Spill Prevention, Control, and Countermeasure Plan

City of Boise - Airport

Boise, Idaho

October 19, 2021

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

City of Boise
Boise Air Terminal
Boise, Idaho

Prepared for:
City of Boise, Boise Airport
3201 Airport Way
Boise, Idaho 83705
(208) 383-3110

Prepared by:
HDR Engineering, Inc.
412 East Parkcenter Boulevard
Suite 100
Boise, Idaho 83706

October 19, 2021

Version 3.0

Name of Facility: City of Boise, Boise Air Terminal

Type of Facility: Airport

Location of Facility: Boise, Idaho

Mailing Address: 3201 Airport Way, Boise, Idaho 83705

Name and Address of Owner and Operator: City of Boise, Boise Air Terminal
3201 Airport Way
Boise, Idaho 83705
(208) 383-3110

Designated person accountable for Oil Spill Prevention at Facility is the Emergency Spill Coordinator:

Name: Jill Singer
Address: 3201 Airport Way, Boise, Idaho 83705
Phone: (208) 972-8394

Management Support and Approval (40 CFR § 112.7) & (40 CFR § 112.3(d)(2))

This Spill Prevention Control and Countermeasure Plan is fully supported by the management of the Boise Airport which will implement the SPCC Plan, conduct an SPCC Plan review at least every 5 years and will amend it, within 6 months of the review, as needed due to expansions, modifications, and improvements at the facility *(§ 112.5(a)&(b))*. The Boise Airport is committed to providing manpower, equipment, and materials required to expeditiously control and remove any quantity of oil discharged that may be harmful *(§ 112.7(d)(2))*.

Signature

10/27/2021
Date

Airport Project Manager
Title

CERTIFICATION *(§ 112.3(d)(1)(i-v))*

I hereby certify that I have examined the facility and being familiar with the provisions of *40 CFR § 112*; myself or my agent has visited and examined the facility; the SPCC Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards. The SPCC Plan is in substantial conformance with the requirements of *40 CFR § 112* and is adequate for the facility. This SPCC Plan, once fully implemented, will include procedures for required inspections and testing. Such certification shall in no way relieve the owner or operator of this facility of its duty to prepare and fully implement this SPCC Plan in accordance with the requirements of *40 CFR § 112.*

Corrinna B. Hugaboom, P.E

Signature of Licensed Professional Engineer

10/21/2021
Date

Registration No.: _____ State: Idaho

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Definitions

Other definitions are referenced in *40 CFR § 112.2*.

Discharge: A discharge of oil from this facility, directly or indirectly, upon navigable waters in harmful quantities and requiring reporting to the National Response Center (800-424-8802), and the agencies outlined in the Spill Control Procedure in Chapter 2 below. For the purposes of this SPCC Plan, if oil reaches the Boise River, Fivemile Creek or surface water (e.g. canal, drain, or creek) that drains to the Boise River or Fivemile Creek, a discharge shall be deemed to have occurred. This includes (but is not limited to) any spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

Harmful Quantities: The amounts that violate applicable surface water quality standards, that cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines, or that cause a sludge or emulsion to be deposited beneath the surface of the water or upon the adjoining shorelines (*40 CFR § 110.3*). For the purpose of this SPCC Plan, discharge of oil that reaches surface water should be considered to be in harmful quantities. Additionally, this facility has been determined not to present a risk of substantial harm due to oil storage and handling procedures. A copy of EPA Form C-II is included as Attachment A.

Hazardous Material: A material or combination of materials which, when discharged in any quantity into state waters, presents a substantial present or potential hazard to human health, the public health, or the environment. Unless otherwise specified, published guides such as Quality Criteria for Water (1976) by EPA, Water Quality Criteria (Second Edition, 1963) by the state of California Water Quality Control Board, their subsequent revisions, and more recent research papers, regulations and guidelines will be used in identifying individual and specific materials and in evaluating the tolerances of the identified materials for the beneficial uses indicated (*IDAPA 58.01.02.010.46*).

Operational Use: Includes oil-filled electrical equipment and manufacturing equipment. The shell capacity of the container (maximum volume), must be considered and not the actual volume of product stored in the container (operational volume).

Release: Unauthorized spilling, leaking, emitting, discharging, escaping, leaching, or disposing into soil, ground water, or surface water *(IDAPA 58.01.02.010.85)*.

Spill Event: A discharge of oil into or upon the navigable waters of the United States or adjoining shorelines in harmful quantities, as defined in 40 CFR Part 110.

Chapter 1 - General Information

Name of Facility:	City of Boise, Boise Air Terminal
Type of Facility:	Airport
Location of Facility:	Boise, Idaho
Mailing Address:	3201 Airport Way Boise, Idaho 83705 (208) 383-3110
Name and Address of Owner and Operator:	City of Boise, Boise Air Terminal 3201 Airport Way Boise, Idaho 83705

Designated person accountable for Oil Spill Prevention at Facility is the Emergency Spill Coordinator:

Name:	Jill Singer
Address:	3201 Airport Way Boise, Idaho 83705
Phone:	(208) 972-8394

1.1 Background, Purpose, Applicability and Conformance *(§ 112.1 & 112.7(a) (1))*

Pursuant to the Clean Water Act, (Public Law 92-500), as amended, on-shore facilities which may reasonably be expected to discharge oil into the navigable waters of the United States are required to prepare a Spill Prevention Control and Countermeasure (SPCC) Plan (40 CFR Part 112.1(b)). The Boise Air Terminal (Boise Airport) is required under the Act to prepare an SPCC Plan because it has above ground bulk oil storage in quantities greater than 1,320 gallons (40 CFR § 112.1(d)(2)ii)). The facility is an airport located in Ada County, Idaho (see Figure 1 for a site location map). A copy of this SPCC plan is kept on site with the current Stormwater Pollution Prevention Plan (HDR 2021).

Figure 2 through Figure 7 present facility diagrams indicating the location of oil storage locations, site drainage, and the stormwater system (40 CFR § 112.7(a)(3)). A listing of oil storage tanks with location, material stored, and control and countermeasures is included as Attachment C (40 CFR § 112.7 (a)(3)(i)).

The purpose of the SPCC Plan is to provide a plan of action to contain/control spills and to satisfy regulatory requirements. The SPCC Plan is a practical guide to proper oil management, containment, oil spill prevention, and oil pollution abatement if oil spills occur (§ 112.1 (e)).

The SPCC Plan shall be amended:

1. Whenever there is a change in the facility's design, construction, operation, or maintenance, which materially affects the potential for the discharge of oil into waters of the United States.

Such amendments shall be fully implemented as soon as possible, but not later than six months after such change occurs *(§ 112.5(a)).*

2. Upon request by the Regional Administrator of the Environmental Protection Agency (EPA) in specified situations *(§ 112.4(d)).*
3. Following the SPCC Plan review required at least once every five years. The review and evaluation will be documented, and a signed statement as to whether the SPCC Plan will be amended shall be attached at the end of the SPCC Plan on Form D (§ 112.5(b)). A copy of review evaluation form is provided in Attachment H.

A copy of this SPCC Plan, as amended, with all applicable attachments shall be maintained at the facility at all times. A hard copy of the SPCC Plan will be kept in the Administrative Office at the Boise Airport.

Scheduled reviews and SPCC Plan amendments are recorded in the SPCC Plan Review Log (Table 1). This log must be completed even if no amendment is made to the SPCC Plan as a result of a review. Unless a technical or administrative change prompts an earlier review of the SPCC Plan, the next scheduled review must occur by October 19, 2026.

Table 1. SPCC Plan Review Log

By	Date	Activity	PE Certification Required	Comments
Corrinna B. Hugaboom, P.E. – HDR	May 2010	Development of plan	Yes	Version 1.0
Corrinna B. Hugaboom, P.E. – HDR	Dec 2010	Revisions/updates	Yes	Version 1.1
Corrinna B. Hugaboom, P.E. – HDR	January 2016	Revisions/updates	Yes	Version 2.0
Corrinna B. Hugaboom, P.E. – HDR	September 2021	Revisions/updates	Yes	Version 3.0

1.2 Facility Description *(§ 112.7(a)(3))*

The Boise Airport is located at 3201 Airport Way, Boise, Idaho 83705. The airport site is approximately 4,500 acres with approximately 1,500 acres of the total developed for airfield use. The site contains the following areas that store oil:

- SPCC-1: Three 200-gallon diesel generator base tanks located west of the baggage area.
- SPCC-2: One 500-gallon diesel generator base tank located north of the Old Fire Station.
- SPCC-3: One 1,100-gallon diesel generator base tank, located on the south side of Gate 10 Concourse B.
- SPCC-4: One 500-gallon diesel generator base tank, located near Gates 16 and 18 on the north side of Concourse B.
- SPCC-5: One 500-gallon diesel fuel above ground storage tank (AST), located south of the ALEB building; one 700-gallon diesel generator base tank located south of the ALEB building.
- SPCC-6: One 500-gallon gasoline fuel AST (6a), located east of the SRE building; one 8,000-gallon diesel fuel AST (6b) located south of the SRE building; one 241-gallon diesel generator base tank (6c) located east of the SRE building; 8 to 12 55-gallon drums containing motor oils, lubricants, and grease inside a storage trailer east of the SRE building (6d); and one 240-gallon used oil AST east of the SRE building (6e).
- SPCC-7: One 470-gallon diesel generator base tank located on the ground level of the parking garage.
- SPCC-8: One 67-gallon diesel generator base tank (8a) and one 500-gallon portable truck-mounted diesel generator (8b) located at the Customs and Border Protection Building.
- SPCC-9: One 758-gallon diesel generator base tank located at the Aircraft Rescue Fire Fighting (ARFF) station.

Figure 2 through Figure 7 in Attachment I present facility layouts with buildings, general stormwater drainage, and locations of oil storage in bulk storage containers greater than 55-gallons.

1.2.1 Oil Storage and Handling

Oil storage at the facility consists of bulk storage petroleum above ground storage tanks (ASTs) (which includes generator base tanks), drums and a portable truck-mounted generator tank. The oil storage inventory, including estimates of volumes, is included in Attachment C. In general, oils are handled at or near the location of storage. There are four underground storage tanks (USTs) on-site: a 10,000-gallon diesel generator UST and aviation fuel USTs (two 2,000-gallon USTs and a 6,000-gallon UST). UST locations are illustrated in Attachment I.

