude and longitude of Discharge Point 001 are 45.549666°N and 122.412600°W.
- Discharge Point 002 consists of a piped discharge to Arata Creek, which is conveyed under TTD via a 48-inch culvert. Discharge Point 002 is located in the northwest corner of the site. The latitude and longitude of Discharge Point 002 are 45.548786°N and 122.412629°W.
- Discharge Point 003 consists of a stormwater ditch discharge to Salmon Creek, after comingling with run on from neighboring properties and roadways. Discharge Point 003 is located in the northern portion of the site along NW Graham Road and latitude and longitude are 45.551611°N and 122.403844°W.
- Discharge Point 004 consists of a stormwater ditch discharge to Salmon Creek, which is conveyed under an airport access roadway via culvert. Discharge Point 004 is just south (upstream) of Discharge Point 003, at 45.551053°N and 122.403773°W.
- Discharge Point 005 consists of a 21-inch outfall discharge to Salmon Creek. Discharge Point 005 is located south (upstream) of Discharge Point 004, at 45.548904°N and 122.404189°W.
- Discharge Point 006 consists of a piped discharge to Salmon Creek, which is conveyed under TTD via a 36-inch culvert. Discharge Point 006 is located in southern portion of the airfield operation area. This discharge point is located at 45.548905°N and 122.404165°W.
- Discharge Point 007 consists of a piped discharge to Salmon Creek, just south (upstream) of Discharge Point 006. The latitude and longitude of Discharge Point 007 are 45.548394°N and 122.404001°W.
- Discharge Point 008 consists of a ditch discharge to Salmon Creek, south of the airport along Marine Drive. The latitude and longitude of Discharge Point 008 are 45.547939°N and 122.402450°W.
- Discharge Point 009 is located in the southern portion of the site and discharges into Salmon Creek via a 20-inch steel outfall. The latitude and longitude of Discharge Point 009 are 45.547211°N and 122.400913°W.

D. Monitoring Points

Consistent with 1200-Z permit requirements, stormwater discharge from TTD site areas not associated with industrial activity are not subject to monitoring requirements. For example, stormwater drainage from office buildings and parking lots are not regulated under the 1200-Z permit as long as the non-industrial stormwater does not comingle with industrial stormwater upstream of an industrial area monitoring location; therefore, they're not subject to monitoring requirements. Discharge Points of drainage areas with industrial activities exposed to stormwater are monitored in accordance with 1200-Z permit requirements (Schedule B).

Samples must be representative of the discharge. Unless approved in writing by DEQ, samples must be taken at monitoring points specified in the SWPCP before the stormwater joins or is diluted from areas outside the facility, wastewater, or any other waste stream, body of water or substance unless:

- Otherwise approved in writing by DEQ; or
- On-site stormwater flows are combined to utilize a common treatment facility (for example, a filter). In this case, monitor the discharge from the treatment facility.

Sampling at the designated monitoring points is conducted four times per year. Two samples are taken between July 1 and December 31 and two samples are taken between January 1 and June 30, unless a monitoring waiver is granted. Sampling events must be at least 14 calendar days apart and during the first 12 hours of the discharge event. All samples are analyzed for the constituents listed in Schedule B of the 1200-Z permit. The monitored parameters are summarized in Table 2.

Table 3 Monitoring Points

Monitoring Point	Basin(s)	Description	Comments
001	C2	Ditch just west of Tower Road where the 30-inch pipe daylights. This location is upstream of Discharge Point 003.	Accounts for substantially similar activities occurring in C3
002	C4	21-inch pipe daylights at Salmon Creek in the northern portion of TTD.	Accounts for substantially similar activities occurring in C5 & C8
003	C9	Manhole (STSMH972) located northwest of the administrative building located on the southern portion of TTD. Located to avoid comingling with run-on from neighboring properties.	

VII. Industrial Activities and Potential Pollutants

All industrial activities that require 1200-Z permit coverage at TTD are aviation related. Port industrial activities include equipment maintenance, equipment fueling and equipment washing. These activities are a potential source of oil sheen and hydrocarbons, heavy metals, suspended solids and oxygen demand. Tenant activities include aircraft and equipment maintenance, washing and fueling. Additional potential pollutants in stormwater generated at the site are associated with the below industrial activities, aircraft, truck and equipment traffic and maintenance. The potential pollutants are listed below:

- Galvanized surfaces (e.g., roofs, siding, fencing), as well as vehicle and equipment tires are potential sources of zinc in stormwater.
- Aircraft, vehicle, and equipment brake pads are a potential source of copper in stormwater.
- Leaks/spills of motor oil, gasoline, diesel, antifreeze, and hydraulic fluids from equipment and from aircraft, trucks, and other vehicles are a potential source of oil and grease, hydrocarbons, and oxygen demand in stormwater.
- Decaying vegetation and soil erosion from unvegetated, pervious areas, including gravel areas, are potential sources of suspended solids in stormwater.

The industrial activities and significant materials are described in greater detail in the sections that follow. Industrial activities take place in Drainage Area C. ***There are no known significant materials from previous operations are known to exist onsite.***

A. Airport Maintenance Facility (Port)

The TTD maintenance facility is located on the airport's southeast perimeter road, south of taxiway exit at B5 in building 1123. The maintenance facility has an office area and a vehicle and equipment maintenance garage. Maintenance activities conducted by Port maintenance staff include vehicle maintenance, asphalt repair, painting, mowing, and other miscellaneous landscaping operations and equipment washing.

B. Vehicle and Equipment Refueling (Port)

The Port maintains one 500-gallon double-walled diesel above ground storage tank (AST) for Port maintenance vehicle and equipment refueling. The AST is located on the north side of the airfield outside and directly east of building 1350. The tank is double-walled to provide for secondary containment and has an emergency shut off valve. A fuel spill kit is located adjacent to the tank.

C. Storage of Significant Materials (Port)

Significant materials that may contaminate runoff are stored indoors and are not exposed to stormwater; however, diesel fuel is stored outdoors in a 500-gallon double-walled AST. Vehicle maintenance conducted at the TTD facility includes routine oil changes and equipment repair. The used oil generated from the routine maintenance of the Port's vehicles and equipment at TTD is stored in a 55-gallon drum inside the maintenance shop. The 55-gallon drum is stored on a spill containment pallet.

D. Equipment Washing (Port)

Port maintenance staff uses a designated area located west of the TTD maintenance shop for rinsing equipment, such as mowers. This rinsing area drains to land. This is also a de minimis activity allowed without a wash water permit. Possible pollutants of concern from rinsing of equipment include metals, oil and grease.

E. Aircraft and Equipment Washing (Tenant)

Port policy prohibits the discharge of wash water into the stormwater drainage system. Various practices are acceptable under the Port policy; they include collection of the wash water for discharge to the sanitary system, or the use of a wash pad/facility, located on the north side of the airport, northeast of Gorge Winds, Inc. which drains to the sanitary system during washing activities.

F. Aircraft and Equipment Fueling (Tenant)

Two ASTs containing aviation gasoline and Jet-A (10,000 and 12,000 gallons, respectively), are located south of the north Service Road and east of the Gorge Winds, Inc. facility. The Port owns the ASTs and Gorge Winds, Inc. is the sole operator of the two ASTs. The significant materials associated with the ASTs are aviation gasoline and Jet-A fuel. Gorge Winds, Inc. also operates mobile fuel trucks used to fuel aircraft. Jet-A fuel is pumped from the AST into the mobile fuel truck (MST) and then into the aircraft. Aviation gasoline may be pumped into the mobile fuel truck and into the aircraft or directly into aircraft. The mobile fuel trucks always fuel the aircraft on a paved surface.

There is one 12,000-gallon underground storage tank (UST) containing Aviation Fuel (100 LL) located at the southeast corner of TTD (Figure 2). It is currently owned and operated by Hillsboro Aviation, Inc.

G. Aircraft and Equipment Maintenance (Tenant)

Commercial and private aircraft maintenance is conducted at TTD by Co-permittees listed in Appendix B. The maintenance activities generally take place inside the buildings. Private aircraft may have minimal maintenance conducted on the ramps. The significant materials associated with these activities include oil, used oil, solvents, brake fluid, hydraulic fluid, grease, and fuel. Most of these materials are stored indoors and should have no contact with stormwater. Used oil, hydraulic fluid and brake fluid are required to be recycled or disposed of through a vendor. Spent solvents are required to be collected and disposed of appropriately.

