

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE (SPCC) PLAN

MARTIN STATE AIRPORT



Prepared for:



Maryland Department of Transportation
Maryland Aviation Administration
Division of Planning and Engineering
Office of Environmental Compliance and Sustainability
Environmental Compliance Section
PO Box 8766, Third Floor Terminal Building
BWI Marshall Airport, Maryland 21240

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August 2022

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Agencies and Contact Information for Reporting an Oil Release

Agency or Individual	Address	Phone Number(s)
<i>Federal Agencies</i>		
National Response Center	U.S. Coast Guard (CG-3RFP-2) 2100 2nd Street, SW, Room 2111-B Washington, DC 20593	(800) 424-8802
U.S. Environmental Protection Agency (EPA) Region III	1650 Arch Street Philadelphia, PA 19103	(800) 438-2474
Chemical Transportation Emergency Center	1300 Wilson Boulevard Arlington, VA 22209	(800) 262-8200
<i>State Agencies</i>		
Maryland Department of the Environment (MDE) Emergency Response Division	1800 Washington Boulevard Baltimore, MD 21230	(866) 633-4686
Maryland State Police	1201 Reisterstown Road Pikesville, MD 21208	(410) 653-4200 (800) 525-5555
Maryland Emergency Management Agency	5401 Rue Saint Lo Drive Reisterstown, MD 21136	(877) 636-2872
Maryland Department of Natural Resources	Tawes State Office Building 580 Taylor Avenue Annapolis, MD 21401	(877) 620-8367
<i>Local Agencies</i>		
Baltimore County Fire Marshal	700 East Joppa Road Towson, MD 21286	(410) 887-4880
Baltimore County Fire Department	700 East Joppa Road Mailstop 1102F, Suite 401 Towson, MD 21204	(410) 887-4500
Baltimore County Police Department	700 East Joppa Road Mailstop 1102E Towson, MD 21286	(410) 887-2214
<i>Emergency Response Contractors</i>		
Kalyani Environmental Solutions (KES)	1201 Bernard Drive Baltimore, MD 21223	(410) 536-4200

**Agencies and Contact Information for Reporting an Oil Release
(continued)**

Agency or Individual	Address	Phone Number(s)
<i>Facility Contacts</i>		
Alfred Pollard, A.A.E. Chief, Division of Martin State Airport Operations and Maintenance	701 Wilson Point Road Baltimore, MD 21220	Office: (410) 682-8826 Cell: (443) 790-8053
LaTeesha Swann, Director MTN, Office of Operations	701 Wilson Point Road Baltimore, MD 21220	Office: (410) 682-8805 Cell: 443-852-1049
Paul L. Shank, P.E., C.M. Chief Engineer Division of Planning and Engineering	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7061
Darline Terrell-Tyson Director Office of Environmental Compliance and Sustainability	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7370
Mark Williams Manager, Environmental Compliance Section Office of Environmental Compliance and Sustainability	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7448 Cell: (443) 250-1029
Evans Browne Environmental Analyst Environmental Compliance Section Office of Environmental Compliance and Sustainability	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7806 Cell: (410) 215-1514
Maryland Air National Guard Fire Department	701 Wilson Point Road Baltimore, MD 21220	Office: 911 or (410) 916-6911

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LIST OF ACRONYMS AND ABBREVIATIONS

AST	Aboveground Storage Tank
ATA	Air Transport Association
CDL	Commercial Driver’s License
CFR	Code of Federal Regulations
COMAR	Code of Maryland Regulations
CRDM	Continuous Release Detection Method
DNR	Department of Natural Resources
DOT	Department of Transportation
EA	EA Engineering, Science, and Technology, Inc.
EC	Environmental Compliance
EPA	U.S. Environmental Protection Agency
ERC	Emergency Response Coordinator
FRP	Facility Response Plan
JETS	Joint Environmental Tracking System
MDOT MAA	Maryland Department of Transportation Maryland Aviation Administration
MANG	Maryland Air National Guard
MDE	Maryland Department of the Environment
MEMA	Maryland Emergency Management Agency
MES	Maryland Environmental Service
MSP	Maryland State Police
MTN	Martin State Airport
NATA	National Air Transportation Association
NPDES	National Pollutant Discharge Elimination System
NRC	National Response Center
OECS	Office of Environmental Compliance and Sustainability
OFOE	Oil-Filled Operational Equipment
OOP	Oil Operations Permit
PCB	Polychlorinated Biphenyl
SPCC	Spill Prevention, Control, and Countermeasure
STI	Steel Tank Institute
SWPPP	Stormwater Pollution Prevention Plan
UST	Underground Storage Tank

1. CERTIFICATIONS

1.1 PROFESSIONAL ENGINEER CERTIFICATION

Regulatory Requirement: *A licensed Professional Engineer must review and certify a Spill Prevention, Control, and Countermeasure (SPCC) Plan for it to be effective to satisfy the requirements of Title 40, Code of Federal Regulations (CFR), Part 112.3. [40 CFR §112.3(d)]*

By means of this certification the Professional Engineer attests:

- (i) That he is familiar with the requirements of the “United States Environmental Protection Agency (EPA) Regulations on Oil Pollution Prevention” (40 CFR §112.7) including amendments;
- (ii) That he or his agent has visited and examined the facility;
- (iii) That the Spill Prevention, Control, and Countermeasure (SPCC) Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards, and with the requirements of this part;
- (iv) That procedures for required inspections and testing have been established; and
- (v) That the SPCC Plan is adequate for the facility.


This Certification is only valid in conjunction with the associated certifications as to the truth, accuracy, and completeness of the information provided and the organizational commitment to provide the necessary resources to implement the practices and procedures described, made herein by the Maryland Department of Transportation Maryland Aviation Administration.

This Certification is no longer valid when there is a change in facility design, construction, operation, or maintenance that materially affects its potential for discharge of oil; or when regulations imposing SPCC Plan requirements change; or when technical (non-administrative) amendments are made to this Plan prior to or during the mandatory 5-year review and evaluation period for the Plan.

A site review was conducted at this facility and, if anything was found needing attention, these items are identified in Section 4 of this SPCC Plan. The following certification is made only under the terms that any action items will be corrected by the management of this facility following an implementation schedule that is provided in Section 4.

Mr. John H. Kumm, P.E.

Certifying Professional Engineer


Signature

14 April 2020

Date

27088

Registration Number

Maryland

State of Registration

Seal affixed:



1.2 APPLICABILITY OF SUBSTANTIAL HARM CRITERIA CERTIFICATION

Facility Name: Martin State Airport
 Facility Address: 701 Wilson Point Road – Box 1
Baltimore, Maryland 21220
 Number of Oil Storage Tanks: 20 Aboveground Fixed Storage, 5 Portable Storage Tanks,
3 Small Drum Storage Areas (up to 16 drums total)
2 Oil-Filled Operational Equipment, and 1 Underground Storage Tank
(Exempt from 40 CFR §112)
 Total Oil Storage Capacity: 113,710 gallons (aboveground)
 Largest Oil Storage Tank Capacity: 12,000 gallons (aboveground)

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 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 40 CFR §112, Appendix C, Attachment C-III, or comparable formula) such that a discharge from the facility would cause injury to fish and wildlife and sensitive environments?

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 40 CFR §112, Appendix C, Attachment C-III, or comparable formula) such that a discharge from the facility would shut down a public drinking water intake?


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.

<u>Paul L. Shank, P.E., C.M.</u>	<u>Chief Engineer</u>
Facility Owner/Operator Name	Title
	<u>9/27/22</u>
Facility Owner/Operator Signature	Date

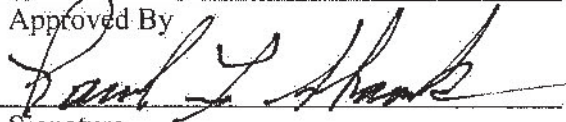
1.3 MANAGEMENT APPROVAL CERTIFICATION

Regulatory Requirement: *The owner or operator of a facility subject to 40 CFR §112 must have full approval of management at a level of authority to commit the necessary resources to fully implement the SPCC Plan. [40 CFR §112.7]*

This SPCC Plan, prepared by EA Engineering, Science, and Technology, Inc., PBC (EA), has been reviewed by personnel under my supervision in accordance with 40 CFR §112.7. I have the authority to commit the necessary resources to fully implement this SPCC Plan and any action items identified in this SPCC Plan.

Paul L. Shank, P.E., C.M.

Approved By



Signature

Chief Engineer

Title

9/27/22

Date

2. AVAILABILITY OF SPCC PLAN

Regulatory Requirement: *The owner or operator of a facility for which a SPCC Plan is required under 40 CFR §112 must maintain a complete copy of the SPCC Plan at the facility and the SPCC Plan shall be made available upon request. [40 CFR §112.3(e)]*

SPCC Plans for facilities are prepared and implemented as required by the EPA regulation contained in 40 CFR §112. A non-transportation-related onshore facility¹ such as Martin State Airport (MTN) Airport could reasonably be expected to discharge oil into or upon the navigable waters² of the United States due to the facility's location, and is thus subject to 40 CFR §112 when one of the following conditions are met by the facility:

- The underground storage capacity³ at the facility exceeds 42,000 gallons.
- The total aboveground storage capacity of the facility exceeds 1,320 gallons.

The facility's SPCC Plan is not required to be filed with EPA, but a copy of this SPCC Plan must be available to regulatory agency personnel upon request. The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) will make every effort to work in cooperation with State and Federal agencies as part of the airport's continued commitment to implement safeguards to protect the environment; thus, copies of this SPCC Plan will be maintained at each of the following locations and be available for on-site review during facility operational hours:

1. Maryland Department of Transportation Maryland Aviation Administration
Office of Environmental Compliance and Sustainability
Environmental Compliance Section
991 Corporate Boulevard
Linthicum, Maryland 21090
2. Martin State Airport
Airport Operations Manager's Office
701 Wilson Point Road – Box 1
Middle River, Maryland 21220

¹ A non-transportation-related onshore facility is defined as a facility that is located in, on, or under land and its operations do not include the transportation of oil outside of the facility (Appendix A to 40 CFR §112.2).

² Navigable waters include: (1) all navigable waters of the United States and tributaries of such waters as defined in the Federal Water Pollution Control Act; (2) interstate waters; (3) intrastate lakes, rivers, and streams that are utilized by intrastate travelers for recreational or other purposes; and (4) intrastate lakes, rivers, and streams from which fish or shellfish are taken and sold in interstate commerce.

³ The completely buried storage capacity of a facility excludes the capacity of a completely buried tank (as defined in 40 CFR §112.2), connected underground piping, underground ancillary equipment, and containment systems, that is subject to requirements of 40 CFR 280 or to the requirements of a State program approved under 40 CFR 281.

3. Martin State Airport
Fuel Farm Guard Shack
701 Wilson Point Road
Middle River, MD 21220

4. Martin State Airport
Maryland Air National Guard Fire Department
2701 Eastern Boulevard
Middle River, MD 21220

3. AMENDMENTS TO SPCC PLAN

3.1 AMENDMENTS BY EPA REGIONAL ADMINISTRATOR

Regulatory Requirement: *EPA may require the facility to amend the SPCC Plan if it finds that the SPCC Plan does not satisfy the requirements of 40 CFR §112, or if amendment is necessary to prevent and contain discharges from the facility. A spill event to navigable waters may subject the facility to additional reporting requirements of 40 CFR §112.4. [40 CFR §112.4(d)]*

This SPCC Plan will be amended if:

- The facility discharges a harmful quantity⁴ of more than 1,000 gallons of oil in a single discharge, or more than 42 gallons of oil in each of two discharge events within a 12-month period.
- The EPA Region III Administrator determines that the information contained herein does not meet the requirements of 40 CFR §112.

3.2 AMENDMENTS BY OWNER/OPERATOR

Regulatory Requirement: *The SPCC Plan shall be amended within six months of whenever there may be a change in the facility design, construction, operation, or maintenance that materially affects the facility's potential for discharge. The amendment must be implemented as soon as possible and not later than six months following preparation of the amendment. [40 CFR §112.5(a)]*

Complete review and evaluation of the SPCC Plan must occur at least once every five years. The SPCC Plan shall be amended within six months of the review to include more effective prevention and control technology if such technology has been field-proven at the time of review and will significantly reduce the likelihood of discharge from the facility. The amendment must be implemented as soon as possible and not later than six months following preparation of the amendment. Review and evaluation of the SPCC Plan must be documented, including a signed statement as to whether or not the SPCC Plan will be amended. This documentation can be found in Appendix A of this Plan. [40 CFR §112.5(d)]

A Professional Engineer must certify any technical amendments to the SPCC Plan in accordance with 40 CFR §112.3. [40 CFR §112.5(e)]

This SPCC Plan will be amended when necessary as specified in 40 CFR §112.5 and any reviews or updates will be documented in Appendix A. Amendments may be required if a change in the facility's design, construction, operation, or maintenance materially affects the facility's potential for discharge to the environment.

⁴ A harmful quantity is defined by 40 CFR §110 as a quantity that either: (1) exceeds applicable water quality standards, or (2) causes a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or causes a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

Potential changes to the SPCC Plan may include:

- Commissioning or decommissioning containers
- Replacement, reconstruction, or movement of containers
- Reconstruction, replacement, or installation of piping systems
- Construction or demolition that might alter secondary containment structures
- Changes of product or service
- Revision of standard operation or maintenance procedures at facility.

Additionally, the owner or operator may amend the SPCC Plan with technical changes that may include changes to specific security measures and/or to prevention and control technologies. Technical amendments made to the SPCC Plan must be certified by a Professional Engineer.

Due to the dynamic nature of operations at MTN Airport, the SPCC Plan will be reviewed and evaluated periodically to ensure that changes to facility operations are incorporated appropriately. The SPCC Plan will be amended within six months of the review to include any changes.

The current individual responsible for reviewing any potential changes to this SPCC Plan is Mr. Mark Williams, Environmental Compliance Manager of the MDOT MAA Environmental Compliance (EC) Section. Each review and evaluation will be documented in Appendix A by Mr. Williams or his designee.

4. REGULATION COMPLIANCE AND ACTION ITEMS

Regulatory Requirement: *If the SPCC Plan calls for additional facilities or procedures, methods, or equipment not yet fully operational, these items must be discussed in separate paragraphs and must include the details of installation and operational start-up. [40 CFR §112.7]*

At the time of preparation of this SPCC Plan, MTN Airport was in compliance with the applicable requirements of 40 CFR §112. Periodic inspections, tests, and evaluations will be conducted to identify any future non-compliance issues if they arise so that they may be promptly addressed and the SPCC Plan may be appropriately amended, if necessary.

5. FACILITY DESCRIPTION AND DISCHARGE PREVENTION

Regulatory Requirement: *The SPCC Plan must describe the physical layout of the facility and include a facility diagram that marks the location and contents of each fixed oil storage container and the storage areas where mobile or portable containers are located. If applicable, the facility diagram must include completely buried tanks that are otherwise exempted from the requirements under 40 CFR §112.1(d)(4). The type and volume of oil in each container that is stored at the facility must be described in the SPCC Plan. Additionally, discharge prevention measures, secondary containment, discharge countermeasures, disposal methods, and emergency contacts must also be addressed in the SPCC Plan. [40 CFR §112.7(a)(3)]*

5.1 FACILITY INFORMATION

Facility Name and Address:	Martin State Airport 701 Wilson Point Road – Box 1 Baltimore, Maryland 21220
Facility Description:	Airport that provides service for corporate and air charter activities.
Facility Owner:	State of Maryland Department of Transportation 7201 Corporate Center Drive P.O. Box 548 Hanover, Maryland 21076
Facility Operator:	Maryland Department of Transportation Maryland Aviation Administration 991 Corporate Boulevard Linthicum, Maryland 21090
Facility Tenants:	Airport tenants lease hangars, storage space, professional office suites, and/or light industrial space at the facility.
Fixed Aboveground Storage:	99,270 gallons
Portable Storage:	13,200 gallons
Small Quantity Drum Storage:	Up to approximately 880 gallons
Oil-Filled Operational Equipment:	360 gallons
Total Aboveground Storage Capacity:	113,710 gallons

5.2 FACILITY DESCRIPTION

MTN Airport is a general aviation facility in Maryland that supplements the airfield capacity of the Baltimore/Washington International Thurgood Marshall Airport, providing aviation services for corporate and air charter activities. The Federal Aviation Administration (FAA) has designated MTN Airport as a “reliever” airport, which serves to reduce congestion at commercial service airports by providing general aviation access to the community. MTN Airport is operated by MDOT MAA on behalf of the Maryland Department of Transportation.

MTN Airport is located in Baltimore County, Maryland, approximately 8 miles east of the City of Baltimore and approximately 50 miles northeast of Washington, D.C. A site location map of the airport is presented in Appendix B. The airport property currently encompasses over 700 acres, and is bounded by Eastern Boulevard and an Amtrak railroad line to the north; by Frog Mortar Creek to the east; by Stansbury Creek to the south; and by Dark Head Creek, Wilson Point Road, residential areas, a fuel farm, and an industrial park to the west.

The airport’s aviation facilities include Runway 15-33, taxiways, aprons, an air traffic control tower, terminal buildings, a fixed-based operator area, and aircraft hangars. Additionally, MTN Airport houses the 135th and 175th Wings of the Maryland Air National Guard (MANG), which is the airport’s largest tenant and occupies approximately 172 acres of the property’s eastern portion.

Because there may be opportunities for potential spills and releases from the facility’s tanks, equipment, and associated valves or piping, the intent of this SPCC Plan is to address both spill prevention and spill response actions that will be implemented in the occurrence of such spills and releases during typical storage and/or loading/unloading activities with regards to the tanks, equipment, and associated appurtenances.

5.3 FACILITY OIL STORAGE

Regulatory Requirement: *The SPCC Plan must describe the type of oil in each container and its storage capacity. For mobile or portable storage containers, either provide the type of oil and storage capacity for each container or provide an estimate of the potential number of mobile or portable storage containers, the types of oil, and anticipated storage capacities.*
[40 CFR §112.7(a)(3)(i)]

The locations, capacities, and contents of the storage containers at MTN Airport are summarized in Table 5-1. Additional details for each tank are provided in Appendix C, with the location of each oil storage container depicted in Appendix D. Representative photographs of the storage containers are shown in Appendix E.

The largest quantity of oil owned and used by MDOT MAA at MTN Airport is Jet A fuel, aviation gasoline, and unleaded gasoline for aircraft fueling. Additionally, large quantities of diesel fuel are present at the airport for emergency backup power or for the fire pumps. Other uses of oil at MTN Airport include motor oil, transmission fluid, and hydraulic fluid for automotive and equipment maintenance; mineral oil for transformers; and used oil generated from vehicle and equipment maintenance operations. Tenants at MTN Airport, including MANG, own and operate oil storage facilities that are covered under their respective tenant SPCC Plans, and are

consequently not addressed in MDOT MAA's SPCC Plan. A list of tenants at MTN Airport that have emergency plans is provided in Appendix F.

Only oil storage containers with capacities of 55 gallons or more are considered in this SPCC Plan [40 CFR §112.1(d)(5)]. Oil storage containers at MTN Airport that exceed this capacity include the following:

- 1 emergency generator set with sub-base tank;
- 19 fixed aboveground storage tanks (ASTs);
- 3 drum storage areas consisting of a total of up to 16, 55-gallon drums;
- 4 mobile refuelers and 1 mobile fuel sump cart;
- 2 oil-filled operational equipment (OFOE) that include transformers; and
- 1 underground storage tank (UST).

5.3.1 Aboveground Storage Tanks

The largest quantity of the facility's oil storage is located at the Fuel Farm, where the capacity of ASTs range from 180 to 12,000 gallons (FF-1A through FF-11A, and FF-13A), providing storage for aviation gasoline, Jet A fuel, unleaded gasoline, and used oil. The Fuel Farm consists of several containment areas, three of which are used by MDOT MAA for their ASTs:

- ASTs FF-1A through FF-8A are located within the East Containment Area;
- ASTs FF-9A through FF-11A are located within the South Containment Area; and
- AST FF-13A is located within the West Containment Area.

There are also several tenant-owned ASTs at the Fuel Farm, including two 30,000-gallon Jet A fuel tanks and two 12,000-gallon Jet A fuel tanks. All tanks in the Fuel Farm are located within secondary containment dikes.

The remaining ASTs are shop-fabricated tanks that provide storage for fire pumps, emergency backup power, and vehicle and equipment maintenance operations:

- Three 500-gallon diesel fuel ASTs (FPH-1A through FPH-3A) located inside of the Fire Pump House;
- One emergency generator with a sub-base tank with a storage capacity of 135 gallons of diesel fuel outside of the main terminal (ADM-1A);

- One 500-gallon AST diesel fuel AST supplying the emergency generator at the Field Lighting House (RS-1A);
- One 500-gallon used oil AST outside of Hangar 4 (H4-1A);
- One 275-gallon used oil AST at the Maintenance Shop (M-2A); and
- One 2,000-gallon heating oil AST at the Maintenance Shop (M-3A).

5.3.2 Drum Storage

There are three drum storage areas at MTN Airport designated for storage of small quantities of oil in 55-gallon steel drums:

- Up to 5 drums inside the north side of the Maintenance and Auto Shop (M-1D);
- Up to 3 drums inside the south side of the Maintenance and Auto Shop (M-2D); and
- Up to 8 drums inside the center of the Maintenance and Auto Shop (M-5D)

The number of drums stored onsite varies depending on operational needs.

5.3.3 Portable Storage Tanks

MDOT MAA operates mobile storage containers at MTN Airport in the form of four mobile refuelers, and one fuel sump cart (FS-2M).

The larger mobile refuelers (5559 and 5560) transport Jet A fuel and the smaller mobile refuelers (4407 and 4408) transport aviation gasoline. The mobile refuelers are normally parked on the covered parking pad between the terminal building and self-fueling station, where the parking pad is provided with a roof and walls served by an oil/water separator. These mobile refuelers are leased and changed out every five years. After the five years lease cycle, these refuelers will be replaced with refuelers of the same capacity but with different numerical identifiers.