Some oil-filled equipment at the facility with storage volumes greater than 55-gallons include electrical transformers. However, transformers are owned and maintained by the Idaho Power Company and are not covered in this SPCC Plan.

1.2.2 Evaluation of Discharge Potential and Location of Navigable Waters

The Boise Airport is located on relatively flat terrain with a 0- to 3-percent slope toward the west. The Boise Airport has a Multi-Sector General Permit for industrial stormwater discharge under the Idaho Pollutant Discharge Elimination System Program (IPDES) program. As part of this permit, the Boise Airport has developed a Stormwater Pollution Prevention Plan (SWPPP) that addresses stormwater management at the facility. The Boise Airport has 15 separate drainage sub-basins. For the areas where oil is stored and managed by the Boise Airport, there are two major drainage areas:

- Area E – this is the largest drainage area affecting the Boise Airport. It includes Runway 10L, Taxiway “A”, Taxiway “D”, general aviation and commercial ramp areas, as well as fixed base operator (FBO), cargo, and corporate areas. Area E includes 108 acres of open space and approximately 69 acres of impervious area draining to the West Detention Pond.
- Area F – this encompasses the northeast terminal, public vehicle parking areas, and commercial ramp area including 72 acres of impervious area and less than 4 acres of open space. Drainage from Area F is held on-site in a detention pond referred to as the North Detention Pond. In cases of extreme runoff the North Detention Pond overflows though a spill-way into the Interstate 84 drainage system and eventually to the City of Boise’s municipal separate storm sewer system (MS4).

The airport has a network of catch basins and underground piping for conveying stormwater to retention structures. Except under very large (low probability) storm events, stormwater remains on-site. Therefore, if an oil release from a bulk storage tank were to escape its secondary containment, the release would be expected to enter the stormwater system but would likely remain on-site allowing time for response and cleanup.

Nearest spill trajectories are indicated for oil storage areas on the facility diagrams Figure 2 through Figure 7, Attachment I). Areas where bulk storage tanks are located are generally comprised of impervious surfaces. The greatest potential for oil reaching navigable waters is for the oil to leave the site in a large storm event such that retention storage capacity is exceeded. The oil would enter the New York Canal or Fivemile Creek and ultimately enter the Boise River. The probability of an oil release entering waters of the US is considered to be very low. There are no surface water bodies (except for stormwater retention structures) within the Boise Airport boundaries.

1.2.3 Conformance with Applicable State and Local Requirements *(§ 112.7(j))*

State of Idaho regulations are substantially similar to federal regulations. However, Idaho has more stringent release reporting requirements. Compliance with these requirements is addressed in Chapter 2 and in the Definitions of this SPCC Plan.

Chapter 2 - Spill Prevention, Control, and Reporting (§ 112.7(a.3.iv-vi))

2.1 Employee responsibilities

1. Assess the hazards of the spill, immediately call Airport Operations (208) 972-8420 or Alternate Emergency Spill Coordinators:

   Alternate Emergency Spill Coordinator Duty Manager (208) 972-8420

2. The information provided at the time of the spill will allow the Emergency Spill Coordinator or her alternate to determine if the spill is a *Discharge* or a *Release* and to contact the appropriate response personnel. Be prepared to provide the following information:
   - Material spilled
   - Estimated amount
   - Location of spill
   - Date and time of spill
   - Injuries
   - Proximity to storm drains, ditches, and waterways
   - Actions currently undertaken/underway

Specific procedures to be conducted in the event of a spill are outlined below.

1. Trained Boise Airport personnel will make every effort to safely prevent the spill from migrating off-site, entering the stormwater system, or entering waterways. Locate the nearest supply of absorbent materials to isolate and contain the spill. Spill kit locations are listed in Attachment B.
2. Limit the spill, if safely possible, by closing discharge valves, shutting off power supplies to pumps or diverting the discharge to a contained location.
3. Determine the approximate size of the spill in gallons and the direction of flow.

2.2 Reporting

The Emergency Spill Coordinator will obtain the following information and be responsible for spill reporting:

1. The name of the person reporting the spill
2. The exact location of the spill
3. The type of material spilled
4. An estimate of the amount of material spilled
5. Date and time of spill

Failure to report a spill in a timely fashion can result in substantial fines and criminal penalties, regardless of the actual size or impact of the spill itself. It is important that the Emergency Spill Coordinator determine if the spill is a Discharge and/or a Release. This is further described below.

Discharge: A **Discharge** means a discharge of oil from this facility, directly or indirectly, upon navigable waters in harmful quantities and requiring reporting to the National Response Center (800-424-8802), and the agencies outlined below. For the purposes of this SPCC Plan, if oil reaches the Boise River, Fivemile Creek, or any surface water body that drains to these surface water bodies (e.g. ditches and canals), a Discharge shall be deemed to have occurred. This includes (but is not limited to) any spilling, leaking, pumping, pouring, emitting, emptying, or dumping. A "harmful quantity" can be interpreted as a sheen upon the water or a sludge or emulsion deposited below the surface of the water. To be conservative, if there is any evidence of oil reaching surface water, assume it is a Discharge.

All decisions regarding reporting procedures shall be made by the Emergency Spill Coordinator or designated alternate. If there are any doubts as to whether a release should be reported, contact the Emergency Spill Coordinator or Alternate Emergency Spill Coordinator for clarification. When none of these personnel are available or still in doubt, report the spill.

Pursuant to 40 CFR § 110.6, the Emergency Spill Coordinator shall verbally notify the following agencies IMMEDIATELY if a Discharge (see definition above) has occurred (§ 112.7(a)(3)(vi)):

National Response Center at (800) 424-8802. See Attachment D for Hazmat Emergency Response Notification form.

1. Idaho Department of Environmental Quality, Boise Regional Office (if during business hours) at (208) 373-0550
2. Idaho State Communications Center (if outside of business hours) at (800) 632-8000
3. Boise Fire Department at 911

The person making the report must be prepared to provide the following information to the National Response Center (*§ 112.7(a)(4)*):

- Name, organization, and telephone number
- Name and address of the party responsible for the incident
- Date and time of the incident
- Source and cause of the discharge
- Types of material(s) discharged
- Quantity of materials discharged
- Danger or threat posed by the discharge
- Number and types of injuries (if any)
- Weather conditions at the incident location
- Other information to help emergency personnel respond to the incident
- When calling, be sure to obtain the name of the individual answering the call, and the identification number assigned to the spill.

A Discharge must also be reported to the EPA Regional Administrator when there is a discharge of *(§ 112.4(a))*:

- More than 1,000 gallons of oil in a single discharge to navigable waters or adjoining shorelines
- More than 42 gallons of oil in each of two discharges to navigable waters or adjoining shorelines occurring within any 12-month period.

These gallon amounts refer to the amount of oil that actually reaches navigable waters or adjoining shorelines, not the total amount of oil spilled. See section *§ 112.4* for what is required to be submitted to EPA within 60-days of the facility becoming subject to the above condition.

Release: Idaho defines a **Release** as meaning any unauthorized spilling, leaking, emitting, discharging, escaping, leaching, or disposing into soil, ground water, or surface water (IDAPA 58.01.02.010.85). The Emergency Spill Coordinator shall report to the Idaho Department of Environmental Quality (IDEQ) within twenty-four (24) hours for any of the following conditions:

- The discovery by owners and operators or others of a petroleum release at the petroleum storage tank or in the surrounding area such as the presence of free product or dissolved product in nearby surface water or groundwater or vapors in soils, basements, sewer or utility lines.
- An above ground spill or overfill of petroleum to the environment that results in a release that exceeds 25 gallons or that causes a sheen on nearby surface water (IDAPA 58.01.02.851.04). Note if a release is less than 25 gallons but it cannot be cleaned up within 24 hours, then it must also be reported.
- Unusual operating conditions observed by owners and operators such as the erratic behavior of product dispensing equipment, the sudden loss of product from the petroleum storage system, unless system equipment is found to be defective but not leaking and is immediately repaired or replaced.
- Monitoring results from a release detection method that indicate a release may have occurred unless: the monitoring device is found to be defective, and is immediately repaired, recalibrated or replaced, and additional monitoring does not confirm the initial result.

Internal Reporting: A written spill report for any spill incident shall be completed by the end of the day on which it occurred and delivered to the Boise Airport Emergency Spill Coordinator. A “spill incident” is defined as having occurred when the material is released:

- To a drain, sump or area not specifically designated for the material, or
- Otherwise escaped the material’s normal means of confinement (*e.g.,* ruptured hydraulic hose).

When completing the written spill report, it is important to note the names and addresses of persons involved, description of the material, and times for later review. This report is necessary to enable the Emergency Spill Coordinator to review each spill so that future spills may be prevented. Refer to Attachment E.

All Spill Report Forms must be maintained as an addendum to this SPCC Plan for future reference.

The Emergency Spill Coordinator will also notify the following people if a Discharge or Release (as defined above) has occurred or if additional assistance is needed:

Matt Petaja	Boise Airport	Airport Engineer	(208) 383-3110
Peter McCullough	Public Works	Materials Management Environmental Program Manager	(208) 608-7509

2.3 Emergency Spill Coordinator Responsibilities:

1. The Emergency Spill Coordinator will assess measures taken to contain the spill prior to his/her arrival (see part A.2) and direct additional containment procedures to prevent material from reaching the stormwater system using the following actions or any other means necessary without compromising worker safety. The Emergency Spill Coordinator will direct facility or spill contractor personnel to:
    a. Stop the spill at once.
    b. Clear personnel from the spill area and rope the area off.
    c. Use sorbent materials to control oil spill at the source.
    d. Construct a temporary containment dike of suitable materials, such as sorbents, dirt, cinder blocks, or bricks to help contain spilled oil.

Note that measures to stop and contain the spill should be implemented as soon as the spill is identified, regardless of whether the Emergency Spill Coordinator has arrived at the scene, provided appropriately trained personnel are available and that these measures can be safely implemented. See above in Section 2.1.