H. Aircraft Manufacturing (Tenant)

Commercial and private aircraft manufacturing is conducted at TTD by various tenants. The manufacturing activities are conducted inside. The significant materials associated with these activities include solvents, paint, lubricants, oil, used oil, hydraulic fluid, and brake fluid. All the chemicals are stored indoors and should have no contact with stormwater. Used oil, hydraulic fluid and brake fluid are recycled through a vendor. Spent solvents are required to be collected and disposed of appropriately.

I. Aircraft and Pavement Deicing and Anti-icing (Tenant and Port)

Chemicals from anti-icing and deicing pavement and aircraft activities have the potential to impact stormwater. The Port of Portland currently does not conduct deicing of pavements. BMPs and site controls for aircraft and pavement deicing and anti-icing are listed in Appendix F.
The following Co-permittees may deice aircraft and pavement within their leased areas; Hillsboro Aero Academy. Appendix D lists BMPs for managing stormwater runoff from deicing and anti-icing activities.

J. Air Transportation Sector-Specific Potential Pollutants

The 1200-Z permit includes sector-specific requirements, including identification of industry-specific sources. The primary industrial activity at TTD is classified under Transportation by Air SIC 4512-4581 and co-located industrial activities include Aircraft and Parts SIC code 3721. The Transportation by Air classification requires compliance with additional technology-based effluent limits in Schedule E Sector S Air Transportation Facilities of the 1200-Z permit. There are no additional technology-based effluent limits for Aircraft and Parts as defined in Schedule D and in *Table E-1. Sectors of Industrial Activity with Sector Specific Requirements* within the TTD 1200-Z permit boundary.

K. Sector S Air Transportation

Sector-specific Good Housekeeping Measures and Additional SWPCP requirements are addressed under VIII. Site Controls. Deicing and anti-icing operational BMP and site controls are listed in Appendix F.

VIII. Site Controls

Implementation of site stormwater pollution controls helps reduce the concentration of pollutants in the stormwater runoff. Source controls are usually the most effective mechanisms for decreasing contamination and are typically less expensive than constructing end-of-pipe treatments.

Oregon is an EPA NPDES-approved state with the authority to write general permits. DEQ has established benchmarks as a means of assessing pollution control effectiveness. Benchmarks are not effluent limits. The Port follows the intent of the 1200-Z permit by implementing appropriate stormwater controls to reduce pollutant concentrations. BMPs and stormwater pollution controls outlined in the following sections are implemented even if the benchmarks are not exceeded.
Port and Tenant activities with the potential to impact stormwater and the associated site controls are listed in Table 4. A summary of the site controls that meet the technology based effluent limits are summarized in this section.

Table 4 Industrial Activity and Corresponding Site Controls

Port and Tenant Industrial Activities	Site Controls
Fueling of aircraft and equipment	Implement spill response procedures, spill prevention education and awareness; spill response equipment, preventative maintenance; maintain secondary containment
Storage of petroleum products (fuel, oils, and lubricants) and chemicals (paint,	Covered and indoor material storage areas, visual inspections including tank and container integrity

thinner, antifreeze, solvents, pesticides, herbicides)	
Washing of equipment and aircraft	Use a wash facility that drains to the sanitary water system or wash in an area that does not drain to the stormwater system. The Port has implemented policy and procedures to minimize the impact to the storm system from washing activities
Construction	Implement erosion control plan, comply with 1200-C permit and Port construction specifications
Aircraft and equipment maintenance	Materials are stored indoors; work conducted indoors; perform visual inspections; dispose and manage waste appropriately

The following operational and structural source control measures are implemented at TTD, consistent with the narrative technology-based effluent limits listed in Schedule A of the 1200-Z permit.

A. Minimizing Exposure

Locate materials indoors or protect with storm resistance covers

Chemical drums, fuel tanks and used oil stored outdoors and exposed to stormwater are required to be covered and secondarily contained to prevent leaks and spills from entering stormwater runoff.

The Port stores chemicals in the TTD maintenance shop, building 1123. Chemicals are labeled and stored in one of four areas within the shop. There are three fire resistant cabinets used for chemical storage and an open shelf area used to store containers of 5-gallons or more. The contents of these containers include paint, hydraulic fluid, and used oil.

Vehicle and aircraft maintenance activities are generally conducted indoors. Maintenance of vehicles and equipment is conducted indoors by the Port at its maintenance facility. Co-permittees also conduct various maintenance activities in their respective hangars and shops. Co-permittee activities conducted indoors include aircraft and vehicle maintenance, aircraft manufacturing, aircraft parts manufacturing, aircraft painting and other miscellaneous activities. Conducting these activities indoors and storing the associated chemicals indoors effectively reduces the exposures/contact of potential pollutants to stormwater runoff.

Grading, Berming, or Curbing

The fueling pad adjacent to the 10,000-gallon and 12,000-gallon ASTs and is sloped so all runoff from the pad enters the storm system through an oil/water separator. This helps to contain and minimize potential impacts to stormwater. The wash pad located on the north side of the airport has a diversion system that switches between the sanitary and storm sewers. The wash pad areas are grading to direct wash water to inlets that are directed to the sanitary sewer while in use.

Secondary Containment

The Port's 500-gallon diesel fuel AST is double-walled for secondary containment. The tank is in an area away from storm drains. A spill kit containing a spill stopper mat and absorbent material,

and spill response procedures is located immediately adjacent to the tank. This tank and pump are inspected monthly for integrity, spills, and leaks.

The Port owned, and tenant operated 10,000-gallon and 12,000-gallon ASTs (Aviation gas and Jet-A) are double-walled. These tanks are properly labeled as to their contents. A fueling pad is located adjacent to these tanks. The pad is sloped so stormwater drains to the oil/water separator with an emergency shut off valve. The separator has an emergency shut off valve that is clearly marked. If a fuel spill occurs, depending on the size of the spill, the product will be contained within the separator. The AST and oil/water separator are owned by the Port and operated by Gorge Winds. Spill equipment is kept in a 30-gallon container located adjacent to the ASTs. These tanks are required to be inspected monthly by the tenant operator. Tenant operators are also responsible for their leasehold inspections, record keeping, employee education, and preventative maintenance.

Diversion Systems
The wash pad located on the north side of the airport has a diversion system that switches between the sanitary and storm sewers. During washing operations waste water drains into the sanitary sewer after passing through an oil/water separator. When not in use the wash pad drains to the storm system after passing through a catch basin equipped with an invert and an oil/water separator. The City of Troutdale requires all soaps used at the wash pad facility to be biodegradable and phosphate free. The Gorge Winds fuel pad is sloped so stormwater drains to the oil/water separator with an emergency shut off valve. Port equipment awaiting maintenance when possible is stored indoors.

Drip Pans or Absorbents
Drip pans or absorbents shall be used under leaking and leak-prone equipment. Equipment will be drained of fluids prior to disposal or storage.

Cleaning Operations

Vehicle and equipment washing are only allowed at the designated wash pad. Parts washing, or cleaning must be conducted indoors.

Clean Up Spills or Leaks
Spill response procedures require spills and leaks to be immediately addressed by tenants and Port staff, see Appendix E. Spill kits are kept at the maintenance building 1123, next to the double walled fuel tank and at the Gorge Winds tank farm.

Wash Water
The wash pad located on the north side of the airport has a diversion system that switches between the sanitary and storm sewers. During washing operations waste water drains into the sanitary sewer after passing through an oil/water separator. When not in use the wash pad drains to the storm system after passing through a catch basin equipped with an invert and an oil/water separator. The City of Troutdale requires all soaps used at the wash pad facility to be biodegradable and phosphate free. The use of solvents, degreasers, or other chemicals is strictly prohibited.

B. Oil and Grease

Structural controls include catch basins designed to capture oil and grease. The inverted elbow discharge pipe in these catch basins helps to trap floating oil and grease in the sumps and prevent

them from entering the stormwater system. Some Co-permittees may be responsible for the cleaning and maintenance of the catch basins on their leaseholds. Other structural/treatment control BMPs include oil/water separators and absorbent booms placed in drainage ditches at TTD.

C. Waste Chemicals and Material Disposal

Waste chemicals such as used oil and solvents are stored indoors when practicable and disposed of or recycled offsite.