The fuel sump cart consists of two 100-gallon storage tanks (one for Jet A and the other for aviation gasoline) and is typically parked adjacent to the mobile refuelers within the same containment area. Two portable 150-gallon Jet A ASTs are also located in front of Hangar 6; however, they are tenant-owned.

5.3.4 Oil-Filled Operational Equipment

Although oil-filled operational equipment (OFOE) are regulated under the SPCC Rule and are included in the facility's total oil storage capacity, they are not required to follow specific requirements that pertain to bulk storage containers (e.g., secondary containment, overfill alarms, etc.). The OFOE at MTN Airport include the following if they meet qualifying criteria:

- Two electrical current regulators¹ located outdoors at the Maryland State Police Facility.

Qualified OFOE requirements include:

- No single discharge from OFOE exceeding 1,000 gallons or no two discharges each exceeding 42 gallons within any twelve month period in the three years prior to the SPCC Plan certification date;
- Establishing and documenting the facility procedures for inspections or a monitoring program to detect equipment failure and/or a discharge; and
- Provide an oil spill contingency plan with a written commitment of manpower, equipment, and materials to respond to a discharge of oil.

All OFOE are managed through active containment measures (e.g. spill kits), passive containment measures (e.g. containment sump and catchment basin), or a combination. In addition, all OFOE are inspected during the monthly documented inspections. Section 5.5 describes discharge countermeasures employed at the facility for minor and major discharges of oil.

5.3.5 Underground Storage Tanks

The completely buried storage capacity that is applicable to the SPCC rule does not include underground storage tanks that are subject to 40 CFR §280 or 40 CFR §281, and thereby is exempt from 40 CFR §112. MTN Airport owns and operates one active UST with an underground storage capacity of 10,000 gallons that is subject to this exemption:

- Tank R5 is a 10,000-gallon aviation gasoline UST located to the north of Hangar 4 (R5).

This exempt UST is included in Table 5-1 for reference, but is Part 280/281 compliant and is therefore not subject to Part 112.

¹ Oil stored in transformers at MTN Airport do not contain polychlorinated biphenyls (PCBs).

TABLE 5-1. Oil storage containers at MTN Airport.

New Tank ID	Old Tank ID¹	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Category Per STI SP001²
FF-1A	MAA1	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Aviation Gasoline	2006	Shop-Fabricated, Single-Walled Steel Tank	1
FF-2A	MAA2	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Aviation Gasoline	2006	Shop-Fabricated, Single-Walled Steel Tank	1
FF-3A	MAA3	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	1
FF-4A	MAA26	AST - Used Oil Collection	Fuel Farm - East Containment Area	1	180	Used Oil	2011	Shop-Fabricated, Single-Walled Steel Tank	1
FF-5A	MAA4	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	1
FF-6A	MAA5	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	1
FF-7A	MAA6	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	1
FF-8A	MAA22	AST - Used Oil Collection	Fuel Farm - East Containment Area	1	180	Used Oil	2011	Shop-Fabricated, Single-Walled Steel Tank	1
FF-9A	MAA7	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Unleaded Gasoline	1986	Shop-Fabricated, Single-Walled Steel Tank	1

¹ A new numberings system for the ASTs and OFOE at MTN Airport was developed during the July 2011 SPCC Plan update. The “Old Tank ID” column is provided for reference.

² Refer to Section 9 of this SPCC Plan for how STI Categories are determined.

New Tank ID	Old Tank ID ¹	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Category Per STI SP001 ²
FF-10A	MAA8	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Unleaded Gasoline	1986	Shop-Fabricated, Single-Walled Steel Tank	1
FF-11A	MAA9	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Diesel Fuel	1987	Shop-Fabricated, Single-Walled Steel Tank	1
FF-13A	MAA21	AST - Fueling	Fuel Farm - West Containment Area	1	4,000	100 LL fuel	Prior to 1975	Shop Fabricated, Single Walled Steel Tank	1
FPH-1A	MAA18	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	1
FPH-2A	MAA19	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	1
FPH-3A	MAA20	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	1
RS-1A	MAA29	AST - Emergency Generator Fuel Supply Tank	Field Lighting Vault	1	500	Diesel Fuel	2010	Shop-Fabricated, Double-Walled Steel Tank	1
ADM-1A	MAA12	Emergency Generator Sub-Base Tank - Fuel Supply	Terminal Building	1	135	Diesel Fuel	2002	Shop-Fabricated, Double-Walled Steel Tank	1
H4-1A	H4WS2	AST - Used Oil Collection	Hangar 4	1	500	Used Oil	2012	Shop-Fabricated, Double-Walled Steel Tank	1
M-2A	N/A	AST - Used Oil Collection	Maintenance Shop (Building 9)	1	275	Used Oil	2008, relocated in 2015	Shop-Fabricated, Single-Walled Steel Tank	1
M-3A	N/A	AST - Heating	Maintenance Shop (Building 9)	1	2,000	Heating Oil	2018	Shop-Fabricated, Double-Walled Steel Tank	1

New Tank ID	Old Tank ID ¹	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Category Per STI SP001 ²
M-1D	MAA15	Drum Storage	Maintenance Shop (Building 9) – North Side	Up to 5	Up to 275 (55 gal/ea.)	Motor Oil, Transmission Fluid, and Hydraulic Fluid	N/A	Steel Drums	N/A
M-2D	MAA16	Drum Storage	Maintenance Shop (Building 9) – South Side	Up to 3	Up to 165 (55 gal/ea.)	Used Oil	N/A	Steel Drums	N/A
M-5D	NEW	Drum Storage	Maintenance Shop (Building 9) – West Side of Auto Shop	Up to 8	Up to 440 (55 gal/ea.)	Motor Oil, Transmission Fluid, Hydraulic Fluid, Diesel Fuel	N/A	Steel Drums	N/A
4407	4201	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	1,500	Aviation Gasoline	N/A	Tank Truck	N/A
4408	4202	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	1,500	Aviation Gasoline	N/A	Tank Truck	N/A
5559	5232	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	5,000	Jet A Fuel	N/A	Tank Truck	N/A
5560	5233	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	5,000	Jet A Fuel	N/A	Tank Truck	N/A
FS-2M	MAA28	Fuel Sump Cart (2 Tanks)	Normally parked between Terminal and self-fueling station	1	200 (100 gal/ea.)	Jet A and Aviation Gasoline	N/A	2 Tanks on Contained Flatbed Trailer	N/A
MSP-1T	T-1	OFOE - Transformer - Electric Transmission	Maryland State Police Facility – East	1	200	Mineral Oil (Non-PCB)	Unknown	N/A	N/A

New Tank ID	Old Tank ID ¹	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Category Per STI SP001 ²
MSP-2T	T-2	OFOE - Transformer - Electric Transmission	Maryland State Police Facility – West	1	160	Mineral Oil (Non-PCB)	Unknown	N/A	N/A
--	R5	UST* - Fueling	Hangar 4 - North Side	1	10,000	Aviation Gasoline	1996	Double-Walled Fiberglass Reinforced Plastic Tank	N/A

* Subject to 40 CFR 280 or 40 CFR 281; therefore, exempt from 40 CFR 112.

5.4 DISCHARGE PREVENTION MEASURES

Regulatory Requirement: *The SPCC Plan must describe discharge prevention measures including procedures for routine handling of products (loading, unloading, and facility transfers, etc.). [40 CFR §112.7(a)(3)(ii)]*

The SPCC Plan should also describe discharge or drainage controls such as secondary containment around containers and other structures, equipment, and procedures for discharge control. [40 CFR §112.7(a)(3)(iii)]

The remainder of this SPCC Plan describes the routine handling of oil products and preventative measures used at MTN Airport to minimize the potential for discharge incidents at the facility. Measures taken to prevent discharges to navigable waters include, but are not limited to:

- Design and maintenance of secondary containment in compliance with 40 CFR §112.7(c), as discussed in Sections 8 and 16 of this SPCC Plan;
- Inspections conducted in accordance with 40 CFR §112.7(e), as outlined in Section 9;
- Proper loading and unloading procedures in compliance with 40 CFR §112.7(h), as discussed in Section 12;
- Management of facility drainage in compliance with 40 CFR §112.8(b), as outlined in Section 15;
- Design and maintenance of bulk storage containers in accordance with 40 CFR §112.8(c), as described in Section 16;
- Design and maintenance of oil transfer systems in accordance with 40 CFR §112.8(d), as discussed in Section 17.

5.5 DISCHARGE COUNTERMEASURES

Regulatory Requirement: *The SPCC Plan must describe countermeasures for discharge discovery, response, and cleanup (both the facility's capabilities and those that might be required of a contractor). [40 CFR §112.7(a)(3)(iv)]*

The SPCC Plan must describe methods of disposal of recovered materials in accordance with applicable legal requirements. [40 CFR §112.7(a)(3)(v)]

The SPCC Plan must include contact list and phone numbers for the facility response coordinator, National Response Center, cleanup contractors with whom the facility has an agreement for response, and all appropriate Federal, State, and local agencies who must be contacted in the occurrence of a discharge. [40 CFR §112.7(a)(3)(vi)]

5.5.1 Spill Response Procedures

The uncontrolled discharge of oil to groundwater, surface water, or soil is prohibited per regulations and thus immediate action must be taken to control, contain, and recover discharged product. The appropriate response procedures to follow will depend on characteristics of the spill that include:

- Size of the spill;
- Whether the spill is of immediate danger to human health and safety or to the environment;
- Where the spill occurred (indoors, outdoors, aboveground, underground, etc.); and
- Whether the spill can be contained, or if the spill reached waterways, storm drains, soils, or shorelines.

A spill will be classified as either “minor” or “major” based on the spill characteristics discussed above:

- **Minor spill:** Does not pose any significant harm or threat to human health and safety or to the environment. Can be contained indoors or limited to paved surfaces and cleaned up prior to releasing to the environment (i.e., does not reach waterways, storm drains, soils, or shorelines). Rule of thumb for spill quantity is typically less than 25 gallons.¹
- **Major spill:** Presents significant harm or threat to human health and safety or to the environment. Cannot be safely controlled or contained or is released to the environment (i.e., reaches waterways, storm drains, soils, or shorelines). Rule of thumb for spill quantity is typically greater than 25 gallons. Typically requires specialized response team, outside emergency response, or remediation contractor to safely control and clean up.

The response procedures for minor and major spills are described in the following sections and summarized in the flowchart provided in Figure 5-1. In all cases, the initial response actions should be conducted in a safe manner, placing the safety and security of persons in the area above all other factors. MDOT MAA personnel may clean up the spill only if they are properly trained in spill cleanup and discharge response, where the cleanup activities to be taken will depend on the resources available in the immediate vicinity of the incident.

5.5.1.1 Minor Spill Response

¹ Most hydrocarbon fuels and hydraulic oils are mixtures of multiple constituents and are not listed under the hazardous substances list under EPCRA. As a result, reporting petroleum product releases that exceed 25 gallons has been considered a general rule of thumb since benzene, a common constituent found in petroleum products, has a reportable quantity of 25 gallons. (Benzene is among the chemicals that can be found on the EPCRA Hazardous Substances list, 40 CFR §302.4.) The reportable quantity of 25 gallons is thus used as a de minimis level of concern for gasoline or diesel spills before remediation is required.

For spills that are contained indoors or limited to paved surfaces (i.e., spill can be cleaned up prior to reaching storm drains, waterways, or soils), the following procedures apply:

1. If properly trained, MDOT MAA personnel will stop spill and contain using nearby spill kit or absorbent materials. Absorbent materials (e.g., spill pads, booms, kitty litter) will be allowed to absorb the spilled oil after application.
2. MDOT MAA personnel will call MTN Airport Operations to report the spill. All personnel will be equipped with a means of communication via phone, cell phone, or radio. Individuals with access to a phone or cell phone can call MTN Airport Operations directly to report the spill. Individuals who are equipped with a radio will need to first notify their Supervisor(s), who will then report the spill to MTN Airport Operations. The following information will be provided:
 - a. Location and time of incident
 - b. Duration of release
 - c. Name and/or type of material released
 - d. Amount and size of container(s) from which release occurred
 - e. The medium or media into which the release occurred
 - f. Dangerous properties of the material, if any
 - g. Number of personnel injured or involved, if any
3. MTN Airport Operations will notify the MANG Fire Department of the spill, and it will be the discretion of Airport Operations to decide if the Fire Department will be required to respond to the spill.
4. MTN Airport Operations will dispatch the on-site emergency response vehicle for additional spill response support, if necessary. MDOT MAA personnel will assist the dispatched emergency response team as needed or if directed to do so.
5. If properly trained to do so, personnel will place the used absorbent materials in properly labeled waste containers and move the containers to the MTN 90-day storage building (located behind Maintenance Shop Building 9). EC will then coordinate the proper disposal of the material. If not properly trained, the personnel will remain at the spill site until someone who is properly trained in disposal arrives.

5.5.1.2 Major Spill Response

For spills that are too large to contain (typically greater than 25 gallons) or spills that reach storm drains, waterways, or soils, the following procedures apply:

1. If spill is discharging from fueling pumps, activate emergency shut-off switch to immediately stop the flow of oil. If properly trained, stop spill and use nearby spill kit or absorbent material to clean up spill where feasible. Allow absorbent materials (e.g., spill pads, booms, kitty litter) to absorb the spilled oil after application.
2. Call MTN Airport Operations to report the spill. Provide the following information:

- a. Location and time of incident
 - b. Duration of release
 - c. Name and/or type of material released
 - d. Amount and size of container(s) from which release occurred
 - e. The medium or media into which the release occurred
 - f. Dangerous properties of the material, if any
 - g. Number of personnel injured or involved, if any
3. MTN Airport Operations will notify the MANG Fire Department and the Shift Commander will assume the role of the emergency response coordinator (ERC) and control the situation. If personnel were injured as a result of the spill incident, MTN Airport Operations will notify Emergency Medical Services to respond to the scene.
 4. MTN Airport Operations will dispatch the emergency response vehicle to immediately respond to the scene. If necessary, MTN Airport Operations will also dispatch MDOT MAA's emergency response contractor if additional response support or site remediation is required.
 5. MTN Airport Operations will notify EC to report the spill, providing the same information that was provided to Airport Operations by the individual who discovered the spill. EC will notify the appropriate agencies and emergency response/remediation contractors.
 6. Cleanup and disposal of waste materials resulting from a major spill will be removed and disposed of by the remediation or cleanup contractor(s). Cleanup and disposal of waste material from a major spill caused by an MDOT MAA tenant is addressed in Tenant Directive 502.1, provided in Appendix Q.

MTN Airport Oil Spill Response Procedures

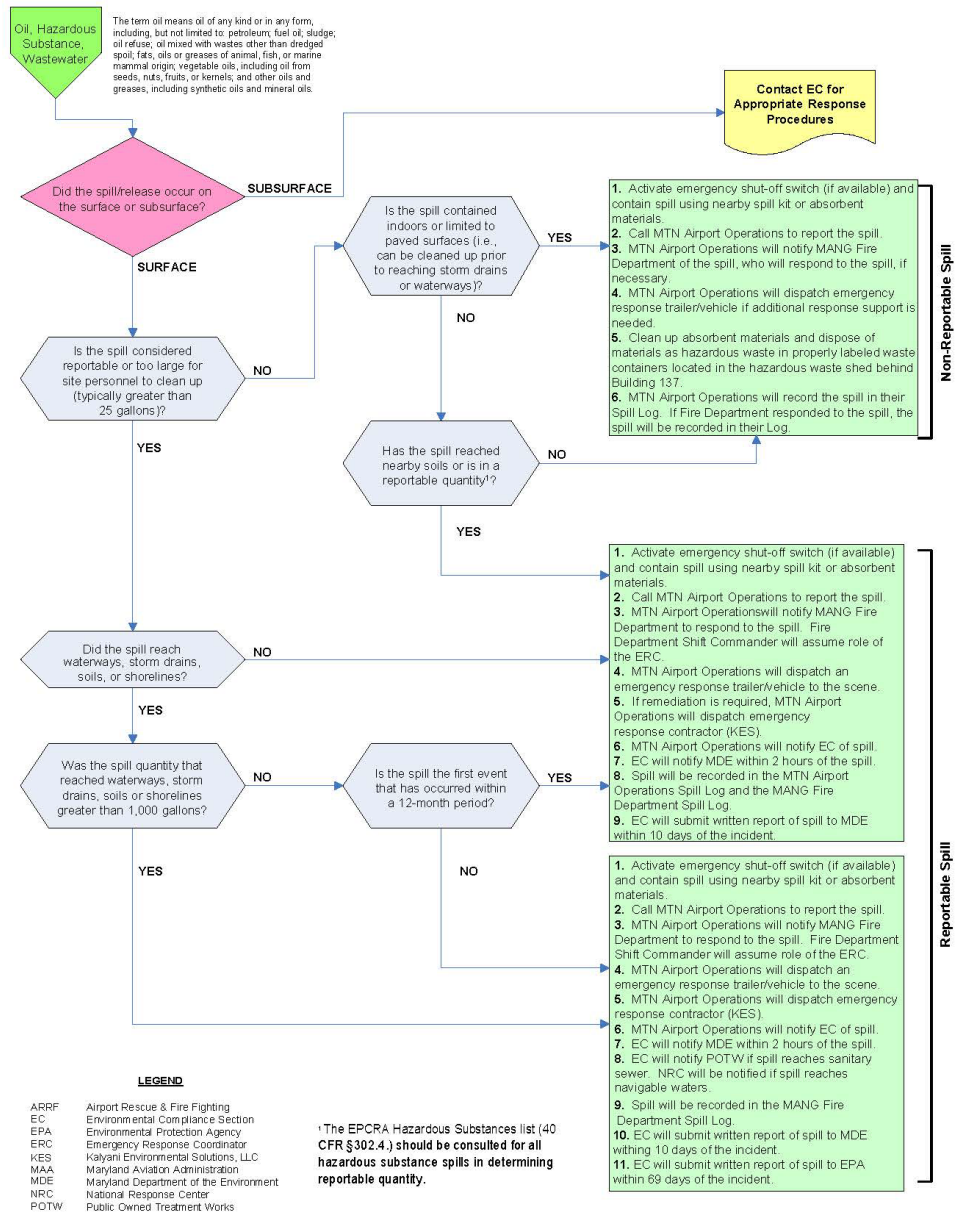


FIGURE 5-1. Oil Spill Response Procedures.

5.5.2 Emergency and Response Contacts

All MDOT MAA personnel with oil handling responsibilities are to be equipped with two-way radio systems and/or telephone communication in order to summon and coordinate appropriate emergency response activities. Spill control and response are the responsibility of the designated ERC. In the event of an oil spill, the designated ERC or alternate responder will be notified. At least one person, either on facility premises or on-call, will assume the responsibilities of the designated responder at all times. The designated responder or alternate will be thoroughly familiar with this SPCC Plan, facility operations, materials and products handled on-site, and response procedures.

Additionally, MTN Airport is staffed with maintenance personnel during regular business hours, through 11 pm. Maintenance personnel will be provided with a copy of this SPCC Plan and will serve as emergency responders in the event that the designated ERC is not on-site, and provide access for outside emergency responders as needed. Security personnel are at MTN 24 hours per day and will contact emergency responders in the event of a spill. In the event that a major spill cannot be contained, the appropriate outside emergency response contractor should be contacted immediately. A summary of facility emergency contacts is presented in Table 5-2.

Spills that result from tenant activities are addressed by the tenant or their subcontractor(s). Written procedures for notifying EC have been developed and distributed to tenants via a Tenant Directive, provided in Appendix Q.

The following information shall be provided to emergency contacts when reporting the spill:

- Name and/or type of material spilled or released, and indication of whether material is hazardous;
- Location of release;
- Time and duration of release;
- Quantity released and size of container(s) from which spill or release occurred;
- The medium or media into which the release occurred;
- Known or anticipated acute or chronic health risks associated with the release;
- Proper precautions to take as a result of release, including evacuation, if necessary; and
- Type of personal injuries, if any.

TABLE 5-2. Agencies and contact information for reporting an oil release.

Agency or Individual	Address	Phone Number(s)
<i>Federal Agencies</i>		
National Response Center (NRC)	U.S. Coast Guard (CG-3RFP-2) 2100 2nd Street, SW, Room 2111-B Washington, DC 20593	(800) 424-8802 (202) 267-2180
U.S. Environmental Protection Agency (EPA) Region III	1650 Arch Street Philadelphia, PA 19103	(800) 438-2474
Chemical Transportation Emergency Center (CHEMTREC)	1300 Wilson Boulevard Arlington, VA 22209	(800) 262-8200
<i>State Agencies</i>		
Maryland Department of the Environment (MDE) Emergency Response Division	1800 Washington Boulevard Baltimore, MD 21230	(866) 633-4686
Maryland State Police (MSP)	1201 Reisterstown Road Pikesville, MD 21208	(800) 525-5555 (410) 653-4200
Maryland Emergency Management Agency (MEMA)	5401 Rue Saint Lo Drive Reisterstown, MD 21136	(877) 636-2872
Maryland Department of Natural Resources (DNR)	Tawes State Office Building 580 Taylor Avenue Annapolis, MD 21401	(877) 620-8367
<i>Local Agencies</i>		
Anne Arundel County Fire Marshal	2660 Riva Road Annapolis, MD 21401	(410) 222-7884
Anne Arundel County Fire/Rescue Operations	8501 Veterans Highway Millersville, MD 21108	(410) 222-8322
Anne Arundel County Police Department Headquarters	8495 Veterans Highway Millersville, MD 21108	(410) 222-8050
<i>Emergency Response Contractors</i>		
Kalyani Environmental Solutions (KES)	1201 Bernard Drive Baltimore, MD 21223	(410) 536-4200

TABLE 5-2. Agencies and contact information for reporting an oil release (continued).