2. If the spill response measures involve shutting down any operations, the Emergency Spill Coordinator will monitor the affected equipment for leaks, pressure buildup, gas generation, or ruptures in valves, pipes, or other equipment.
3. Identification of the spilled material must be made as soon as possible so that appropriate cleanup procedure can be determined.
4. After a spill has been contained, institute and coordinate proper cleanup procedures for response personnel.
    a. Use proper waste containers.
    b. Pick up bulk liquid by using a pump or shovel and place in properly labeled waste container.
    c. All recovered oil and clean-up materials are to be handled and disposed of in accordance with state and federal regulations. Contact the Emergency Spill Coordinator on any questions on disposal (§ 112.7(a)(3)(v)).
    d. Apply sorbent materials to pick up remaining liquid after bulk liquid has been picked up. DO NOT step on spilled material. Pick up wet material with shovel and place in separate waste container. DO NOT mix with bulk liquid.
    e. Clean up spill control equipment and containers. Be sure to return all equipment to its proper location. Restock any sorbents used to clean up spill.
    f. Carefully wash all spilled product from skin and clothing using soap. Change clothes, if necessary, to avoid further contact with product.
    g. Disposal of the spilled product will be off site and must be arranged through the Emergency Spill Coordinator.
    h. A Spill Report shall be filled out including a description of the event. A Spill Report Form is included in Attachment E.

5. Spills of any quantity shall be reported immediately following the protocol listed in Section 2.2, above.

2.4 Varying Degrees of Response

If the proper steps are not taken to promptly remove oil spilled for which the Boise Airport is responsible, the federal government is authorized by law to remove or arrange for the removal of such a discharge from the waters of the United States. With notification, a Federal On-Scene Coordinator (OSC) will determine steps necessary to minimize or mitigate damage and confirm that action is being taken. The OSC shall monitor and provide assistance as required. If the appropriate containment or clean-up action is not being taken, the OSC will take control of the response activity. The cost of this clean-up will be charged to the party responsible for the spill.

2.5 Spill Control Equipment Available

This facility maintains an inventory of spill control equipment in various locations (see listing of spill kits in Attachment B). In addition, the Boise Airport has heavy equipment either on-site or at other City of Boise departments and includes backhoe/trackhoes, front end loaders, and dump trucks that can be made available to assist in a site cleanup. See Attachment B for Spill Control Equipment Inventory.

2.6 Fire or Explosion

In the event of a fire or explosion or the accumulation of vapors in buildings or confined space at the facility, the Emergency Spill Coordinator shall:

1. Notify the Fire Department by calling 911.
2. Evaluate the situation. Coordinate as necessary with other appropriate personnel. In some circumstances, the Emergency Spill Coordinator may request that the area be evacuated and that only trained emergency response personnel (e.g. Fire Department) be allowed to enter an area.
3. Have all non-essential personnel removed from the area.
4. Have fires extinguished, valves closed, and take other immediate action to mitigate the emergency.
5. Initiate reasonable measures necessary to prevent subsequent fires, explosions, or releases from occurring or spreading to other areas of the airport. Applicable measures include stopping processes or operations, collecting and containing released oil, or removing and isolating containers.
6. Take appropriate action to monitor for leaks, pressure build-ups, gas generation, or ruptures in pipes, valves, or other equipment.

Chapter 3 - Implementation of SPCC Plan Guidelines

3.1 Description of Past Releases *(§ 112.7(a))*

Petroleum-based spills to-date have been relatively small releases (<25-gallons), and have generally been related to equipment failure (i.e., hose breaks, leaking gaskets, etc.) and over-filling of tanks during filling operations. No releases have entered navigable waters.

A “Discharge” of oil from this facility, directly or indirectly, upon navigable waters in harmful quantities is reported to the National Response Center (800-424-8802), the EPA and IDEQ as outlined in Chapter 2. For the purposes of this SPCC Plan, if oil runs off-site and reaches the Boise River or Fivemile Creek or surface water bodies (i.e. New York Canal) that drain to these water bodies a “Discharge” shall be deemed to have occurred. This includes (but is not limited to) any spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

There have been no documented discharges of oil off-site from activities associated with the Boise Airport.

3.2 Potential Discharge Volume and Direction of Flow (§ 112.7(b)) and Containment (§112.7((a)(3)(iii))

Table 2 presents expected volume, discharge rate, general direction of flow in the event of equipment failure, and means of secondary containment for different parts of the facility’s bulk storage containers.

In most cases, the chance of a spill occurring is small. Monthly inspections by facility personnel and attention to proper maintenance schedules ensure that equipment is in proper working order. Tank filling and unloading procedures also lower the risk of a tank rupture or product transfer spill. Boise Airport employees are trained on proper procedures and conduct pertinent inspections. See Attachment C for the product and quantity of oil that are stored in each bulk storage container.

Table 2. Potential Discharge Volumes and Direction of Flow

Failure Scenario	Maximum volume released (gallons)	Maximum Discharge Rate	Direction of Flow	Containment
SPCC-1 (Tanks 1a, 1b, and 1c – 200-gallon diesel generator base tanks, west of baggage area)				
Failure or leak of above ground storage tank (collapse or puncture);	200	Gradual or instantaneous	Westerly, toward paved parking lot and stormwater catch basins	295-gallon overflow dikes for each tank (secondary containment). Generators are on concrete floor with curbs. Spill kit response capability. Stormwater containment system.
Tank overfill	1 to 200	60 gal/min	Westerly, toward paved parking lot and stormwater catch basins	Over-fill flow likely not contained within dike. Generators are on concrete floor with curbs that would provide some containment. Spill kit response capability. Stormwater containment system.

Failure Scenario	Maximum volume released (gallons)	Maximum Discharge Rate	Direction of Flow	Containment
Pipe/hose failure	1 to 200	20 gal/min	Westerly, toward paved parking lot and stormwater catch basins	Piping and hosing connected to each tank and to generators. A rupture of pipe or hosing could result in fuel onto concrete floor and curb providing some containment. Spill kit response capability. Stormwater containment system.
SPCC-2 (Tank 2a – 500-gallon diesel generator base tanks, north of Old Fire Station)				
Failure or leak of above ground storage tank (collapse or puncture);	500	Gradual or instantaneous	Westerly, toward paved parking lot and stormwater catch basins	Tanks are double-walled with interstitial space that meets secondary containment requirements. Generators are on concrete pads. Spill kit response capability. Stormwater containment system.
Tank overfill	1 to 500	60 gal/min	Westerly, toward paved parking lot and stormwater catch basins	Over-fill would result in fuel flowing on concrete pads. Spill kit response capability. Stormwater containment system.
Pipe/hose failure	1 to 500	20 gal/min	Westerly, toward paved parking lot and stormwater catch basins	Piping and hosing connected to each tank and to generators. A rupture of pipe or hosing could result in fuel onto concrete. Spill kit response capability. Stormwater containment system.
SPCC-3 (Tank 3a – 1,100-gallon diesel generator base tank, Gate 10, Concourse B)				
Failure or leak of above ground storage tank (collapse or puncture);	1,100	Gradual or instantaneous	South or southwest toward tarmac and stormwater catch basins	Tank is double-walled with interstitial space that meets secondary containment requirements. Generator on asphalt surface. Spill kit response capability. Stormwater containment system.
Tank overfill	1 to 1,100	60 gal/min	South or southwest toward tarmac and stormwater catch basins	Over-fill would result in fuel flowing on asphalt surface. Spill kit response capability. Stormwater containment system.
Pipe/hose failure	1 to 1,100	20 gal/min	South or southwest toward tarmac and stormwater catch basins	Piping and hosing connected to tank and to generator. A rupture of pipe or hosing could result in fuel onto asphalt. Spill kit response capability. Stormwater containment system.
SPCC-4 (Tank 4a – 500-gallon diesel generator base tank, between gates 16 and 18, Concourse B)				
Failure or leak of above ground storage tank (collapse or puncture);	500	Gradual or instantaneous	North toward tarmac and stormwater catch basins	Tank is double-walled with interstitial space that meets secondary containment requirements. Generator on asphalt surface. Spill kit response capability. Stormwater containment system.
Tank overfill	1 to 500	60 gal/min	North toward tarmac and stormwater catch basins	Over-fill would result in fuel flowing on asphalt surface. Spill kit response capability. Stormwater containment system.

Failure Scenario	Maximum volume released (gallons)	Maximum Discharge Rate	Direction of Flow	Containment
Pipe/hose failure	1 to 500	20 gal/min	North toward tarmac and stormwater catch basins	Piping and hosing connected to tank and to generator. A rupture of pipe or hosing could result in fuel onto asphalt. Spill kit response capability. Stormwater containment system.
SPCC-5 (Tanks 5a and 5b – 500-gallon diesel AST and 700-gallon diesel generator base tank, ALEB Building)				
Failure or leak of above ground storage tank (collapse or puncture);	500 to 700	Gradual or instantaneous	South/southeast toward grassy area.	Tanks double-walled with interstitial space meeting secondary containment requirements. Tanks on concrete surface. Spill kit response capability. Stormwater containment system.
Tank overfill	1 to 700	60 gal/min	South/southeast toward grassy area.	Over-fill would result in fuel flowing on concrete/asphalt surface. Spill kit response capability. Stormwater containment system.
Pipe/hose/dispenser failure	1 to 700	20 gal/min	South/southeast toward grassy area.	Piping and hosing connected to tank and generator. Rupture of pipe or hosing could result in fuel on concrete. Spill kit response capability. Stormwater containment system.
SPCC-6 (Tanks 6a, 6b, 6c, 6d, and 6e – 500-gallon gasoline AST, 8,000-gallon diesel AST, 241-gallon diesel generator base tank, 8 to 12 55-gallon drums, and 240-gallon used oil AST; SRE Building)				
Failure or leak of above ground storage tank (collapse or puncture);	55 to 8,000	Gradual or instantaneous	South toward tarmac and stormwater catch basins	Tanks are double-walled with interstitial space that meets secondary containment requirements. Tanks on concrete or asphalt surface. Drums on spill pallets and within trailer interior. Spill kit response capability. Stormwater containment system.
Tank overfill	1 to 8,000	60 gal/min	South toward tarmac and stormwater catch basins.	Over-fill would result in fuel flowing on concrete and asphalt surface. Spill kit response capability. Stormwater containment system.
Pipe/hose/dispenser failure	1 to 8,000	20 gal/min	South toward tarmac and stormwater catch basins.	Piping and hosing connected to tank and to generator. A rupture of pipe or hosing could result in fuel onto asphalt. Spill kit response capability. Stormwater containment system.
SPCC-7 (Tank 7a – 470-gallon diesel generator base tank, Ground Level of Parking Garage)				
Failure or leak of above ground storage tank (collapse or puncture)	470	Gradual or instantaneous	Interior spill fully contained in building	Tank is double-walled with interstitial space that meets secondary containment requirements. Tank on concrete surface in room with and concrete walls. Spill kit response capability.
Tank Overfill	1 to 470	20 gal/min	Interior spill fully contained in building	Over-fill would result in fuel flowing on concrete floor. Spill kit response capability. Room acts as secondary containment.

