

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Atlanta Airport Jet A Release - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: POLREP #1
Initial and Final POLREP
Atlanta Airport Jet A Release
Z400
Atlanta, GA
Latitude: 33.6400000 Longitude: -84.4400000

To: James Webster, USEPA R4 ERRPB
Jerry Campbell, GAEPD

From: Karen Buerki, On-Scene Coordinator

Date: 6/10/2016

Reporting Period: 04/22/2016 - 04/24/2016

1. Introduction

1.1 Background

Site Number:	Z400	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	PRP	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	4/22/2016	Start Date:	4/22/2016
Demob Date:	4/26/2016	Completion Date:	4/26/2016
CERCLIS ID:		RCRIS ID:	
ERNS No.:	1145917	State Notification:	04/22/2016
FPN#:	000000	Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

Fuel spill on the tarmac at Hartsfield Jackson Atlanta International Airport Terminal

1.1.2.1 Location

The spill occurred at 0530 on April 22 on the tarmac when a refueling truck struck a bollard and a valve was sheared off.

1.1.2.2 Description of Threat

The spill of Jet A fuel posed a threat of fire and explosion at the facility as well as a threat to the waters of the Flint River. There is also a drinking water intake on the Flint River. Downstream notifications were made by Georgia Emergency Management Agency (GEMA) and Georgia Environmental Protection Division (GAEPD) to Clayton County and the City of Atlanta.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Aircraft Service International Group (ASIG) initially reported that 50 gallons of Jet A fuel was spilled and flowed into the storm drain and oil/water separator (see NRC Report #1145917). At 1925 hours, GAEPD contacted the Duty Officer and advised that the RP had underestimated the size of the spill. The updated spill amount was estimated to be 4000 gallons. The spill impacted Sullivan Creek and the Flint River. NRC Report #114993 was submitted by the RP to update the spill amount.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

OSC Buerki was dispatched to the spill at 2015 to assess the situation and ensure proper response actions were taken.

2.1.2 Response Actions to Date

OSC Buerki arrived on-scene at 2045 and spoke to Chris Nix, General Manager. He reported that a contractor, Environmental Products & Services of Vermont, Inc., (EPS) had been hired and was on-scene during much of the day. Three boom sets had been deployed. There was boom placed at the storm water outlet on airport property, boom placed at the Forest Parkway overpass outside the airport property and boom placed at the Atlanta South Parkway overpass. Chris Nix gathered information necessary to obtain escort badges the next morning to gain access to the airport property. Jair Sweatman arrived at 2110 hours to guide OSC Buerki to the boom sets off the airport property. There was a strong kerosene odor present at the overpasses. No night operations were ongoing.

OSC Buerki returned the next morning. Dozens of minnows were observed dead in the Flint River at the Atlanta South Parkway location. EPS was recovering Jet A with a vacuum truck and sorbent pads and boom. A fourth boom set had been placed at Highway 85. The distance from the spill to the last boom set was reported to be 4.7 miles.

J. R. Campbell with GAEPD arrived on-scene. The Highway 85 boom set was observed and corrective action made to improve oil capture. The storm water outlet was observed. There did not appear to be any more free product discharging from the airport property. GAEPD committed to following up with ASIG after the first rainfall later in the week.

EPS was directed to use a leaf blower to free pooled oil from vegetation and rip rap. There was also oil staining visible on the exposed parts of the fractured rock riverbed. EPS was directed to use a submersible pump and river water to flush out the entrapped oil.

An SPCC inspection was performed during the response.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

ASIG is the operator of the mobile refueler that discharged the Jet A fuel.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
Petroleum Contact Water		11,200 Gallons			
Oily Debris					

2.2 Planning Section

No information available at this time.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

2.4.1 Narrative

No ERRS nor START contractors were used during this response. OSC Buerki was R1 so no hours were charged since the response occurred wholly after hours and during the weekend. No travel expenses were incurred.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

3.1 Unified Command

3.2 Cooperating Agencies

GAEPD

4. Personnel On Site

EPA -

OSC Karen Buerki

GAEPD -

J.R. Campbell

ASIG -

Chris Nix, General Manager

Kris Beardsley

EPS of Vermont, Inc. -

Chad Phillips

Guy Allard

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

POLREP #1 Last Updated 9/6/2016