Agency or Individual	Address	Phone Number(s)
Facility Contacts (Maryland Aviation Administration)		
Alfred Pollard, A.A.E. Chief, Division of Martin State Airport Operations and Maintenance	701 Wilson Point Road Baltimore, MD 21220	Office: (410) 682-8826 Cell: (443) 790-8053
LaTeesha Swann, Director MTN, Office of Operations	701 Wilson Point Road Baltimore, MD 21220	Office: (410) 682-8805 Cell: 443-852-1049
Paul L. Shank, P.E., C.M. Chief Engineer Division of Planning and Engineering	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7061
Darline Terrell-Tyson Director Office of Environmental Compliance and Sustainability	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7370
Mark Williams Manager, Environmental Compliance Section Office of Environmental Compliance and Sustainability	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7448 Cell: (443) 250-1029
Evans Browne Environmental Analyst Environmental Compliance Section Office of Environmental Compliance and Sustainability	991 Corporate Boulevard Linthicum, MD 21090	Office: (410) 859-7806 Cell: (410) 215-1514
Maryland Air National Guard Fire Department	701 Wilson Point Road Baltimore, MD 21220	Office: 911 or (410) 916-6911

5.5.3 Discharge Response Equipment

Discharge response equipment is located in areas that are considered high-risk for a spill (i.e., inside maintenance shops and fueling areas). An inventory of the spill response equipment should be taken and verified during the monthly inspection. Equipment at MTN Airport is located in accessible areas and includes the following:

TABLE 5-3. Discharge response equipment inventory.

Aircraft Service	Maintenance Department	MANG Fire Department
<ul style="list-style-type: none"> • Emergency spill response vehicle that includes absorbent pads, booms, shovel, brooms, and drain covers • Mobile spill kit • Loose absorbent materials in 55-gallon drums on wheels at each of the following locations: <ul style="list-style-type: none"> - Hangar 1 - Hangar 2 - Hangar 3 - Hangar 4 - Fuel Farm • Absorbent pads (100 qty.), booms (10 qty.), and stock bags of loose absorbent materials (5 qty.) in Hangar 4 Garage • Empty 55-gallon drums for holding contaminated materials (2 qty.) 	<ul style="list-style-type: none"> • Absorbent pads (400 qty.) • Stock bags of loose absorbent materials (15 qty.) • Absorbent booms in assorted sizes (80 qty.) • Shovels, brooms, etc. • Empty 55-gallon drums for holding contaminated materials (2 qty.) 	<ul style="list-style-type: none"> • Stock bags of absorbent fiber (25 qty.) • Stock bags of loose absorbent materials (25 qty.) • Absorbent booms in assorted sizes (70 qty.)

5.5.4 Waste Disposal

Waste materials generated during spill cleanup activities resulting from minor discharges that include containment and/or absorbent materials will be disposed of appropriately in properly labeled waste containers in accordance with MDOT MAA’s Work Instructions for Hazardous Waste Management (Appendix P). Empty containers are located in the 90-day storage building behind Building 9. For major spills, the waste materials will be disposed off-site at a waste management facility that is licensed to process the type(s) of waste involved. MDOT MAA Office of Environmental Compliance and Sustainability (OECS) can be contacted for disposal contracts and contractor information.

6. SPILL REPORTING

Regulatory Requirement: *Unless the facility has submitted a response plan under 40 CFR §112.20, the SPCC Plan must provide information and procedures to enable a person reporting a discharge to relate information required under 40 CFR §112.7(a)(4). [40 CFR §112.7(a)(4)]*

Portions of the SPCC Plan should be organized to describe procedures that will be used when a discharge occurs in a way that will make them readily usable in an emergency, and should also include appropriate supporting material as appendices. [40 CFR §112.7(a)(5)]

It was determined that oil storage at MTN Airport does not meet the criteria of causing substantial harm to the environment, thus the facility is not required to prepare and submit a Facility Response Plan (FRP). Certification of the facility's applicability of the substantial harm criteria is provided in Section 1 of this SPCC Plan, with criteria applicability outlined in Section 18. Tenants that own and operate oil storage meeting the substantial harm criteria are required to have their own individual FRPs. These tenants are listed in Appendix F.

All individuals who either cause or discover a spill have been instructed to immediately contact MTN Airport Operations. The MANG Fire Department will also be contacted as needed. All spills that occur at MTN Airport Operations will be recorded by either Airport Operations or the MANG Fire Department. Depending on the circumstances and/or size of the spill, the spill must also be reported to the appropriate Federal, State, and local agencies. Any quality of oil released from the facility that reaches storm sewers or surface water should be reported to the appropriate agency contacts listed in Table 5-2.

6.1 REPORTING SPILLS TO STATE AGENCY (COMAR 26.10.01.03)

All releases of oil to the environment (i.e., to soil, groundwater, or surface water) must be reported to the MDE Emergency Response Division within two hours of detection and also documented in written reports to the MDE. Once EC has been notified of the spill, they will verbally notify MDE and report the following information:

- Time and location of discharge;
- Type of facility involved;
- Type and quantity of oil spilled;
- Assistance required;
- Name, address, and telephone number of person making report; and
- Other pertinent information as requested by MDE.

Additionally, within ten days after completion of spill cleanup, EC will submit a written report of the discharge to MDE using the Spill Report Form provided in Appendix G. Copies of the submitted form must be maintained on-site with this SPCC Plan and uploaded to the MDOT MAA's Joint Environmental Tracking System (JETS). The completed written report will contain a narrative portion that includes the following:

- Date, time, and place of oil spill;
- Amount and type of oil spilled;
- A complete description of circumstances contributing to the spill;
- A complete description of containment, removal, and clean-up operations, including disposal sites and costs of operations;
- Procedures, methods, and precautions implemented to prevent recurrence;
- Certification that the information provided is true and correct to the knowledge of the person signing the report; and
- Other information considered necessary or required by MDE for a complete description of the spill incident.

Minor oil spill incidents, as defined previously in Section 5, that are contained within buildings or are limited to paved surfaces with no potential pathways to sanitary sewers, navigable waters, and/or soil/groundwater do not need to be reported to MDE, provided that the appropriate response actions were taken to contain the spill and a record of the spill is maintained on-site. All spills must be reported to MTN Airport Operations.

6.2 REPORTING SPILLS TO FEDERAL AGENCY (40 CFR §112.4)

EC will also notify the EPA Region III Regional Administrator if the facility discharges a harmful quantity of more than 1,000 gallons of oil in a single discharge, or more than 42 gallons of oil in each of two discharge events within a 12-month period. Discharges that are reported to the National Response Center (i.e., "harmful quantity" of oil is discharged to navigable waters) are also required to be reported to EPA. Spill information must be reported to EPA within 60 days of the incident. The spill report form that is used to notify MDE can also be submitted to EPA.

MTN tenants and users are responsible for all containment, clean up, disposal, and reporting activities for spills and/or releases resulting from their activities.

6.3 SPILL HISTORY

All spill incidents at MTN Airport, including those from MTN tenants, will be recorded in the Airport Operations spill log. Spill history documentation must be maintained on-site with the

SPCC Plan. Spills that have occurred at the facility in the last five years are provided in Appendix H.

7. DESCRIPTION OF POTENTIAL DISCHARGES

Regulatory Requirement: *Where experience indicates a reasonable potential for equipment failure (such as loading or unloading equipment, tank overflow, rupture, leakage, or any other equipment known to be a discharge source), include in the SPCC Plan a prediction of the direction, rate of flow, and total quantity of oil which could be discharged from the facility as a result of each type of major equipment failure. [40 CFR §112.7(b)]*

Experience indicates a reasonable potential for equipment failure that could result in a discharge of oil. Discharges of oil can potentially occur due to equipment malfunction or tank loading and unloading operations. In the event of a release, potential discharge directions, rates, and volumes for aboveground bulk oil storage containers, portable storage containers, oil-filled operational equipment, and loading racks with capacities greater than 55 gallons are described in this section.

A discharge of oil from MTN Airport could flow into one of the three watersheds described below. Table 7-1 provides an analysis of discharge scenarios for oil storage containers (55 gallons and larger) that are located within the following watersheds and their respective drainage areas:

- **Dark Head Creek Watershed**
 - **Drainage Area DH11, DH12, and DH13:** Tanks and tank trucks located by the Terminal Area, Hangar 3, Hangar 4, and Field Lighting Vault.
- **Stansbury Creek Watershed**
 - **Drainage Areas S3, S4, and S5:** Tanks located at the Fire Pump House.
 - **Drainage Areas S8, S9, S10, and S11:** Tanks and transformer located in the Maintenance Area (Buildings 9 and 10).
- **Frog Mortar Creek Watershed**
 - **Drainage Areas FM1, FM2, and FM3:** Tanks located at the Fuel Farm. Transformers located at Maryland State Police facility.

The discharge scenarios within each of the above watersheds and drainage areas are depicted in Appendix M.

TABLE 7-1. Potential discharge scenarios.

Potential Event	Volume Discharged	Spill Rate	Discharge Direction
<i>Fuel Farm (ASTs FF-1A through FF-11A, FF-13A)</i>			
Complete failure of full tank	Maximum of 12,000 gallons	Instantaneous	There are a total of four containment areas at the Fuel Farm, all of which are equipped with isolation valves. Drainage from these containment areas are directed towards the 5,000-gallon oil/water separator located at the Fuel Farm. The OWS is connected to an 8,000-gallon waste oil tank. Discharge from the oil/water separator is directed to Outfall 005 via drainage areas FM1, FM2, and FM3, located within the Frog Mortar Creek Watershed.
Partial failure of full tank	Maximum of 12,000 gallons	Gradual to instantaneous	
Tank overfill	Maximum of 5,000 gallons	Gradual	
Pipe failure	Maximum of 12,000 gallons	Gradual to instantaneous	
Tank truck leak or failure (including fuel tanks of trucks)	Maximum of 8,000 gallons	Gradual to instantaneous	
Hose leak during tank truck unloading	1 to several gallons	Gradual	
<i>Terminal Area (AST ADM-1A), and Hangar 4 (AST H4-1A)</i>			
Complete failure of full tank	Maximum of 500 gallons	Instantaneous	Drainage from the Terminal Area to lower elevations (west) and into stormwater drain to Outfall 008 via drainage area DH11, located within the Dark Head Creek Watershed. Drainage from the Hangar 4 area directed through the nearby oil/water separator to Outfall 014 via drainage areas DH11, DH12, and DH13, located within the Dark Head Creek Watershed.
Partial failure of full tank	Maximum of 500 gallons	Gradual to instantaneous	
Tank overfill	Maximum of 5 gallons	Gradual	
Pipe failure	Maximum of 5,000 gallons	Gradual to instantaneous	
<i>Tank Truck and Mobile Storage Parking Area (By Terminal)</i>			
Tank truck leak or failure (including fuel tanks of trucks)	Maximum of 5,000 gallons	Gradual to instantaneous	Onto concrete pad towards 4,000-gallon oil/water separator to Outfall 008 via drainage areas DH11, located within the Dark Head Creek Watershed.
Hose leak during tank truck unloading	1 to several gallons	Gradual	
<i>Maintenance Area (AST M-2A, M-3A, and Drums M-1D, M-2D, and M-5D)</i>			
Complete failure of full tank	Maximum of 2,000 gallons	Instantaneous	Onto to concrete pad or through oil/water separator to Outfall 006 via drainage areas S8, S9, S10, and S11, located within the Stansbury Creek Watershed.
Partial failure of full tank	Maximum of 2,000 gallons	Gradual to instantaneous	
Tank overfill	Maximum of 5 gallons	Gradual	
Pipe failure	Maximum of 2,000 gallons	Gradual to instantaneous	To building floor, otherwise through oil/water separator to Outfall 006 via drainage areas S8, S9, S10, and S11, located within the Stansbury Creek Watershed.
Spill or leakage from 55-gallon drums stored inside buildings	Maximum of 55 gallons	Gradual to instantaneous	

TABLE 7-1. Potential discharge scenarios (continued).

Potential Event	Volume Discharged	Spill Rate	Discharge Direction
<i>Fire Pump House (ASTs FPH-1A through FPH-3A)</i>			
Complete failure of full tank	Maximum of 500 gallons	Instantaneous	Tank failure: To secondary containment basin. Pipe failure: To building floor drains, through the stormwater holding pond and discharging to Stansbury Creek.
Partial failure of full tank	Maximum of 500 gallons	Gradual to instantaneous	
Tank overfill	Maximum of 5,000 gallons	Gradual	
Pipe failure	Maximum of 500 gallons	Gradual to instantaneous	
Tank truck leak or failure (including fuel tanks of trucks)	Maximum of 5,000 gallons	Gradual to instantaneous	
Hose leak during tank truck unloading	1 to several gallons	Gradual	
<i>Field Lighting Vault (AST RS-1A)</i>			
Complete failure of full tank	Maximum of 500 gallons	Instantaneous	Towards oil/water separator to Outfall 014 via drainage areas DH11, DH12, and DH13, located within the Dark Head Creek Watershed.
Partial failure of full tank	Maximum of 500 gallons	Gradual to instantaneous	
Tank overfill	Maximum of 5,000 gallons	Gradual	
Pipe failure	Maximum of 500 gallons	Gradual to instantaneous	
Tank truck leak or failure (including fuel tanks of trucks)	Maximum of 5,000 gallons	Gradual to instantaneous	
Hose leak during tank truck unloading	1 to several gallons	Gradual	
<i>Transformers* at Maryland State Police Facility (MSP-1T and MSP-2T)</i>			
Complete failure of transformer	Maximum of 200 gallons	Instantaneous	Through oil/water separator to Outfall 005 via drainage areas FM1, FM2, and FM3, located within the Frog Mortar Creek Watershed.
Partial failure of transformer	Maximum of 200 gallons	Gradual to instantaneous	

* Addition or removal of oil from transformers is not routinely performed; thus, these operations are not included in this analysis.

An overflow of the tanks or equipment could potentially occur during tank loading and unloading operations. All loading and unloading operations are continually manned; as continuous on-site monitoring during such operations will allow an immediate response to releases and minimize the amount of oil that would be released. Additionally, all tanks at MTN Airport are equipped with tank gauges to monitor liquid levels in the tanks during refueling. Procedures that are followed during loading and unloading operations are further discussed in Section 12.

Leakage from containers and oil-containing mechanical equipment can also potentially occur from worn out or corroded seals, valves, fittings, or walls; therefore, visual inspections on ASTs and associated piping are conducted to assess integrity and identify visible corrosion, as discussed in Section 9.

8. CONTAINMENT AND DIVERSIONARY STRUCTURES

Regulatory Requirement: *Provide appropriate containment and/or diversionary structures or equipment to prevent a discharge from occurring. The entire containment system, including walls and floor, must be capable of containing oil and must be constructed so that any discharge from a primary containment system, such as a tank, will not escape the containment system prior to cleanup. In determining the method, design, and capacity for secondary containment, only the typical failure mode needs to be addressed and the most likely quantity of oil that would be discharged. Secondary containment may be either active or passive in design. At a minimum, one of the prevention systems listed in 40 CFR §112.7(c)(1) or its equivalent must be used. Dikes, berms, or retaining walls must be sufficiently impervious to contain oil. [40 CFR §112.7(c)]*

Regulatory Requirement: *If the installation of containment and/or diversionary structures or equipment to prevent a discharge is not practicable, the SPCC Plan must clearly explain why such measures are not practicable. Periodic integrity testing of bulk storage containers, in addition to periodic integrity and leak testing of the valves and piping, should be conducted. Unless the facility has submitted a response plan under 40 CFR §112.20, the SPCC Plan should provide an oil spill contingency plan and a written commitment of manpower, equipment, and materials required to expeditiously control and remove any quantity of oil discharged that may be harmful. [40 CFR §112.7(d)]*

8.1 CONTAINMENT OF STORAGE CONTAINERS

Methods of secondary containment at MTN Airport include a combination of structures (e.g., built-in secondary containment, containment dikes, containment pallets), drainage systems (e.g., oil/water separators), and land-based spill response (e.g., drain covers, sorbent materials) to prevent oil from reaching navigable waters and adjoining shorelines. The following methods of secondary containment used for storage containers at MTN Airport:

- **Double-wall tank construction.** The bulk storage tanks that have double-wall designs with a secondary shell are listed in Table 5-1. The interstice of a double-walled tank will be checked for liquids during the monthly inspection to test the integrity of the tank. One of the double-walled tanks is equipped with an automated leak detection system that monitors the interstitial space of the tank at all times.
- **Secondary containment dikes.** The single-walled ASTs that are located outdoors (at the Fuel Farm) are contained within concrete dikes that are equipped with isolation valves. The dikes provide sufficient volume for adequate containment to hold the volume of the largest tank within each dike. The ASTs located inside the Fire Pump House are also contained within containment structures. Accumulation within these containment areas are inspected prior to discharging and discharges are monitored at all times.
- **Indoor containment and containment pallets.** Most of the single-walled ASTs at MTN Airport are located indoors and within the containment of buildings. Tank M-2A is located indoors inside the Maintenance Shop and is also contained within a plastic

containment structure. Small quantity storage containers that are stored indoors are placed on spill containment pallets, which are capable of effectively containing the volume of any single 55-gallon drum. Only compatible materials are stored together in the same storage areas. Unopened drums of oil are typically stored in the Maintenance Shop (Building 9) or the Maintenance Shed (Building 10) in areas designated for storing hazardous materials. Only one drum of oil or lubricant material is used at a time in the Maintenance Shop.

- **Spill kits.** Spill kits that include absorbent material, booms, and other portable barriers are located inside the various maintenance shops (see Table 5-3 for locations) and are stored near the oil storage areas. The spill kits are located in close proximity to oil storage areas for rapid deployment should a spill occur. Spill kits are also located outdoors by the fuel pumps to allow for prompt deployment in the occurrence of a discharge resulting from tank overfills, leaking pipes/valves, etc. The tank trucks are also equipped with portable spill kits at all times.
- **Drainage system.** Drainage systems for several of the tanks located indoors are engineered to direct oil that may be discharged from the indoor bulk and drum storage areas into oil/water separators. Drainage from outdoor areas are also directed to oil/water separators. The mobile tank trucks and fuel sump cart located are typically parked on a paved area between the Terminal and self-fueling station. Runoff from this area drains to an oil/water separator serviced and inspected by the Maryland Environmental Service (MES). Spill absorbent kits and drain protector seals are also stored on the tank trucks for immediate access in the occurrence of a spill. Drain protector safety seals are also placed over stormwater drains, grates, and manholes to prevent migration of oil into the stormwater sewers.
- **Oil/water separators.** The oil/water separators located throughout the facility are designed to treat any oil that it may accumulate from their respective drainage areas. The oil storage (“slop”) tank of each separator is equipped with an oil level monitoring device and audible alarm. Best Management Practices, as outlined in the facility’s Storm Water Pollution Prevention Plan, are utilized to minimize the flow of solids or other debris entering the oil/water separator. The oil/water separators are inspected monthly and quarterly by MES, which includes checking the water level and bottom sludge/floating oils within the separator.
- **Active containment.** Measures that require deployment or specific actions prior to the start of an activity involving the handling of oil, or in reaction to a discharge, are implemented at the facility. These active containment measures will be utilized when a secondary containment structure for a tank is not practicable or if the tank is not readily accessible (e.g., oil-filled operational equipment). This SPCC Plan serves as a written commitment of manpower, equipment, and materials in place of providing secondary containment.
 - The transformers at MTN Airport do not require “passive” measures of secondary containment (e.g., double-walled tank or concrete containment dike);

however, certain “active” measures of secondary containment that ensure immediate response of a spill or release from the transformers are sufficient. Examples of active measures provided by EPA guidance include, but are not limited to, the following:

- Placing a storm drain cover over a drain to contain a potential spill in an area where transfers occur, *prior* to transfer activities;
- Placing a storm drain cover over a drain in response to a discharge, before the oil reaches the drain;
- Using spill kits in the event of a discharge; or
- Use of spill response capability or spill response teams in the event of a discharge.

8.2 DISCHARGE PREVENTION AT FUEL DELIVERY LOCATIONS

The two 1,500-gallon mobile refuelers and the two 5,000-gallon mobile refuelers parked next to the self-fueling area by the Terminal are leased by MDOT MAA through Ascent Aviation Group, Inc. (Ascent) and used to refuel aircraft with aviation fuels (aviation gasoline or Jet A fuel). Locations of fuel transfers between the mobile refuelers and aircraft vary depending on aircraft locations at the time of refueling. These mobile refuelers are not used to refuel stationary tanks at MTN Airport.

Ascent performs bulk fuel delivery transfers to the aviation gasoline and Jet A fuel tanks at the Fuel Farm using an 8,000-gallon bulk mobile refueler. MDOT MAA’s leased mobile refuelers are refueled from these tanks at the Fuel Farm, where diked off-loading areas are provided for transfers between tanks and the mobile refuelers. Spills that occur within the containment area will be directed to the 5,000-gallon oil/water separator located at the Fuel Farm. The oil/water separator at the Fuel Farm is connected to an 8,000-gallon waste oil tank. Spills that occur outside of the containment area will also be directed to the oil/water separator via storm drains. Spill kits and absorbent materials are also provided in these off-loading areas.

For most of the diesel fuel tanks located throughout the airport (i.e., Fire Pump House, emergency generator sub-base tank by Terminal), MTN personnel refuel small quantities by hand using 5-gallon diesel fuel cans. A contractor is called for refueling larger quantities to these tanks, although this occurs infrequently as diesel fuel use at MTN is minimal. Contractors are also contacted to refuel the non-aviation fuel tanks at the Fuel Farm (i.e., diesel and gasoline).

MDOT MAA’s fuel delivery drivers receive the appropriate training for discharge prevention and spill response. The mobile refuelers are also equipped with emergency shut-off, fire extinguishers, and spill kits at all times so that the fuel delivery drivers can promptly respond in the occurrence of a spill or leak. MDOT MAA personnel are present during all fuel transfers to monitor loading and unloading operations. Loading and unloading procedures that are followed by MDOT MAA personnel to prevent potential discharges are further discussed in Section 12. Standard Operating Procedures for MTN Fuel Transfer Operations for Maintenance are followed to prevent discharge

during fuel transfers at MTN. These procedures are provided in Appendix O. Discharge prevention procedures include placing drain blocking devices, as necessary, prior to fueling and manually gauging tanks before, during and after fueling. Contractors are responsible for following proper fuel delivery procedures at MTN Airport.