Failure Scenario	Maximum volume released (gallons)	Maximum Discharge Rate	Direction of Flow	Containment
Pipe/hose Failure	1 to 470	20 gal/min	Interior spill fully contained in building	Piping and hosing connected to tank and to generator. A rupture of pipe or hosing could result in fuel onto floor. Spill kit response capability. Room acts as secondary containment.
SPCC-8 (Tanks 8a and 8b – 67-gallon diesel generator base tank, and 500-gallon truck-mounted portable diesel generator; Customs and Border Protection Building)				
Failure or leak of above ground storage tank (collapse or puncture);	67 to 500	Gradual or instantaneous	North toward tarmac and stormwater catch basins	Tank is double-walled with interstitial space that meets secondary containment requirements. Generator on asphalt surface. Spill kit response capability. Stormwater containment system.
Tank Overfill	1 to 67	60 gal/min	North toward tarmac and stormwater catch basins	Over-fill would result in fuel flowing on asphalt surface. Spill kit response capability. Stormwater containment system.
Pipe/hose Failure	1 to 67	20 gal/min	North toward tarmac and stormwater catch basins	Piping and hosing connected to tank and to generator. A rupture of pipe or hosing could result in fuel onto asphalt. Spill kit response capability. Stormwater containment system.
SPCC-9 (One 758-gallon diesel generator base tank located at the Aircraft Rescue Fire Fighting (ARFF) building)				
Failure or leak of above ground storage tank (collapse or puncture);	758	Gradual or instantaneous	North toward tarmac and stormwater catch basins	Tank is double-walled with interstitial space that meets secondary containment requirements. Generator on paved surface. Spill kit response capability. Stormwater containment system.
Tank Overfill	1 to 758	60 gal/min	North toward tarmac and stormwater catch basins	Over-fill would result in fuel flowing on concrete/asphalt surface. Spill kit response capability. Stormwater containment system.
Pipe/hose Failure	1 to 758	20 gal/min	North toward tarmac and stormwater catch basins	Piping and hosing connected to tank and generator. Rupture of pipe or hosing could result in fuel on asphalt. Spill kit response capability. Stormwater containment system.

3.3 Containment Structures and Equipment *(§ 112.7(c) & 112.7(a)(3)(iii))*

Methods of secondary containment at the Boise Airport include a combination of structures (e.g., built-in secondary containment), active spill response (sorbents and other spill kit materials), and an on-site stormwater retention system to prevent oil from reaching navigable waters.

3.3.1 SPCC-1 (Tanks 1a, 1b, and 1c – 200-gallon diesel generator base tanks, west of baggage area)

SPCC-1 is comprised of three generator base tanks (200 gallons each) that sit within an electric generator facility (concrete floor with brick walls). Each tank has a 295-gallon containment dike. The tanks do not contain overfill alarms or site gauges; however, personnel are present during filling and

an overfill would be contained within the concrete dike or on the concrete floor where active cleanup would occur.

3.3.2 SPCC-2 (Tank 2a – 500-gallon diesel generator base tanks, north of Old Fire Station)

SPCC is comprised of one 500-gallon steel generator base tank. The tank is double-walled with interstitial space that meets SPCC requirements for secondary containment. There is no leak detection alarm system. There is no overfill prevention system, but personal are present during filling and there is a fuel level gauge.

3.3.3 SPCC-3 (Tank 3a – 1,100-gallon diesel generator base tank, Gate 10, Concourse B)

SPCC-3 is comprised of a diesel 1,100-gallon generator steel base tank. The tank is double-walled with interstitial space (no alarm). There is no automated spill prevention system, however, personnel are present during filling operations and there is a fuel level gauge.

3.3.4 SPCC-4 (Tank 4a – 500-gallon diesel generator base tank, between gates 16 and 18, Concourse B)

SPCC-4 is comprised of a steel double-walled generator steel base tank. There is no automated leak detection or overfill prevention. Personnel are present during filling of tanks and there is a fuel level gauge.

3.3.5 SPCC-5 (Tanks 5a and 5b – 500-gallon diesel AST and 700-gallon diesel generator base tank, ALEB Building)

SPCC-5 is comprised of a 500-gallon diesel fuel AST and a 700-gallon diesel generator base tank. The 500-gallon diesel AST has a dispenser on the tank. It is a double-walled tank with interstitial space that meets SPCC secondary requirements (no leak detection alarm). There is no overfill prevention alarm; rather personnel are present during filling and there is a fuel level gauge. The 700-gallon diesel tank is used as a generator base tank. This is a double-walled tank with interstitial space with a leak detection alarm. There is no automatic overfill prevention, personnel are present during filling and there is fuel level gauge.

3.3.6 SPCC-6 (Tanks 6a, 6b, 6c, 6d, and 6e – 500-gallon gasoline AST, 8,000-gallon diesel AST, 241-gallon diesel generator base tank, 8 to 12 55-gallon drums, and 240-gallon used oil AST; SRE Building)

The 500-gallon AST stores gasoline and is doubled-wall with interstitial space the meets SPCC requirements (no leak detection alarm). The tank has a remote spill container and high level warming alarm system (no automatic shut off system).

The 8,000-gallon AST contains two dispensers. The double-walled tank has interstitial leak detection monitoring with alarm system. Overfill prevention includes a remote spill container, a high level alarm, and automatic shutoff.

The 241-gallon steel generator base tank is double-walled with interstitial space but has no leak detection alarm. Overfill prevention relies on personnel being present during filling and use of a fuel gauge.

The 55-gallon drums are on secondary containment pallets (70-gallon sumps) inside a trailer. Filling and dispensing are done by hand pumps.

The 240-gallon used oil AST is a double-walled tank with interstitial space but has no leak detection alarm. Overfill prevention relies on personnel being present during filling and use of a fuel gauge. The tank is placed on a concrete pad with ballards for protection.

3.3.7 SPCC-7 (Tank 7a – 470-gallon diesel generator base tank, Ground Level of Parking Garage)

This 470-gallon steel generator base tank is double-walled with interstitial space but has no leak detection alarm. Overfill prevention relies on personnel being present during filling and use of a fuel gauge. The tank is located on the ground floor of the parking garage in a room with concrete floor and concrete walls that provide for additional secondary containment.

3.3.8 SPCC-8 (Tanks 8a and 8b – 67-gallon diesel generator base tank, and 500-gallon truck-mounted portable diesel generator; Customs and Border Protection Building)

The 67-gallon steel generator base tank is double-walled with interstitial space, leak detection alarm, and overfill protection alarm. The 500-gallon truck-mounted portable diesel generator includes a double-walled tank with interstitial space.

3.3.9 SPCC-9 (9 – 758-gallon diesel generator base tank; Aircraft Rescue Fire Fighting (ARFF) Building)

The 758-gallon steel generator base tank is double-walled with a leak detection alarm and overfill protection alarm.

3.3.10 Oil/Water Separator

The 8,000-gallon diesel AST at SPCC-6 collects water from an oil-water separator (OWS) dispenser pad. This OWS is inspected as part of the SPCC plan. Because the OWS is used for facility drainage it is not a bulk storage container and does not count toward the overall storage capacity of the facility. The OWS has a 500-gallon capacity, which meets the potential for an accidental fuel release associated with dispensers but this OWS is not intended as a secondary containment for the tank. The double-walled tank has its own sized secondary containment.

3.3.11 Drainage System

The Boise Airport has a Multi-Sector General Permit for industrial stormwater discharge under the IPDES program. As part of this permit, the Boise Airport has developed a SWPPP that addresses stormwater management at the facility. There are series of catch basins at the airport that collect stormwater and convey this water to a series of retention swales and retention ponds. The retention ponds are designed to store stormwater on-site except under very large storm events (low probability events). For most stormwater runoff scenarios, spilled oil that would move beyond the designed secondary containment systems would enter the stormwater system and likely remain on-site.

3.3.12 Sorbent material

Spill kits are located at:

- Mobile spill trailer at Concourse B
- Spill kit in the ALEB building
- Spill kit in the SRE building

Spill response at this facility may require the manual application of sorbent materials and the construction of temporary containment structures to prevent spilled material from spreading. All personnel shall be committed to spill prevention activities to support this SPCC Plan, with the exception that no person shall be subject to unsafe conditions or engage in unsafe acts. Trained

facility personnel will make every effort to safely prevent the spill from reaching any waterways. Personnel will locate the nearest supply of absorbent pigs/socks, or other materials to isolate and contain the spilled material. A list of spill kit locations is presented in Attachment B.

3.3.13 Practicability of Secondary Containment *(§ 112.7(d))*

Secondary containment is practicable at this facility. All bulk storage tanks have active secondary containment. General secondary containment is provided for the oil-filled equipment and the facility is manned 24 hours per day, 7 days per week. Spill kits and the stormwater retention system provide general secondary containment for the site.

3.4 Facility Drainage (§ 112.8 & 112.12(b)(2))

The overall facility drainage is generally to the west. The individual facility discharges are discussed below.

3.4.1 Stormwater Discharges

The Boise Airport has 15 separate drainage sub-basins. For the areas where oil is stored and managed by the Boise Airport, there are two major drainage areas:

- Area E – this is the largest drainage area affecting the Boise Airport. It includes Runway 10L, Taxiway “A”, Taxiway “D”, general aviation and commercial ramp areas, as well as FBO, cargo, and corporate areas. Area E includes 108 acres of open space and approximately 69 acres of impervious area draining to the West Detention Pond.
- Area F – this encompasses the northeast terminal, public vehicle parking areas, and commercial ramp area including 72 acres of impervious area and less than 4 acres of open area. Drainage from Area F is held on-site in a detention pond referred to as the North Detention Pond. In cases of extreme runoff the North Detention Pond overflows though a spill-way into the Interstate 84 drainage system and eventually to the New York Canal.

