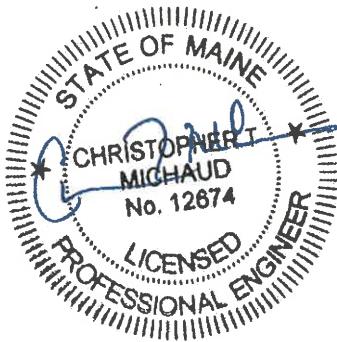


OIL SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN

UNDER
TITLE 40 CFR PART 112
FOR
FLIGHTLEVEL AVIATION

FACILITY
Brunswick Executive Airport
15 Terminal Road, Suite 100
Brunswick, Maine



OCTOBER 2020
JN: 13287.001



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- Appendix B Secondary Containment Calculations
- Appendix C Aid Agreements
- Appendix D Completed Monthly Facility Inspection Report and Checklist
 - Completed Spill/Leak Report Forms
 - Completed Spill Prevention Training Reports
 - Completed Annual Spill Prevention Briefing Reports
 - Completed Drainage Discharge Log
- Appendix E Applicability of Substantial Harm Criteria
- Appendix F Facility Installations and Implementation Schedule

PROFESSIONAL ENGINEER CERTIFICATION (112.3(d)(1))

I hereby certify that I have reviewed this Plan and the Plan satisfies the requirements of 40 CFR Part 112. By means of this certification I attest to the following:

1. That I am familiar with the requirements of 40 CFR Part 112;
2. That I, or my agent, has visited and examined the facility;
3. That the Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards, and with the requirements of 40 CFR Part 112;
4. That procedures for required inspections and testing have been established; and
5. That the Plan is adequate for the facility for which it has been prepared.

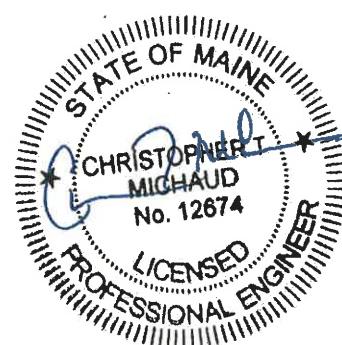
Engineer: Christopher T. Michaud, P.E.

Signature: G. T. Michaud

Registration Number: 12674

State: Maine

Date: October 26, 2020



MANAGEMENT APPROVAL

(112.7(d)(2))

FlightLevel Aviation (FLA or the facility) is committed to the prevention of discharges of oil to navigable waters and the environment and maintains the highest standards for spill prevention control and countermeasures through regular review, updating, and implementation of this Spill Prevention Control and Countermeasure Plan.

Authorized Signature: _____

Printed Name: Jim Nall

Title: General Manager

Date: _____

**SPILL PREVENTION CONTROL AND COUNTERMEASURE
COMPLIANCE INSPECTION PLAN REVIEW PAGE
(40 CFR 112.5(b))**

The facility will review and evaluate this SPCC Plan at least once every five years and document the completion of the review and evaluation (see **Table 1** below). As a result of this review and evaluation, the SPCC Plan will be amended to include more effective prevention and control technology if: 1) such technology will significantly reduce the likelihood of a spill event from the facility, and 2) if such technology has been field-proven at the time of review. Additionally, amendments to the SPCC Plan are required at any time when there is a change in facility design, construction, operation, or maintenance that materially affects the facility's potential for a discharge of oil into or upon the navigable waters of the United States or adjoining shorelines. Amendments to the SPCC Plan are required no later than six months from the date when changes are identified as a result of the review and evaluation or six months from the date any change at the facility has been made which affects the potential for a discharge of oil. Each amendment to the Plan shall be implemented no later than six months following the preparation of the amendment. Any technical amendments to the SPCC Plan shall be certified by a Professional Engineer in accordance with 40 CFR Part 112.3 (d).

TABLE 1 | PLAN REVIEW AND CERTIFICATION

DATE OF CHANGE/ REVIEW	PAGES AFFECTED	CHANGE	AMENDMENT REQUIRED? (Y/N)	SIGNATURE

SECTION 1 APPLICABILITY

Section 1.1 Facility Operations Description and General Facility Information (112.7(a)(3))

The FlightLevel Aviation (FLA) facility is located at the Brunswick Executive Airport (BXM) in Brunswick, Maine. The FLA facility consists of a general aviation fixed base operation (FBO) that provides hangar space and fueling services. AvGas 100LL (AvGas) and jet fuel (Jet A) are sold to aviation customers. This facility has heated hangars and outside parking and tie downs.

The facility is located 15 Terminal Road (43° 53' 55" N latitude and 69° 56' 02" W longitude) in Brunswick, Maine. To access the site from the intersection of U.S. Highway 1 and Maine State Road 24 (SR 24), travel south on SR 24. Follow SR 24 (Bath Road) east to Fitch Avenue. Turn south on Fitch Avenue and follow it as it turns to the southwest. Travel to Fitch Avenue and turn on to Terminal Road.

Facility drainage patterns and oil storage areas are depicted on the Site plan located in **Appendix A**.

The topography at this site is primarily impervious surfaces and relatively flat. Surface runoff drains to a series of storm drain inlets located throughout the ramp area. The airport storm drainage systems around the FBO building and fuel farm are two separate drainage systems.

Drainage Area No. 1 includes the ramp area to the southeast of the FBO. Surface water in this drainage area is collected in the storm drainage system that flows north to Pond 2. Pond 2 eventually discharges into an unnamed tributary of Androscoggin River.

Drainage Area No. 2 includes the fuel farm and mobile refuelers. Surface water in this drainage area is collected in the storm drainage system that flows southeast into Ponds A and B which then drains to Mare Brook.

Facility Owner/Operator

FlightLevel Aviation
15 Terminal Road, Suite 100
Brunswick, ME 04011
TEL: 207-406-2081

Section 1.2 General Applicability (112.1)

The facility has a total storage capacity in qualifying containers (55 gallons or greater) that exceed the 1,320-gallon threshold defined in 40 CFR Part 112.1 and therefore requires the preparation and implementation of an SPCC Plan that covers the storage of all oil containers 55 gallons or larger at the facility.

Section 1.3 Qualified Facility Applicability (112.3(g))

The facility does not meet the definition of a *Qualified Tier I or Tier II Facility* due to the storage of greater than 10,000 gallons of oil stored on-site. The facility is required to have this Plan certified by a Professional Engineer licensed in the State of Maine due to the capacity of oil storage on-site.

Section 1.4 Facility Response Plan Applicability

The facility has evaluated their ability to cause substantial harm to the environment utilizing the *Flowchart of Criteria for Substantial Harm and the Certification of the Applicability of Substantial Harm Criteria* as provided in Attachment C-I and Attachment C-II of Appendix C of 40 CFR 112. The flowchart and certification are located in **Appendix E** of this Plan.