8.3 SPILL CONTINGENCY

MTN Airport is not required to submit an FRP as the facility does not meet the criteria of causing substantial harm to the environment (Section 18); consequently, this SPCC Plan serves as a written commitment of manpower, equipment, and materials for an efficient response in the occurrence of an oil release. Additionally, this SPCC Plan includes the following components of an oil spill contingency plan as required by 40 CFR §109.5:

- Definition of the responsible parties and contacts who would be involved in the planning or directing of oil spill response activities (Section 5.5.2);
- Establishment of spill notification and response procedures (Section 5.5.1); and
- Provisions to ensure full-resource capability and commitment of resources during spill response (Section 5.5.2).

9. INSPECTIONS, TESTS, AND RECORDKEEPING

Regulatory Requirement: *The owner or operator of the facility must conduct inspections and tests required by 40 CFR §112 in accordance with written procedures that the owner/operator or certifying engineer develop for the facility. These written procedures and a record of the inspections and tests, signed by the appropriate supervisor or inspection, must be kept with the SPCC Plan for a period of three years. Records of inspections and tests kept under usual and customary business practices will suffice. [40 CFR §112.7(e)]*

Regularly scheduled inspections and testing by qualified personnel are critical elements of discharge prevention and 40 CFR 112.8(c)(6) establishes that inspection and testing requirements for aboveground bulk storage containers should be performed in accordance with industry standards. MDOT MAA has elected to follow the Steel Tank Institute (STI) *Standard for the Inspection of Aboveground Storage Tanks*, SP001, Fifth Edition (STI SP001 Standard) for developing an inspection and testing schedule for the ASTs at MTN Airport.

The STI SP001 Standard provides criteria that is used to determine testing types and frequencies for existing ASTs and are based on factors including the tank size, configuration, and design (e.g., shop-fabricated, double-walled, etc.). These factors classify tanks into one of three categories per the STI SP001 Standard, where each type of container has an established inspection schedule. Minimum frequencies and testing types are provided in Table 9-1 for shop-fabricated ASTs and portable containers.

TABLE 9-1. STI SP001 Standard inspection schedule.

AST Type and Size (U.S. gallons)	Category 1	Category 2			Category 3			
Shop-Fabricated ASTs	0 – 1,100	• P	• P			• P • E & L (10)		
	1,101 – 5,000	• P	• P • E & L (10)			OR	• P • L (2) • E (5)	
	5,001 – 30,000	• P • E (20)	• P • E (10) • I (20)	OR	• P • E (5) • L (10)	OR	• P • L (2) • E (5)	
	30,001 – 50,000	• P • E (20)	• P • E & L (5) • I (15)			• P • E & L (5) • I (10)		
Portable Containers		• P	• P			• P*		

LEGEND

- | | |
|---|--|
| P = Periodic inspection (routine) | Category 1 = ASTs with spill control and with Continuous Release Detection Method (CRDM) |
| E = Formal external inspection by Certified Inspector | Category 2 = ASTs with spill control and without CRDM |
| I = Formal Internal Inspection by Certified Inspector | Category 3 = ASTs without spill control and without CRDM |
| L = Leak test by owner or owner’s designee | |
| () = Indicates maximum inspection interval in years. | |

* Owners of Category 3 portable containers must either discontinue use of container or have the container tested and recertified by the Department of Transportation (every 7 years for plastic containers, every 12 years for steel containers, and every 17 years for stainless steel containers).

9.1 PERIODIC VISUAL INSPECTIONS

9.1.1 ASTs and Portable Containers

Oil storage containers must be regularly inspected in accordance with established standards. The type of inspection program and its scope is determined based on site specific conditions (e.g., size, configuration, and construction of containers) and the application of good engineering practices. All ASTs and portable containers at MTN Airport are considered Category 1 Tanks⁹ under the STI SP001 Standard, which require periodic inspections that can be performed by properly trained facility personnel (EC or designated inspector). The inspector must be knowledgeable of the storage facility operations, the type and configuration of the AST and its associated components, and characteristics of the liquid stored in the AST. Inspections must be performed without suspending AST operations or removing the AST from service.

Periodic visual inspections are performed monthly and annually at MTN Airport and are documented utilizing the checklists provided in Appendices I-1 and I-2, respectively. The monthly periodic visual inspection checklist meets the minimum recommended inspection parameters as provided by the STI SP001 Standard. The annual periodic visual inspection checklist is intended to supplement the monthly inspections and includes inspection items that are not observed monthly; the annual checklist also incorporates site-specific inspection recommendations provided in the STI SP001 Standard. The monthly and annual checklists were developed as exception-based reporting tools based on the layout and design of the oil storage containers at MTN. Certain parameters in the STI SP001 checklist were not included, as they were determined not to be applicable at the facility. Any changes in facility design, construction, operation, or maintenance will prompt a review of the SPCC Plan, at which time the inspection parameters will be reviewed to determine whether the checklist(s) should be revised accordingly.

The monthly and annual visual inspections will be used to observe general conditions of the primary and secondary (if applicable) tanks; tank supports, anchors, foundation and external supports; insulation covering; normal and emergency vents; tank appurtenances; tank gauges and alarms; release prevention barriers; spill control systems; oil/water accumulation within the secondary containment; and availability of discharge response equipment. The tanks must be viewed in sufficient light from above and all sides. All tanks sit on impervious surfaces, so the tank bottoms are not required to be visible.

In addition to the above monthly and annual inspections, MTN personnel perform daily visual inspections on the tanks located at the Fuel Farm using the “Fuel Facility Checks” form provided in Appendix I-3. This form also includes monthly, quarterly, and annual checks that meet requirements of the Air Transport Association’s (ATA’s) specifications for performing inspections. Additionally, the “Fueling Vehicle Checks” form provided in Appendix I-4 is used by MTN personnel to inspect the tank trucks daily, monthly, quarterly, and annually.

⁹ Category 1 Tanks are provided with: (1) spill control, which is a means of preventing a release of liquid to the environment, and (2) Continuous Release Detection Method (CRDM), which is a means of detecting a release of liquid through inherent design.

9.1.2 Oil-Filled Operational Equipment

OFOE are not required to follow specific requirements that pertain to bulk storage containers (e.g., secondary containment, overfill alarms, etc.) if they are qualifying OFOE (refer to Section 5.3.4 for qualified OFOE requirements). The OFOE at MTN Airport are transformers and are included under a separate section on the monthly checklist provided in Appendix I-1.

9.2 FORMAL EXTERNAL INSPECTIONS

As indicated in Table 9-1, formal external inspections in addition to periodic visual inspections must be performed on Category 1 Tanks that exceed 5,000 gallons, Category 2 Tanks that exceed 1,000 gallons, or all Category 3 Tanks. Formal external inspections must be performed by a STI SP001 Certified Inspector and include an assessment of the condition of the AST and determination of its suitability for continued service without entry into the AST interior. The applicable tanks at MTN Airport that require formal external inspections are provided in Table 9-2.

TABLE 9-2. Formal external inspection schedule for applicable tanks.

Tank ID	Capacity (gallons)	Category	Contents	Year Installed	Frequency of Formal External Inspection	Last Inspection	Next Inspection
FF-1A	12,000	1	Aviation Gasoline	2006	20 years	--	2026
FF-2A	12,000	1	Aviation Gasoline	2006	20 years	--	2026
FF-3A	12,000	1	Jet A Fuel	2006	20 years	--	2026
FF-5A	12,000	1	Jet A Fuel	2006	20 years	--	2026
FF-6A	12,000	1	Jet A Fuel	2006	20 years	--	2026
FF-7A	12,000	1	Jet A Fuel	2006	20 years	--	2026
FF-9A	6,000	1	Unleaded Gasoline	1986	20 years	2009	2029
FF-10A	6,000	1	Unleaded Gasoline	1986	20 years	2009	2029
FF-11A	6,000	1	Diesel Fuel	1987	20 years	2009	2029
M-3A	2,000	2	Heating Oil	2018	10 years	--	2028

9.3 FORMAL INTERNAL INSPECTIONS

Formal internal inspections can be used to meet the inspection requirements of SP001 in combination with other formal inspections for Category 3 Tanks greater than 1,100 gallons or Category 2 Tanks greater than 5,000 gallons. A formal internal inspection, conducted by a STI SP001 Certified Inspector, assesses both the internal and external conditions of the AST and determines its suitability for continued service. Note that formal internal inspections include the inspection requirements of formal external inspection and thus can satisfy the requirements of formal external inspections. Formal internal inspections are not required on AST systems at MTN Airport.

9.4 LEAK TESTING

Leak testing can be used to meet the inspection requirements of SP001, in combination with other formal inspections, on all Category 3 Tanks and Category 2 Tanks¹⁰ with capacities greater than 1,100 gallons. The leak testing method consists of a “point-in-time” test to determine if an AST is liquid tight, providing an indication of the AST’s integrity. Leak testing methods include the following technologies:

- Gas pressure decay, includes vacuum decay;
- Gas pressure soap bubble testing;
- Gas tracers (e.g., helium tracer);
- Soil tracers (chemical marker);
- Mass measurement;
- Level measurement; or
- Hydrostatic test.

Leak testing is not required for AST systems at MTN Airport.

9.5 TESTING REQUIREMENTS FOR NEW AST SYSTEMS

New single-walled and double-walled AST systems manufactured for the storage of stable, flammable, and combustible liquids at normal atmospheric pressure must be tested upon arrival at the job site according to manufacturer’s recommendations. Temporarily plug, cap, or seal off remaining tank openings to maintain pressure. Testing includes pressurization of the primary and/or secondary portions of the AST system. Specific testing methods, developed according to the AST design, must be followed to ensure the safety of personnel and to maintain the manufacturer’s warranty. If the test fails, an attempt to diagnose the root cause of the failure must be made. If the test passes, depressurize or remove the vacuum in a controlled fashion, and initiate installation of appurtenances. Records of the initial test should be kept for a minimum of five years.

9.6 RECORDKEEPING

The inspector is required to check the status of each item included on an inspection checklist and indicate on the checklist whether an item’s condition is acceptable. If the status of a particular item is unacceptable, the appropriate and complete information is recorded, including the corrective actions to be taken. Completed inspection records are uploaded to the MDOT MAA Joint Environmental Tracking System (JETS) website and the hard copies of the inspections are maintained with this SPCC Plan for a period of three years, located in the Airport Operations Office. All other

¹⁰ For Category 2 Tanks with capacities between 5,001 and 30,000 gallons, formal internal inspections can be performed to replace leak testing.

maintenance records are maintained through Maximo, which is MDOT MAA's online work order management system.

10. EMPLOYEE TRAINING

Regulatory Requirement: *At a minimum, oil-handling personnel must be trained in the operation and maintenance of equipment to prevent discharges; discharge procedure protocols; applicable pollution control laws, rules, and regulations; general facility operations; and the contents of this SPCC Plan. [40 CFR §112.7(f)(1)]*

A person who is accountable for discharge prevention and who reports to facility management should be designated. [40 CFR §112.7(f)(2)]

Discharge prevention briefings should be scheduled and conducted for the facility's oil-handling personnel at least once a year to ensure adequate understanding of this SPCC Plan. Such briefings must highlight and describe known discharges or failures, malfunctioning components, and any recently developed precautionary measures. [40 CFR §112.7(f)(3)]

10.1 OIL-HANDLING PERSONNEL TRAINING

MDOT MAA personnel who have duties that may involve oil-handling receive training for general oil spill prevention and basic spill response. This training is provided during the annual environmental awareness training. MDOT MAA's EC is responsible for providing the annual environmental awareness training that includes the following topics:

- Awareness of SPCC Plan, including procedures and requirements outlined within the SPCC Plan;
- Potential sources of oil spills;
- Basic spill prevention and response procedures;
- Spill reporting procedures.

MTN fuel delivery drivers are required to receive additional Class B Commercial Driver's License (CDL) training with tanker and hazardous material endorsements. CDL training is recertified every 5 years. Aviation fuel drivers must also complete Professional Line Service Training provided by Phillips 66/World Fuels through the National Air Transportation Association (NATA)/Safety First. This training is completed every 2 years. Specific oil-handling procedures are discussed periodically at MDOT MAA's "toolbox" safety meetings, which are attended by MDOT MAA maintenance personnel and fuel delivery drivers whose responsibilities involve oil-handling on a daily or more frequent basis. MDOT MAA supervisors whose employees handle oil and/or perform fuel deliveries are responsible for ensuring that their employees receive the appropriate training.

Records of attendance to the annual environmental awareness training are maintained at MDOT MAA's EC office and are uploaded to the JETS website. MDOT MAA maintains all records of completion for fuel delivery driver training. Records of trainings provided to MDOT MAA

personnel are recorded in Appendix J. MTN personnel training records are maintained through the Airport Operations Office.

Tenants at MTN Airport are responsible for providing training to their personnel. Where tanks are owned and operated by the tenants, their designated Compliance Officer will conduct the training and maintain records of spill prevention briefings on file at the facility.

10.2 UST OPERATOR CERTIFICATION PROGRAM AND TRAINING

Regulatory Requirement: *A regulated substance storage facility with one or more UST systems is required to train and certify UST operators. [COMAR 26.10.16]*

Facilities that store motor fuel, used oil, and/or hazardous substances in UST systems, as well as facilities that have bulk storage or operate emergency generator USTs, are required to designate and identify individuals to serve as Class A, B, and C operator(s) for each facility by August 8, 2012. As discussed in Section 14.3, operator training must be provided by companies approved by MDE's Oil Control Program as part of the UST Operator Certification Program; MDOT MAA currently provides general awareness training for Class C operators as part of its annual environmental compliance training. The following topics are covered during this awareness:

- Hazards of petroleum (personnel health and safety; environment; etc.);
- Fuel dispensers and associated components;
- Emergency shut off;
- Emergency scenarios and response; and
- Tank monitors and alarms.

A Class C operator is an employee that is usually the first to respond to an emergency; consequently, they must be trained to properly monitor dispensing of regulated substances, as well as how to take action in response to emergencies or alarms caused by spills or releases from UST systems. MDOT MAA OECS personnel attend Class A/B training provided by a third party.

10.3 EMERGENCY RESPONSE TRAINING

MANG Fire Department personnel receive oil spill emergency response training through a 40-hour Hazardous Materials Technician Course. These personnel are the core response team for MTN Airport. The MANG Fire Department is responsible for ensuring that these individuals receive appropriate refresher courses and replacement personnel are equivalently trained. The MANG Fire Department maintains a training record to include date, participants, and contents of training.

11. SITE SECURITY

Regulatory Requirement: *The SPCC Plan must describe how access to oil handling, processing, and storage areas are secured and controlled; how master flow and drain valves are secured; how unauthorized access to starter controls on oil pumps is prevented; and how out-of-service and loading/unloading connections of oil pipelines are secured. The SPCC Plan must also address the appropriateness of security lighting to both prevent acts of vandalism and assist in the discovery of oil discharges. [40 CFR §112.7(g)]*

Security fencing surrounds MTN Airport's entire perimeter and access to the facility is restricted only to authorized personnel. All personnel accessing secured areas are required to undergo a security application process to obtain security badges from the MDOT MAA security office. Personnel are required to wear security badges whenever on-site.

All oil storage locations are located in areas that are locked and/or under frequent surveillance during normal shift hours. These areas remain locked and are periodically monitored during afterhours, weekends, and holidays. Visitors within secured areas must be escorted by authorized personnel and must remain with their escort at all times. Specific security and access for each oil storage location at MTN Airport is described in the following sections.

11.1 FENCING, LIGHTING, AND ACCESS

- **Aboveground Storage Tanks**

- **Fuel Farm.** The Fuel Farm has separate fencing and secure gating with adequate lighting provided throughout. A security code is required in order to enter the Fuel Farm facility.
- **Terminal Area.** The emergency generator near the Terminal Building (AST ADM-1A) is located within the airport security perimeter. Access to this tank is limited to authorized personnel.
- **Fire Pump House.** ASTs FPH-1A through FPH-3A are located indoors within the Fire Pump House. The building is locked when unattended. Access to these ASTs is thus limited to authorized personnel. Separate security lighting is not required for these ASTs due to their indoor location.
- **Maintenance and Auto Shop, Building 9.** AST M-2A and drum storage areas M-1D, M-2D, and M-5D are located indoors and access to the building is limited to authorized personnel. The building is locked when unattended. Separate security lighting is not required for these storage areas due to their indoor location. M-3A is located outside the building but is located within the airport security perimeter. Access to this tank is limited to authorized personnel.

- **Field Lighting Vault.** The AST (RS-1A) that supplies diesel fuel for the emergency generator at the Field Lighting Vault is located outdoors within secured fencing that is locked at all times. Access to this area is limited to authorized personnel.
- **Hangar 4.** The tank outside Hangar 4 (AST H4-1A) is located within the airport security perimeter. Access to this tank is limited to authorized personnel.
- **Mobile Storage Tanks**
 - **Tank Trucks and Fuel Sump Cart.** The tank trucks owned and operated by MDOT MAA are typically parked between the Terminal and self-fueling station, which is under frequent surveillance during normal shift hours.
- **Oil-Filled Operational Equipment**
 - **Transformers.** All transformers at MTN Airport are located within the secure perimeter of the facility.

11.2 OTHER SECURITY MEASURES

Additional oil control security measures utilized at MTN Airport include the following:

- **Master Flow and Drain Valves.** Tank drain valves are kept secure by either plugging/capping or locking, except when tanks are being accessed during loading and unloading operations. Additionally, tanks at the Fuel Farm are equipped with valve locks and only authorized personnel are permitted to operate the valves.
- **Pump Starter Controls.** For oil storage tanks that utilize pumps to move liquids into tanks, the starter controls for these pumps are located in areas accessible only to authorized personnel.
- **Pipeline Loading/Unloading Connections.** All ASTs at MTN Airport are located at their points of use and do not use pipelines for transferring oil. Fuel is delivered to the point of storage by tank truck and no pipelines are used for delivery of fuel to ASTs. Fuel delivery personnel and contractors are responsible for ensuring the security of connections at the point of delivery.

12. LOADING AND UNLOADING RACK OPERATIONS

Regulatory Requirement: *Where loading/unloading rack drainage does not flow into a catchment basin or treatment facility designed to handle discharges, use a quick drainage system for tank car or tank truck loading/unloading racks. A containment must be designed to hold at least the maximum capacity of any single compartment of a tank car or tank truck loaded or unloaded at the facility. [40 CFR §112.7(h)(1)]*

Provide an interlocked warning light or physical barrier system, warning signs, wheel chocks, or vehicle break interlock system in the area adjacent to a loading/unloading rack to prevent vehicles from departing prior to complete disconnection of flexible or fixed oil transfer lines. [40 CFR §112.7(h)(2)]

Prior to the filling and departure of any tank car or tank truck, closely inspect for discharges at the lowermost drain and all outlets of such vehicles, and if necessary, ensure that they are tightened, adjusted, or replaced to prevent liquid discharge while in transit. [40 CFR §112.7(h)(3)]

12.1 PROCEDURES

Most bulk oil transfers between delivery trucks, tanks, mobile refuelers, aircraft, and stationary fuel burning equipment are attended by MDOT MAA personnel to prevent or respond to potential overfilling or spills, and to ensure compliance with MTN Airport’s procedures for fuel loading and unloading. Fuel transfers must follow the MTN Fuel Transfer Operations for Maintenance procedures, provided in Appendix O. A Fuel Delivery Record and Checklist, provided in Appendix K, is utilized at MTN Airport for fuel transfers. Personnel involved in fuel transfer are required to be familiar with the fuel transfer procedures and the fuel delivery checklist. Fixed Base Operations at MTN Airport is responsible for maintaining records of fuel deliveries.

A list of tanks (ASTs and USTs) that receive fuel from the MDOT MAA tank truck are provided on the Fuel Delivery Record and Checklist. The Fuel Delivery Record and Checklist is used to record fuel levels before and after filling in the tank or equipment that is receiving fuel, as required by MTN Airport’s Oil Operations Permit (Section 14.1). A “Fuel Unloading Checklist” is also included as part of the form to ensure that the proper fuel transfer procedures are followed. Prior to filling, personnel must inspect the area and equipment, chock the truck wheels, properly ground equipment, and place necessary drain blocking devices. Direct communication between the person monitoring the tank level and the person at the refueling dispenser is also utilized to prevent overfilling tanks. For tanks where the dispenser is located by the tank gauge, only one person (typically the fuel delivery driver) is required to be present during the transfer. After properly disconnecting all equipment, the area must be inspected again.

MTN Airport’s OOP includes additional special conditions for MDOT MAA’s tank trucks that pertain to fuel deliveries and transfers:

- **Measuring and recording liquid levels prior to filling.** MDOT MAA’s fuel delivery driver utilizes the Fuel Delivery Record and Checklist to record the liquid levels. Tank

levels are obtained from visual gauges, or by manually gauging of the tank if a tank is not equipped with visual gauges (primarily USTs).

- **Providing tank truck with spill clean-up material.** MDOT MAA's tank trucks carry spill kits at all times.
- **Providing fire extinguishers on tank truck.** MDOT MAA's tank trucks carry fire extinguishers at all times.
- **Posting of MDE's emergency spill reporting telephone number conspicuously on tank truck.** The phone number is posted in a highly visible location on each of MDOT MAA's tank trucks.
- **Conducting driver safety training requirements.** Safety and awareness training is provided to personnel who are responsible for fuel deliveries and transfers. Additional CDL and NATA training is required for MTN fuel delivery drivers (see Section 10.1).