The airport has a network of catch basis and underground piping for conveying stormwater to retention structures. The stormwater infrastructure is detailed in a mapbook which is included as an attachment in the current SWPPP, which is kept on file with the SPCC. Except under very large (low probability) storm events, stormwater is kept on-site. Therefore, if an oil release from a bulk storage tank were to escape its secondary containment, the release would be expected to enter the stormwater system but would likely remain on-site allowing time for response and cleanup.

3.4.2 Sanitary Discharges

All sanitary wastewater is discharged to the City of Boise West Boise Treatment facility.

3.4.3 Industrial Discharges

There are no industrial discharges at the site.

3.4.4 Drainage from Bulk Storage Containment Areas (§112.8 & 112.12(b))

Addressing stormwater accumulation within secondary containment areas is the responsibility of the Airfield Maintenance Supervisor, or their designee. Currently, all ASTs are double-walled with interstitial space (except for tanks at SPCC-1). The dike-type containment systems at SPCC-1 are located indoors and would not be subject to accumulation of stormwater.

3.4.5 Drainage from Non-Process Areas (§112.8(b)(3))

Drainage from undeveloped areas is generally to the west.

3.4.6 General (§112.8(b)(4))

Facility drainage systems are adequately engineered to prevent oil from reaching surface waters in the event of equipment failure or human error.

3.5 Bulk Storage Containers *(§ 112.8 & 112.12 c)*

Bulk storage containers located at the facility are illustrated in Figure 2 through Figure 7 (Attachment I) and an inventory is presented in Attachment C.

3.5.1 Construction and Secondary Containment (§112.8 & 112.12 c (1&2))

i. Bulk storage tanks and 55-gallon drums are constructed with materials that are compatible with the liquids stored in them. The tanks are properly vented to compensate for pressure changes and thermal expansion and constriction.

ii. The bulk fuel tanks are steel aboveground double-walled tanks with interstitial space (with the exception of the tanks at SPCC-1). The secondary shells are designed to contain 110% of the inner shell capacity. Tanks are either on a stand, skid or on a liner. The tanks at SPCC-1 are contained within overflow dikes.

iii. ASTs are located outside except for tanks at SPCC-1 which are located within generator sheds, and SPCC-7 (generator base tank), which is located on the 4th floor of the parking garage.

iv. Drums are located inside a storage trailer and are stored on secondary containment pallets with a capacity of 75 gallons, which can effectively contain the volume of any single 55-gallon drum. Drums are stored indoors and are not exposed to precipitation.

v. All bulk storage containers located in the facility would be contained by the site's stormwater retention system except under large stormwater events (low probability events). (§112.8 & 112.12 (h) (1)) (§112.8 & 112.12 c (3)(i-iv))

vi. The facility has four USTs that are regulated under RCRA Subtitle I. (§112.12 (4)) Under §112.1(d)(4), the SPCC Rule exempts completely buried storage tanks, as well as connected underground piping, underground ancillary equipment, and containment systems, when such tanks are subject to all of the technical requirements of 40 CFR Part 280 or a state program approved under 40 CFR Part 281 (the Underground Storage Tank regulations).

3.5.2 Testing and Inspections (§112.8 & 112.12 c (6))

i) Bulk storage containers (tanks and drums) will be observed monthly by maintenance staff for signs of deterioration, leaks that might cause a spill, or accumulation of oil inside the containment shell (interstitial space) or dike. A record of these observations will be maintained. See Attachment F for a copy of the Inspection Checklist.

ii) Any visible oil leak must be promptly corrected.

a) A person is present during the filling of the bulk storage containers (§112.8 & 11.12 c (8)(iv)). Tanks associated with SPCC-1, SPCC-2, SPCC-3, SPCC-4, SPCC-5 (both tanks), and SPCC-7 are filled by hand and rely upon visually seeing the oil level through the fill pipe, and visually observing the fuel level gauge. Personnel are able to respond quickly in the event of an overfill. These procedures are considered to provide environmental equivalent protection to overfill alarms.

b) SPCC-6 fuel tanks have overfill protection by means of remote spill containers; the 8,000-gallon diesel tank is equipped with positive fuel flow shutoff and alarm; the 500-gallon gasoline tank is equipped with high level warning alarm.

Table 3 summarizes inspections and tests to be performed on bulk storage containers.

3.5.3 Overfill Prevention Systems (§112.8 & 112.12 c (8))

Tanks 6a and 6b at SPCC-6 have overfill prevention systems. Both tanks have remote spill containers and high level alarms set at 90% of the rated capacity. Tank 6b has a positive fuel flow shutoff system. High level alarms are tested monthly. The shut off system are tested by 3rd party annually.

SPCC-1, SPCC-2, SPCC-3, SPCC-4, SPCC-5 and SPCC-7 do not contain overfill protection. Personnel are present during filling, spill response kits are available, and tanks are provided with adequate secondary containment. The personnel utilize direct visual observation of the tank fill pipe to determine oil level. Because fill rates are relatively low, site personnel are present and can visually observe the fill level, and can respond immediately to an overfill, this approach is considered to be environmental equivalent to the overfill prevention requirements in the SPCC rules. Boise Airport is committed to providing the resources and manpower necessary to prevent releases from reaching navigable waters. (§112.8 & 112.12 c (8)(iv))

3.5.4 Effluent Treatment System (§112.8 & 112.12 c (9))

The Boise Airport does not operate an effluent treatment system. Wastewater is conveyed to the City of Boise's wastewater treatment plant (West Boise Plant).

3.5.5 Visible Discharges (§112.8 & 112.12 c (10))

Any visible discharges will be promptly corrected. Any accumulation of oil will be removed.

Table 3. Scope and Frequency of Bulk Storage Containers Inspection and Tests

Inspection/Test[1]	SPCC-1	SPCC-2	SPCC-3	SPCC-4	SPCC-5		SPCC-6	SPCC-7	SPCC-8	SPCC-9
Visual inspection by facility personnel (as per checklist Attachment F)	Monthly Annual	Monthly Annual	Monthly Annual	Monthly Annual	Monthly Annual		Monthly Annual	Monthly Annual	Monthly Annual	Monthly Annual
External inspection by certified inspector (STI Standard SP-001)	Not Required	Not Required	Not Required	Not Required	Not Required		Not Required except Tank #6b – External inspection every 20 years	Not Required	Not Required	Not Required
Internal inspection by certified inspector (STI Standard SP-001)	Not Required	Not Required	Not Required	Not Required	Not Required		Not Required	Not Required	Not Required	Not Required
Leak test by owner or owner's designee (STI Standard SP-001)	Not Required	Not Required	Not Required	Not Required	Not Required		Not Required	Not Required	Not Required	Not Required
Inspection/Testing for overflow devices and alarms and interstitial monitoring	Not Required	Manual interstitial monitoring monthly	Manual interstitial monitoring monthly	Manual interstitial monitoring monthly	Manual interstitial monitoring monthly for 500-gallon diesel tank	700-gallon tank has interstitial alarm that is tested monthly. Annual 3rd party inspection of alarm system	Inspect remote spill containers monthly; Test positive flow shutoff (tank 6b); test alarm (tanks 6a and 6b) monthly. Annual 3rd party inspection of shutoff and alarm system.	Manual interstitial monitoring monthly	Tank has interstitial alarm that is tested monthly.	Manual interstitial monitoring monthly

[1]These inspection frequencies are determined by STI-SP001, Table 5.5, and assume that each container will be provided adequate secondary containment per the recommendations of this SPCC Plan. This assumption leads to the use of the 'Category 1' column in Table 5.5.

3.5.6 Miscellaneous

i. The fuel storage tanks do not contain internal heating coils (§112.8 & 112.12 (c) (7)).

ii. The facility has mobile or portable oil storage tank greater than 55-gallons (SPCC-8, Tank 8b) (§112.8 & 112.12 c (11)). When not in use, this truck-mounted tank is parked so as to minimize the risk of discharge from a spill. The tank is double-walled as a means of sized secondary containment. General secondary containment includes manpower response and the stormwater retention system.

iii. No facility effluents are discharged into navigable waters.

iv. The facility has no buried oil pipelines (§112.8 & 112.12(d)).

v. Mobile oil storage containers, such as 55-gallon drums, are stored inside the storage shack at SPCC-6 and are located where they will not be subjected to periodic flooding. (§112.8 & 112.12 c (11))

vi. Electrical transformers located throughout the site are considered “qualified oil-filled operational equipment” as defined in 71 FR 77275, December 26, 2006 Federal Register notice. However, these transformers are owned by Idaho Power and are not part of this Plan.

3.6 Intra-Facility Transfer Operations (§ 112.8 & 112.12(D) & 112.7(a)(3)(ii))

Transfer operations at the facility include:

- All generators are run with diesel fuel from base tanks mounted on the bottom of the generator. Piping and hoses are internal and above the storage tanks.
- Transfer of used oil to a receiving used oil truck for transport off-site for recycling. Piping and hosing are above ground.
- Transfer of new oils and lubricants to small containers. Piping and hoses are above ground. Used oil is manually placed into 55-gallon drums using a funnel.

    i. Any pipeline not in service is capped, labeled as such, and marked as to its origin. (§112.8 & 112.12 (d)(2))

    ii. The design of pipe supports is in accordance with good engineering practices. (§112.8 & 112.12 (d)(3))

    iii. Testing of aboveground valves and pipelines is performed by a third party fuel equipment supplier and service technician on a periodic basis and records are retained for a minimum of 3-years. (§112.8 & 112.12(d)(4))

    iv. The facility does not have piping installation in areas where facility drainage may result in a discharge.

    v. There are not any overhead pipelines which would be subject to damage by vehicle traffic and therefore warning signs are not utilized. (§112.8 & 112.12(d)(5))

3.7 Tank Car and Truck Unloading (§ 112.7(H)(1-3) & 112.7(a)(3)(ii))

The loading/unloading procedures for oil tank trucks must meet the minimum requirements and regulations established by the Department of Transportation, and include the following:

3.7.1 Tank Truck Unloading:

1. Tank trucks are required to check in with the airport and proceed to the loading/unloading area.
2. They must chock their wheels and put out a warning sign. (§112.7(h)(2))
3. Prior to filling and departure of any tank truck, operators are to inspect for discharges of the lowermost drains and all outlets of such vehicle, and if necessary, ensure that they are tightened, adjusted, or replaced to prevent liquid discharge while in transit. (§112.7(h)(3))
4. Safety regulations are to be observed at all times. When the loading/unloading is complete, care is to be taken to prevent back siphonage conditions or excess product from remaining in the lines which will spill when the connection is broken. Action will be taken to contain and clean up any material spilled. There is to be no blowing out or disposal of residue products in the tank or truck by their hoses on Boise Airport property.
5. Visual indicators and physical barriers will be removed after all connections are removed and inspections are made.
6. Any spillage, abnormalities, or potential problems (leaking valves, etc.) are to be reported to the Boise Airport Airfield Maintenance Supervisor for appropriate action.