Table 5 Waste and Recycling Collection Pickup Schedule

Waste/Recyclable Material	Minimum Pickup Frequency
Metals	Annually
Solid Waste	Weekly
Co-mingled Recycling	Weekly
Wood/Landscaping	As generated (not stored on site)
Used Oil	Annually

D. Erosion and Sediment Control

Areas subject to traffic at TTD are paved or covered with a roof, and pervious areas are vegetated, to the extent practicable, to minimize erosion. Paved surfaces are swept to remove sediment. Catch basins trap sediment in the sump to reduce the likelihood of discharging sediment-laden stormwater. The catch basins are cleaned of debris to ensure they are working appropriately. Grassy swales are also used to reduce the amount of debris in stormwater discharges.

E. Debris Control

TTD Catch basins prevent a large portion of sediment and debris in stormwater runoff from entering the storm system. The catch basins are cleaned of debris to ensure they are working appropriately. Grassy swales are also used to reduce the amount of debris in stormwater discharges.

The Port periodically sweeps pavements, which reduces the debris and sediment entering the storm drains. The collected sweeper material is stored in a designated area until it can be analyzed and disposed of appropriately at a landfill. This area is isolated from stormwater catch basins and inlets. Debris control is also provided by the booms in drainage area C. The booms are replaced on a regular basis.

F. Dust Generation and Vehicle Tracking of Industrial Materials

The Port uses a motorized sweeper to regularly sweep pavements, which reduces the potential dust generation and prevents sediment entering the storm drains. The collected sweeper material is stored in a designated area until it can be analyzed and disposed of appropriately at a landfill. This area is isolated from stormwater catch basins and inlets.

G. Housekeeping

The Port implements a rigorous housekeeping program that includes pavement sweeping to remove solids, fluids, and debris from paved surfaces; prompt cleanup of leaks or spills, ; and regular maintenance of aircraft, vehicles and equipment. The housekeeping program ensures that particulate

matter, dust, and debris from industrial sources are promptly cleaned up, especially from areas where materials are loaded and unloaded, stored, or otherwise handled. Materials and products are stored in designated areas and in appropriately labeled containers. Under the terms of their leases, tenants are responsible for their leasehold areas. The Port is responsible for non-leased and common use areas. Prompt cleanup of spills and leaks is the duty of the responsible party regardless of the location. Port employees are required to keep work areas clean and to promptly report and clean any spills.

H. Preventative Maintenance

Immediate maintenance and/or corrective action must be performed to correct any issues identified during the inspection relative to housekeeping, spills, staining, leaks, drips, structural integrity, or needed repairs to prevent the discharge of pollutants to stormwater. Maintenance or cleaning of stormwater controls or material storage areas is conducted consistent with the frequencies outlined in Table 6. Port preventative maintenance records are kept in the Environmental Department office at Portland International Airport. Table 6 summarized the Port's preventative maintenance tasks.

Table 6 Port Preventative Maintenance

Site Control/BMPs	Locations	Cleaning or Maintenance Frequency
Oil Booms	Basin C	Annually
Oil/Water Separator	Basin C west of the wash pad	Annually
Sweeping	Taxiways, Runways and Terminal Ramp Area	Annually
Catch Basins[1]	MX Facility, NW Tie-downs and Terminal Ramp	Annually
Wash Pad Area	Drainage basin C	Annually

Notes:
Only those catch basins in areas where industrial activities occur, or significant materials are kept are inspected monthly and cleaned as needed.

I. Employee Education

Each Co-permittee is responsible for the training of its employees. The 1200-Z permit requires each Co-permittee to develop an employee orientation and education program that informs personnel of the components and goals of the SWPCP. The Port provides training to its employees whose work has the potential to impact stormwater quality within thirty days of the time of initial

hire and during the winter months annually thereafter. For all personnel, topics in the training session may include:

- Importance of preventing stormwater pollution, including measures to minimize exposure of stormwater to potential pollution
- Contents of this SWPCP as applicable to employee work
- Stormwater monitoring, inspections, reporting, and recordkeeping
- Spill prevention and internal reporting procedures
- Unauthorized discharges to the stormwater system
- Materials handling and storage procedures
- Used oil management
- Spent solvent management
- Disposal of spent abrasives
- Fueling procedures
- General good housekeeping practices
- Erosion and sediment control measures
- Painting and blasting procedures
- Used battery management

The training program also provides training to employees on documentation requirements, how to complete inspection forms, what to look for during an inspection, and the appropriate follow up to stormwater issues. Co-permittees are required to provide a similar level and frequency of training for their employees.

Training records must be maintained for a minimum of three years by each Co-permittee and must be available for inspection during business hours by the Port or DEQ staff. Sign in sheets are used to document Port employee attendance at training meetings. Port training records are filed in the Environmental Department offices at Portland International Airport.

J. Non-stormwater Discharges

The Port has developed an illicit detection and elimination program for all unauthorized non-stormwater discharges for its facilities. The Port will eliminate any unauthorized non-stormwater discharges if detected during routine industrial area inspections, annual dry weather field screening or upon discovering evidence of an illicit discharge in non-industrial areas anywhere on Port property. Employees and tenants are trained not to discharge any unauthorized non-stormwater discharges they observe. Any discharges not authorized by the 1200-Z permit are investigated and eliminated. Dry weather field screening will be conducted annually in the summer months. The Port may occasionally have the following authorized non-stormwater discharges:

- Routine external building wash-down water that does not use detergents or hot water
- Landscape watering providing pesticide and fertilizer use is conducted in accordance with manufacturer's instructions.
- Pavement wash waters in which no detergents or hot water are used, no spills or leaks of toxic or hazardous materials have occurred (unless all spilled material has been removed), and washwater from surfaces that were swept immediately prior to washing.
- Uncontaminated spring water or groundwater

Drainage ditches, swales and sub-drains may convey uncontaminated spring water or groundwater into the Port's storm system throughout the year. Sub-drains are located under the taxiways and runways to protect the integrity of the infrastructure. All buildings on Port property could potentially be washed down. Landscape watering takes place in landscaped areas around buildings. All impervious surfaces could potentially be washed down. These areas are shown in Figure 2.

The 1200-Z permit includes a list of authorized non-stormwater discharges. During monthly inspections, signs of non-stormwater discharges in the stormwater conveyance and collection systems are documented.

The following non-stormwater discharges are authorized under the 1200-Z permit:

- Potable water, including water line flushing
- Fire hydrant flushing
- Discharges from firefighting activities
- Uncontaminated condensate from air conditioners, coolers, and chillers and other compressors
- Exterior vehicle washwater that does not use hot water or detergent; restricted to a maximum of eight vehicles washed per week.
- Foundation or footing drains where flows are not contaminated with process materials.

IX. Spill Prevention and Response Plan

A. Spill Prevention and Response Procedures

The following is a summary of spill response procedures.

PORT OF PORTLAND TROUTDALE AIRPORT FACILITY SPILL RESPONSE PLAN

PLEASE REFER TO THE FOLLOWING PROCEDURES WHEN HANDLING A SPILL INCIDENT.

*** * * * * * * * * * THINK C-C-C* * * * * * * * * CONTROL-CONTAIN-CALL* * * * * * * ***

#1 CONTROL the source of the spill. STOP the flow.

#2 CONTAIN the spill to the smallest possible area.

#3 CALL your supervisor for further instructions.

B. Emergency Contacts

SPILL RESPONSE/EMERGENCY CONTACTS
PORT OF PORTLAND TROUTDALE AIRPORT FACILITY

The following are the phone numbers of supervisors to contact in the event of a spill:

Regardless of the time of the day.

EMERGENCY NOTIFICATION PHONE LIST		
PRIORITIZED CONTACT LIST	**RESPONSIBLE ROLE**	**PHONE NUMBER**
PORT CONTACTS		
Airport 24-hour Contact Number	Incident Notification to Appropriate Parties	(503) 240-2230
On Duty Environmental Contact Number :	Incident Command and Control	503-240-2022
Airport Security	Assist with Incident Management	(503) 240-2235
EMERGENCY RESPONSE CONTRACTORS		
Telluric Enterprises. Inc.	Provide Spill Response and Cleanup Resources	(503) 703-6057
NRC Environmental Services, Inc.	Provide Spill Response and Cleanup Resources	(800) 337-7455
Terra Hydr, Inc.	Provide Spill Response and Cleanup Resources	(503) 625-4000

IF A SPILL REACHES OR HAS THE POTENTIAL TO REACH THE WILLAMETTE RIVER, GROUNDWATER OR THE STORMWATER SYSTEM, OR IF IN EXCESS OF 42 GALLONS[1], YOU MUST CALL: (Spill reporting must be made as soon as possible after initial spill response and control)		
GOVERNMENT AGENCIES (Record name of person called and time of call)		
Fire/Police – Portland HAZMAT Team Time:_____ Name:_____	Assist in spill clean-up and fire control	911 and/or (503) 823-3946
National Response Center (NRC) Time:_____ Name:_____	Incident Reporting: If spill exceed CERCLA Federal Response Quantity	(800) 424-8802
Oregon Emergency Response System (OERS) Time:_____ Name:_____	Incident Reporting Provide Spill Response Assistance	(800) 452-0311
Oregon Department of Environmental Quality Time:_____ Name:_____	Incident Reporting Provide Spill Response Assistance	(800) 542-4011
City of Troutdale Spill Notification Hotline Time:_____ Name:_____	Incident Reporting	503-674-3300
U.S. Coast Guard Time:_____ Name:_____	Incident Reporting	(503) 240-9370
EPA Office Time:_____ Name:_____	Incident Reporting	(503) 326-2715

In addition, record the name of the control officer, time, and details of the conversation.