12.2 SECONDARY CONTAINMENT FOR VEHICLES

The requirements of 40 CFR 112.7(h)(1) pertain to areas designated as loading/unloading racks, which are defined by the SPCC Rule as a fixed structure (e.g., platform) that is necessary for loading or unloading a tank truck. MTN Airport does not have loading/unloading racks.

For off-loading, fuel is transferred from tanks through a filter system to one of two offloading stations. Service tank trucks are filled at the off-loading stations and are used to transport fuel to aircrafts at the terminal or inside a hangar. Tank trucks receiving jet fuel are equipped with safety features, including automatic shut-off switches, which stop the flow of fuel when the truck is full. The tank truck loading stations are also equipped with deadman valves, which require personnel to manually hold open a switch to allow fuel to flow into the truck. Additionally, the fueling trucks have interlocking brake systems that set their parking brakes when the fill hose is connected to the truck, preventing trucks from leaving the area prior to disconnection of the transfer hose. The Fuel Delivery Record and Checklist discussed in the previous section also ensures that the proper loading/unloading procedures are utilized to prevent vehicles from departing prior to complete disconnection of oil transfer lines.

13. BRITTLE FRACTURE ANALYSIS

Regulatory Requirement: *If a field-constructed aboveground container undergoes a repair, alteration, reconstruction, or a change in service that might affect the risk of a discharge or failure due to brittle fracture or other catastrophe, or has discharged oil or failed due to brittle fracture failure or other catastrophe, evaluate the container for risk of discharge or failure due to brittle fracture or other catastrophe, and as necessary, take appropriate action. [40 CFR §112.7(i)]*

MDOT MAA does not own or operate field-constructed ASTs at MTN Airport; thus, this requirement does not apply to the facility.

14. COMPLIANCE WITH STATE REGULATIONS

Regulatory Requirement: *The SPCC Plan should include a complete discussion of conformance with the applicable requirements and other effective discharge prevention and containment procedures listed in 40 CFR §112 or any applicable more stringent State rules, regulations, and guidelines. [40 CFR §112.7(j)]*

14.1 OIL OPERATION PERMITS

The State of Maryland requirements for oil pollution and tank management are found under COMAR 26.10.01, which include requirements for obtaining an Oil Operations Permit (OOP) for oil storage facilities that store any of the following oil quantities in aboveground tanks:

- 10,000 gallons or more of oil intended to be used as a motor fuel, lubricant, or fuel source; or
- 1,000 gallons or more of used oil.

The total aboveground oil storage capacity owned and operated by MDOT MAA at MTN Airport exceeds 10,000 gallons and as a result an OOP is required for the facility. MTN Airport's current OOP (2017-OPT-4173, provided in Appendix L) was issued on April 6, 2017 and expired on April 6, 2022. An application for a renewed OOP was submitted by MDOT MAA to MDE on 04 February 2022. At the time of the development of this SPCC, a renewed OOP had not been issued. The OOP application is included in Appendix L of this SPCC. When a renewed OOP is received, it shall be included in Appendix L of this SPCC, and any new general or special conditions will be implemented within the required timeframes.

The OOP is modified periodically to incorporate tanks that have been added or removed from the facility since the date of issue. The conditions of the OOP are summarized below:

- Measure and record in writing the liquid levels of oil storage systems prior to filling.
- Deliver oil by truck tank or by transport consistent with COMAR 26.10.01.16A, B, C and 26.10.01.17C, D, E, F.
- Provide the truck tank or transport delivery vehicle(s) with spill clean-up material.
- For oil delivery by truck tank or transport and in all instances where the tank is accessible, drivers shall measure the tank ullage (available capacity) prior to filling.
- Provide fire extinguishers on transport or truck tank vehicles in accordance with NFPA 385, 2017 edition.
- MDE's emergency spill reporting telephone number, 1-866-633-4686, must be conspicuously posted in all truck tanks and transports receiving or delivering oil.
- Meet minimum vehicle insurance coverage for the transport of all types of oil, including gasoline.
- Perform preventative maintenance annually or every 25,000 miles for truck tanks, transports, and vacuum tanks in accordance with 49 CFR 396 and COMAR 11.14.
- Inspect and test truck tanks, transports, or vacuum tanks used for transporting flammable petroleum liquids in accordance with 49 CFR 180.407.

- Obtain U.S. DOT numbers for interstate truck tanks, transports, and vacuum tanks or Maryland State Highway Administration identification numbers for intrastate truck tanks, transports, and vacuum tanks.
- Register all placarded truck tanks, transports, and vacuum tanks in accordance with 49 CFR 107.
- Conduct driver safety training requirements as specified in 49 CFR 172.700 and COMAR 26.10.01.16D.
- Locations where vehicles are permitted to be domiciled in Maryland shall meet zoning requirements for the parking of commercial truck tanks, transports, and vacuum tanks.

Additional Special and General Conditions of the OOP can be found in Appendix L.

14.2 TANK REGISTRATIONS

Per COMAR 26.10.03.09, all USTs must be registered with MDE. New systems must be registered within 30 days and be in compliance with the following requirements:

- Installation of tanks and piping per COMAR 26.10.03;
- Cathodic protection of steel tanks and piping per COMAR 26.10.03.01 and 26.10.03.02;
- Financial responsibility under COMAR 26.10.11; and
- Release detection under COMAR 26.10.03.01 and 26.10.03.02, in addition to COMAR 26.10.05.02 and 26.10.05.03.

All bulk storage tanks at MTN Airport that are registered with State and local authorities have current certificates of registration, as well as special use permits that are required by the local fire code.

14.3 UST OPERATOR CERTIFICATION PROGRAM AND TRAINING

As required by COMAR 26.10.16, owners of UST facilities are to designate individuals to serve as Class A, B, and C operator(s)¹¹ for each facility by August 8, 2012. These include operators at facilities that store motor fuel, used oil, and/or hazardous substances in UST systems, as well as at facilities that have bulk storage or operate emergency generator USTs. Operator training is not required for UST systems that store heating oil for direct consumptive use.

MDOT MAA currently includes Class C operator general awareness training as part of its annual environmental compliance training; however, formal training for UST operators must be provided

¹¹ A **Class A operator** is an owner or employee that has the primary responsibility for regulatory requirements necessary to operate and maintain the UST system; a **Class B operator** is an owner or operator that oversees routine maintenance, inspections, and recordkeeping for the system; and a **Class C operator** is an employee that is usually the first to respond to an emergency.

to appropriate MDOT MAA personnel only by companies approved by MDE's Oil Control Program as part of the UST Operator Certification Program. The topics included as part of MDOT MAA's general awareness training for Class C operators are discussed in Section 10.2.

14.4 STORMWATER DISCHARGE PERMITS

Stormwater runoff from MTN Airport is discharged to permitted outfall areas that are regulated under the National Pollutant Discharge Elimination System (NPDES) Permit No. 02-SW-1451 issued by MDE. To comply with NPDES Permit requirements, MTN Airport has developed and implemented a Stormwater Pollution Prevention Plan (SWPPP) that addresses potential pollution sources of stormwater and best management practices for preventing pollution to receiving water bodies. The SWPPP supplements information provided in this SPCC Plan (Sections 7 and 15) regarding MTN Airport's stormwater structures, systems, conveyances, and drainage systems.

15. FACILITY DRAINAGE

MTN Airport encompasses 47 drainage areas forming a total drainage area of approximately 700 acres. The airport drainage areas range in size from 7 acres to more than 170 acres. A variety of owner-occupied and commercial tenant buildings are located within each drainage area. Details of these watersheds and drainage areas are located in Table 15-1. This table summarizes information provided in the facility's SWPPP. Potential discharges into these drainage areas are discussed in Section 7.

Figures detailing the tank locations and potential discharge flow pathways are included in Appendix M. The figures are designed to provide probable spill trajectories in the event of a release. These trajectories can be used to determine containment points within the stormwater system following a spill.

15.1 DRAINAGE FROM DIKED STORAGE AREAS

Regulatory Requirement: *Restrain drainage from diked storage areas by valves to prevent a discharge into the drainage system or facility effluent treatment system, except where facility systems are designed to control such discharge. Diked areas may be emptied by pumps or ejectors, but these pumps or ejectors must be manually activated, and the condition of the accumulation before starting must be inspected to ensure that no oil will be discharged. [40 CFR §112.8(b)(1)]*

Use valves of manual, open-and-closed design, for the drainage of diked areas. Flapper-type drain valves may not be used to drain diked areas. If facility drainage drains directly into a watercourse and not into an onsite wastewater treatment plant, uncontaminated retained stormwater must be inspected. [40 CFR §112.8(b)(2)]

MTN Airport has several diked containment areas at the Fuel Farm. Precipitation may periodically accumulate and require drainage from these containment areas as necessary after significant rain events. Drainage from the containment dikes are restricted with drainage valves to prevent accumulations from discharging into the environment. Accumulations within these diked areas are inspected for contaminants or oil sheens prior to discharging.

For tanks that are configured within a secondary dike tank, drainage from the dike tank is restricted with a drainage valve and/or secondary basin drain plug.

15.2 UNDIKED AREAS

Regulatory Requirement: *Design facility drainage systems from undiked areas with a potential for discharge (such as where piping is located outside the loading area) to flow into ponds, lagoons, or catchment basins designed to retain oil or return it to the facility. Catchment basins may not be located in areas subject to periodic flooding. [40 CFR §112.8(b)(3)]*

If facility drainage is not engineered as specified in 40 CFR §112(b)(3), equip the final discharge of all ditches inside the facility with a diversion system that would, in the event of an uncontrolled discharge, retain oil in the facility. [40 CFR §112.8(b)(4)]

Drainage from undiked areas follow the discharge scenarios described in Table 7-1 and depicted in Appendix M. Storm drains are located in the vicinity of outdoor tanks (double-walled or contained within a diked area) and are designed to receive drainage from the storage areas. The storm drains discharge to stormwater detention basins and no diversion systems are provided on drainage ditches or storm drains that discharge from these areas.

15.3 FACILITY DRAINAGE SYSTEMS AND EQUIPMENT

Regulatory Requirement: *Where drainage waters are treated in more than one treatment unit and such treatment is continuous (requiring pump transfer), provide two “lift” pumps and permanently install at least one of the pumps. [40 CFR §112.8(b)(5)]*

MTN Airport operates oil/water separators that are gravity-operated and do not utilize lift pumps for the treatment of drainage water containing oil.

TABLE 15-1. Watersheds and drainage areas.

	Drainage Areas	Area (acres)	Tanks	Description of Activities That Occur in Watershed
Dark head Creek Watershed	DH1 DH2 DH3 DH4 DH5	33	--	Used for taxiway and aircraft parking. Located at the northwestern corner of MTN Airport. Areas include grassy surfaces along Eastern Boulevard and Wilson Point Road (DH 1 and DH 2) and impervious areas including Taxiway A (DH 3, DH 4, and DH 5). Monitoring Outfall 010 located at the convergence of the 18-in. reinforced concrete pipe storm drain system from DH 4 and the grass-lined swales from DH 1, DH 2, DH 3 and DH 5.
	DH6 DH7 DH8 DH9 DH10	15	--	Used for fueling, parking, vehicle/equipment maintenance, vehicle/equipment washing, deicing operations, painting, chemical storage, commercial tenant buildings, control tower, and operations center. Areas include grassy surfaces along Wilson Point Road and main entrance (DH 6, DH 7, DH 9 and DH 10) and impervious areas including Taxiway A and aircraft and vehicle parking areas (DH 6 and DH 8). Commercial tenant buildings, deicing areas, a portion of the control tower, operations center, the main entrance, and employee parking. Monitoring Outfall 009 is located at the convergence of the existing storm drain system from DH 8 and DH 9 and the roadside ditches discharging stormwater runoff from the remaining drainage areas.
	DH11	8	ADM-1A, H4-1A, FS-2M, Tank Trucks	Used for fueling, parking, vehicle/equipment maintenance, vehicle/equipment washing, painting, chemical storage, material loading, commercial tenant buildings, control tower, and operations center. Includes minor grassy surfaces adjacent to the airport’s main entrance and impervious areas associated with a portion of the control tower, operations center, employee parking, and a commercial tenant building that requires runway access. Monitoring Outfall 008 is located at the exit of an existing 24-in. storm drain system, upstream of its eventual outlet into Dark Head Creek.

TABLE 15-1. Watersheds and drainage areas (continued).

	Drainage Areas	Area (acres)	Tanks	Description of Activities That Occur in Watershed
Stansbury Creek Watershed	S1 S2	30	--	Used for runway access, parking, commercial tenant buildings, private tenant hangars, and wetland mitigation site. Includes grassy surfaces along Wilson and Strawberry Point roads and in the areas between private tenant hangars (S 1). Impervious areas include Taxi-Lanes T/L B and aircraft and vehicle parking areas (S 1). Private tenant hangars that require runway access are also included within these drainage areas. The airport's wetland mitigation site and bordering vegetative areas cover the entirety of Drainage Area S 2. Monitoring Outfall 007 is located at the exit of an existing 24-in. storm drain system, which directly outfalls into Stansbury Creek.
Stansbury Creek Watershed	S3 S4 S5	172	FPH-1A, FPH-2A, FPH-3A	Used for fueling, parking, vehicle/equipment maintenance, vehicle/equipment washing, deicing operations, chemical storage, Runway 15-33, Taxiways, Taxi Lanes, runway access, Airport Rescue and Fire Fighting, MANG facilities, commercial buildings, private tenant hangars, and stormwater management water quality basins. Includes grassy surfaces (S 3 and S 5) and dense trees zones (S 4 and S 5). Impervious areas include portions of Runway 15-33, Taxiways TWY A, TWY B, and TWY T, and Taxi-Lanes T/L G and T/L B, and aircraft and vehicle parking areas (S 3 and S 5). Airport Rescue and Fire Fighting, private tenant hangars, the Lockheed Martin site, and a portion of the MANG site all require runway access and are included within these drainage areas (S 3), as well as areas used for deicing operations. SWM Water Quality Basin 1 is located within Drainage Area S 3 and collects stormwater drainage from the entire drainage area. Drainage from Area S 5 is collected by SWM Water Quality Basins 3A and 3B. Both facilities directly outlet into Stansbury Creek. Monitoring Outfall 012 is located at the exit of an existing 4.5-ft x 4.5-ft box culvert, downstream of SWM Water Quality Basin 1.
	S6 S7 S8 S9	85	M-2A M-3A M-1D, M-2D, M-5D	Used for vehicle/equipment maintenance, deicing operations, chemical waste storage, Taxiways, runway access, parking, maintenance and auto shop, private tenant hangars, and storage piles of soil, asphalt millings, and stone. Include grassy surfaces along Strawberry Point Road and between parking areas (S 6, S 7, and S 8) and dense tree zones (S 6, S 7, S 8, and S 9). Impervious areas include portions of Strawberry Point Road, Taxiway S, and aircraft and vehicle parking areas (S 8). Airport maintenance service and storage buildings (S 7 and S 8), private tenant hangars (S 8), and a Fuel Farm (S 8) are also included within these areas. Monitoring Outfall 006 is located at the exit of an existing storm drain system, which directly outlets into Stansbury Creek.
Frog Mortar Creek Watershed	FM1 FM2 FM3	18	FF-1A through FF-11A, FF-13A, MSP-1T, MSP-2T	Used for fueling, painting, vehicle/equipment maintenance, vehicle/equipment washing, deicing operations, material loading, industrial waste management, emergency fire-fighting, police maintenance and storage, Marine rescue, Fuel Farms, helicopter landing site. Includes grassy surfaces adjacent to parking areas (FM 2 and FM 3) and dense trees zones (FM 1), aircraft and vehicle parking areas and runway access (FM 2). Police maintenance, storage, and marine rescue buildings and Fuel Farms (FM 2) are also included within these areas. Monitoring Outfall 005 is located at the entrance to an existing grass-lined swale.

TABLE 15-1. Watersheds and drainage areas (continued).

	Drainage Areas	Area (acres)	Tanks	Description of Activities That Occur in Watershed
	FM4 FM5 FM6	61	--	Used for Runway 15-33, Taxiways, and runway access. Include grassy surfaces adjacent to runway access (FM 4 and FM 6) and impervious areas including Runway 15-33 and Taxiways TWY J and TWY S runway access (FM 5 and FM 6). Monitoring Outfall 003 is located at the exit of an existing 54-in. storm drain.
Frog Mortar Creek Watershed	FM7 FM8 FM9 FM10 FM11 FM12 FM13	84	--	Used for Taxiways and runway access. Includes grassy surfaces adjacent to runway access (FM 7, FM 8, and FM 9) and dense trees zones (FM 9 through FM 13), Runway 15-33 and Taxiways TWY D and TWY T. MANG facilities also located in these areas (FM 9, FM 10, FM 11, FM 12, and FM 13). Monitoring Outfall 013 located at the downstream of the exit of an existing 48-in. storm drain.
	FM14 FM15	67	--	Used for Taxiways, runway access, and MANG facilities. Include grassy surfaces adjacent to runway access and impervious areas including Runway 15-33 and Taxiways TWY J and TWY S. MANG facilities are also located within these areas. Monitoring Outfall 011 is located downstream of an existing storm drain system.
	FM16 FM17 FM18	31	--	Used for MANG facilities. Includes buildings, parking areas, and access roads for the MANG base. Monitoring Outfall 015 is located at the exit of an existing 18-in. RCP storm drain system.
	FM19	73	--	Used for MANG Facilities. Includes buildings, parking areas, roads, and runway access for the MANG base. Monitoring Outfall 002 is located at the exit of an existing grass-lined swale downstream of a 58-in. RCP storm drain system which drains the majority of the MANG operations area.
	FM20 FM 21 FM 22	14	--	Used for MANG Facilities. Include buildings, parking areas, roads, and runway access for the MANG base. Monitoring Outfall 001 located at exit of a 30-in. RCP storm drain system which drains the remaining portion of the MANG operations area. The storm drain outfalls into a county storm drain system which eventually outlets directly to Frog Mortar Creek

16. BULK STORAGE CONTAINERS

16.1 MATERIALS AND CONSTRUCTION

Regulatory Requirement: *A container cannot be used for oil storage unless its material and construction are compatible with the material stored and conditions of storage such as pressure and temperature. [40 CFR §112.8(c)(1)]*

The fixed AST installations at MTN Airport are designed and constructed in accordance with good engineering practice to avoid discharges. All tanks are shop-fabricated, constructed of steel, and compatible with the liquids that they contain. The tanks are also suitable for the pressure and temperature conditions of their storage areas. The drums are constructed of either steel or plastic and are also compatible with the liquids that they contain and the storage areas in which they are located.

16.2 SECONDARY CONTAINMENT

Regulatory Requirement: *Construct all bulk storage container installations (except mobile refuelers and other non-transportation related tank trucks) so that a secondary means of containment is provided for the entire capacity of the largest single container and sufficient freeboard to contain precipitation. Diked areas should be sufficiently impervious to contain discharged oil. An alternative system consisting of a drainage trench enclosure can also be used, as long as it is arranged so that any discharge will terminate and be safely confined in a facility catchment basin or holding pond. [40 CFR §112.8(c)(2)]*

The drainage of uncontaminated rainwater from the diked area into a storm drain, or the discharge of an effluent into an open watercourse, lake, or pond, bypassing the facility treatment is not allowed, unless: (1) the bypass valve is normally kept sealed closed, (2) the retained rainwater is inspected to ensure that its presence will not cause a discharge, (3) the bypass valve is opened and resealed following drainage under responsible supervision, and (4) adequate records of such events are kept. [40 CFR §112.8(c)(3)]

Adequate secondary containment is provided for all MDOT MAA oil storage tanks at MTN Airport, as discussed in Section 8. All containment structures for the ASTs are capable of containing any spilled material from their respective tanks. Several locations utilize nearby oil/water separators for additional secondary containment capacity.

Tanks that are of double-wall construction are listed in Table 5-1. The double-wall design of these tanks is capable of providing intrinsic secondary containment and consists of a secondary shell to contain at least 110 percent of the inner shell capacity. The interstitial space of double-walled tanks is inspected during the monthly inspections to detect leaks from the inner tank.

The 55-gallon steel drums are housed indoors. Single-walled tanks are either housed indoors or outdoors within containment areas. The secondary containment areas do not drain directly into storm drains or open watercourses, and accumulated precipitation is visually examined to confirm that a sheen, floating layer, or other visual contamination is not present prior to draining from the secondary containment.

For ASTs that include secondary containment as part of the tank structure (i.e., double-walled tanks) or part of a building (i.e., impervious floors and sills), precipitation does not require drainage as it does not accumulate in the containment.

Relevant secondary contaminant calculations for determining the capacities of the secondary containment units present at MTN Airport are provided in Appendix N.

16.3 CORROSION PROTECTION

Regulatory Requirement: *Protect any completely buried metallic storage tank installed on or after 10 January 1974 from corrosion by coatings or cathodic protection compatible with local soil conditions. Leak tests should be regularly performed on such completely buried metallic storage tanks. [40 CFR §112.8(c)(4)]*

Partially buried or bunkered metallic tanks shall not be used for oil storage, unless the buried section of the tank is protected from corrosion. Partially buried and bunkered tanks must be protected from corrosion by coatings or cathodic protection compatible with local soil conditions. [40 CFR §112.8(c)(5)]

The UST at MTN Airport is constructed of either cathodically protected steel or fiberglass-reinforced plastic, which are resistant to corrosion. Additionally, precision testing is performed on USTs that are older than 15 years (test performed every 5 years).

16.4 TANK TESTING AND INSPECTION

Regulatory Requirement: *Test or inspect each aboveground container for integrity on a regular schedule and whenever material repairs are made. The appropriate qualifications for personnel performing tests and inspections must be determined in accordance with industry standards. The frequency and type of testing must take into account container size, configuration, and design such as containers that are shop-built, field-erected, skid-mounted, elevated, equipped with a liner, double-walled, or partially buried. Comparison records must be kept, in addition to inspecting the container's supports and foundations. The outside of the container must also be frequently inspected for signs of deterioration, discharges, or accumulation of oil inside diked areas. Records of inspections and tests kept under usual and customary business practices will suffice for purposes of 40 CFR §112.8(c)(6). [40 CFR §112.8(c)(6)]*

Routine visual inspections of all MDOT MAA tanks at MTN Airport are performed as described in Section 9.1. Formal external inspections for applicable tanks will be performed every 20 years as described in Section 9.2.