3.8 Inspections and Records *(§ 112.7(E) & 112.8(C)(6))*

Monthly visual inspections consist of a walkthrough of the facility to check for tank and associated piping and dispenser damage or leakage, and stained or discolored soils. More extensive annual inspections are conducted for storage areas and tanks. The records of such inspections are maintained for a minimum of five years and made a part of this SPCC Plan. See Attachment F for the Inspection Checklist.

i. The loading and unloading connections of oil pipelines are capped when not in service or when in standby service for an extended period of time.

ii. Lights are located as to illuminate the buildings and yard area.

3.9 Security *(§ 112.7(G))*

i. The Boise Airport has fencing and security gates which are locked and only accessible to authorized personnel. The areas where oil storage tanks have been identified are lighted. In the event of a spill, the facility has absorbent materials and personnel to contain the spill. (§112.7(g)(1))

ii. Where applicable, for the bulk storage tanks, the master flow and drain valves and other valves that will permit direct outward flow of a tank's content to the surface are securely locked in the closed position when in non-operating or non-standby status. For this facility there are no valves permitting direct outward flow. (§112.7(g)(2))

iii. The starter control on oil pumps should be in the "off" position or located at a site accessible only to authorized personnel when the pumps are in non-operating or non-standby status. (§112.7(g)(3))

iv. There are no loading/unloading of oil pipelines at this facility. (§112.7(g)(4))

v. Lighting around the facility is adequate for inspection and safe operation, as well as for spill surveillance and the prevention of vandalism. (§112.7(g)(5))

vi. When unloading hydraulic oil, gasoline, or diesel the vehicle will be chocked and a sign will be put out warning of oil unloading. (§112.7(h)(2))

3.10 Personnel Training *(§ 112.7(F))*

Oil-handling personnel are trained in the operation and maintenance of equipment to prevent discharges; discharge procedures protocols; applicable pollution control laws, rules, and regulations; general facility operations; and, the contents of the facility SPCC Plan. Such training highlights and describes known spill events or failures, malfunctioning equipment, and recently developed precautionary measures. Additional briefings will be held whenever changes affect the SPCC Plan are made. Records of these briefings and training are kept on the form attached to this SPCC Plan as Attachment G. (§112.7(f)(1))

Discharge prevention briefings for oil-handling personnel are conducted once a year. (§112.7(f)(3))

The Airfield Maintenance Supervisor is the designated person accountable for oil spill prevention. (§112.7(f)(2))

3.11 Brittle Fracture Failure *(§ 112.7(l))*

This facility contains no field-constructed aboveground containers.

Attachment A - Certification of the Applicability of the Substantial Harm Criteria

"ATTACHMENT C-II"
(§112 Appendix C)

FACILITY NAME: City of Boise, Boise Air Terminal
FACILITY ADDRESS: 3201 Airport Way
Boise, Idaho 83705

1) Does the facility have a maximum storage capacity greater than or equal to 42,000 gallons, and does the operation include over water transfers of oil to or from vessels?

Yes _____ No_____X_____

2) Does the facility have a maximum storage capacity greater than or equal to one million gallons (1,000,000) gallons and is the facility without secondary containment for each above ground storage area sufficiently large enough to contain the capacity of the largest above ground storage tank within the storage area?

Yes _____ No_____X_____

3) Does the facility have a maximum storage capacity greater than or equal to one million (1,000,000) gallons and is the facility located at a distance (as calculated using the appropriate formula in Attachment C-III or an alternative formula considered acceptable by the RA) such that a discharge from the facility could cause injury to an environmentally sensitive area as defined in Appendix D?

Yes _____ No_____X_____

4) Does the facility have a maximum storage capacity greater than or equal to one million (1,000,000) gallons and is the facility located at a distance (as calculated using the appropriate formula in Attachment C-III or an alternative formula considered acceptable by the RA) such that a discharge from the facility would shut down a public drinking water intake?

Yes _____ No_____X_____

5) Does the facility have a maximum storage capacity greater than or equal to one million (1,000,000) gallons, and within the past 5 years has the facility experienced a reportable spill in an amount greater than or equal to 10,000 gallons?

Yes _____ No_____X_____

If an alternative formula is used, documentation of the reliability and analytical soundness of the alternative formula must be attached to this form.

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.

Name (Please Type or Print): Jill Singer

Signature: Jill Singer

Date: 10/29/2021

Attachment B - Spill Control Equipment Inventory (§112.7(c)(vii)

Equipment List	Location
Spill Kit	Mobile spill trailers at Concourse B
Spill Kit	ALEB Building
Spill Kit; shovels, containers, waste labels, gloves, barricade tape, and PPE.	SRE Building
In addition, the facility and the City of Boise have heavy equipment available to respond to releases including backhoes, trackhoes, front end loaders, and dump trucks.	

Attachment C - Bulk Storage Tank/Container/Tanker Trucks Inventory *(§ 112.7(a)(3)(i))*

SPCC-1 – Generators West of Baggage Area

Division	ID	Tank Name	Location (refer to Figure 2)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #1a *(formerly Tank 1)*	Diesel generator base tank	SPCC-1	Diesel	200	Steel	295-gallon overflow dikes for each tank; general secondary containment (building; manpower response and stormwater system retention).
FMG	Tank #1b *(formerly Tank 2)*	Diesel generator base tank	SPCC-1	Diesel	200	Steel	295-gallon overflow dikes for each tank; general secondary containment (building; manpower response and stormwater system retention).
FMG	Tank #1c *(formerly Tank 3)*	Diesel generator base tank	SPCC-1	Diesel	200	Steel	295-gallon overflow dikes for each tank; general secondary containment (building; manpower response and stormwater system retention).
				Total:	**600**		

SPCC-2 – Generators Old Fire Station

Division	ID	Tank Name	Location (refer to Figure 2)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #2a *(formerly Tank 2)*	Diesel generator base tank	SPCC-2	Diesel	500	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**500**		

SPCC-3 – Generator Gate 10, Concourse B

Division	ID	Tank Name	Location (refer to Figure 3)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #3a *(formerly Tank 1)*	Diesel generator base tank	SPCC-3	Diesel	1,100	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**1,100**		

SPCC-4 – Generator Gate 16/18, Concourse B

Division	ID	Tank Name	Location (refer to Figure 3)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #4a *(formerly Tank 1)*	Diesel generator base tank	SPCC-4	Diesel	500	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**500**		

SPCC-5 – ALEB Building Area

Division	ID	Tank Name	Location (refer to Figure 4)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #5a *(formerly Tank 1)*	Diesel fuel tank with dispenser	SPCC-5	Diesel	500	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
FMG	Tank #5b *(formerly Tank 2)*	Diesel generator base tank	SPCC-5	Diesel	700	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**1,200**		

SPCC-6 – SRE Building Area

Division	ID	Tank Name	Location (refer to Figure 5)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
AFM	Tank #6a *(formerly Tank 2)*	Gasoline fuel tank with dispenser	SPCC-6	Gasoline	500	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
AFM	Tank #6b *(formerly Tank 3)*	Diesel fuel tank with two dispensers	SPCC-6	Diesel	8,000	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
AFM	Tank #6c *(formerly SPCC 7 – Tank 1)*	Diesel generator base tank	SPCC-6	Diesel	241	Steel	Double wall tank; general secondary containment (inside building with concrete floor and walls, manpower response and stormwater system retention).
AFM	Drums #6d *(formerly Storage Trailer)*	Drums	SPCC-6	Motor oil Gear oil Transmission oil Lubricants Grease	8 to 12 55-gallon drums	Steel 55-gallon drums	75-gallon spill pallets. General secondary containment (manpower response and stormwater system retention).
AFM	Tank # 6e	Used Oil tank	SPCC-6	Used oil	240	Steel	Double-walled tank, General secondary containment (manpower response and stormwater system retention).
				Total up to:	**9,701**		

SPCC-7 – Ground Level of Parking Garage

Division	ID	Tank Name	Location (refer to Figure 2)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #7a	Diesel generator base tank	SPCC-7	Diesel	470	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**470**		

SPCC-8 – Generator Customs and Border Protection Building

Division	ID	Tank Name	Location (refer to Figure 6)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #8a *(formerly Tank 1)*	Diesel generator base tank	SPCC-8	Diesel	67	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
AFM	Tank #8b	Diesel generator portable (truck mounted)	SPCC-8	Diesel	500	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**567**		

SPCC-9 – ARFF Building

Division	ID	Tank Name	Location (refer to Figure 7)	Material Stored *(§ 112.7(a)(3)(i))*	Capacity (gallons) *(§ 112.7(a)(3)(i))*	Construction Material	Type of Containment
FMG	Tank #9a *(new since 2015 SPCC)*	Diesel generator base	SPCC-9	Diesel	758	Steel	Double wall tank; general secondary containment (manpower response and stormwater system retention).
				Total:	**758**		

Total estimated oil volume: 15,396 gallons

Attachment D - Response Notification Form (§112.4(A)(1-9))

INFORMATION FOR MANAGEMENT REPORT

When all immediate verbal notifications have been provided, complete this form for use in all reports regarding the emergency situation.