SECTION 2 GENERAL SPCC REQUIREMENTS

Section 2.1 Facilities and Procedures to be Implemented 40 CFR 112

The description for any planned installations of facilities, procedures, methods, or equipment not yet fully operational is discussed in **Appendix F**.

Section 2.2 Conformance with 40 CFR 112 (112.7(a)(1))

FLA prepared this SPCC Plan in accordance with the requirements in the applicable sections of 40 CFR 112. The following sections detail how the facility conforms to these regulations.

This SPCC Plan follows the exact sequence in 40 CFR 112 and EPA inspection Checklists

Section 2.3 Deviations, Nonconformance, or Alternative Measures (112.7(a)(2))

The facility has not deviated from the requirements of the rule.

Section 2.4 Physical Facility Layout (112.7(a)(3))

Physical facility layout is described in **Section 1.1** and shown on the facility Site Plan in **Appendix A**.

Section 2.4.1 Oil Storage Containers (112.7(a)(3)(i))

The facility has aboveground storage tanks (ASTs) utilized for the storage of petroleum-based products with a combined shell capacity of approximately 30,000 gallons. In addition, FLA has three (3) mobile refuelers on-site. The following table is a complete list of all the tanks located at the facility.

TABLE 2-1
FLIGHTLEVEL AVIATION
BRUNSWICK, MAINE
OIL STORAGE INVENTORY, POTENTIAL SPILL SOURCES, VOLUMES, RATES, AND CONTROL

SOURCE ID	LOCATION	STORAGE DESCRIPTION	VOLUME (GAL.)	DIRECTION OF FLOW	SECONDARY CONTAINMENT VOLUME (GAL)/ DESCRIPTION
Bulk Storage Containers-Aboveground Storage Tank (AST)					
Tank 1 - Jet A	Fuel Farm	Horizontal Welded Steel Tank / Jet A	20,000	Southeast across concrete	Double Wall Tank
Tank 2 – AvGas	Fuel Farm	Horizontal Welded Steel Tank / AvGas	10,000	Southeast across concrete	Double Wall Tank
Portable Storage Tanks/Containers & Mobile Refuelers					
Drums	Flammables Storage Building	55-gallon drum - mixed fuel	2 X 55	Southeast across concrete	Adequate secondary containment integral to building construction
Mobile Refueler	Fuel Farm	Refueling Truck / Jet A	8,000	Southeast across concrete	Active Secondary Containment Measures
Mobile Refueler	Fuel Farm	Refueling Truck / Jet A	3,000	Southeast across concrete	Active Secondary Containment Measures
Mobile Refueler	Fuel Farm	Refueling Truck / AvGas	1,000	Southeast across concrete	Active Secondary Containment Measures

Section 2.4.2 Discharge Prevention Measures & Product Handling (112.7(a)(3)(ii))

Transfer to and from ASTs

All on-site storage tanks are filled as needed by delivery tanker trucks (bulk distributors). The petroleum oil transfer area is equipped with a loading and unloading spill pad that is used by the delivery trucks as well as the refueler trucks. The spill pad consists of impervious berms and floor and a discharge valve. The spill pad is sized to contain the most likely spill from loading/unloading operations until it can be cleaned up. Petroleum products shall not be loaded or unloaded outside of the truck loading/unloading pad. Spill response materials shall be located nearby and readily available in the event of a release.

The spill pad containment area is kept free of dirt and debris at all times. Used absorbent litter, pads, and booms are removed as soon as possible. It is imperative that the containment area concrete be kept clean and free of staining and spilled petroleum products, as this can contaminate rainwater which will then need to be disposed of by a waste hauler rather than inspected and discharged. Stained concrete is cleaned, and discolored soils are removed and disposed of properly. This will allow the visual observation of possible leakage in the future. Secondary containment areas shall be repaired as necessary including sealing cracks in concrete, repairing punctures, and maintaining containment walls.

Suppliers must meet the minimum requirements and regulations for tank truck loading/unloading established by the U.S. Department of Transportation.

It is the responsibility of the Emergency Coordinator to ensure that vendors understand the site layout and facility procedures for transferring product. The vendor shall carry, at all times, the necessary equipment to respond to a discharge from the vehicle or fuel delivery hose. A FLA representative shall be present during all loading and unloading operations.

It is the responsibility of the Emergency Coordinator to ensure that the following procedures are followed while filling bulk oil storage tanks. A sign detailing correct fueling procedures is posted at the loading and unloading area to ensure that outside contractors and vendors are aware of all loading and unloading procedures.

- ◊ Prior to fueling, visually check all hoses for leaks and wet spots.
- ◊ Ensure that the correct material is unloaded into the proper tank and that sufficient volume (ullage) is available in the tank.
- ◊ Confirm that drainage valves or pumps used to remove rainwater from the secondary containment dike are locked in a closed position.
- ◊ Ensure that the vehicle is secured appropriately with wheel chocks and/or parking brakes. A physical barrier system or warning signs are in place in loading/unloading areas to prevent vehicular departure before disconnection of flexible or fixed transfer lines.
- ◊ Verify proper alignment of valves and proper functioning of the pumping system.
- ◊ Establish adequate bonding/grounding prior to connecting to the fuel transfer point.
- ◊ The driver must remain with the vehicle at all times during the unloading process and continually monitor all systems, hoses, and connections.
- ◊ When loading, keep internal and external valves on the receiving tank open along with the pressure relief valves.

- ◆ When making a connection, shut off the vehicle engine. When transferring Class I materials, shut off the vehicle engine unless it is used to operate a pump.
- ◆ Maintain verbal or visual communication with FLA personnel monitoring the liquid level in receiving tank.
- ◆ Monitor flow meters to determine rate of flow.
- ◆ When topping off the tank, reduce flow rate to prevent overflow.
- ◆ After loading/unloading, make sure the transfer operation is complete.
- ◆ Close all tank and loading valves before disconnecting.
- ◆ Securely close all vehicle internal, external, and dome cover valves before disconnecting.
- ◆ Secure all hatches.
- ◆ Disconnect grounding/bonding wires.
- ◆ Make sure the hoses are drained to remove the remaining oil before moving them away from the connection. Use a drip pan.
- ◆ Cap the end of the hose and other connecting devices before moving them to prevent uncontrolled leakage.
- ◆ Hoses are to be hung vertically or placed in containment when not in use to prevent fuel remaining in hose from draining out after fueling.
- ◆ Prior to the departure of any tank truck, the lowermost drain and all outlets on such vehicles must be closely examined for leakage. If leakage is found; they must be tightened, adjusted, or replaced to prevent oil leakage while in transit.
- ◆ Remove wheel chocks and interlocks.