16.5 LEAKAGE CONTROL VIA INTERNAL HEATING COILS

Regulatory Requirement: *Control leakage through defective internal heating coils by monitoring the steam return and exhaust lines for contamination from internal heating coils that discharge into an open watercourse, or pass the steam return or exhaust lines through a settling tank, skimmer, or other separation or retention system. [40 CFR §112.8(c)(7)]*

No ASTs installed at MTN Airport have internal heating coils.

16.6 FAIL-SAFE ENGINEERED TANK INSTALLATION

Regulatory Requirement: *Engineer or update each container installation in accordance with good engineering practice 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 attended operation or surveillance station. An audible air vent may suffice in smaller facilities.*
- (2) High liquid level pump cutoff devices set to stop flow at a predetermined container content 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 container such as digital computers, telepulse, or direction vision gauges. If this alternative is used, a person must be present to monitor gauges and the overall filling of bulk storage containers.*
- (5) Liquid level sensing devices must be regularly tested to ensure proper operation.*

[40 CFR §112.8(c)(8)]

The ASTs at MTN Airport are provided with one or more of the following means of detecting or preventing releases of liquids to the environment:

- Visual gauges, including Krueger Type D gauges, Scully gauges, and Morrison clock gauges.
- High fuel alarms that are capable of producing an audible or visual signal.
- Several ASTs are equipped with overfill prevention valves, where the valve terminates filling to the tank when the fuel level exceeds a certain level (typically 95 percent of the tank capacity or greater).

Overfill prevention devices are tested periodically during the monthly and annual inspections to ensure proper operation. Table 16-1 provides a description of the overfill prevention devices that are used for each tank at MTN Airport.

TABLE 16-1. Overfill prevention devices for ASTs.

New Tank ID	Description/Use	Capacity (gallons)	Contents	Overfill Prevention Device
4407	Tank Truck - Fuel Deliveries for Aircraft	1,500	Aviation Gasoline	<ul style="list-style-type: none"> • Equipped with emergency shut-off.
4408	Tank Truck - Fuel Deliveries for Aircraft	1,500	Aviation Gasoline	<ul style="list-style-type: none"> • Equipped with emergency shut-off.
5559	Tank Truck - Fuel Deliveries for Aircraft	5,000	Jet A Fuel	<ul style="list-style-type: none"> • Equipped with emergency shut-off.
5560	Tank Truck - Fuel Deliveries for Aircraft	5,000	Jet A Fuel	<ul style="list-style-type: none"> • Equipped with emergency shut-off.
FS-2M	Fuel Sump Cart (2 Tanks)	200 (100 gal/ea.)	Jet A and Aviation Gasoline	<ul style="list-style-type: none"> • None.
FF-1A	AST – Fueling	12,000	Aviation Gasoline	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-2A	AST - Fueling	12,000	Aviation Gasoline	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-3A	AST - Fueling	12,000	Jet A Fuel	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-4A	AST - Used Oil Collection	180	Used Oil	<ul style="list-style-type: none"> • Equipped with overfill bucket located at tank fill.
FF-5A	AST - Fueling	12,000	Jet A Fuel	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-6A	AST - Fueling	12,000	Jet A Fuel	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-7A	AST - Fueling	12,000	Jet A Fuel	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-8A	AST - Used Oil Collection	180	Used Oil	<ul style="list-style-type: none"> • Equipped with overfill bucket located at tank fill.
FF-9A	AST - Fueling	6,000	Unleaded Gasoline	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-10A	AST - Fueling	6,000	Unleaded Gasoline	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.

TABLE 16-1. Overfill prevention devices for ASTs (continued).

New Tank ID	Description/Use	Capacity (gallons)	Contents	Overfill Prevention Device
FF-11A	AST - Fueling	6,000	Diesel Fuel	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system.
FF-13A	AST - Fueling	4,000	100 LL fuel	<ul style="list-style-type: none"> • Connected to Pneumercator liquid level control system
FPH-1A	AST - Fire Pump Fuel Supply Tank	500	Diesel Fuel	<ul style="list-style-type: none"> • Equipped with Krueger Type D visual gauge and Scully audible vent alarm.
FPH-2A	AST - Fire Pump Fuel Supply Tank	500	Diesel Fuel	<ul style="list-style-type: none"> • Equipped with Krueger Type D visual gauge and Scully audible vent alarm.
FPH-3A	AST - Fire Pump Fuel Supply Tank	500	Diesel Fuel	<ul style="list-style-type: none"> • Equipped with Krueger Type D visual gauge and Scully audible vent alarm.
RS-1A	AST - Emergency Generator Fuel Supply Tank	500	Diesel Fuel	<ul style="list-style-type: none"> • Equipped with Morrison clock gauge, high/low fuel alarms, fuel in rupture basin alarm, and interstitial leak visual gauge.
ADM-1A	Emergency Generator Sub-Base Tank - Fuel Supply	135	Diesel Fuel	<ul style="list-style-type: none"> • Equipped with visual gauge.
H4-1A	AST - Used Oil Collection	500	Used Oil	<ul style="list-style-type: none"> • Equipped with Scully visual gauge.
M-2A	AST - Used Oil Collection	275	Used Oil	<ul style="list-style-type: none"> • Placed in plastic containment structure. • Equipped with Scully visual gauge.
M-3A	AST - Heating	2,000	Heating Oil	<ul style="list-style-type: none"> • Equipped with emergency shut-off. • Equipped with visual gauge.

16.7 EFFLUENT MONITORING

Regulatory Requirement: *Observe effluent treatment facilities frequently enough to detect possible system upsets that could cause a discharge. [40 CFR §112.8(c)(9)]*

The principal stormwater pollutants of concern at MTN Airport are petroleum products (oils, fuels, greases) and aircraft deicing fluid (primarily propylene glycol). Petroleum products are removed via oil/water separators prior to being discharged into the respective watersheds. The oil/water separators effectively capture oil products that may be entrained in the stormwater runoff to prevent the release of such pollutants into the environment. The oil/water separators are maintained through periodic inspections and cleaning.

16.8 VISIBLE OIL LEAKS

Regulatory Requirement: *Promptly correct visible discharges which result in a loss of oil from a container, including, but not limited to, seams, gaskets, piping, pumps, valves, rivets, and bolts. Any accumulations of oil in diked areas must be promptly removed. [40 CFR §112.8(c)(10)]*

If oil leaks are observed from tanks or associated piping, they will be immediately reported to the responsible supervisor and immediate attention shall be given to repairing the leaking equipment or stopping service to the leaking tank or piping. The area where the release occurs shall be cleaned up and the site restored. Oil leaks which result in a loss of oil/fuel from tank seams, gaskets, rivets, and bolts are promptly corrected and any contaminated materials resulting from such leaks are promptly removed.

16.9 MOBILE OR PORTABLE OIL STORAGE TANKS

Regulatory Requirement: *Position or locate mobile or portable oil storage containers to prevent a discharge. Except for mobile refuelers and other non-transportation-related tank trucks, a secondary means of containment, such as a dike or catchment basin, must be furnished to contain the capacity of the largest single compartment or container with sufficient freeboard to contain precipitation. [40 CFR §112.8(c)(11)]*

Tank trucks that operate exclusively within the confines of a non-transportation-related facility such as MTN Airport are subject to the SPCC rule. MDOT MAA leases four tank trucks that are used primarily to refuel aircraft. The tank trucks are typically parked on a concrete pad between the Terminal and self-fueling pumps. Discharges from this area drain to 4,000-gallon oil/water separator equipped with a high-oil alarm system.

17. FACILITY TRANSFER OPERATIONS

Transfer operations at MTN Airport include the following:

- The transfer of oil from underground fuel oil storage tanks to emergency generators;
- The filling of facility delivery trucks using fuel dispensers; and
- The transfer of oil into or from tank trucks at the loading rack/unloading area.

17.1 UNDERGROUND PIPING

Regulatory Requirement: *Provide buried piping that is installed or replaced on or after August 16, 2002 with a protective wrapping and coating. Such buried piping installations must also be cathodically protected, or otherwise satisfy the corrosion protection standards for piping listed in 40 CFR §280 or a State program approved under 40 CFR §281. If a section of buried line is exposed for any reason, it must be carefully inspected for deterioration. If corrosion damage is found, additional examination and corrective action as indicated by the magnitude of damage must be undertaken. [40 CFR §112.8(d)(1)]*

Cap or blank-flange the terminal connection at the transfer point and mark it as to origin when piping is not in service or is in standby service for an extended time. [40 CFR §112.8(d)(2)]

Properly design pipe supports to minimize abrasion and corrosion and allow for expansion and contraction. [40 CFR §112.8(d)(3)]

All buried piping at the facility is cathodically protected against corrosion and is provided with protective wrapping and coating. Any exposed sections of buried piping are examined for deterioration. In the occurrence that corrosion damage is found, additional examination and corrective action will be taken as appropriate considering the magnitude of the damage. Additionally, integrity and leak testing of buried piping at the time of installation, modification, construction, relocation, or replacement is conducted.

All bulk oil transfers are attended by MDOT MAA personnel to identify and minimize potential spillage, and to ensure compliance with MDOT MAA procedures for loading and unloading. If piping is intended to be out-of-service or in standby service, the fill ports/connections are to be capped or blank-flanged, as necessary. Any piping associated with existing underground oil storage was designed in accordance with MDOT MAA specifications and applicable design standards required to minimize abrasion and corrosion and allow for expansion and contraction of the piping.

17.2 ABOVEGROUND PIPING

Regulatory Requirement: *Regularly inspect all aboveground valves, piping, and appurtenances. The general condition of items such as flange joints, expansion joints, valve glands and bodies, catch pans, pipeline supports, locking of valves, and metal surfaces should be assessed. Integrity and leak testing must also be conducted on buried piping at the time of installation, modification, construction, relocation, or replacement. [40 CFR §112.8(d)(4)]*

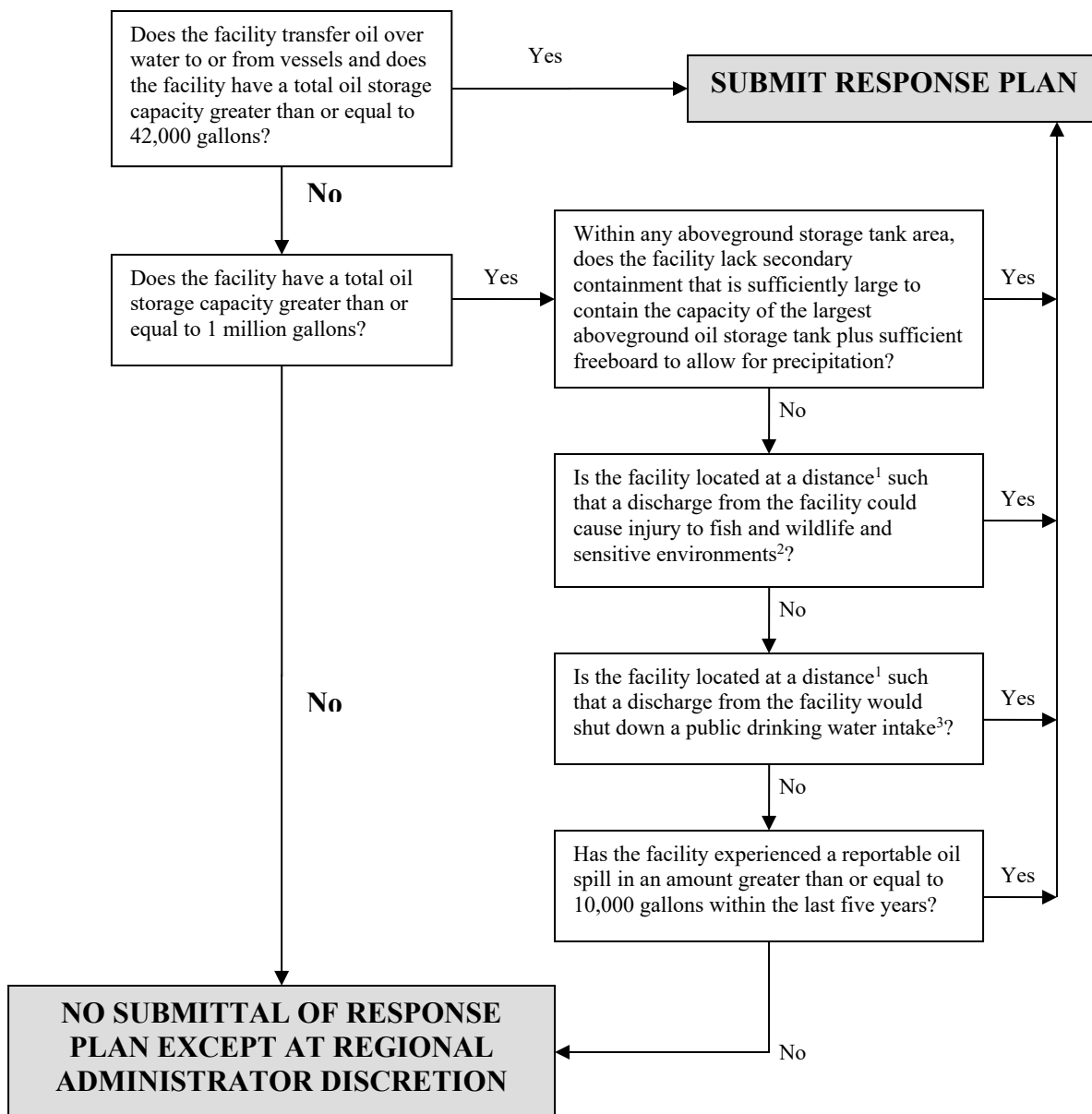
Warn all vehicles entering the facility to be sure that no vehicle will endanger aboveground piping or other oil transfer operations. [40 CFR §112.8(d)(5)]

The facility is manned 24 hours per day, 7 days per week. Walk-around reviews are conducted when personnel are onsite. Piping runs, valves, flanging, and piping connections are examined and evaluated during such walk-around reviews. If a problem is observed, corrective action will be taken within a reasonable timeframe. Additionally, a more detailed inspection is performed at least once a month, as discussed in detail in Section 9.

Vehicular traffic in areas where the ASTs are located at MTN Airport is primarily limited to MDOT MAA employees, contractors conducting work on behalf of MDOT MAA, and airport tenants. Employees, contractors, and tenants are trained to be aware of potential hazards of driving in close proximity to piping carrying oil contents and are to take appropriate precautionary measures. If an area is observed on site to potentially be damaged by vehicular traffic, guard posts, or other cautionary measures will be employed.

18. APPLICABILITY OF SUBSTANTIAL HARM CRITERIA

Regulatory Requirement: *If the owner or operator of a facility determines that the facility will not be expected to cause substantial harm as defined by the criteria listed under Appendix C to 40 CFR §112 (decision criteria depicted in below flowchart), the owner or operator shall complete and maintain at the facility the certification form of the applicability of the substantial harm criteria, found in Section 1.2 of this SPCC Plan. [40 CFR §112.20(e)]*

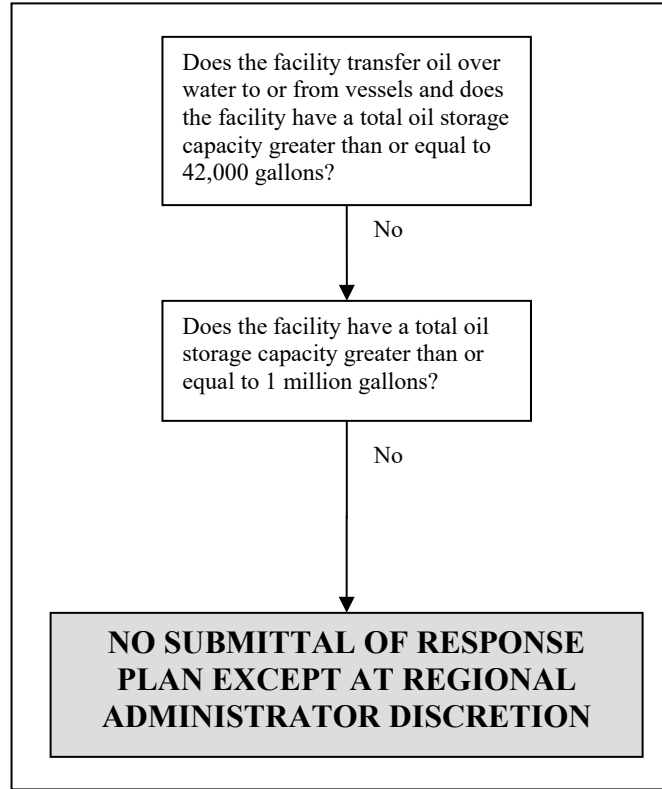


¹ Distance is calculated using the appropriate formula described in Attachment C-III to Appendix C of 40 CFR §112, or using a comparable formula. If a comparable formula is used, documentation of the reliability and analytical soundness of the comparable formula must be attached to certification form.

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, 29 March 1994), and the applicable Area Contingency Plan.

³ Public drinking water intakes are analogous to public water systems as defined under 40 CFR §143.2(c).

MTN Airport's Applicability of Substantial Harm Criteria Certification is provided in Section 1.2 of this SPCC Plan. The flowchart that applies to MTN Airport is provided below:



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APPENDIX A

RECORD OF REVIEWS AND UPDATES

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RECORD OF REVIEWS AND UPDATES

Record scheduled reviews and SPCC Plan amendments in the below table. This log must be completed even if no amendment is made to the SPCC Plan as a result of the review.

Date of Review¹	Partial or Full Review/Update?	Reason for Amendment²	Approved By
December 2002	N/A	<ul style="list-style-type: none"> Development of SPCC. 	Paul Shank, Deputy Executive Director, Facilities Development and Engineering
December 2008	Full	<ul style="list-style-type: none"> Five-year Plan review/update. 	Paul Shank, Deputy Executive Director, Facilities Development and Engineering
April 2009	Partial	<ul style="list-style-type: none"> Address PSO MTN Airport Audit Findings (audit performed March 2009). 	Mark Williams, Manager, Division of Environmental Compliance, Office of Planning and Environmental Services
February 2010	Partial	<ul style="list-style-type: none"> Minor revisions for tank truck replacements. 	Mark Williams, Manager, Division of Environmental Compliance, Office of Planning and Environmental Services
July 2011	Full	<ul style="list-style-type: none"> Revision of tank identification system. Addition/removal of tanks and oil-filled operational equipment Revision of training requirements. 	Mark Williams, Manager, Division of Environmental Compliance, Office of Planning and Environmental Services
March 2013	Partial	<ul style="list-style-type: none"> Addition/removal of tanks 	Mark Williams, Manager, Division of Environmental Compliance, Office of Planning and Environmental Services
June 2015	Full	<ul style="list-style-type: none"> Addition/removal of tanks and oil-filled operational equipment 	Mark Williams, Manager, Division of Environmental Compliance, Office of Planning and Environmental Services
October 2018	Partial	<ul style="list-style-type: none"> Administrative Updates Photo Log update Addition/removal of drum and portable storage Addition/removal of tanks 	Darline Terrell-Tyson Manager, Environmental Programs Section Office of Environmental Services
March 2020	Partial	<ul style="list-style-type: none"> Administrative Updates Photo Log update Addition portable storage 	Darline Terrell-Tyson Manager, Environmental Programs Section Office of Environmental Services

¹ A full review of the SPCC Plan must be performed at least once every five years.

² The SPCC Plan must be amended when there is a change in the facility design, construction, operation, or maintenance that materially affects the facility's potential for discharge. Briefly describe reasons for plan amendment. These may include one or more of the examples listed under Section 3.2 of this SPCC Plan, in addition to any administrative changes such as updates to names, phone numbers, regulatory changes, or changes in company policies.