Name of person making notification _____

Names of persons notified:

- National Response Center Date _____ Time _____
- Individual _____Case Number_____
- Local Emergency Coordinator Date _____ Time _____
- Individual_____
- State Emergency Response Date _____ Time _____
- Individual _____
- Fire Department Date _____ Time _____
- Individual _____
- Police Department Date _____ Time _____
- Individual _____
- Other Date _____ Time _____
- Individual _____
- Other Date _____ Time _____
- Individual _____

Additional Comments: _____

_____

_____

Attachment E - Spill Incident Log and Report (§112.4(A)(1-9))

To: _____

Date: _____

Re: _____

Time of incident/notification: _____

Type of incident (oil spill, chemical leak, waste water spill, or anything unusual): _____

Description of incident (if chemical spill, or there is another spill or release please include amount of release in lb).

_____

_____

_____

Response action taken:

_____

_____

_____

_____

_____

Witnesses: _____

Who was notified? _____

_____

Name/title of person reporting: _____

If there is a chemical leak/release, and it is over the threshold limit value there are some government agencies that have to be contacted immediately (i.e. ammonia with a release of 100 lb. or more). Contact the Environmental/Regulatory Coordinator (Kati Carberry (IDEQ), (208) 373-0550) immediately in these cases and review reporting requirements in SPCC Plan. Call 911 if immediate assistance is required to control, contain, or clean up the spill. If no assistance is needed in cleaning up the spill, contact the appropriate DEQ regional office during normal working hours or Idaho State Communications Center after normal working hours (1-800-632-8000). If the spilled volume is above federal reportable quantities, contact the National Response Center (1-800-424-8802).

BOISE AIRPORT SPILL / RELEASE REPORT

Responsible Party: **Date and Time of Spill:**

Date of Spill: **Specific Location of Spill:**

Proximities to Storm Drains, Ditches, and Waterways:

Vehicle Number: **Vehicle Type:**

Operator's Name: **Operator's Permit #:**

Company Name: **Company Address:**

Company Contact:

Type of Product Spilled: **Estimated Amount of Product:**

Was Fire Department Notified?: Yes No **Injuries:** Yes No

Chemical Name/Quantity/Physical State (gas, liquid, solid or semi solid):

Circumstances of Spill?

How Was Spill Cleaned Up?:

List Airport Materials Used:

Where were used Materials Disposed/Stored?:

Supervisor's Recommendation to Prevent Future Spills:

Name of Person Reporting Spill:

Discharge: any quantity reaching surface water body that drains to Boise River, Fivemile Creek, etc. (p. 17, 2015 SPCC)
Release: any unauthorized discharge, or oil discharge over 25 gal, or spill that cannot be cleaned up within 24 hours (p. 18, 2015 SPCC)

Please Call Airpor OPS at (208) 972-8420 with any questions
Please emial the completed form to AirportOperations@cityofboise.org

Attachment F - Facility Inspection Checklist (S112.7(E))

City of Boise, Boise Air Terminal
Facility Monthly Inspection Report

	SPCC-1 **Generator base tanks west of baggage**	**SPCC-2** **Generator base tanks Old Fire Station**	**SPCC-3** **Generator base tank Gate 10, Concourse B**	**SPCC-4** **Generator base tank Gate 16/18, Concourse B**
General Condition of Tanks (Note any deformations, corrosion, staining, etc. Check for liquid in the interstitial space of double-walled tanks. Use "√" if no issues observed.)				
General Condition of Secondary Containment, (Note any cracks, drain valve closed/locked, accumulated stormwater, spills, or staining. Use "√" if no issues observed.)				
Pumps, Piping, and Dispensers (Check pumps, piping, and dispensers for weeps or leaks; check sumps for water or product; and check piping leak detection systems. Use "√" if no issues observed.)				
Describe Corrective Actions Needed				
Emergency Response Spill Kits	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___

Name: _____

Title: _____

Date: _____

Signature: _____

This report shall be kept on file for at least three years.

City of Boise, Boise Air Terminal
Facility Monthly Inspection Report

	SPCC-5 Fuel tank and generator base tank ALEB Area	**SPCC-6 Storage tanks and generator base tank SRE Area**	**SPCC-6 Drums (trailer) SRE Area**	**SPCC-7 Generator base tank Ground Floor Parking Garage**	**SPCC-8 Generator Customs and Border Protection Building**	**SPCC-9 Generator base tank ARFF Building**
General Condition of Tanks (Note any deformations, corrosion, staining, etc. Check for liquid in the interstitial space of double-walled tanks. Use "√" if no issues observed.)						
General Condition of Secondary Containment, (Note any cracks, drain valve closed/locked, accumulated stormwater, spills, or staining. Use "√" if no issues observed.)						
Pumps, Piping, and Dispensers (Check pumps, piping, and dispensers for weeps or leaks; check sumps for water or product; and check piping leak detection systems. Use "√" if no issues observed.)						
Describe Corrective Actions Needed						
Emergency Response Spill Kits	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___	Kit Complete? ___ Kit Restocked: ___

Name: _____

Title: _____

Date: _____

Signature: _____

This report shall be kept on file for at least three years.

Attachment G - Record of Spill Prevention Training and Briefings (§112.7(f)(1&3)

Instructions: Briefings will be scheduled and conducted by the owner or operators for operating personnel at intervals frequent enough to assure adequate understanding of the SPCC Plan for this facility. These briefings should also highlight and describe known spill events or failures, malfunctioning components, and recently developed precautionary measures. Personnel will also be instructed in operation and maintenance of equipment to prevent the discharges of oil and on applicable pollution control laws, rules, and regulations. During these briefings there will be an opportunity for facility operators and other personnel to share recommendations concerning health, safety, and environmental issues encountered during operation of the facility.

Date:

Attendees:

Subjects and Issues:

Recommendations and Suggestions:

Attachment H - Owner's Review and Evaluation Form

Under *40 CFR § 112.5(b),* "a review and evaluation of the SPCC Plan at least once every 5 years from the date such facility becomes subject to this part," is required of the owner.

If major changes to the facility have occurred since the last review or any technical amendments to the SPCC Plan in accordance with *40 CFR § 112.3(d)*, the SPCC Plan must be updated and recertified by a registered professional Engineer *(40 CFR § 112.5(c)).*

If no amendment is necessary, indicate that a review was conducted on a certain date, along with your signature and title *(40 CFR § 112.5(b)).*

Reviewed On _____ , 20__

By _____

I have completed review and evaluation of the SPCC Plan for the City of Boise, Boise Air Terminal and will/will not amend the SPCC Plan as a result

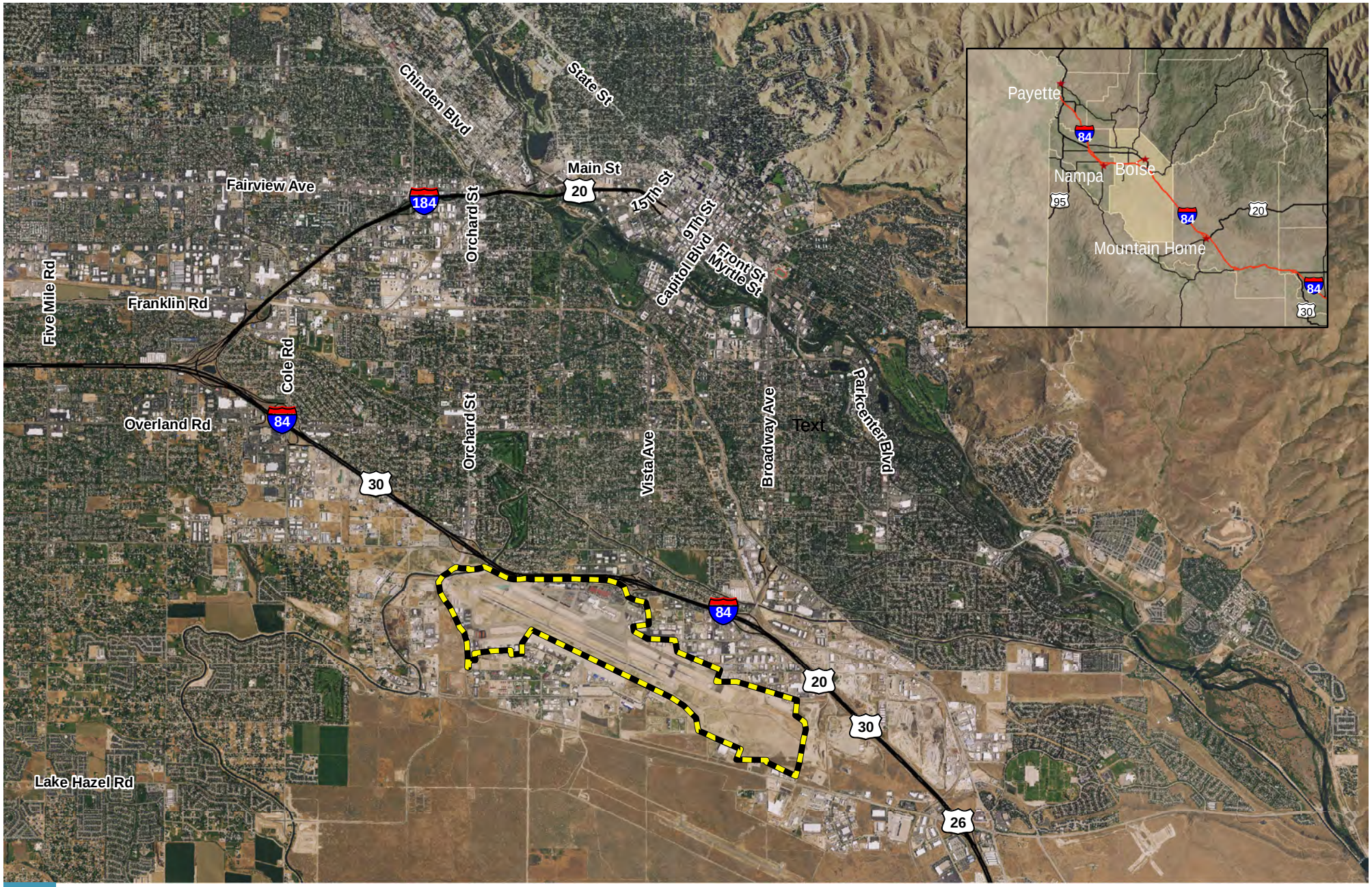
Signature _____

Amendment needed: yes no

Amendment completed on _____ (if applicable)