[1] Petroleum product spills greater than 42 gallons to land (including soil, gravel, or asphalt, but not indoor areas that do not have the potential to reach waters of the state) that are not likely to contact waters of the state must be reported within one hour to OERS and the City of Portland Spill Notification Hotline. Release of hazardous materials equal to or greater than the quantity listed in 40 CFR Part 302 (Table 302.4—List of Hazardous Substances and Reportable Quantities) requires immediate notification of the National Response Center, OERS, and the City of Portland Spill Notification Hotline.

C. Notification Procedure

In the event of a spill incident, TTD personnel on-duty will take immediate action to notify the Port personnel identified on the list of emergency telephone numbers in this section. The designated person (or coordinator) accountable for spill prevention is responsible and required by federal and state laws to notify the applicable federal, state, and local agencies provided on this list.

D. Spill Contingency Plan

The Port and Co-permittees are each required to prepare and implement spill prevention and response procedures (Spill Plan) applicable to their operations. Spill plans required by other regulations may be substituted for this provision providing that stormwater management concerns are adequately addressed. Tenants who are not Co-permittees are required to prepare a spill plan under the terms of their leases. Tenants are responsible for activities performed on their leasehold including their contractor's actions, equipment, and materials.

The spill plan must include methods to prevent spills along with cleanup and regulatory agency and Port notification procedures. The required cleanup materials and equipment shall be kept on site and readily available, and at minimum, consist of absorbent booms, absorbent material, storm drain covers, and appropriate personal protective equipment. All tenants are also required to promptly cleanup spills and notify the Port if there are any releases to the environment.

The Port's Spill Plan is reviewed with all Port employees at TTD upon initial hire and annually thereafter. The spill training includes spill response procedures, spill equipment locations and emergency contact lists. Co-permittees are responsible for training their personnel regarding their facility's spill plan.

Hazardous Materials Spill Prevention and Spill Response Guidelines for Troutdale Airport tenants have been developed by Port staff. However, the Port plan does not meet all the Co-permittee requirements for a spill plan and is not intended to replace the Co-permittee's operation-specific spill plan. The Spill Response Guidelines outline the basic reporting procedures and the immediate actions that should be taken to contain and cleanup a spill. A copy of these guidelines has been provided to all Co-permittees and additional copies are available from the Port's Environmental Department.

Tenants who own or operate above ground petroleum storage tanks may be required to prepare a Spill Prevention Control and Countermeasure (SPCC) plan under the federal Oil Pollution Prevention Regulation (40 Code of Federal Regulations Part 112) to address spill prevention to navigable waters of the United States. Tenants who trigger SPCC plan requirements also trigger stormwater permitting requirements; thus, are also required to be a Co-permittee on the 1200-Z permit. It is the responsibility of tenants who own and operate storage tanks to assess their operations and determine if an SPCC plan is required. More information may be obtained at the U.S. Environmental Protection Agency (EPA) website www.epa.gov. Regulations allow the spill plan and SPCC plan to be combined into a single document. Tenants and Co-permittees are responsible for compliance with any SPCC plan requirements applicable to their operations.

E. Spill Control Procedures

Should oil or other material spill incident occur, facility personnel will immediately implement the following spill control measures to prevent a spill from entering navigable waters:

- Ensure that spilled liquid is contained (see map of spill kits on Figure 2)
- Cover catch basins and use pads to absorb spilled material
- Pump remaining spill into drums or other appropriate containers away from surface water or storm drains

F. Countermeasure Procedures

Once the spill control procedures outlined above have been implemented, facility personnel initiate countermeasure activities to contain, cleanup, and mitigate the effects of a spill that could impact navigable waters. Furthermore, incident-specific considerations and precautions must also be implemented during each spill incident to adequately protect human health and the environment.

The site's countermeasure procedures are outlined below:

- Containment. Containment activities are initiated as soon as possible to prevent spreading of the spilled material. Containment techniques include, but are not limited to:
    - Trenching and diking
    - Filter fences
    - Booms
- Removal. Once the spill is contained, removal techniques include, but are not limited to:
    - Pumps
    - Sorbents (pads, pillows, or booms)
    - Skimmers
    - Vacuum trucks
- Disposal. After the spill is contained, the site is cleaned up. This includes recycling any recovered oil, disposing of abatement materials used to contain and/or remove the spill, and excavating contaminated soil. Disposal techniques include, but are not limited to:
    - Recycling
    - Disposal at an appropriate facility

X. Inspections and Recordkeeping

A. Monthly Inspections

Inspections are conducted monthly at the locations identified in Section VII and on Figure 2. In addition, the stormwater pollution control measures will also be inspected. Forms included in Appendix C are used to record the results of the inspection. Upon completion of the inspection, cleaning and repair activities are conducted and documented. The Port is responsible for conducting inspections of common use and non-leased areas. Co-permittees are responsible for conducting and documenting monthly inspections of activities on their leasehold, maintaining records on site, and for performing preventative maintenance. Monthly inspections of the following are the responsibility of each Co-permittee:

- Areas with the potential for spills of significant materials;
- Areas with industrial activities including outdoor storage and maintenance areas;
- Stationary fueling equipment including tanks, nozzles, and associated secondary containment structures; and
- Stormwater control structures such as catch basins and oil/water separators.

Immediate maintenance and/or corrective action must be performed to correct any issues identified during the inspection relative to housekeeping, spills, staining, leaks, drips, structural integrity, or needed repairs to prevent the discharge of pollutants to stormwater.

Port personnel conduct monthly visual inspections of the facility stormwater system and drainage areas to evaluate the condition of the site controls. Inspections focus on:

- Visual inspection of the site and identification of sources of pollutants (i.e., industrial materials, residue, or waste) to which stormwater is exposed. New sources of pollutants must be added to this SWPCP.
- Leaks or spills from equipment, trucks, vehicles, drums, tanks, and other containers.
- Off-site tracking of waste materials or sediment where vehicles enter or exit the site.
- Evidence of, or the potential for, pollutants entering the drainage system or receiving waters.
- Evaluation of the condition of source control measures and the need for maintenance and/or repairs, including the spill kit(s).
- Visual observation of stormwater at the monitoring points (see Figure 2) when discharge is occurring during regular business hours, for the presence of floating and suspended solids, foam, visible oil sheen, odor, color, or other obvious indicators of stormwater pollution. Conduct visual observations by collecting stormwater samples in a clean, colorless glass or plastic container and observing it in a well-lit area.

Inspection forms are kept on file in the Port Administration Office.

Non-Port operators are responsible for conducting monthly inspections of their leased areas and areas within their control in compliance with Schedule B of the 1200-Z permit. Inspections of source areas and site controls are documented, kept onsite for at least three years and made available to the Port, DEQ, or the City upon request.

B. Recordkeeping and Internal Reporting Procedures

The Port maintains the following records with the SWPCP documentation:

- A copy of this SWPCP and revisions
- A copy of the 1200-Z permit
- 1200-Z permit assignment letter and permit coverage documents
- Discharge Monitoring Reports (DMRs), laboratory reports, pH calibration, and field sampling notes
- Incidents of spills or leaks
- Sampling/monitoring program
- Inspection and maintenance records
- Employee training materials and records
- Tier 1 Reports and corrective action implementation records
- Documentation of any benchmark exceedance and corrective action taken
- Tier 2 Report, if applicable.

Incidents of spills or leaks may require local, state, or federal agency notification. All records will be dated and signed by the person recording the events or activities. Records of the monthly inspections, preventative maintenance practices, cleaning and repair activities, and stormwater monitoring data are maintained for a period of **three years** with the SWPCP documentation.