The above requirements also apply to all facility employees.

Aircraft Fueling

Mobile Refuelers containing AvGas and Jet A are used to fuel general aviation aircraft on the ramp. General secondary containment consists of operational procedures and active secondary containment measures that are utilized on the refuelers and in the ramp area to meet the secondary containment requirements of 40 CFR 112.7(c). These measures include spill kits, absorbent booms, drain covers, and other emergency materials.

If fuel is spilled onto the aircraft ramp during the fueling operation, absorbent booms or dikes shall immediately be placed around the storm drain yard inlets and shall be left there until all clean-up activities have been completed or until directed to be removed by the airport representatives, firemen, or other regulatory representatives.

All personnel fueling aircraft shall be familiar with correct fueling procedures and with emergency response procedures contained in this plan.

Spill control supplies are readily available in the case of a spill. Active secondary containment is provided with sufficient capacity to contain the magnitude of the most probable discharge. Should a spill occur, the source of the spill will be immediately isolated and appropriate notifications will be made.

Section 2.4.3 Discharge and Drainage Controls (112.7(a)(3)(iii))

The facility has provided adequate discharge and drainage controls through the implementation of this Plan. The facility Site Plan (**Appendix A**) shows the direction of flow for each area and the drainage system (valves, culverts, berms, etc.) at the facility.

If the water accumulated within the fueling pad containment area contains visual evidence of petroleum products, the responsible official will determine whether the petroleum products are to be removed with sorbent materials, or if the water will be collected and removed by a licensed oil spill clean-up contractor.

Section 2.4.4 Countermeasures for Discharge (112.7(a)(3)(iv))

The facility has provided adequate means for the discovery, response, and clean-up of oil discharges through the implementation of its personnel training session and strategic placement of emergency spill response equipment. All facility petroleum storage is located in areas visible during periods of normal operation at the facility. Any visible evidence of leaks or discharge would be responded to immediately. Facility personnel are trained on the facility's emergency response procedures contained within this Plan.

The person-in-charge of the facility shall take the following immediate actions.

1. Identify the source of discharge as to type of product, grade, and probability of local containment.
2. Make a preliminary assessment of the spill by the following criteria.

Minor Spills - These are spills that can be contained by facility personnel without aid from other units or outside parties utilizing manpower and equipment locally available. Minor spills are typically localized to the area of the container and not likely to reach a navigable water. All bulk storage containers at the facility will utilize secondary containment which will provide sufficient protection in preventing a spill from reaching navigable waters. After secondary containment structures are in place, it is likely that any spill that occurs at the facility would be considered a Minor Spill.

Major Spills - These are spills which escape beyond the local area or exceed the control capacity of facility personnel, thereby requiring the assistance of outside contractors specializing in oil spill clean-up, the local fire department, or a local cooperative oil spill organization. These spills possess the possibility of affecting large water areas, shorelines, beaches, or other properties.

In the event of a major discharge, the following General guidelines apply:

- ◆ In case of Fire or Extreme Hazard to health, the person discovering the spill must immediately call 911 or ask another employee to call. That person should be prepared to describe conditions so that appropriate assistance can be dispatched.
- ◆ If conditions are hazardous, employees must be directed away from the spill.
- ◆ The person discovering any release must immediately notify the Emergency Coordinator or Alternate.
- ◆ If it is safe to do so, the source of the flow should be stopped.
- ◆ The Emergency Coordinator or Alternate should assess the spill, direct the

response, and determine which support agencies or contractors (see contact list **Table 2-2**) should be called to help with response.

- ◆ The Emergency Coordinator or Alternate must determine if the release is reportable using the criteria in **Section 2.5**.

Site specific procedures for major discharges at this site are as follow:

Contain the discharged product at the closest capture point using spill response materials. If the Emergency Coordinator determines that FLA personnel are not able to contain the discharge, contact the Emergency Response Contractor and the Environmental Consultant immediately (see contact list on Page 29).

Capture point for a discharge from the bulk storage Jet A and AvGas tanks and mobile refueler parking are:

- ◆ Storm drain inlet located southeast of the tanks.
- ◆ Detention Pond A.

Capture point for the ramp areas are:

- ◆ The closest storm drain inlet on the ramp area.
- ◆ The storm drain inlet to the east of Hangar 6.
- ◆ Detention Pond 2.

Minor discharges can usually be cleaned up by FLA personnel. The following general guidelines apply:

- ◆ Immediately notify the Emergency Coordinator or Alternate.
- ◆ Under the direction of the Emergency Coordinator or Alternate, contain the discharge with discharge response materials and equipment. Place discharge debris in properly labeled waste containers.
- ◆ The Emergency Coordinator or Alternate will complete the Discharge Notification Form in Appendix A and place a copy in Appendix E.5 of this SPCC Plan.

Site specific procedures for minor discharges at this site are as follow:

Contain the discharged product using spill response materials. All recovered material and spill response supplies must be disposed of according to all local, state, and federal regulations.

Section 2.4.5 Disposal Methods (112.7(a)(3)(v))

The facility would most likely rely upon a contracted oil spill removal agency to remove and dispose of the product in the case of a major spill. All disposal of oily debris will be approved by the Maine Department of Environmental Protection (MDEP).

If a major release occurs at the site, a clean-up contractor shall be contacted immediately to manage the release, as necessary. All impacted material requiring removal shall be removed

and disposed by the response contractor. Information for potential contractors is located in the facility Emergency Contact List in **Table 2-2**.

Section 2.4.6 Emergency Contact List (112.7(a)(3)(vi))

A list is provided on **Table 2-2** of emergency contacts and phone numbers.

In general, the General Manager will make the notifications below. However, in the event that no one on the list in **Table 2-2** can be reached, the ranking employee will make the appropriate external notifications.

TABLE 2-2
EMERGENCY CONTACTS

EMERGENCY	ORGANIZATION/AGENCY	EMERGENCY NO.
Injury	Ambulance	911
	Maine Coast Memorial Hospital	1-207-664-5311
	Poison Control	1-800-222-1222
Fire	Fire Department	911
Police	Police	911
	County Sheriff	1-207-693-3369
Oil Spill (Agency Contacts)	National Response Center	1-800-424-8802
	U.S. EPA Region 1	1-617-918-1111 or 1-888-372-7341
	Maine DEP (Oil Reporting)	1-800-482-0777
	State Emergency Response Comm.	1-800-452-8735
	Jim Nall General Manager	Cell: 1-863-661-4297 Work 1-207-406-2081
Oil Spill (Facility)	Zach Meggison Maintenance Coordinator	Work: 1-207-406-2081
	Clean Harbors Offices across the east coast. Next nearest office - South Portland, Maine	1-800-523-9247 24-hour contact: 1-800-OIL-TANK
Oil Spill (Clean-up Contractors)	Boom Technology, Inc. 45 Newell St Gorham, Maine 04038	24-hour: 1-207-233-6993 Office: 1-207-887-7111

Section 2.5 Spill Reporting (112.7(a)(4))

The following notification procedures should be used when an accidental discharge of oil has been identified at the facility.