The next review date will be: _____ (5 years later, or whenever there is a change in facility design, construction, operation, or maintenance that materially affects the potential for discharge; whichever is sooner *(40 CFR § 112.5(a)).*

Attachment I – Figures



0 Miles 1

Boise Airport

GENERAL AREA MAP

CITY OF BOISE - AIRPORT

FIGURE 1

Inventory		
SPCC-1	1a	Diesel; 200 gallon generator base tank
	1b	Diesel; 200 gallon generator base tank
	1c	Diesel; 200 gallon generator base tank
SPCC-2	2a	Diesel; 500 gallon generator base tank
SPCC-7	7a	Diesel; 470 gallon generator base tank

0 Feet 200

Boise Airport

Flowlines

SPCC-1, SPCC-2, AND SPCC-7

CITY OF BOISE - AIRPORT

FIGURE 2

Inventory		
SPCC-3	3a	Diesel; 1,100 gallon generator base tank
SPCC-4	4a	Diesel; 500 gallon generator base tank

0 Feet 160

Boise Airport

Flowlines

SPCC-3 AND SPCC-4

CITY OF BOISE - AIRPORT

FIGURE 3

Inventory		
SPCC-5	5a	Diesel; 500 gallon generator base tank
	5b	Diesel; 700 gallon generator base tank

0 Feet 100

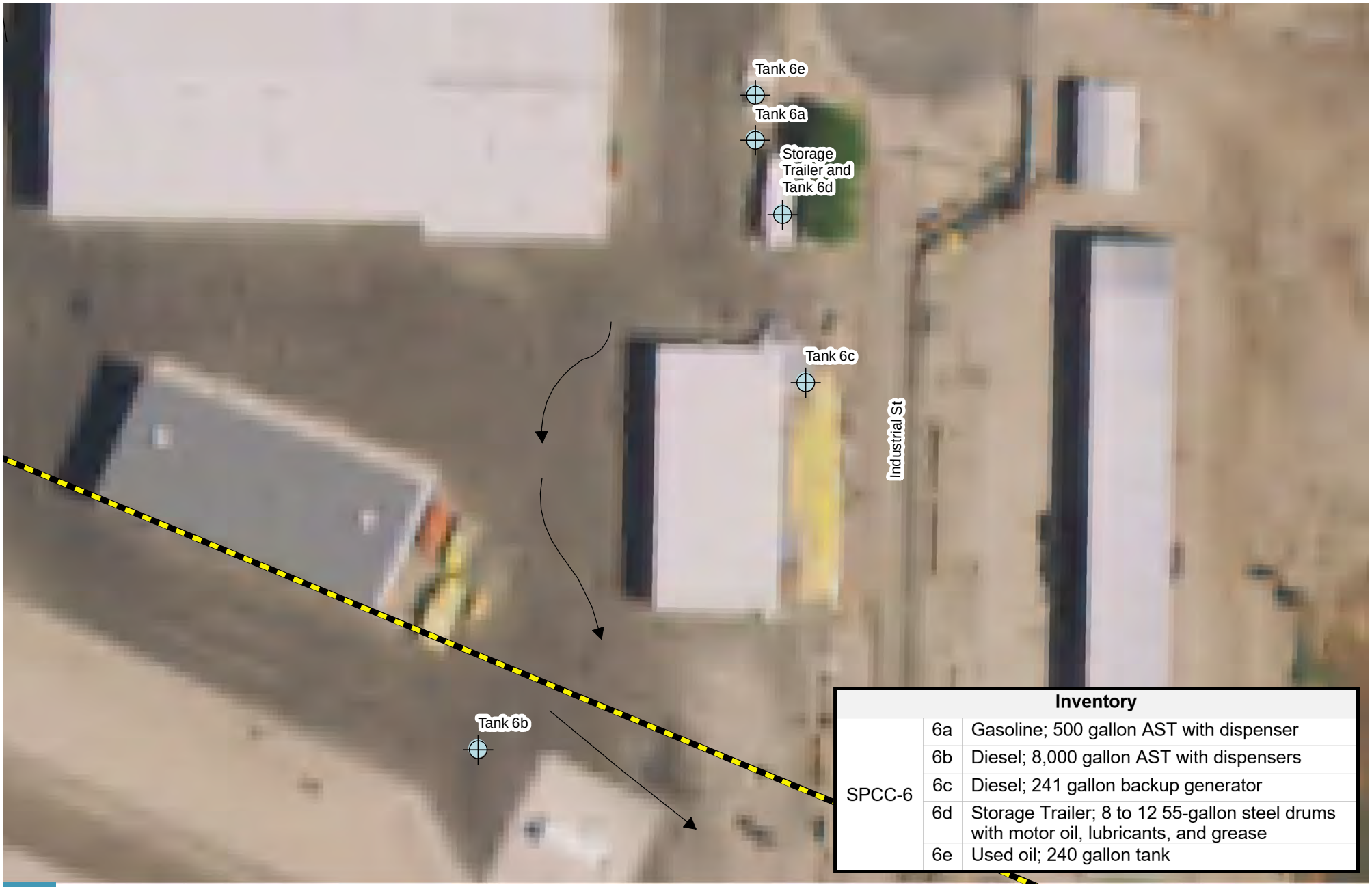
Boise Airport

Flowlines

SPCC-5

CITY OF BOISE - AIRPORT

FIGURE 4



Inventory		
SPCC-6	6a	Gasoline; 500 gallon AST with dispenser
	6b	Diesel; 8,000 gallon AST with dispensers
	6c	Diesel; 241 gallon backup generator
	6d	Storage Trailer; 8 to 12 55-gallon steel drums with motor oil, lubricants, and grease
	6e	Used oil; 240 gallon tank

0 Feet 50

Boise Airport

Flowlines

SPCC-6

CITY OF BOISE - AIRPORT

FIGURE 5

Inventory		
SPCC-8	8a	Diesel; 67 gallon generator base tank
	8b	Diesel; 500 gallon truck-mounted generator

0 Feet 100

Boise Airport

Flowlines

SPCC-8

CITY OF BOISE - AIRPORT

FIGURE 6

Inventory		
SPCC-9	9a	Diesel; 758 gallon generator base tank

0 Feet 80

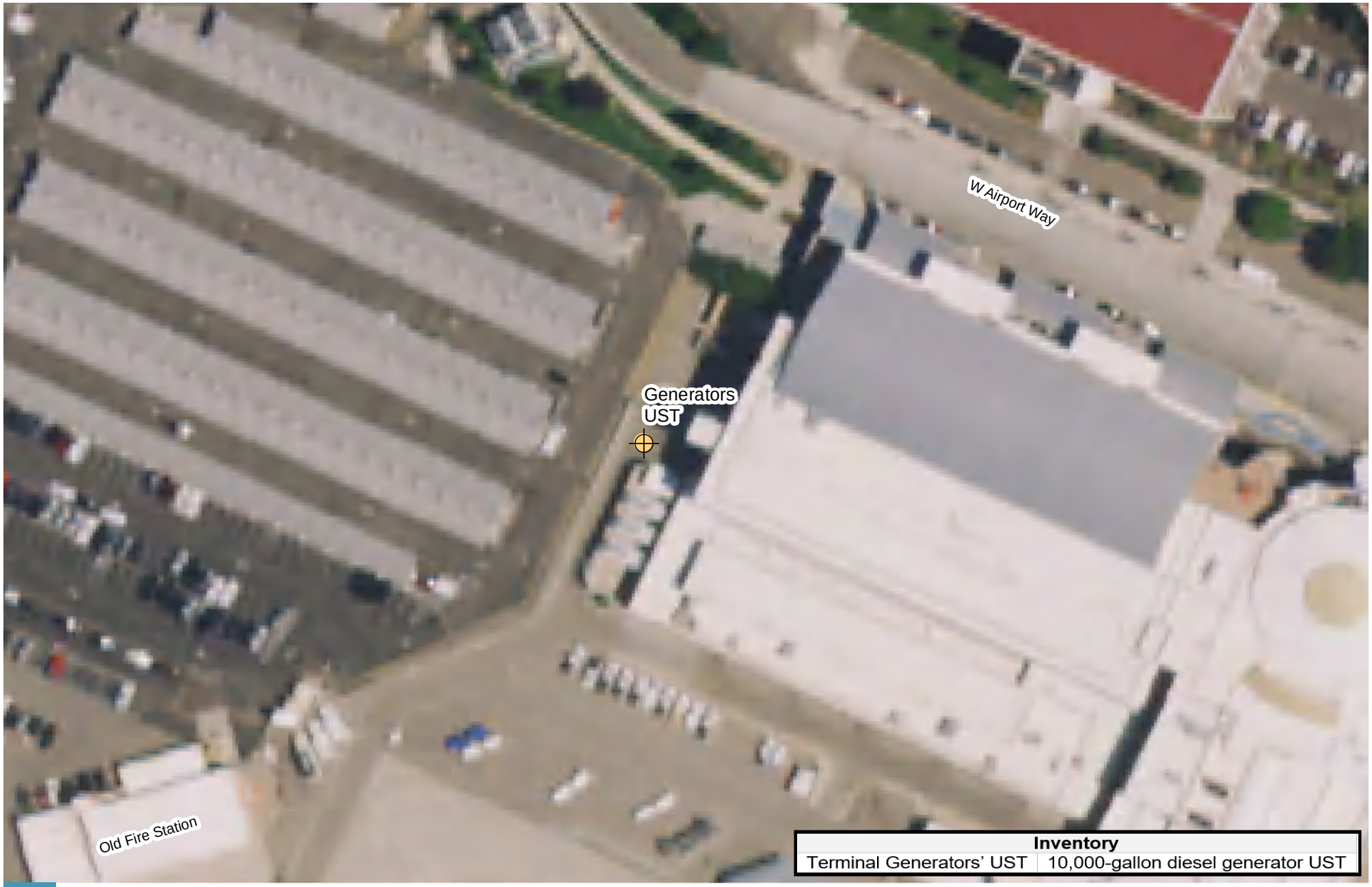
Boise Airport

Flowlines

SPCC-9

CITY OF BOISE - AIRPORT

FIGURE 7



TERMINAL GENERATORS' UST

CITY OF BOISE - AIRPORT

FIGURE 8

EAST FUELING STATION UST

CITY OF BOISE - AIRPORT

FIGURE 9