The detailed inspection form is attached as Appendix C. The Troutdale airport has approximately 221 catch basins. Only catch basins in areas where industrial activities occur, or significant materials are kept are inspected monthly. Maintenance or cleaning of stormwater controls or material storage areas is conducted on an as needed basis. Port preventative maintenance records are kept in the Environmental Department office at Portland International Airport.

Stormwater discharged from Drainage Areas B and C is visually monitored once per month during regular business hours, for the presence of floating and suspended solids, foam, visible oil sheen, odor, color, or other obvious indicators of stormwater pollution.Visual monitoring is conducted by collecting stormwater samples in a clean, colorless glass or a plastic container and observing it in a well-lit area.

XI Benchmarks and Corrective Actions

The Port is required to monitor for the Willamette Valley benchmarks and implement corrective actions in response to a benchmark exceedance, as outlined in the following sections.

A. Water Quality Standards

The permit registrant must not cause a violation of instream water quality standards as established in OAR 340-041.

Water quality standards have been established for many parameters not specifically limited by the 1200-Z permit. These water quality standards shall not be violated in the receiving water.

B. Willamette Valley Benchmarks

Benchmarks are guideline concentrations, not limitations. They are designed to assist The Port in determining whether the implementation of their SWPCP is sufficiently controlling pollutant concentrations. The following benchmarks apply to each discharge points associated with industrial activities at TTD.

Table 7 Willamette Valley Stormwater Discharge Benchmarks*

Parameter	Permit Benchmark
Total Copper	0.015 mg/L
Total Lead	0.11 mg/L
Total Zinc	0.14 mg/L
pH	5.5 - 9.0 S.U.
Total Suspended Solids	100 mg/L

Notes:

mg/L – milligrams per liter

S.U. – standard unit

C. Response to Benchmark Exceedance

Tier 1 Corrective Action Response

A Tier 1 Report must be prepared if stormwater sampling results exceed any of the Willamette Valley benchmarks in Schedule B.2 of the 1200-Z permit and summarized in Table 5-4 of the permit, or visual observations of the discharge at monitoring points that show visible signs of pollution. Such visible signs include the presence of floating suspended solids, color, odor, foam, oil sheen, or other obvious indicators of pollution. The Port must complete the Tier 1 Report within 30 calendar days of obtaining the monitoring results or visual observations of pollution and include the following:

- Investigate the cause of the elevated pollutant levels. If the elevated pollutant levels appear to be caused by a non-Port of Portland operator, the Port will require information from the non-Port operator to assist with the investigation.

- Review the SWPCP and the selection, design, installation and implementation of control measures to ensure compliance with the 1200-Z permit. If the Port determines that SWPCP revisions are necessary based on corrective action review, submit the revised pages of the SWPCP to DEQ, including a schedule for implementing the control measures.

- Summarize the following information in a Tier 1 Report that is retained on site and submitted to DEQ or Agent upon request:

  — The results of the investigation.

  — Corrective actions taken or to be taken by the Port and/or the non-Port of Portland operator, including date corrective action completed or expected to be completed. Where the Port determines that corrective action is not necessary, provide the basis for this determination.

— Document whether SWPCP revisions are necessary.

- Implement the corrective actions before the next storm event if possible or no later than 30 calendar days after receiving monitoring results or visual observations of pollution. If Tier 1 corrective actions take longer than 30 days, reasons for the delay must be documented.

Tier 2 Corrective Action Response
If the geometric mean of the qualifying sampling results collected at any monitoring point exceeds an applicable Willamette Valley benchmark during any reporting year, or if 50 percent or more of the pH measurements collected at any monitoring point during two reporting years are outside the permitted range for pH, a Tier 2 Report, Tier 2 Mass Reduction Waiver Request, or Tier 2 Natural Background Waiver Request must be submitted to the DEQ no later than December 31 (six months after the end of the reporting year that triggered Tier 2) unless the DEQ approves a later date. The geometric mean of the qualifying samples must be reported on the DMR due by August 15, unless a monitoring waiver is granted. This evaluation consists of reporting all qualifying samples collected during the reporting year and comparing the geometric mean of the sample results to the Willamette Valley benchmarks to determine whether Tier 2 corrective action requirements were triggered.

Tier 2 Report
The Tier 2 Report must summarize proposed stormwater treatment measures or a combination of stormwater treatment and source control measures, designed by an Oregon-licensed professional engineer (PE) with the goal of achieving the applicable Permit benchmark. The Tier 2 Report should include a rationale for the selection of the treatment measures, the projected reduction of pollutant concentration(s), and the implementation schedule. The Tier 2 Report must be submitted by December 31 (six months after the end of the reporting year that triggered Tier 2) unless the DEQ approved a later date. and Tier 2 measures must be implemented no later than September 30 (a year and nine months after the Tier 2 Report deadline), unless a later date is approved by the DEQ in writing. The Tier 2 Report must be stamped by a PE licensed in Oregon.

Tier 2 Mass Reduction Waiver Request
A Tier 2 Mass Reduction Waiver Request may be submitted if volume-reduction measures (e.g., infiltration) have or will result in a reduction of the mass load of pollutant(s) in the discharge to below the mass-equivalent of the applicable statewide benchmark. The request must include data and analysis to support the rationale, including a description of the measure(s), a mass load analysis, and expected implementation date(s). The request must be stamped by a PE licensed in Oregon or a certified engineering geologist.

Natural Background Waiver Request
A Tier 2 Natural Background Waiver Request may be submitted if an exceedance of a Willamette Valley benchmark is attributed solely to the presence of the pollutant(s) in natural background and not associated with industrial activities at the site. The request must include the results of investigations and data collected on or around the site and/or published peer-reviewed studies. It should be noted that these waivers are usually not applicable to developed industrial sites.

Tier 2 Notifications
The Port must notify the DEQ in wringing within 30 days of completion of the Tier 2 measures and submit a revised SWPCP showing the implemented measures.

XII. Monitoring and Reporting Requirements

The Port monitors stormwater at the designated monitoring points (see Figure 2) for the following:

Table 8: Primary Monitoring Parameters (Grab Samples)

Parameter	Frequency
Total Copper Total Lead Total Zinc * pH Total Suspended Solids	Four times per year (2 between July 1 and December 31; 2 between January 1 and June 30), unless a monitoring waiver is granted.

Note:
* The sampling crew will analyze for pH at each sampling site using a calibrated pH meter. The remainder of the analyses will be performed by an outside laboratory in accordance with EPA protocols.

Table 9: Visual Monitoring Parameters

Parameter	Frequency
Floating and Suspended Solids	Once a month (when discharging).
Visible Oil Sheen	Once a month (when discharging).
Foam	Once a month (when discharging).
Odor	Once a month (when discharging).
Color	Once a month (when discharging).
Other Obvious Indicators of Pollution	Once a month (when discharging).

A. Monitoring Waivers

Benchmark Monitoring
A monitoring waiver may be requested in the following circumstances:

- If the geometric mean of five consecutive and qualifying sampling results is equal to or below the applicable Willamette Valley benchmarks
- For pH, qualifying sample results are within the permitted range for five consecutive readings.

The Port may submit the monitoring waiver request to DEQ in writing and include the geometric mean concentration calculations and supporting analytical data. DEQ will notify the Port in writing if the monitoring waiver is approved. Until written approval is received the Port must continue monitoring. Approved monitoring waivers are in effect until July 1, 2025. Monitoring waivers do not apply to the first (2021-2022) and last (2025-2026) 1200-Z permit reporting years.

There is no reduction in monitoring allowed for visual observations, unless the site is inactive or unstaffed and there are no industrial materials or activities exposed to stormwater and the Port meets requirements in Schedule B.9.a.iv.1 of the 1200-Z permit.

The permit registrant must reinstate the monitoring of stormwater discharge if:

- Prior monitoring efforts used to establish the monitoring waiver were improper or sampling results were incorrect;
- Changes to site conditions are likely to affect stormwater discharge characteristics;
- Additional monitoring occurs and the sampling results exceed benchmark(s), or
- For inactive or unstaffed sites, the facility becomes active and/or staffed or industrial materials or activities become exposed to stormwater. DEQ will notify the permit registrant in writing if the monitoring waiver is revoked.