Date of Review ¹	Partial or Full Review/Update?	Reason for Amendment ²	Approved By
June 2022	Partial	<ul style="list-style-type: none"> • Administrative Updates • Photo Log Update • Removal of Tank H3-1M 	Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability

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APPENDIX B
SITE LOCATION MAP

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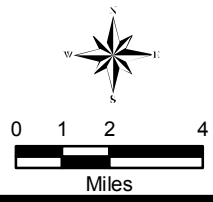


FIGURE 1: SITE LOCATION MAP

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APPENDIX C

DETAILED OIL STORAGE CONTAINER INVENTORY

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MTN STATE AIRPORT DETAILED OIL STORAGE TANK INVENTORY

New Tank ID	Old Tank ID	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Secondary Containment, Overfill Prevention	Category Per STI SP-001	Security Measures (Indoors, Fencing, Etc.)	Fuel Delivery/ Supply
ADM-1A	MAA12	Emergency Generator Sub-Base Tank - Fuel Supply	Terminal Building	1	135	Diesel Fuel	2002	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. 	1	Access to generator is under surveillance during operational and off-hours.	For small quantities, refueled by hand using 5-gallon diesel fuel cans. Contractor refuels for larger quantities.
RS-1A	MAA29	AST - Emergency Generator Fuel Supply Tank	Field Lighting Vault	1	500	Diesel Fuel	2010	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. Equipped with Morrison clock gauge, high/low fuel alarms, fuel in rupture basin alarm, and interstitial leak visual gauge. 	1	Within secured airport perimeter and locked fence.	Refueled by contractor.
FPH-1A	MAA18	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Indoors; within secondary containment structure. Containment is equipped with drain plugs. Equipped with Krueger Type D visual gauge and Scully audible vent alarm. 	1	Within secured airport perimeter and locked Fire Pump House.	For small quantities, refueled by hand using 5-gallon diesel fuel cans; two people required for refueling as fill ports are located outside of building and fuel gauges are inside at the tank. Contractor refuels for larger quantities.
FPH-2A	MAA19	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Indoors; within secondary containment structure. Containment is equipped with drain plugs. Equipped with Krueger Type D visual gauge and Scully audible vent alarm. 	1	Within secured airport perimeter and locked Fire Pump House.	
FPH-3A	MAA20	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Indoors; within secondary containment structure. Containment is equipped with drain plugs. Equipped with Krueger Type D visual gauge and Scully audible vent alarm. 	1	Within secured airport perimeter and locked Fire Pump House.	
FF-1A	MAA1	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Aviation Gasoline	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-2A	MAA2	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Aviation Gasoline	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-3A	MAA3	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-4A	MAA26	AST - Waste Oil	Fuel Farm - East Containment Area	1	180	Used Oil	2011	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	N/A
FF-5A	MAA4	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-6A	MAA5	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-7A	MAA6	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-8A	MAA22	AST - Waste Oil	Fuel Farm - East Containment Area	1	180	Used Oil	2011	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	N/A

MTN STATE AIRPORT DETAILED OIL STORAGE TANK INVENTORY

New Tank ID	Old Tank ID	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Secondary Containment, Overfill Prevention	Category Per STI SP-001	Security Measures (Indoors, Fencing, Etc.)	Fuel Delivery/ Supply
FF-9A	MAA7	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Unleaded Gasoline	1986	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-10A	MAA8	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Unleaded Gasoline	1986	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-11A	MAA9	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Diesel Fuel	1987	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-13A	MAA21	AST - Fueling	Fuel Farm - West Containment Area	1	4,000	Gasoline	2014	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
H4-1A	H4WS2	AST - Used Oil Collection	Hangar 4	1	500	Used Oil	2012	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. Equipped with Scully visual gauge. 	1	Access to airport is under surveillance during operational and off-hours.	Used oil collection for tenants.
M-2A	N/A	AST – Used Oil Collection	Maintenance Shop (Building 9)	1	275	Used Oil	2008 (relocated in 2015)	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Placed in plastic containment structure. Equipped with Scully visual gauge. 	1	Authorized personnel only and typically locked during off-hours.	
M-3A	N/A	AST- Heating Oil	Maintenance Shop (Building 9)	1	2,000	Heating Oil	2018	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. 	1	Within secured airport perimeter. Authorized personnel only.	Refueled by contractor.
M-1D	MAA15	Drum Storage	Maintenance Shop (Building 9) – North Side	Up to 5	Up to 275 (55 gal/ea.)	Motor Oil, Transmission Fluid, and Hydraulic Fluid	N/A	Steel Drums	<ul style="list-style-type: none"> Drums stored indoors on secondary containment pallets. Floor drains in shop drain to approx. 500-gallon oil/water separator. 	N/A	Authorized personnel only and typically locked during off-hours.	N/A
M-2D	MAA16	Drum Storage	Maintenance Shop (Building 9) – South Side	Up to 3	Up to 165 (55 gal/ea.)	Waste Oil	N/A	Steel Drums	<ul style="list-style-type: none"> Drums stored indoors on secondary containment pallet. Floor drains in shop drain to approx. 500-gallon oil/water separator. 	N/A	Authorized personnel only and typically locked during off-hours.	N/A
M-5D	NEW	Drum Storage	Maintenance Shop (Building 9) - West Side of Auto Shop	Up to 8	Up to 440 (55 gal/ea.)	Motor Oil and lubricants	N/A	Steel Drums	<ul style="list-style-type: none"> Drums stored indoors on secondary containment pallet. 	N/A	Authorized personnel only and typically locked during off-hours.	N/A
4407	4201	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	1,500	Aviation Gasoline	N/A	Tank Truck	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Equipped with emergency shut-off. Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.
4408	4202	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	1,500	Aviation Gasoline	N/A	Tank Truck	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Equipped with emergency shut-off. Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.

MTN STATE AIRPORT DETAILED OIL STORAGE TANK INVENTORY

New Tank ID	Old Tank ID	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Secondary Containment, Overfill Prevention	Category Per STI SP-001	Security Measures (Indoors, Fencing, Etc.)	Fuel Delivery/ Supply
5559	5232	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	5,000	Jet A Fuel	N/A	Tank Truck	<ul style="list-style-type: none"> • Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. • Equipped with emergency shut-off. • Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.
5560	5233	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	5,000	Jet A Fuel	N/A	Tank Truck	<ul style="list-style-type: none"> • Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. • Equipped with emergency shut-off. • Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.
FS-2M	NEW	Fuel Sump Cart (2 Tanks)	Normally parked between Terminal and self-fueling station	1	200 (100 gal/ea.)	Jet A and Aviation Gasoline	N/A	2 Tanks on Contained Flatbed Trailer	<ul style="list-style-type: none"> • Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. • Flatbed containment equipped with drain valve. 	N/A	Within secured airport perimeter.	MAA personnel refuel sump cart at the Fuel Farm.
MSP-1T	T-1	OFOE - Transformer - Electric Transmission	Main Substation at Maryland State Police Facility	1	200	Mineral Oil (Non-PCB)	Unknown	N/A	<ul style="list-style-type: none"> • Active containment. 	N/A	Within secured airport perimeter.	
MSP-2T	T-2	OFOE - Transformer - Electric Transmission	Behind Maryland State Police Facility	1	160	Mineral Oil (Non-PCB)	Unknown	N/A	<ul style="list-style-type: none"> • Active containment. 	N/A	Within secured airport perimeter.	
--	R5	UST* - Fueling	Hangar 4 - North Side	1	10,000	Aviation Gasoline	1996	Double-Walled Fiberglass Reinforced Plastic Tank	<ul style="list-style-type: none"> • Containment sump, overfill protection, Stage 1 vapor recovery, and release detection system in place. 	N/A	Within secured airport perimeter.	

* Subject to 40 CFR 280 or 40 CFR 281; therefore, exempt from 40 CFR 112.

Summary

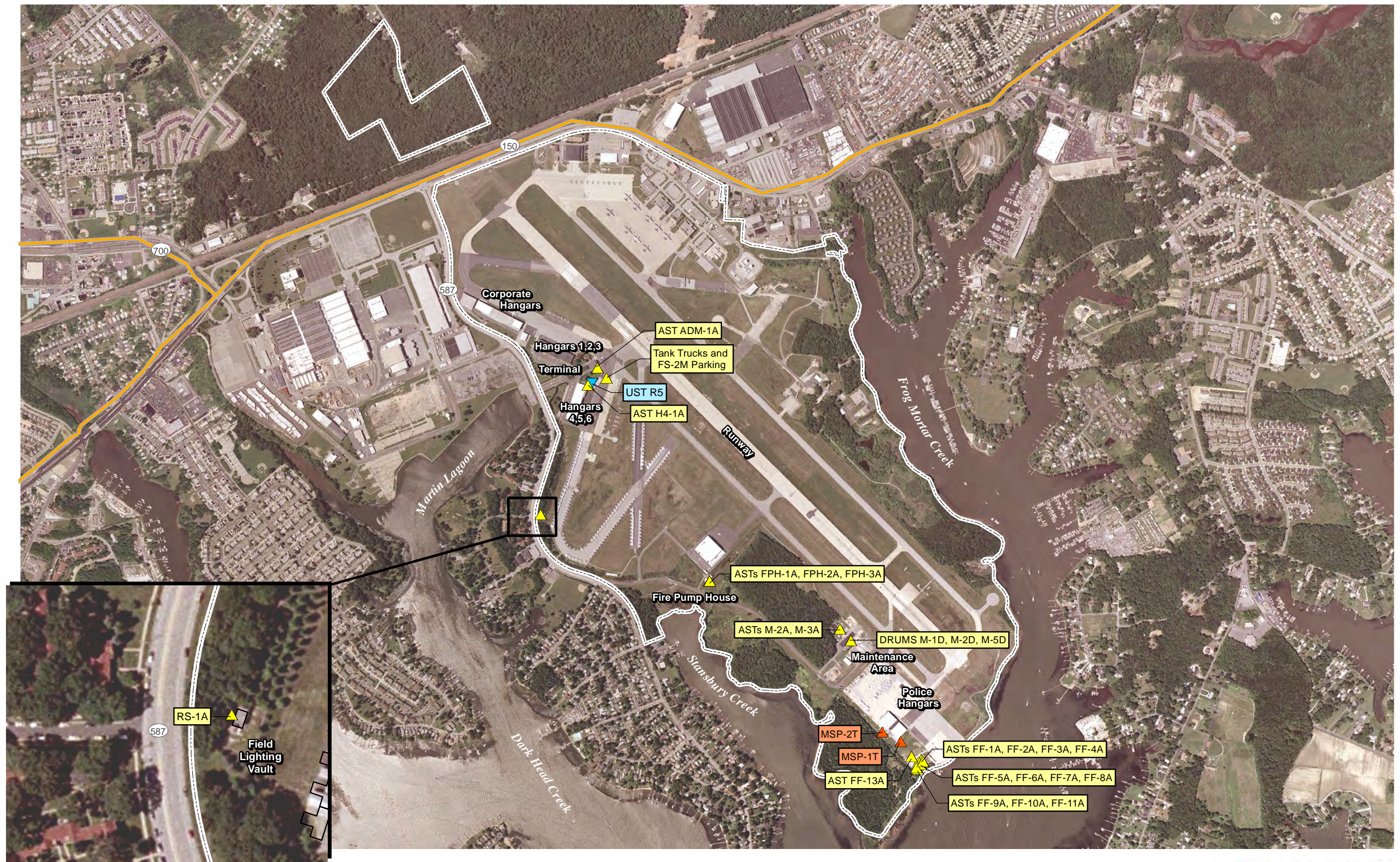
Fixed Aboveground Storage Capacity	99,270	gallons
Portable Aboveground Storage Capacity	13,200	gallons
Drum Storage Capacity	880	gallons
Oil-Filled Operational Equipment Capacity	360	gallons
Total Aboveground Storage Capacity	113,710	gallons

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APPENDIX D

FACILITY LAYOUT AND TANK LOCATIONS

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Legend

- ▲ Aboveground Storage Tanks
- ▲ Oil-filled Operational Equipment
- ▼ Underground Storage Tanks
- Major Road
- Local Road
- ▭ Buildings
- ▭ Property Line

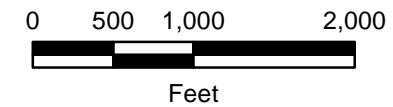


FIGURE 2: FACILITY LAYOUT AND TANK LOCATIONS

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APPENDIX E
PHOTOGRAPH LOG

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PHOTOGRAPH LOG



12,000-Gallon Aviation Gasoline (FF-1A and FF-2A) and Jet A Fuel Tanks (FF-3A, FF-5A, FF-6A, and FF-7A) At Fuel Farm – East Containment Area



180-Gallon Used Oil Tank (FF-4A) At Fuel Farm – East Containment Area



180-Gallon Used Oil Tank (FF-8A) At Fuel Farm – East Containment Area



6,000-Gallon Unleaded Gasoline (FF-9A and FF-10A) and Diesel (FF-11A) Tanks At Fuel Farm – South Containment Area



4,000-Gallon Aviation Gasoline Tank (FF-13A) At Fuel Farm – West Containment Area



500-Gallon Diesel Fuel Supply Tank (RS-1A) to Emergency Generator
At Field Lighting Vault



135-Gallon Diesel Fuel Emergency Generator Sub-Base Tank (ADM-1A)
Outside Terminal Building



One of Three 500-Gallon Diesel Fuel Supply Tanks (FPH-1A through FPH-3A)
To Fire Pumps Inside Fire Pump House



500-Gallon Used Oil Tank (H4-1A)
At Hangar 4



55-Gallon Drums of Motor Oil, Transmission Fluid, and Hydraulic Fluid for Vehicle and Equipment Use (M-1D) Inside Maintenance and Auto Shop (Building 9) – North Side



55-Gallon Drums of Used Oil, Used Antifreeze, and Waste Fuels (M-2D)
Inside Maintenance and Auto Shop (Building 9) – South Side



275-Gallon Tank for Used Oil (M-2A)
Inside Maintenance Shop (Building 9)



2,000-Gallon AST for Heating Oil (M-3A)
Outside Maintenance Shop (Building 9)



Motor oil and lubricants 55-Gallon drum storage (M-5D; front and back view) located at Martin Maintenance Garage - West side of Auto Shop.



200-Gallon (100-Gallon/Each Tank) Jet A/Aviation Gasoline Mobile Fuel Sump Cart (FS-2M)
Parked by Tank Trucks Between Terminal and Self-Fueling Pumps



One of Two 1,500-Gallon Aviation Gasoline Tank Trucks (4407 and 4408)
Parked Between Terminal and Self-Fueling Pumps



One of Two 5,000-Gallon Jet A Fuel Tank Trucks (5559 and 5560)
Parked Between Terminal and Self-Fueling Pumps



Transformer East of Maryland State Police Facility (Building 13) (MSP-1T)



Transformer West of Maryland State Police Facility (Building 13) (MSP-2T)

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APPENDIX F

TENANTS WITH EMERGENCY PLANS

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TENANTS WITH EMERGENCY PLANS

Tenant	Address	Contact	Emergency Plan Type
Black & Decker Corporation, Flight Department	Martin State Airport 701 Wilson Point Road – Box 30 Baltimore, MD 21220	Gary Dave Wibirt Chief Maintenance (410) 574-3283	SPCC
Lockheed Martin Corporation Corporate Aircraft Department	Martin State Airport 2830 Strawberry Point Road Baltimore, MD 21220	Dick Tedesco Director of Aircraft Operations (410) 238-8200	SPCC
Executive Flight Solutions	Martin State Airport 701 Wilson Point Road – Box 16 Baltimore, MD 21220	James Baran Director of Operations (410) 574-8996	SPCC
GrandView Aviation	507 Wilson Point Road Baltimore, MD 21220	Robert W. Lake Director of Operations	SPCC
Sinclair Aviation / Deniston Enterprises	701 Wilson Point Road Hanger 509, Martin State Airport Baltimore, MD 21220	Marc Borkowski Chief of Maintenance	SPCC

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APPENDIX G
MDE SPILL REPORT FORM

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MARYLAND DEPARTMENT of the ENVIRONMENT
 1800 WASHINGTON BOULEVARD
 BALTIMORE, MARYLAND. 21230
 (410) 537-3000
 1-800-633-6101 (within Maryland)
 http://www.mde.state.md.us



State of Maryland
 Department of the Environment
 Emergency Response Division
 1800 Washington Blvd. Suite #105
 Baltimore, Maryland. 21230-1721





24 HOUR SPILL REPORTING
 (Toll Free) 1-866-633-4686
 EMERGENCY RESPONSE OFFICE
 (410) 537-3975
 RESPONSE OFFICE FACSIMILE
 (410) 537-3932

PURSUANT TO THE PROVISIONS OF STATE LAW AND REGULATION; (COMAR 26.10.01.03) "A PERSON DISCHARGING OR PERMITTING THE DISCHARGE OF OIL, OR WHO EITHER ACTIVELY OR PASSIVELY PARTICIPATES IN THE DISCHARGE OR SPILLING OF OIL, EITHER FROM A LAND BASED INSTALLATION, INCLUDING VEHICLES IN TRANSIT, OR FROM ANY VESSEL SHIP OR BOAT OF ANY KIND, SHALL REPORT THE INCIDENT IMMEDIATELY TO THE ADMINISTRATION." " THE REPORT OF AN OIL SPILL OR DISCHARGE SHALL BE MADE TO THE ADMINISTRATION IMMEDIATELY, BUT NOT LATER THAN TWO HOURS AFTER DETECTION OF THE SPILL." *** FIRE DEPARTMENT PERSONNEL . SEE REVERSE ***

ADC Map Coord _____ Date of spill: Mo. ___ / Day ___ / Yr. 20 ___ Time of spill: ___ : ___ : ___ Hours (24 hour clock)
 Fire Department Report No.: _____ Police Department Report No.: _____

Location of spill - Street address: _____ _____ City / Town _____ MD County _____ Zip _____	Product Name: _____ <small>(Indicate Gasoline, Diesel, Heating Oil, Chemical Name or UN ID etc.)</small> Container Type: _____ <small>(Indicate AST, UST, Transformer, Saddle Tank, Drum etc.)</small>	Capacity of Vessel, Vehicle or Tank: _____ Gallons Amount <u>IN</u> Vessel, Vehicle or Tank: _____ Gallons Estimated Amount Spilled: _____ Gallons
--	---	--

Transportation Incident: _____ <small>(Indicate Type of Auto, Truck, Train, Aircraft or Watercraft etc.)</small> Fixed Facility Incident: _____ <small>(Indicate Type of Industrial, Commercial, Residential etc.)</small>	<input type="checkbox"/> Contained on Land <input type="checkbox"/> Entered Storm Drain or Ditch <input type="checkbox"/> Entered Sanitary Sewer <input type="checkbox"/> Is Below Ground <input type="checkbox"/> Entered surface waters: _____ 	Vehicle Tag Number and State: _____ DOT or ICC MC Number: _____ Hull Numbers and Name: _____
---	--	--

Person(s) Responsible for Spill: (Driver if Vehicle) Name: _____ Address: _____ City/State: _____ Zip: _____ Phone: _____ Drivers Lic.No. _____ State: _____	Be Sure to Complete Both Sections  Don't Forget to Sign Below	Company Responsible for Spill: (N/A if private citizen.) Name: _____ Address: _____ City/State: _____ Zip: _____ Phone: _____ Fed. Employer ID No. _____
--	--	--

Cause of Spill: <input type="checkbox"/> Motor Vehicle Accident <input type="checkbox"/> Personnel Error/Vandalism <input type="checkbox"/> Tank/Container/Pipe Leak <input type="checkbox"/> Mechanical Failure <input type="checkbox"/> Transfer Accident <input type="checkbox"/> _____	Identify All Groups that Participated in Spill Mitigation : <input type="checkbox"/> Responsible Party <input type="checkbox"/> MDE ERD # _____ # _____ <input type="checkbox"/> Federal : _____ <input type="checkbox"/> State : _____ <input type="checkbox"/> Local : _____ <input type="checkbox"/> Contractor: _____	Materials used by You to contain/clean-up spill: Sorbent Dust: _____ Bags Sorbent Pads: _____ each or bales Sorbent Booms: _____ each or bales Sorbent Sweeps: _____ each or bales Overpack Drums : _____ ea. Steel or Poly Other: _____
---	---	---

Responsible Party : Describe circumstances contributing to the spill. (Additional space on back) [Optional for FD or Gov't Personnel]

Responsible Party : Describe Containment, Removal and Clean-up operations, including disposal. (Additional space on back) [Optional for FD or Gov't Personnel]

Responsible Party : Procedures, Methods and Precautions instituted to prevent recurrence of the spill. (Additional space on back) [Optional for FD or Gov't Personnel]

THE UNDERSIGNED CERTIFIES THAT THE INFORMATION PROVIDED IS TRUE AND CORRECT TO THE BEST OF HIS OR HER KNOWLEDGE AT THE TIME THE REPORT WAS COMPLETED.
Print Name: _____ **Company or Fire Department:** _____
Address : _____ **City / State / Zip** _____
Telephone _____ **Signature** _____

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APPENDIX H
SPILL HISTORY LOG
(2017-2022)

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FUEL/OIL SPILLS

Date	Time	Location/ Description/Cause	Reported by:
3/20/2017	3:25pm	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: various aviation fuels [GALLONS SPILLED]: 310 [COMMENT/CLEAN-UP]: piggy pads on top of water to soak fuel, Clean Venture to pump out the waste fuel tank	Jacob Lacy
6/27/2017	2:45:PM	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Jet A [GALLONS SPILLED]: 2 [COMMENT/CLEAN-UP]: 1 bag of asorbal, 3 piggy pads	Chris Welty
8/4/2017	10:30PM	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Jet A [GALLONS SPILLED]: 15 [COMMENT/CLEAN-UP]: 1 box piggy pads and 4 small dams	Joy Campbell
9/26/2017	7:45PM	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Diesel Fuel [GALLONS SPILLED]: 6 gallons [COMMENT/CLEAN-UP]: 4 bags absorbal, 24 piggy pad, 3 1/2 booms, sweeper truck	Joy Campbell
1/21/2018	1:30pm	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: JetA [GALLONS SPILLED]: 5 [COMMENT/CLEAN-UP]: 3 bags absorbal	Thomas Thompson
4/26/2018	16:00	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Jet-A [GALLONS SPILLED]: 10 [COMMENT/CLEAN-UP]: 8 Bags	Philip Simoni
1/12/2019	10:00am	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: JetA [GALLONS SPILLED]: < 1 [COMMENT/CLEAN-UP]: Absorbant placed on spill and recovered	Philip Simoni
12/18/2019	11:30am	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Jet-A [GALLONS SPILLED]: <0.5 [COMMENT/CLEAN-UP]: 8 Absorbant placed on spill and recovered	Robert O'dell
6/6/2020	14:20	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Jet A [GALLONS SPILLED]: 5-10 [COMMENT/CLEAN-UP]:	Grandview

8/27/2020	13:00	[FUEL/OIL SPILLS]: Fuel [FUEL TYPE]: Jet A [GALLONS SPILLED]: 3-5 [COMMENT/CLEAN-UP]:	3 to 5 gallons spilled on the ramp / lineserve cleaned up the spill and nothing entered the drains	Eric Baggerly
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APPENDIX I-1

**MONTHLY INSPECTION CHECKLIST FOR
ASTs, DRUMS, PORTABLE CONTAINERS, AND OFOE**

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Inspection Type: AST Monthly Inspection
Facility: MTN

Inspection Date:
Inspector:

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Tank Containment and Storage Areas	1.1	AST, Drums, or Portable Containers are not stored within their designated storage or containment area?		
	1.2	Tank identification signs or labels are damaged or missing?		
	1.3	Container distortions, buckling, denting, or bulging is noticeable?		
	1.4	Water is present in secondary containment, interstice, or spill container?		
	1.5	Product is present in secondary containment, interstice, or spill container?		
	1.6	Debris, spills, or fire hazard is present in the containment area and/or near to tank?		
	1.7	Drain valves or drain plugs are not operable, are in an open position, or are missing?		
	1.8	Water is present in the primary tank?		
	1.9	System is in alarm, or audible/visible alarms on overfill equipment (if installed) does not operate when tested?		
Leak Detection	2.1	Signs of leakage around tank, concrete pad, containment, ringwall, or ground are visible?		
	2.2	Signs of leakage from piping, valves, joints, or other appurtenances are visible?		
Tank Attachments and Appurtenances	3.1	Ladder and platform structure is not secured or show signs of severe corrosion/damage?		
	3.2	Tank liquid level gauge is not readable or in poor condition?		
	3.3	Tank openings are not properly sealed (e.g., fill cap open, spill container open, etc.)?		
Response Equipment and Materials Security	4.1	Spill kits, trailers, and other response equipment or materials are unavailable or need to be replenished?		
	5.1	Containment egress pathways are not clear or gates/doors are not operable?		
	5.2	Fencing, gates, or lighting surrounding storage area is not functional?		