In case of any oil spill, immediately notify the following person-in-charge:

Jim Nall, General Manager
Cell: (863) 661-4297
Work: (207) 406-2081

If the person-in-charge is unavailable, notification should be made to at least one of the facility contacts listed in **Section 2.4.6** and **Table 2-2**.

In accordance with 40 CFR Part 110, the person in charge of a vessel or of an on-shore or off-shore facility shall, as soon as he or she has knowledge of any discharge of oil that either violate applicable water quality standards or cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines, immediately notify the National Response Center (NRC).

In accordance with Maine Law 38 M.R.S.A. § 543 and § 550, any discharge of oil into or upon any coastal waters, estuaries, tidal flats, beaches, and lands adjoining the seacoast of the State, or into or upon any lake, pond, river, stream, sewer, surface water drainage, groundwater, or other waters of the State or any public or private water supply or onto lands adjacent to, on, or over such waters of the State may be reported within two hours to avoid fines and civil penalties and promptly removed. Reports must be made to the Maine Department of Public Safety (which will notify MDEP). Refer to **Table 2-2** for a list of emergency contacts and phone numbers.

A blank form that should be used to report and record spills can be found at the end of this section. For each such spill event, a record will be maintained in **Appendix D** of this SPCC Plan. The form enables a person reporting a discharge to relate information on the following:

1. Facility location and phone number;
2. Date and time of discharge;
3. Type of material discharged;
4. Estimate of total quantity discharged;
5. Estimate of quantity discharge to navigable waters or adjoining shorelines in accordance with 40 CFR Part 110;
6. The source of the discharge;
7. A description of all affected media;
8. The cause of the discharge;
9. Actions being used to stop, remove, and mitigate the effects of the discharge;
10. Whether an evacuation may be needed; and
11. The names of individuals and/or organizations who have also been contacted.

If this facility has discharged more than 1,000 U.S. gallons of oil in a single discharge or discharged more than 42 U.S. gallons of oil in each of two discharges occurring within any 12-month period, the facility must submit to the Regional Administrator within 60 days of the occurrence of such a discharge, the information prescribed in 40 CFR 112.4(a). Non-compliance with this requirement can result in a civil penalty of up to \$5,000/day.

Section 2.6 Plan Organization/Emergency Response (112.7(a)(5))

The applicable response, reporting, and disposal procedures are covered in **Section 2.4** of this Plan in the case of a discharge.

SPILL NOTIFICATION FORM

Part A: Basic Spill Data					
Date / Time:	Spill Date/Time:	Discovery Date/Time:			
Reporting Individual:	Name:	Phone: Email:			
Location of Spill:					
Source of Discharge:					
Product:	<input type="checkbox"/> AvGas	<input type="checkbox"/> Jet A	<input type="checkbox"/> Diesel	<input type="checkbox"/> #2 fuel oil	<input type="checkbox"/> Gasoline
	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Unknown: _____			
Quantity:	Released:	Recovered:			
Environmental Conditions:	Wind Direction:	Weather:			
	Wind Speed (approx.):				
Environmental Receptor(s):	<input type="checkbox"/> Water	<input type="checkbox"/> Land	If water, indicate water body: _____		
	<input type="checkbox"/> Other: _____				
Describe circumstances (cause(s)) of the release:					
Remedial Actions:					
Disposal of recovered material:					
Corrective Actions :					
Safety Issues:	<input type="checkbox"/> Injuries	<input type="checkbox"/> Fatalities	<input type="checkbox"/> Evacuation	<input type="checkbox"/> Other	
	Describe: _____				
Part B: Notification Checklist					
Spill Type:	Notification Date and Time	Name of Person that Received Call			
Any amount of petroleum product:					
Maine Department of Environmental Protection 1-800-482-0777:					
Spill reaches groundwater or surface water:					
Maine Department of Environmental Protection 1-800-482-0777:					
National Response Center 1-800-424-8802					

SECTION 3

CONTAINMENT AND DISCHARGE PREDICTIONS

Section 3.1 Spill Prediction and Direction (112.7(b))

In accordance with 40 CFR 112.7(b), it is reasonably possible that a spill event could occur as a result of a failure of one or more of the following systems: oil storage equipment; equipment components; or personnel actions. Surface spill flow directions are illustrated on the facility's SPCC Site Plan. Potential spill sources are presented in **Table 3-1** below.

TABLE 3-1
POTENTIAL SPILL SCENARIOS

SOURCE	TYPE OF FAILURE	TOTAL QUANTITY	RATE OF FLOW	CONTAINMENT / DIRECTION OF FLOW
Aboveground/Portable Storage Tanks				
Storage Tank	Human Error (Tank overfill)	400 gallons	400 gpm	Double Wall Tanks, Spill Kits, High Level Alarm & Shutoff, Detention Ponds
Storage Tank	Rupture	20,000 gallons Worst Case Discharge	Instantaneous	Double Wall Tanks, Spill Response Procedures, Spill Kits, Detention Ponds
Storage Tank	Leakage	Varies	<1 gpm	Double Wall Tanks, Spill Response Procedures, Spill Kits, Detention Ponds
Piping	Rupture	400 gallons	400 gpm	Double Wall Tanks, Spill Kits, High Level Alarm & Shutoff, Detention Ponds
Oil Transfer Operations				
Routine Fuel Transfer	Human Error	15 gallons	15 gpm	Active Secondary Containment South; East
Mobile Refueler	Tank Rupture	8,000 gallons	8,000 gpm	Active Secondary Containment South; East
Hose Failure	Rupture	300 gallons	300 gpm	Active Secondary Containment radially on floor
Valve or Hose	Leakage	15 gallons	15 gpm	Active Secondary Containment South; East

Table 3-1 summarizes the most likely sources, volumes, rates, and directions of discharges from various locations throughout the site. This information is based on sound engineering judgment and represents the best estimate of how a discharge will occur and the end result of that discharge. The risk assessment chart information will be used throughout the Plan as the rationale behind decisions concerning containment volumes, equivalent environmental protection measures, and passive versus active containment. The potential of a spill to reach navigable water is extremely unlikely.

Section 3.2 Containment (112.7(c))

The facility is designed with containment structures for product storage, transfer, and handling areas where practicable. The structures and systems are designed to contain released product from traveling beyond the property line and towards the navigable water. The facility provides/will provide sufficient secondary containment for its ASTs, portable/mobile containers, and transfer and off-load areas.