B. Recordkeeping and Reporting Requirements

Detailed records must be maintained to provide quality assurance/quality control for the stormwater sampling program. Personnel from the Port TTD facility use the forms provided with this monitoring plan to record the monitoring information. components of the records management program include the following items:

- Field Data Sheets for pH measurements
- Chain-of-Custody forms
- Specific monitoring information

Records of monitoring information shall include:

- The date, exact place, time, and methods of sampling or measurements
- The individual(s) who performed the sampling or measurements
- The date(s) analyses were performed
- The individual(s) who performed the analyses
- The analytical techniques or methods used
- The results of the analyses

The Field Data Sheets, Chain-of-Custody Forms, and the analytical results are maintained with this SWPCP (current data) and in the corporate environmental files.

Stormwater program records are maintained by the Port, Port contractors, or Co-permittees. These documents are kept a minimum of three years with the SWPCP or at the locations identified below. Each Co-permittee is responsible for complying with permit recordkeeping requirements pertinent to their operations.

Table 10: Recordkeeping Forms

Record of:	Location
Fuel spills	TTD Maintenance Tenant Facilities* Port Environmental Department
Vehicle and equipment maintenance	PDX AVANTIS System Co-permittee Facilities
Catch basin cleanout	TTD Airport Maintenance Port Environmental Department
Industrial area inspections	Port Environmental Department Co-permittee Facilities
Outfall inspections	Port Environmental Department
Stormwater training records	Port Environmental Department

Documentation of spills applies to all tenants

Reporting Requirements

The stormwater monitoring period is July 1 through June 30. The Port submits DMRs to the DEQ's Northwest Regional Office quarterly on November 15, February 15, May 15, and August 15. In addition to the sampling data, a tabulated record of the visual observations is to be included. The monitoring information for the Port TTD facility is submitted electronically, when directed by the DEQ, or paper submittal on DEQ-approved DMR forms to:

DEQ Northwest Region
700 NE Multnomah St., Suite #600
Portland, OR 97232

XI. Underground Injection Control Rules and Regulations

The Oregon Administrative Rules (OAR) 340-044-0050 regulate the discharge of waste disposal, including stormwater discharges, into disposal wells (dry wells, seepage pits, septic tanks). The 1200-Z permit requires that all permittees comply with these regulations. There are currently no known underground injection systems in operation at TTD.