Aboveground Storage Tanks

All ASTs are provided with secondary containment capacity for at least 100 percent of the capacity of the largest tank within the containment structure and sufficient volume for precipitation, if necessary. A detailed description of each tank and containment area is provided in **Table 2-1** of this Plan.

Two (2) operational storage tanks are double wall construction (a tank within a tank). The outer tank provides for 100% containment of the capacity of the inner tank; thus, additional secondary containment for the tanks is not required.

Mobile Refuelers

Three (3) mobile refuelers are stored in the tank farm area. The refuelers are loaded from the stationary tanks on a spill pad that provides approximately 250 gallons of storage capacity. The refuelers are used to fuel aircraft on the ramp and are parked overnight at the fuel farm. Each refueler is equipped with an appropriately sized spill kit including portable absorbent booms or dikes. All FLA personnel are trained in the proper procedures for fueling to prevent leaks and spills.

General secondary containment includes active secondary containment measures consisting of spill kits, absorbent booms, and other emergency materials which are strategically located in the fuel storage tank area and the ramp area. These materials are ready for deployment at all times. Other general secondary containment measures at this site include an underground storm drain system.

Portable Containers

Two (2) 55-gallon drums of waste fuel are stored in the flammable's storage building. These drums are used to store a mixture of jet fuel and Avgas. The storage building has secondary containment and is sufficient to contain in excess of 100% on each drum's capacity.

Product Transfer

Aboveground pipes are used to transfer petroleum from storage tanks to the loading/unloading area. Pipes are placed on appropriate supports designed to minimize corrosion and stress. Pipes are located within an enclosed cabinet on the tank pumping skid.

Twenty-four hours after each rainfall event, the spill pad containment area must be visually inspected for the presence of residual oil (floating oil or an oil sheen). If oil or oil sheen is observed on the water, it must be completely removed prior to discharge of the water through the discharge valve. A record of water removed from the containment area will be entered on the Containment Dike Drainage Log (see **Appendix D**). All rainwater must be removed from the spill pad containment area within 72-hours of accumulation.

A “dead man” type pump switch is utilized during aircraft fueling. Such pump switches help with the prevention of human error related to overfill during a fuel transfer. The “dead man” switch is a spring activated handle that must be depressed at all times to keep the pumps operating. This device will not be altered or modified in any manner or at any time to prevent its designed purpose (the control will not be “tied off” at any time).

Section 3.3 Impracticability of Containment (112.7(d))

The facility does not have any areas where secondary containment is determined to be impracticable. All ASTs are be provided with secondary containment to provide sufficient volume for at least 100 percent of the capacity of the largest tank and sufficient precipitation freeboard.

SECTION 4 INSPECTION, TESTS, AND RECORDS

Section 4.1 Tank Inspections (112.7(e))

All ASTs at the facility are observed by the facility personnel during operating hours. Additionally, the Owner and/or Operator conduct formal visual inspections of all ASTs in accordance with the Steel Tank Institute (STI), *Standard for Inspection of Aboveground Storage Tanks*, SP001-6th Edition, a nationally recognized standard. The frequency of the visual inspections is specified in the standard and occurs on a daily, monthly, and annual basis. All visual inspections are documented using the existing facility inspection forms. The forms include inspection items consistent with the requirements of the SP001 standard. Completed inspection forms are maintained in the facility office.

Visual Inspections Performed by Owner or Operator

Visual inspections of all tanks, piping, appurtenances, containment areas, pumps, valves, and connections are conducted at the facility on a regular basis. These inspections are conducted by company personnel familiar with the function and operation of these items. The following section identifies each inspection requirement and procedure.

1. Daily Inspections

These inspections consist of a "walk-around" of the pertinent equipment at the petroleum storage areas. Employees conducting these inspections should be aware of any damage or leakage from pipes, fittings, and connection points. Stained or discolored concrete and/or soils are common indicators of piping or tank leakages. Employees should verify that all containment drainage valves are closed and locked.

2. Monthly Inspections

The monthly inspections of the petroleum storage areas will consist of a methodical review of all tanks, containers, piping, pumps, connections, containment areas, etc., associated with the storage of petroleum oil products at the facility. This review focuses on a thorough visual inspection of hardware items for corrosion, leakage, damage, or failure. Specifically, check valves are observed for leakage at the fill points. Soils or concrete should be checked beneath the fill points for discoloration and staining. Spill kits are checked for proper response materials, both in quantity and application. The Monthly Visual Inspection Log must be completed noting any problems observed and any necessary corrective action identified. The completed form showing completed corrective actions is filed under normal business practices or stored in **Appendix D** of this plan). The monthly inspection also includes monitoring the interstitial space (area between the two walls) for evidence of leaks from the inner tank.

3. Annual Inspection

This Plan follows the recommendations of the STI SP001 Standard for Integrity Testing. This standard identifies an annual inspection to be performed to identify the overall external condition of the ASTs and the containment structure. This review is more of a general verification of the overall system but also looks at the components of the operational system and the tank, tank supports, and piping integrity.

The Annual Visual Inspection Log must be completed and filed in the appropriate location according to Section IX (Records).

Certified Inspections Performed by Qualified Tank Inspector

All tanks deteriorate at a relatively constant rate, depending on the environment in which they are used. Any tank that has been damaged, pressurized, or involved in an incident which may have reduced the structural capacity will be tested immediately following the incident. Periodic inspections and testing intervals for this site are identified in **Table 4-1** and are established based on corrosion rates of the tank, environmental conditions, product stored, and other common factors contributing to tank deterioration.

Testing of the tank will be done using a non-destructive method as identified in STI Standard SP001. Examples of acceptable tests include ultrasonic testing, radiographic testing, hydrostatic testing, or acoustic emissions testing. Each of these methods can be used to determine the structural state of the tank. The shell thickness of new tanks is identified in the manufacturer's data sheets. The baseline condition of a tank would need to be determined whenever the tank is installed, modified, undergoes a change in service, or is repaired. Refer to **Table 4-1** for site specific tank testing intervals. Tank Integrity Reports are maintained on-site.

Inspection Summary

Tanks and tank pipelines at the facility are observed by facility personnel during operating hours. Formal inspections (visual) are conducted monthly to examine the exterior of all oil storage containers. A more in-depth visual inspection is performed on an annual basis utilizing the inspection criteria specified in STI SP001. These inspections are documented using the inspection forms which can be found at the end of this section.

A Formal External Inspection must be performed on the 10,000-gallon AvGas tank and the 20,000-gallon Jet A tank at 20-year intervals.

Completed inspection forms are maintained on-site under normal business practices or are stored in **Appendix D** of this Plan for a minimum of three (3) years.

TABLE 4-1
INSPECTION SCHEDULE

EQUIPMENT	INSPECTION PERIOD*	TYPE OF INSPECTION	INSPECTION PERSONNEL
All Aboveground & Portable Storage Tanks	Daily, Monthly	Visual	Operating Personnel
All Aboveground Storage Tanks	Annual	Visual	Operating Personnel
Tank 1- Jet A 20,000-Gallon	20-Years	Formal External	Certified STI Inspector
Tank 2- AvGas 10,000-Gallon	20-Years	Formal External	Certified STI Inspector
Tank Liquid Level Sensors/Alarms	Monthly	Visual	Operating Personnel
Secondary Containment Structure	Monthly	Visual	Operating Personnel

Section 4.2 Training (112.7(f)(1))

At the time of hire, all new employees are required to be trained in accordance with facility training requirements. All new hires involved in operation and maintenance of oil storage areas are required to review and become familiar with the facilities SPCC Plan. All employees employed at the facility are trained in accordance with the scope and activity that they are to perform. Records documenting initial training are maintained at the facility for a period of no less than three (3) years.

Section 4.3 Designated Person Accountable for Spill Prevention (112.7(f)(2))

Mr. Jim Nall, General Manager, is the designated person accountable for spill prevention at the facility.

Section 4.4 Spill Prevention Briefings (112.7(f)(3))

The facility conducts annual spill prevention meetings for those personnel who are involved in oil handling at the facility. This training is documented and maintained on-site under the control of the General Manager.

The spill prevention briefing ensures that workers have an adequate understanding of the specific SPCC Plan for the facility. These briefings should highlight and describe known discharges or failures, malfunctioning components, and any recently developed precautionary measures. Additionally, all employees communicate on a daily basis and therefore any recent developments pertaining to the SPCC Plan, spill events, and/or malfunctions would be addressed on a daily basis. Records documenting annual Spill Prevention Briefings are maintained at the facility for a period of no less than three (3) years.

ANNUAL SPILL PREVENTION BRIEFING

Note: New employees shall receive initial training in the contents and implementation of this SPCC plan upon start of their employment. All employees that handle oil shall participate in the Annual Spill Prevention Briefing and familiar with the contents of this SPCC plan.

Reports to be filed in Appendix D

SECTION 5 SECURITY (112.7(g))

Section 5.1 Access to Handling, Processing, or Storage

The bulk storage area containing the fuel storage tanks is located within the aircraft operations area which is fenced with a lockable gate. Any unknown individuals entering the secured area during operating hours shall be met as soon as possible and questioned concerning their presence at the site. Unauthorized persons shall be turned over to airport security.

Section 5.2 Secure Flow Valves and Starter Controls

When the facility is unattended by FLA personnel, the electrical controls for all pumps including those used for removal of precipitation from the secondary containment area must be locked in the off position or located within a lockable area that is only accessible to authorized personnel.

Keys to all locked valves and controls are kept in the facility office.

Loading/unloading connections of oil pipelines or facility piping must be securely capped or blank-flanged when not in service or when in standby service for an extended period of time.

Section 5.3 Pipeline Loading/Unloading Connection Securely Capped

All filler pipes are securely capped after any product is transferred to or from a tank.

Section 5.4 Lighting

Lighting is positioned at the facility to illuminate the outside fueling areas and provide adequate lighting to prevent acts of vandalism and assist in the discovery of oil discharges.

SECTION 6

LOADING/UNLOADING RACK OPERATIONS

Loading/unloading rack is defined as a fixed structure (such as a platform, gangway) necessary for loading or unloading a tank truck or tank car, which is located at a facility subject to the requirements of 40 CFR 112.8(c). A loading/unloading rack includes a loading or unloading arm and may include any combination of the following: piping assemblages, valves, pumps, shut-off devices, overfill sensors, or personnel safety devices. Based on this definition, this section is not applicable to this facility.

Section 6.1 Secondary Containment for Vehicles (112.7(h)(1))

The facility does not operate a loading/unloading rack and this section is not applicable.

Section 6.2 Warning or Barrier System for Vehicles (112.7(h)(2))

The facility does not operate a loading/unloading rack and this section is not applicable.

Section 6.3 Lowermost Drainage Inspection Outlets (112.7(h)(3))

The facility does not operate a loading/unloading rack and this section is not applicable.

SECTION 7

BRITTLE FRACTURE EVALUATION

Section 7.1 Brittle Fracture Evaluations (112.7(i))

The facility does not maintain any field constructed tanks on-site.

SECTION 8
STATE RULES, REGULATIONS, AND GUIDELINES

Section 8.1 Conformance with Applicable State Rules and Regulations (112.7(j))

Applicable?	Maine Law Citation
<input checked="" type="checkbox"/>	Maine Fire Marshal's Chapter 34 Rule, all spills from registered containers must be reported to the MDEP within two hours.
<input checked="" type="checkbox"/>	Maine Law 38 M.R.S.A. § 543, any discharge of oil into or upon any coastal waters, estuaries, tidal flats, beaches and lands adjoining the seacoast of the State, or into or upon any lake, pond, river, stream, sewer, surface water drainage, ground water, or other waters of the State or any public or private water supply or onto lands adjacent to, on, or over such waters of the State is prohibited.
<input checked="" type="checkbox"/>	Maine Law 38 M.R.S.A § 550 a spill may be reported within two hours to avoid fines and civil penalties and promptly removed. Reports must be made to the Maine Department of Public Safety (which will notify MDEP). Refer to Table 2-2 for a list of emergency contacts and phone numbers.
<input type="checkbox"/>	Maine Law 38 M.R.S.A. § 563 all motor fuel AST facilities with underground piping must register the facility with MDEP. Facilities must submit annual inspection reports of the piping and retrofit piping as necessary to meet MDEP's current standards for piping leak detection.
<input type="checkbox"/>	Maine Law 38 M.R.S.A. § 570-K, all underground piping associated with aboveground storage tanks must be of cathodically protected steel, fiberglass, or other noncorrosive material approved by the MDEP.

SECTION 9

QUALIFIED OIL FILLED OPERATIONAL EQUIPMENT

Section 9.1 Qualified Oil-Filled Operational Equipment (112.7(k)(1))

There is no equipment operated at the FLA facility that meets the definition of Oil-Filled Operational Equipment.

Section 9.2 Oil-Filled Equipment Inspection and Monitoring (112.7(k)(2))

There is no equipment operated at the FLA facility that meets the definition of Oil Filled Operational Equipment.

SECTION 10 FACILITY DRAINAGE

Section 10.1 Drainage from Diked Storage Areas (112.8(b)(1))

Prior to draining any secondary containment structure, the drainage must be inspected for a visible sheen or any other evidence of oil contamination. For each drainage event, a drainage discharge report must be filled out and filed in **Appendix D**. Refer to **Page 10-2** for a copy of a blank *Drainage Discharge Report Form*. **Section 11.3** describes drainage procedures to be utilized at this facility.