Figure 1: Site Location Map

Figure 2: Site Features

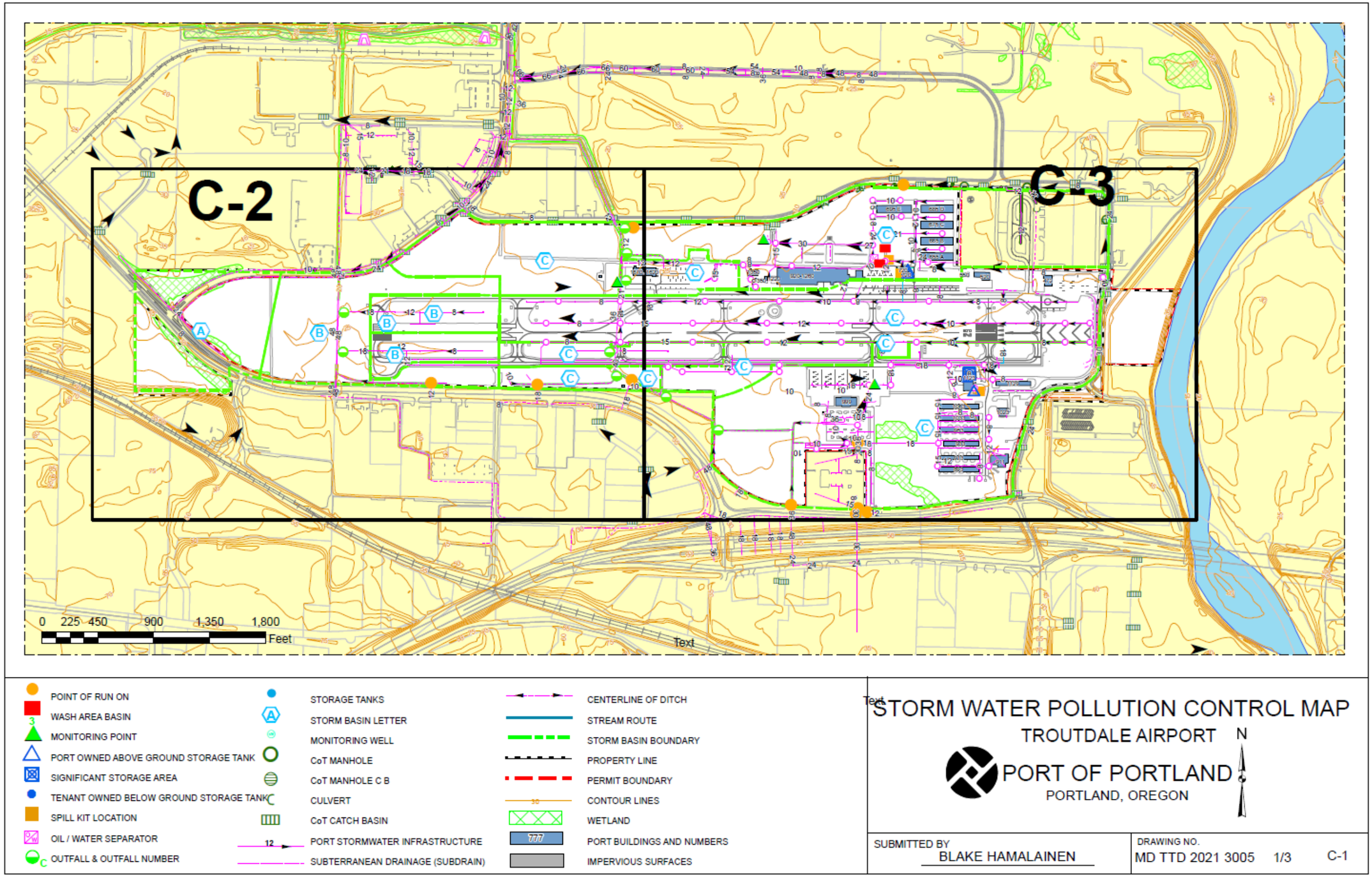


Figure 2: Site Features

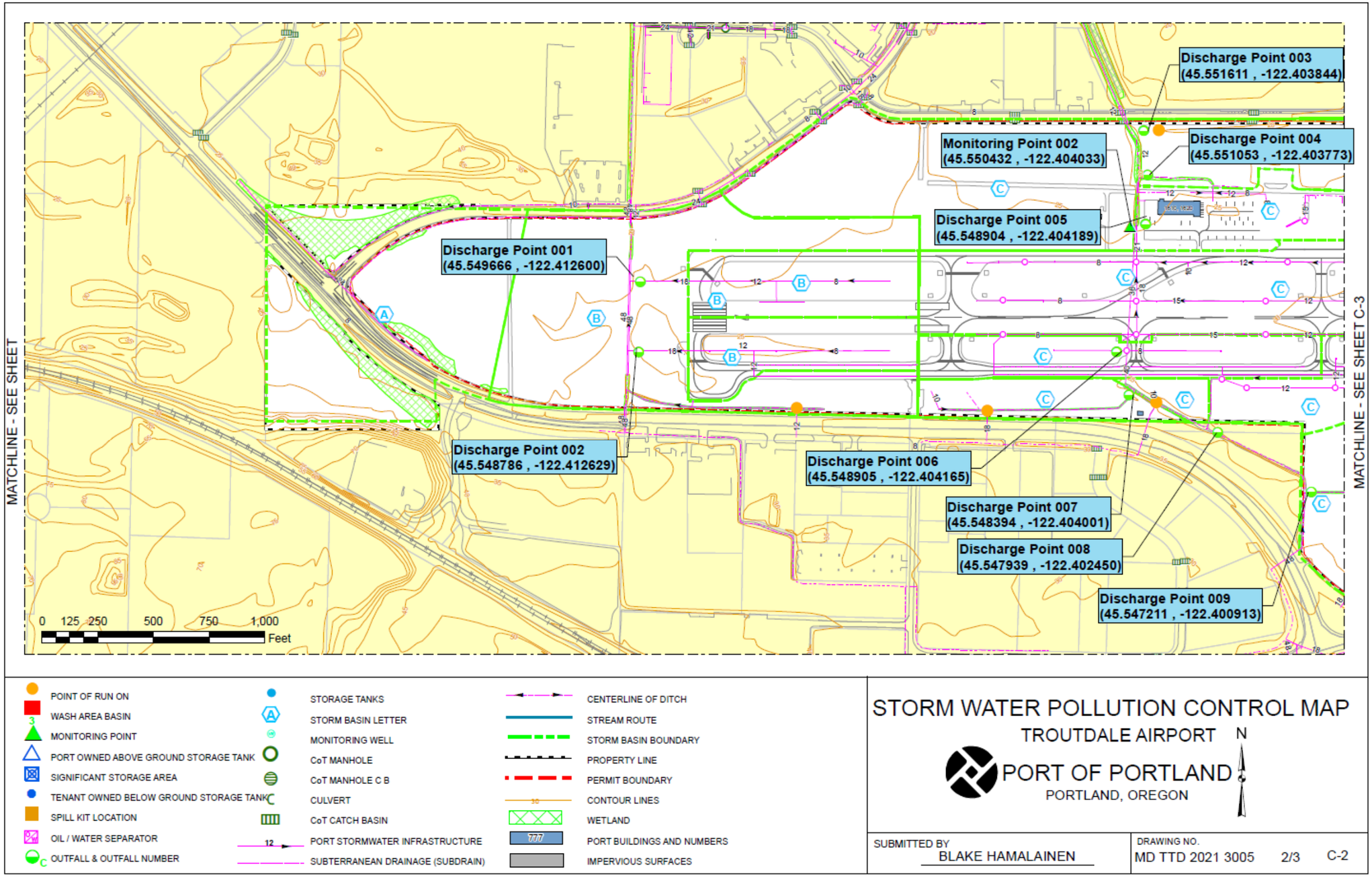
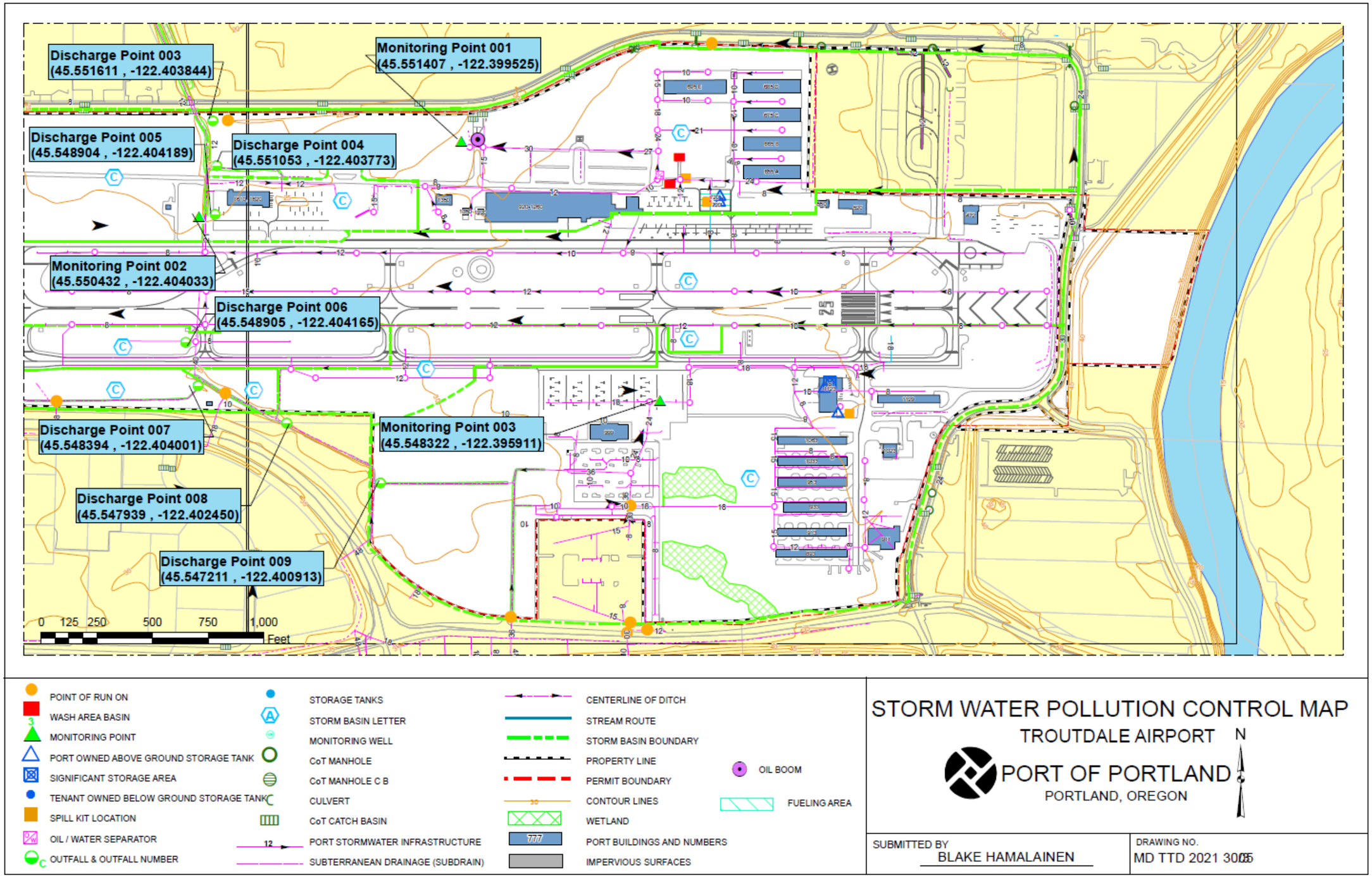


Figure 2: Site Features



Appendix A: 1200-Z Permit & Permit Assignment Letter

THE NPDES 1200-Z PERMIT HAS NOT BEEN ATTACHED TO THE SUBMITTAL FOR PAPER SAVING MEASURES.

THE PERMIT IS ON FILE. THE FACILITY SWPCP HAS THE PERMIT AVAILABLE.

Oregon
Kate Brown, Governor

Department of Environmental Quality
Northwest Region Portland Office/Water Quality
700 NE Multnomah Street, Suite 600
Portland, OR 97232
(503) 229-5263
FAX (503) 229-6957
TTY 711

May 17, 2021

VINCE GRANATO
PORT OF PORTLAND AND CO-PERMITTEES
PO BOX 3529
PORTLAND, OR 97208-3529

RE: Issuance NPDES Permit Number 1200-Z
File Number: 107008 EPA Number. : ORR800174
Facility: TROUTDALE AIRPORT, 1350 NW PERIMETER WAY, TROUTDALE, MULTNOMAH COUNTY
SIC Code(s): 4581, 4512, 4513, 4522

Dear Permit Registrant:

DEQ has reissued the 1200-Z, effective July 1, 2021. Attached is your revised monitoring requirements under the reissued permit, starting July 1, 2021. All monitoring waivers expire on July 1, 2021. Please review the information closely. If you identify any discrepancies in the tables, please contact me as soon as possible.

It is your responsibility to comply with the new permit conditions and monitoring requirements. DEQ will be transitioning to electronic Discharge Monitoring Reports during this permit cycle. As such, you will not receive the first page of the permit identifying your facility as registered under the renewed permit.

Please visit our industrial stormwater permits webpage to find a copy of the permit and associated documents. https://www.oregon.gov/deq/wq/wqpermits/Pages/Stormwater-Industrial.aspx

Respectfully,

Jenni Seven, WQ Permit Coordinator

Enclosure: Monitoring Requirements

Monitoring Requirements

You must monitor for the pollutants in the table below. If discharge to a Category 5: 303(d) listed receiving water for pH, total copper, total lead, total zinc and/or E. coli, the table below will not include statewide or sector-specific benchmarks for those pollutants. Exceedance of impairment monitoring may escalate to a water quality-based effluent limit during this permit cycle. Please read Schedule A.13 and Schedule C carefully. Tier 2 geometric mean evaluations are required annually. Please read Schedule A.12 carefully.