Section 10.2 Valves Used on Diked Area Storage (112.8(b)(2))

There are currently no diked storage areas equipped with valves on-site.

Section 10.3 Drainage Systems from Undiked Areas (112.8(b)(3))

Oil storage tanks are located such that they can be provided with sufficient secondary containment to prevent a discharge from reaching navigable waters. All tanks will be provided with adequate secondary containment.

The fuel transfer areas at the facility will be equipped with active secondary containment measures of sufficient capacity to contain the magnitude most likely discharged as described in 40 CFR 112.7(c). Tank trucks which deliver to the site are equipped with spill supplies including sorbent pads and portable booms. Any release would be contained and cleaned up using those supplies.

Section 10.4 Final Discharge of Drainage (112.8(b)(4))

All oil storage areas, and other areas where there is a potential for a discharge, have/will have adequate secondary containment and/or diversionary systems, as discussed above, that would retain oil at the facility in the event of an uncontrolled discharge.

Section 10.5 Facility Drainage Systems and Equipment (112.8(b)(5))

Drainage waters are not treated at this facility. All secondary containment drains will be equipped with valves that are normally closed which provides protection to prevent an accidental discharge from reaching navigable water in the event of equipment failure or human error.



DRAINAGE DISCHARGE REPORT FORM

Reports to be filed in Appendix D

SECTION 11

BULK STORAGE CONTAINERS

Section 11.1 Tank Compatibility with its Contents (112.8(c)(1))

All storage tanks and equipment containing oil are constructed such that they are compatible with the contents they hold.

Section 11.2 Secondary Containment Construction (112.8(c)(2))

All bulk storage tanks at the facility will have a containment structure sufficiently impervious and capable of containing greater than 100% of the capacity of the largest tank and where applicable sufficient freeboard is provided for precipitation. All secondary containment structures are described in **Table 2-1** and **Section 3.2**.

The calculation of secondary containment volume for each tank is provided in **Appendix B** of this Plan.

Section 11.3 Diked Area, Inspection and Drainage of Rainwater (112.8(c)(3))

Once sufficient secondary containment structures are constructed at the Site, all drainage discharge points under normal operations will be sealed and closed. Prior to any discharge, the contents will be inspected for a visible surface sheen or any other presence of oil contamination. Provided no contamination is present, the drain plug will be released, and the discharge will be supervised by a responsible official. Drainage records will be kept by completing the *Drainage Discharge Report Form* (see **Section 10** of this Plan) and filing the completed form in **Appendix D** of this Plan.

Section 11.4 Corrosion of Buried Metallic Storage Tanks (112.8(c)(4))

This section is not applicable because there are no buried metallic storage tanks at this facility.

Section 11.5 Corrosion Protection of Partially Buried or Bunkered Metallic Tanks (112.8(c)(5))

This section is not applicable because there are no partially buried or bunkered metallic storage tanks at this facility.

Section 11.6 Bulk Storage Container Integrity Testing (112.8(c)(6))

The schedule, type, and items included in each inspection are discussed in **Section 4**.

Section 11.7 Control of Leakage through Internal Heating Coils (112.8(c)(7))

There are no internal heating coils at this facility.

Section 11.8 Tank Installation Fail-Safe Engineered (112.8(c)(8))

Each container installation must be engineered or updated in accordance with good engineering practices to avoid discharges. One of the following devices must be provided:

1. High liquid level alarms with an audible or visual signal at a constantly manned operation or surveillance station (in smaller facilities an audible air vent may suffice).
2. High liquid level pump cutoff devices set to stop flow at a predetermined container level.

3. Direct audible or code signal communication between the container gauger and the pumping station.
4. A fast response system for determining the liquid level of each bulk storage tank such as digital computers, telepulse, or direct vision gauges. If this option is utilized, a person must be present to monitor the gauges and the overall filling of bulk storage container.
5. Liquid level sensing devices must be regularly tested and inspected to ensure proper operation.

All ASTs and portable storage tanks (PSTs) at this facility are equipped with one of the devices listed above. The contents of these containers are visually determined.

Personnel are on hand to monitor any loading or unloading operations. Inspections are conducted monthly in accordance with the *Facility Inspection Report*, found in **Section 4**. Proper operation of gauges is included as part of these inspections.

Section 11.9 Observation of Disposal Facilities for Effluent Discharge (112.8(c)(9))

Drainage to surface waters from areas where there is a potential for oil to be present only occurs under the direct supervision of a responsible official. **Section 10** outlines discharge inspection requirements prior to any discharge. There are no, "treatment systems," in place for the purpose of treating oil contaminated effluent.

Section 11.10 Oil Leak Corrections from Tank Seams and Gaskets (112.8(c)(10))

Visible oil leaks from any source of oil are reported to the person in charge so they can be fixed immediately. Measures will be taken to minimize and mitigate the leak while awaiting repair. Any spilled oil is cleaned up by the facility personnel. Oil spill clean-up supply locations are shown on the Site Sketch located in **Appendix A**. All spill control equipment locations are marked, clearly visible, and discussed with facility personnel during SPCC training.

Section 11.11 Appropriate Position of Mobile or Portable Oil Storage Tanks (112.8(c)(11))

The drums and mobile refuelers at the facility are be provided with adequate secondary containment as discussed in **Section 3.2** and identified in **Table 2-1**.

SECTION 12 FACILITY TRANSFER OPERATIONS

Section 12.1 Buried Piping Installation Protection (112.8(d)(1))

There is no buried piping associated with aboveground tanks at the facility.

Section 12.2 Not-In-Service Terminal Connections (112.8(d)(2))

All transfer points are securely capped when not in service.

Section 12.3 Pipe Supports Design (112.8(d)(3))

Where necessary, pipe supports at the facility are designed to minimize abrasion and corrosion and allow for expansion and contraction.

Section 12.4 Aboveground Valve and Pipeline Examination (112.8(d)(4))

Inspections are conducted at the facility which includes inspecting those items outlined in the *Facilities Inspection Report and Checklist* located at the end of **Section 4**.

Section 12.5 Aboveground Piping Protection from Vehicular Traffic (112.8(d)(5))

There is no piping located such that any non-facility vehicle could come in contact with it.



APPENDIX A
SPCC SITE PLAN

APPENDIX B

SECONDARY CONTAINMENT CALCULATIONS

There are currently no secondary containment structures that require calculations for on-site tanks.



APPENDIX C
AID AGREEMENTS

AID AGREEMENTS

40 CFR Part 112.7(a)(3)(vi) requires the facility to list contractors with whom they have an agreement for response. **Table 2-1** lists contractors who can respond to a spill event. The facility shall describe and document any response agreements in this Appendix.