Georegion	Pollutant	Statewide Benchmark	Unit	Frequency
Willamette Valley	Total Copper	0.015	mg/L	Four times per year
Willamette Valley	Total Lead	0.11	mg/L	Four times per year
Willamette Valley	Total Zinc	0.14	mg/L	Four times per year
Willamette Valley	pH	5.5-9.0	s.u.	Four times per year
Willamette Valley	TSS	100	mg/L	Four times per year

Appendix B: Record of Revisions and Corrective Actions

Record of Revisions & Corrective Actions			
Date	**Revision or Review**	**Corrective Action?**	**Person Making Change**
February 2, 2015	Revision added Hillsboro Aero Academy deicing activities pg. 15	No	Danelle Peterson
January 30, 2016	Updated the; impervious surface and acreage calculations, the Plan Preparation and Availability section, the inspections and illicit discharge procedures and other small grammatical and minor administrative updates.	No	Danelle Peterson and Blake Hamalainen
August 30, 2017	UST #PTA-0029 moved to the south airfield MX facility	No	Blake Hamalainen
December 21, 2017	Added the following for the new permit requirements: points of run-on to the site map, changed the monitoring point names from C2, C4 C9, to 001, 002 and 003 respectively. explanation for each of the technology based effluent limitations, added more detail to the catch basin inspection schedule, reformatted the Table of Contents, general edits and formatting.	No	Danelle Peterson
April 9, 2019	Removed visual monitoring of ditch west and east of Coast Truck Center from inspection form	No	Blake Hamalainen

April 19, 2019	Administrative updates made to reflect the Oct. 2018 permit reissuance. Changed annual reporting to quarterly, added contact email, and changed the zinc benchmark back to 0.12mg/l.	Yes	
August 31, 2021	Updated to meet requirements of the 1200-Z Permit Reissuance	No	Blake Hamalainen
		Yes/No	
		Yes/No	
		Yes/No	
		Yes/No	

Appendix C: Stormwater Monthly Inspection Procedures and Forms

TROUTDALE AIRPORT MONTHLY INSPECTIONS

MONITORING POINT INSPECTION - Associated with Industrial Activities									
LOCATION	DESCRIPTION	WATER FLOW	WATER COLOR	WATER CLARITY	FLOATING SOLIDS	O&G SHEEN	ODOR	FOAM	COMMENTS/ FOLLOWUP
001 Basin C2 Time:	30" culvert west of Tower Road	NO FLOW TRICKLE LOW MEDIUM HIGH VERY HIGH	NO COLOR GREEN BROWN GRAY YELLOW ORANGE OTHER:	CLEAR CLOUDY TURBID	NONE LIGHT MEDIUM HEAVY	NONE VERY LIGHT LIGHT MEDIUM HEAVY	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	
002 Basin C4 Time:	21" culvert west of building 1610	NO FLOW TRICKLE LOW MEDIUM HIGH VERY HIGH	NO COLOR GREEN BROWN GRAY YELLOW ORANGE OTHER:	CLEAR CLOUDY TURBID	NONE LIGHT MEDIUM HEAVY	NONE VERY LIGHT LIGHT MEDIUM HEAVY	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	
003 Basin C9 Time:	MH972, located NE of Admin Building (999) in South Tie Down Area	NO FLOW TRICKLE LOW MEDIUM HIGH VERY HIGH	NO COLOR GREEN BROWN GRAY YELLOW ORANGE OTHER:	CLEAR CLOUDY TURBID	NONE LIGHT MEDIUM HEAVY	NONE VERY LIGHT LIGHT MEDIUM HEAVY	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	

DISCHARGE POINT INSPECTION - Closest Available Point for Inspection									
LOCATION	DESCRIPTION	WATER FLOW	WATER COLOR	WATER CLARITY	FLOATING SOLIDS	O&G SHEEN	ODOR	FOAM	COMMENTS/ FOLLOWUP
DP001/ DP002 Time:	Arata Creek, 1400 ft east-NE of Marine-Sundial	NO FLOW TRICKLE LOW MEDIUM HIGH VERY HIGH	NO COLOR GREEN BROWN GRAY YELLOW ORANGE OTHER:	CLEAR CLOUDY TURBID	NONE LIGHT MEDIUM HEAVY	NONE VERY LIGHT LIGHT MEDIUM HEAVY	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	
DP004 Time:	Ditch north of Hanger 1610 and airport access road	NO FLOW TRICKLE LOW MEDIUM HIGH VERY HIGH	NO COLOR GREEN BROWN GRAY YELLOW ORANGE OTHER:	CLEAR CLOUDY TURBID	NONE LIGHT MEDIUM HEAVY	NONE VERY LIGHT LIGHT MEDIUM HEAVY	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	
DP005/ DP006/ DP007/ DP008 Time:	Western Outfall Co-Located with MP004 (C4)	NO FLOW TRICKLE LOW MEDIUM HIGH VERY HIGH	NO COLOR GREEN BROWN GRAY YELLOW ORANGE OTHER:	CLEAR CLOUDY TURBID	NONE LIGHT MEDIUM HEAVY	NONE VERY LIGHT LIGHT MEDIUM HEAVY	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	

TROUTDALE AIRPORT MONTHLY INSPECTIONS

BOOM INSPECTIONS					
LOCATION	DESCRIPTION	GENERAL HOUSEKEEPING	EVIDENCE OF SPILLS	BOOM CONDITION	COMMENTS / FOLLOWUP
Basin C Booms	North of C4, south of Graham Road	GOOD NEEDS ATTENTION	NO YES (DESCRIBE IN COMMENTS)	NEW GOOD OKAY REPLACE	
	West of TTD entrance road, south of C2	GOOD NEEDS ATTENTION	NO YES (DESCRIBE IN COMMENTS)	NEW GOOD OKAY REPLACE	

AST INSPECTIONS								
TANK #	DESCRIPTION	LOCATION	EVIDENCE OF SPILLS	PUMP CONDITION	SPILL KIT	TANK INTEGRITY	2ND CONTAIN.	COMMENTS / FOLLOWUP
PTA-0029	500 gal. Double Walled Steel Diesel Tank	TTD Southern Maintenance Facility - South of MX Building 1123	NO YES (DESCRIBE IN COMMENTS)	GOOD NEEDS MAINT.	GOOD NEEDS MAINT. NONE	GOOD NEEDS MAINT.	GOOD NEEDS MAINT. NONE	

COMMENTS: _____

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TROUTDALE AIRPORT MONTHLY INSPECTIONS

CATCH BASIN INSPECTIONS								
LOCATION	CATCH BASIN NO. & LOCATION	CONDITION OF STRUCTURE	DEBRIS IN BASIN	CLEANING REQUIRED?	ODOR	SHEEN	EVIDENCE/ POTENTIAL FOR POLLUTIANTS ENTERING BASIN	COMMENTS / FOLLOWUP
NORTH TTD MAINTENACE FACILITY	**STSCB1346** SW Corner	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB1348 West/Ramp	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
NORTH TIE DOWN AREA	**STSCB1543** North End of Center Tie Cable	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB1350 NW Corner (Along Curb with Roadway)	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB1351 NW Corner (Along Grass)	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	

COMMENTS: _____

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TROUTDALE AIRPORT MONTHLY INSPECTIONS

CATCH BASIN INSPECTIONS								
LOCATION	CATCH BASIN NO. & LOCATION	CONDITION OF STRUCTURE	DEBRIS IN BASIN	CLEANING REQUIRED?	ODOR	SHEEN	EVIDENCE/ POTENTIAL FOR POLLUTIANTS ENTERING BASIN	COMMENTS / FOLLOWUP
Wash Pad	**Wash Pad Trench Drain**	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB 2129 NW Corner to OWS	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
Admin Building (South Tie Down)	**STSCB1457** East of Admin Building (Close to Gate)	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB1456 East of Admin Building (Close to Building)	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB1445 West of Admin Building (Close to Building)	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	
	STSCB1446 West of Admin Building (SW Corner)	GOOD NEEDS MAINT.	NONE LEAVES GRASS SILT SAND TRASH OTHER:	NO YES (DESCRIBE):	NONE MUSTY PETROLEUM OTHER:	NONE LIGHT MEDIUM HEAVY	NO YES (DESCRIBE):	

COMMENTS: _____

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TROUTDALE AIRPORT MONTHLY INSPECTIONS

INDUSTRIAL AREA INSPECTIONS							
AREA	DEBRIS OR TRASH PRESENT	ARE INDUSTRIAL MATERIALS STORED UNDER COVER?	EVIDENCE OF LEAKING DRUMS, VEHICLES, TANKS, OR OTHER EQUIPMENT?	EVIDENCE OF SPILLS?	ARE CONTAINERS LABELED?	ARE CONTAINERS IN SECONDARY CONTAINMENT	COMMENT/ FOLLOW UP
Northern TTD Maintenance Facility Building 1350	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	
Wash Pad Area	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	
Oil Water Separator (NW of Wash Pad)	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	
Southern TTD Maintenance Facility Building 1123	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	NO YES (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	N/A YES NO (DESCRIBE IN COMMENTS)	

WEATHER FOR PAST 24 HOURS (Circle all that apply): Cold Wet Rainy Dry Other:_____

INSPECTED BY (Print): _____ DATE: _____

COMMENTS: _____

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