APPENDIX D

Completed Monthly Facility Inspection Report and Checklist
Completed Spill/Leak Report Forms
Completed Spill Prevention Training Reports
Completed Annual Spill Prevention Briefing Reports
Completed Drainage Discharge Log



**COMPLETED MONTHLY FACILITY INSPECTION
REPORT AND CHECKLIST**



COMPLETED SPILL/LEAK REPORT FORMS



COMPLETED SPILL PREVENTION TRAINING REPORTS



COMPLETED ANNUAL SPILL PREVENTION BRIEFING REPORTS



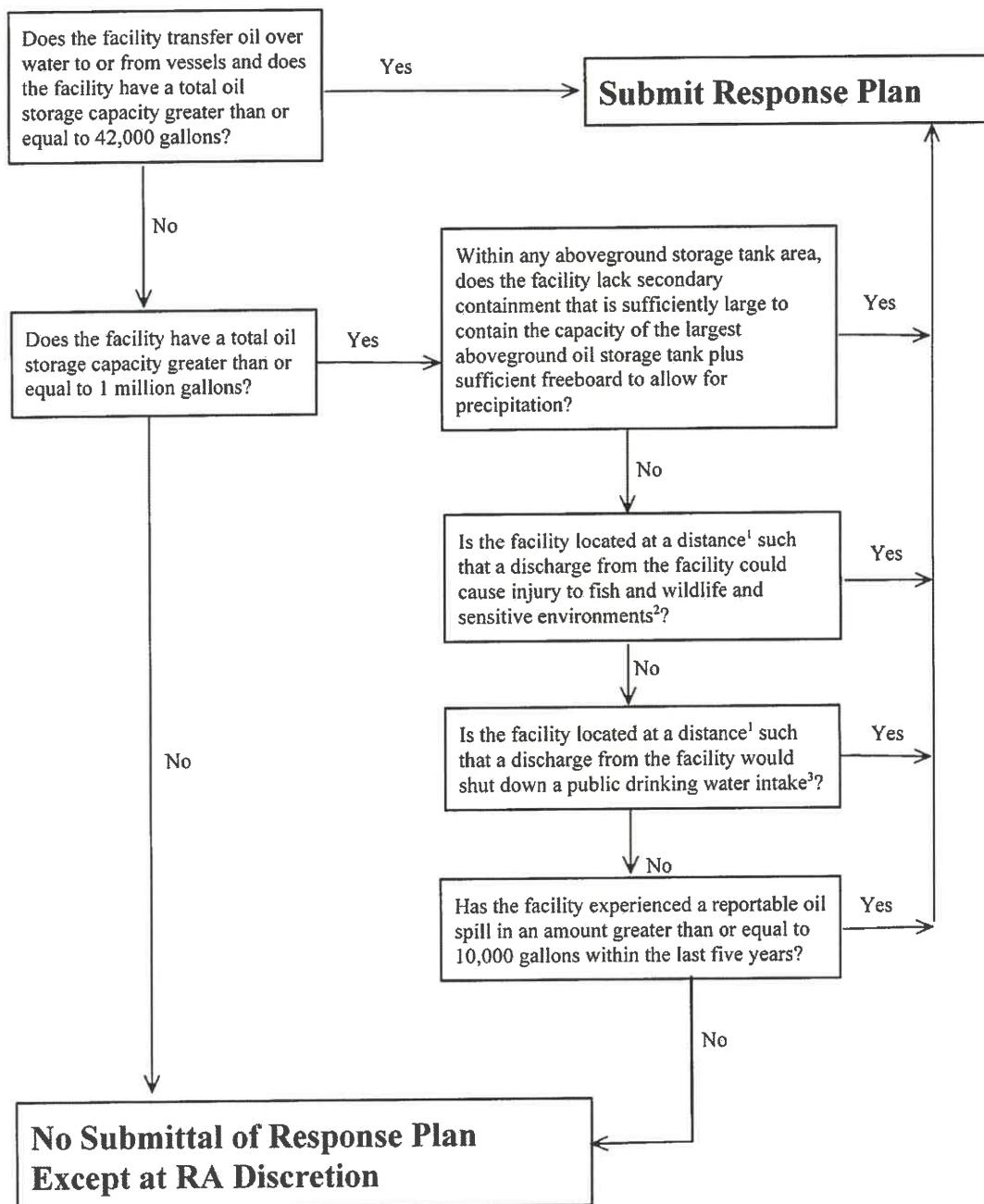
COMPLETED DRAINAGE DISCHARGE REPORTS



APPENDIX E
APPLICABILITY OF SUBSTANTIAL HARM CRITERIA

Attachment C-I

Flowchart of Criteria for Substantial Harm



¹ Calculated using the appropriate formula in Attachment C-III to this appendix or a comparable formula.

² For further description of fish and wildlife and sensitive environments, see Appendices I, II, and III to DOC/NOAA's "Guidance for Facility and vessel response Plans: Fish and Wildlife and Sensitive Environments" (59 FR 14713, March 29, 1994) and the applicable Area Contingency Plan.

³ Public drinking water intakes are analogous to public water systems as described at CFR 143.2(c).

Certification of the Applicability of the Substantial Harm Criteria

Facility Name: FlightLevel Aviation
Facility Address: 15 Terminal Road, Brunswick, Maine

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?

Yes No X

2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area?

Yes No X

3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in Attachment C-III to this appendix or a comparable formula¹) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments? For further description of fish and wildlife and sensitive environments, see Appendices I, II, and III to DOC/NOAA's "Guidance for Facility and Vessel Response Plans: Fish and Wildlife and Sensitive Environments" (see Appendix E to this part, section 13, for availability) and the applicable Area Contingency Plan.

Yes No X

4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in Attachment C-III to this appendix or a comparable formula¹) such that a discharge from the facility would shut down a public drinking water intake²?

¹ If a comparable formula is used, documentation of the reliability and analytical soundness of the comparable formula must be attached to this form.

² For the purposes of 40 CFR part 112, public drinking water intakes are analogous to public water systems as described at 40 CFR 143.2(c).

Yes No X

5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil discharge in an amount greater than or equal to 10,000 gallons within the last 5 years?

Yes No X

Certification

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Signature

Name (please type or print)

Title

Date



APPENDIX F

FACILITY INSTALLATIONS AND IMPLEMENTATION SCHEDULE



FACILITY INSTALLATIONS AND IMPLEMENTATION SCHEDULE

At the time of the site inspection, the concrete curbing in the fueling pad area was not intact. CES was informed by facility personnel that the concrete berm was scheduled for maintenance. In the interim, general secondary containment requirements are being met by the use of active spill containment measures.