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Tank Containment and Storage Areas	1.1	AST, Drums, or Portable Containers are not stored within their designated storage or containment area?		
	1.2	Tank identification signs or labels are damaged or missing?		
	1.3	Container distortions, buckling, denting, or bulging is noticeable?		
	1.4	Water is present in secondary containment, interstice, or spill container?		
	1.5	Product is present in secondary containment, interstice, or spill container?		
	1.6	Debris, spills, or fire hazard is present in the containment area and/or near to tank?		
	1.7	Drain valves or drain plugs are not operable, are in an open position, or are missing?		
	1.8	Water is present in the primary tank?		
	1.9	System is in alarm, or audible/visible alarms on overfill equipment (if installed) does not operate when tested?		
Leak Detection	2.1	Signs of leakage around tank, concrete pad, containment, ringwall, or ground are visible?		
	2.2	Signs of leakage from piping, valves, joints, or other appurtenances are visible?		
Tank Attachments and Appurtenances	3.1	Ladder and platform structure is not secured or show signs of severe corrosion/damage?		
	3.2	Tank liquid level gauge is not readable or in poor condition?		
	3.3	Tank openings are not properly sealed (e.g., fill cap open, spill container open, etc.)?		
Response Equipment and Materials Security	4.1	Spill kits, trailers, and other response equipment or materials are unavailable or need to be replenished?		
	5.1	Containment egress pathways are not clear or gates/doors are not operable?		
	5.2	Fencing, gates, or lighting surrounding storage area is not functional?		

Inspection Type: OFOE Monthly Inspection
Facility: MTN

Inspection Date:

Inspector:

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Oil-Filled Operational Equipment	1.1	Pipes/valves are leaking?		
	1.2	Oil stains are present in the vicinity of the equipment?		
	1.3	Raised spots or dents are present on the surfaces of the equipment?		
	1.4	Cracks are present in the equipment supports?		
	1.5	Warning and identification labels are not present?		

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Oil-Filled Operational Equipment	1.1	Pipes/valves are leaking?		
	1.2	Oil stains are present in the vicinity of the equipment?		
	1.3	Raised spots or dents are present on the surfaces of the equipment?		
	1.4	Cracks are present in the equipment supports?		
	1.5	Warning and identification labels are not present?		

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Oil-Filled Operational Equipment	1.1	Pipes/valves are leaking?		
	1.2	Oil stains are present in the vicinity of the equipment?		
	1.3	Raised spots or dents are present on the surfaces of the equipment?		
	1.4	Cracks are present in the equipment supports?		
	1.5	Warning and identification labels are not present?		

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Oil-Filled Operational Equipment	1.1	Pipes/valves are leaking?		
	1.2	Oil stains are present in the vicinity of the equipment?		
	1.3	Raised spots or dents are present on the surfaces of the equipment?		
	1.4	Cracks are present in the equipment supports?		
	1.5	Warning and identification labels are not present?		

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Oil-Filled Operational Equipment	1.1	Pipes/valves are leaking?		
	1.2	Oil stains are present in the vicinity of the equipment?		
	1.3	Raised spots or dents are present on the surfaces of the equipment?		
	1.4	Cracks are present in the equipment supports?		
	1.5	Warning and identification labels are not present?		

Asset:

<u>Category</u>	<u>Q#</u>	<u>Question</u>	<u>Response</u>	<u>Comments</u>
Oil-Filled Operational Equipment	1.1	Pipes/valves are leaking?		
	1.2	Oil stains are present in the vicinity of the equipment?		
	1.3	Raised spots or dents are present on the surfaces of the equipment?		
	1.4	Cracks are present in the equipment supports?		
	1.5	Warning and identification labels are not present?		

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APPENDIX I-2

ANNUAL INSPECTION CHECKLIST FOR ASTs

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**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

Inspection Date (MM/DD/YY) MM/DD/YY

Inspector Name _____

Inspection Guidance:

- Use this inspection checklist for **aboveground storage tanks (ASTs)**. This checklist includes STI SPI-001 requirements for periodic visual inspections that are intended to monitor external conditions of AST and their containment structures. This inspection does not require a Certified Inspector and should be performed by the owner’s inspector who is familiar with the site and can identify changes and development problems.
- This inspection should be performed on an annual basis in addition to the monthly inspections.
- Refer to diagrams provided on the last page of this inspection checklist for reference to terminology of tank locations.
- Answering “YES” (Y) for an inspection item indicates that the item is in non-conformance status.
- Retain completed inspection record for a minimum of 3 years.
- **If a change has occurred to any tank system or containment that may affect the SPCC Plan, a Professional Engineer knowledgeable in SPCC Plan development and implementation should review and evaluate the change to determine if updates to the SPCC Plan are required.**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
1.0 Tank Containment and Storage Areas											
1.1 Containment structure is in poor condition	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
1.2 Drainage pipes/valves are not fit for continued service	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM	STATUS (YES, NO, or N/A)										
2.0 Tank Foundation and Supports											
2.1 Evidence of tank settlement or foundation washout	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
2.2 Cracking or spalling of concrete pad is visible	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
2.3 Tank supports are in poor condition	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
2.4 Water is unable to drain away from tank (e.g. from base of tank)	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
2.5 Grounding strap is not secured and in poor condition	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
3.0 Tank External Coating											
3.1 Evidence of paint failure (i.e., significant peeling, cracking, spalling, blistering, pitting, chipping, etc. of paint or coating, result in exposure of the tank's metal surface and corrosion of the tank shell)	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
4.0 Tank Shell/Heads											
4.1 Noticeable shell/head distortions, buckling, denting, or bulging	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
4.2 Evidence of shell/head corrosion or cracking	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
5.0 Tank Equipment											
5.1 Anti-siphon, check and gate valves do not operate properly?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
5.2 Pressure regulator valves do not operate properly?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
5.3 Expansion relief valve is not properly orientated?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
5.4 Solenoid valves do not operate properly?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
5.5 Fire and shear valve test ports are not sealed, cannot move freely, cannot be closed completely, or are wired in the open position	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
5.6 Mechanical leak gauges for interstitial leak detection are not clear or readable?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
5.7 Wire connections for electronic interstitial leak detection sensors are loose or show signs of corrosion?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
5.8 Spill box connections to the AST are loose; bolts, nuts, or washers in poor condition, evidence of corrosion, damage or wear on spill containment box?	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
6.0 Tank Manways, Piping, and Equipment Within Secondary Containment											
6.1 Flanged connection bolts are loose and not fully engaged with signs of wear or corrosion	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
7.0 Tank Roof											
7.1 Standing water on roof	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
7.2 Evidence of coating, cracking, crazing, peeling, or blistering	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
7.3 Holes are visible in roof	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
8.0 Venting											
8.1 Vents are not free of obstructions	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
8.2 Emergency vent is not operable and cannot be lifted as required	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM		STATUS (YES, NO, or N/A)									
9.0 Level and Overfill Prevention Instrumentation of Shop-Fabricated Tanks											
9.1 Tank liquid level sensing device has not been tested to ensure proper operation	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
9.2 Overfill prevention device is not in proper working condition	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
10.0 Electrical Equipment											
10.1 Tank grounding lines are in poor condition	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								
10.2 Electrical wiring for control boxes/lights are in poor condition	4407	4208	5559	5560	ADM-1A	FF-1A	FF-2A	FF-3A	FF-4A	FF-5A	FF-6A
	FF-7A	FF-8A	FF-9A	FF-10A	FF-11A	FF-13A	FPH-1A	FPH-2A	FPH-3A	FS-2M	H4-1A
	M-2A	M-3A	RS-1A								

**MARTIN STATE AIRPORT
ANNUAL INSPECTION CHECKLIST**

INSPECTION ITEM	STATUS (YES, NO, or N/A)
11.0 General Items (Site-Wide)	
11.1 Fuel delivery records are not being maintained (including recording of tank fuel levels prior to filling)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
11.2 Annual awareness training (per 40 CFR 112) for oil-handling personnel has not been provided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
11.3 Oil Operations Permit has not been updated or renewed (if required)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
11.4 Tank identification labels and decals (i.e., NFPA 704, combustible/flammable, contents, capacity) are missing or not readable.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Additional Comments:

1)

2)

3)

4)

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APPENDIX I-3

FUEL FACILITY CHECKS

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FUEL FACILITY CHECKS		DEALER Exxon Avitat - Baltimore														FACILITY Martin State Airport								DATE (Month/Year)							MARKINGS (MK)							
Daily (Use applicable markings)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31							
1. General condition of tank yard																																					S = Satisfactory	
2. Security, fire, & safety deficiencies																																					C = Comment required in Remarks Section	
3. Fuel leaks																																						
4. Fire extinguishers																																						
5. Hoses, swivels, and nozzles																																						
6. Bonding reels, cables, and clamps																																						
7. Tank sump <i>(See Note #1)</i>	Jet-A 1																																				N/A = Not used	
	Jet-A 2																																					
	Jet-A 3																																					
	MSP Jet-A 4																																					
	100LL 5																																					
	100LL 6																																					
	100LL 7																																					
	100LL/UST 8																																					
8. Filter sump <i>(See Note #1)</i>	36,000gal Jet-A 1																																					
	12,000gal MSP Jet-A 2																																					
	24,000gal 100LL 3																																					
	4,000gal 100LL 4																																					
	10,000gal 100LL/UST 5																																					
9. Filter D/P (psi)	36,000gal Jet-A 1																																					
	12,000gal MSP Jet-A 2																																					
	24,000gal 100LL 3																																					
	4,000gal 100LL 4																																					
	10,000gal 100LL/UST 5																																					
10. Gauge waste tanks																																						
11. Secondary Containment Drain Log																																						
<i>(See Note #2)</i>	Main Aviation Tanks																																					
	Avgas Filter Vessel																																					
	Jet-A Filter Vessel																																					
	4,000gal Avgas Tank																																					
	Main Mogas Tanks																																					
	Mogas Connection Piping																																					
Fuel Truck Parking																																						
Signature of person performing tasks or person accepting responsibility that tasks were performed																																						
NOTE #1 *RATING OF SUMP SAMPLES SOLIDS *(1) CLEAR (2) SLIGHT (3) PARTICULATE (4) DIRTY WATER *(A) BRIGHT (C) CLOUDY (D) WET (E) SURFACTANTS For fuel farms with more than four tanks and/or filters, results of required checks and signature of person performing actual checks must be on supporting documents.																				NOTE# 2 - Before draining any fuel farm containment area, verify no sheen (oily residue) on water before opening drains. Document daily N/A , S/H or D																		
REMARKS																																						

RETAIN ON FILE FOR 48 MONTHS

SEE BACK FOR MONTHLY, QUARTERLY, ANNUAL CHECKS

FUEL FACILITY CHECKS		DEALER Exxon Avitat - Baltimore					FACILITY Martin State Airport				DATE (Month/Year)	
MONTHLY	MK	DATE	SIGNATURE	QUARTERLY	MK	DATE	SIGNATURE	ANNUAL	MK	DATE	SIGNATURE	
1. Signs and placards				1. Emergency shutdown system				1. Storage tank interiors				
2. Fire extinguishers				2. Tank high level controls				2. Meter calibration				
3. Floating suction				3. Filter-water defense systems				3. Pressure gauges				
4. Bonding & grounding continuity				MARKINGS (MK)			4. Filter inspection					
5. Nozzle screens							S = Satisfactory		36,000gal Jet-A	1		
6. Filtration test (millipore) Jet-A only				C = Comment required in Remarks Section		12,000gal MSP Jet-A	2					
				N/A = Not used		24,000gal 100LL	3					
				S/H = Sheen (Do not drain) (Notify Supervisor)		4,000gal 100LL	4					
				D = Drained/No Sheen		10,000gal 100LL/UST	5					
NOTE #1 *RATING OF SUMP SAMPLES SOLIDS *(1) CLEAR (2) SLIGHT (3) PARTICULATE (4) DIRTY WATER *(A) BRIGHT (C) CLOUDY (D) WET (E) SURFACTANTS For fuel farms with more than four tanks and/or filters, results of required checks and signature of person performing actual checks must be on supporting documents.							NOTE# 2 - Before draining any fuel farm containment area, verify no sheen (oily residue) on water before opening drains. Document daily N/A , S/H or D					
REMARKS												

Suggested Fuel Facility Inspection Instructions to be used by ExxonMobil Aviation Branded FBOs (If any of the items are not applicable, enter N/A in the first column and draw a line through the remain columns.)

DAILY

1. Check general condition of the yard for appearance and cleanliness. Correct or report any condition that needs attention (i.e. plugged drainage, weeds, debris, etc.)
2. Gate locks should work and perimeter fencing should be in good condition. Check that area is free of sparking hazards and that emergency signs and shut-offs are unobstructed and clearly identified.
3. Check for leaks at valves, joints, flanges, filter vessels, and unloading area. Report any visible leaks or evidence of leaks immediately. Recheck when the system is under pressure.
4. Verify that fire extinguishers and in their proper place with unobstructed access. Check pressure gauge for proper charge and that seals are in place.
5. Inspect hoses for cuts, blistering, and excessive abrasions showing exposed threads. Check the condition of hose and poppet seals on nozzles for cuts, nicks, and wear. Check to see that nozzle has protective cap. Check tightness of swivel attachment screws and hose couplings.
6. Check that the bonding reel is properly secured. Clips should not be broken and be free of paint and rust. Continuity should be checked after maintenance to static systems.
7. Empty product in drain lines, then sample product in tank using a clean clear or white container. Record clear and bright numerical and letter rating of first sample taken. Continue sumping until a clear and bright sample is obtained. Notify supervisor if there is an unusual amount of contamination.
8. All filter vessel samples should be taken under pressure. Empty product in drain lines, then sample product in the vessel using clean clear or white container. Record numerical and letter ratings of first sample taken. Continue sumping until a clear and bright sample is obtained. Notify supervisor if there is an unusual amount of contamination.
9. Record differential pressure (D/P) reading. Reading should be taken at maximum operating pressures and flow rates. Filter/separators should be changed when D/P reaches 15 psi. A decrease in pressure may indicate a need for a filter vessel to be inspected.
10. If applicable, check to see if tank is full. If so, empty tank and dispose of contents properly. Check for leakage.
11. Check for oily sheen on top of standing water, drain and record "D" on that day. If oily sheen present record "S/H" notify supervisor. No rain water/ No issues present record "N/A".

MONTHLY

1. Check that required warning/identification signs and decals are present and visible (emergency shutoff, no smoking, flammable, etc.). Verify dispensing equipment is clearly marked with the proper type of fuel being dispensed (API 1542).
2. Verify seals are still intact, the charge gauge indicates proper charge, there is no corrosion or leakage, the H.M.I.S. and instruction labels are present and readable and that the annual inspection bag is current.
3. Check that floating suction is operational by pulling lightly on cable to verify suction arm is free. Check that there is a clean metal to metal connection of the floating suction cable to the tank pipe or cap.
4. Check the continuity by using volt/ohm meter. Continuity should read between 0 and 5 ohms.
5. Check nozzle screens for holes, tears, and debris/particles. If screen is damaged, replace it. If debris/particles are found, investigate sources of contamination which could be from inner hose, pipe rust, sand, equipment failure, etc.
6. Check daily record readings of differential pressure for any abnormal readings or trends. Perform a millipore test on all Jet-A filters. Results must be ≤ 2 for a dry read and ≤ 3 for a wet read. Verify the element change out date posted on filter vessel is current. Filter elements should be changed every two years, or sooner if required by your customers. Staple millipore membrane to this record.

QUARTERLY

1. Recirculate product through the system and test all emergency switches for proper shut down of the system.
2. Check satisfactory operation of tank high level sensing devices and automatic fuel flow shutoff valves.
3. Check satisfactory operation of the water defense systems on all filter/separators. Immediately repair any system deficiencies. If filter has to be opened for this inspection, move this check to annual frequency.

ANNUAL

1. If required by airline, military, or other company contract, have a qualified contractor properly drain and degas the tank, then perform inspection per contract. Tanks should be free of rust, water, and sediment. Tanks should not have leaks. Tank interiors should be cleaned and inspected every five years minimum.
2. Meters should be checked and calibrated (check state requirements). Each meter should be tagged to show the date of the last meter calibration along with the totalizer reading at the time of calibration.
3. Gauges should be readable. Gauges should be checked for accuracy and calibrated or replaced as necessary.
4. Drain filter vessel, remove lid, and inspect for element damage (dirt, sediment, disarmed, ruptured, loose). Do not touch elements with bare hands. Clean separator elements and replace coalescer elements as needed or at least every 2 years. Check the condition of vessel's interior epoxy coating. Check condition of filter accessories (D/P gauge, water defense system, air eliminator, pressure relief valve, sump heater). Install new lid gasket. Slowly fill filter vessel to prevent a fire from starting on the inside of the vessel. If vessel is filled too fast, static electricity can build up and spark.
5. Check vents for proper installation (per local code). Vent screens should be clean, free of debris, and not torn.
6. Remove cover and inspect the strainer basket. Clean basket and reinstall with a new lid gasket. If the basket is torn or broken, replace it with a new one. Basket/strainer should be 60 mesh.
7. If tanks are cathodically protected, have a certified inspector check that system is working properly (per local code).
8. You may wish to conduct a review to be sure all of your permits and licenses are up to date. Check for items that might need maintenance or repair such as stairways, ladders, walking surfaces, lighting, wiring, exterior paint, etc.
9. Annual fire extinguisher inspection by certified inspector.

NOTE: Refer to the PremierCare training material and ATA specification 102 for more details on how to perform inspections.

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APPENDIX I-4

FUELING VEHICLE CHECKS

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FUELING VEHICLE CHECKS		DEALER														VEHICLE											DATE (Month/Year)										
Daily (Use applicable markings)		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
1. General condition																																					
2. Tanker troughs																																					
3. Air tanks																																					
4. Fire extinguishers																																					
5. Tanker sumps (Note 1)																																					
6. Filter sumps (Note 1)																																					
7. Hoses, swivels, and nozzles																																					
8. Brake (safety) interlocks																																					
9. Bonding reels, cables, and clamps																																					
10. Deadman controls																																					
11. Filter Differential Pressure/Record psi																																					
12. Nozzle pressure/Record primary psi																																					
13. Tanker bottom loading (Pre Check)																																					
Signature of person performing tasks or person accepting responsibility that tasks were performed																																					
MONTHLY	MK	DATE	SIGNATURE		QUARTERLY		MK	DATE	SIGNATURE		MARKINGS(MK)																										
1. Signs and placards					1. Vehicle Inspection	1					S = Satisfactory C = Comment required in Remarks Section N/U = Not used N/A = Not applicable Note #1 = Rating of sump samples Solids = (1) Clear (2) Slight (3) Particulate (4) Dirty Water = (A) Bright (B) Hazy (C) Cloudy (D) Wet (F) Surfactants																										
2. Fire extinguishers					2. Pressure Controls	2																															
3. Meter seals					Pressure ____ psi	3																															
4. Bonding system continuity					3. Filter/Separator Water																																
5. Nozzle screens					Defense System																																
6. Fuel hoses																																					
7. Emergency shutdown system					ANNUAL																																
8. Filtration test (millipore) Jet-A only					1. Filter Inspection	1																															
9. Additive Injector					2. Pressure Gauges	2																															
10. Tanker interiors					3. Meter Calibration	3																															
11. Tanker vents & dome covers					4. Fire Extinguishers	4																															
12. Tanker trough drains																																					
REMARKS																																					

Suggested Fueling Vehicle Inspection Instructions To Be Used by ExxonMobil Branded FBOs

If any of the items are not applicable, enter N/A in the first column and draw a line through the remaining columns.

DAILY

1. Walk around the fueler looking for items that might compromise the safe operation of the fueler if left unattended. Some things to look at are: product leaks, lights and lenses (check for cracks), tires, mirrors, cab condition. When the fueler is running, check if gauges are working, wipers working, parking and service breaks working, steering does not have excessive play, and the engine is running smoothly.
2. Check all tank gutters for blockage. Keep top of tank free of debris.
3. Check tank for leaks. Drain accumulated water from tanks.
4. There should be two 20 pound B-C rated fire extinguishers, one on each side of the vehicle. Verify that they are properly secured, adequately charged, current inspection record is attached, and the seal is intact.
5. Empty product in drain lines, then sample product in each tank compartment using a clean clear or white container. Record (clear & bright) numerical and letter ratings of first sample. Continue sumping until a clear and bright sample is achieved. Take the vehicle out of service if unable to achieve a clean dry sample after three gallons or the product is off color.
6. Filter sump must be drained while under pressure. Perform visual inspection in the same manner as done for the tank sump. Record clear & bright rating of first sample and take the vehicle out of service if unable to achieve a clean dry sample after 3 gallons of the product is off color.
7. While under pressure, check hoses, couplings, and nozzles for cracks, breaks and leaks. Check that dust caps are installed properly. All over wing nozzles should be equipped with a bonding clip and static wire.
8. Check all brake interlock switches for operation. Fueler brakes should automatically set themselves when the hose nozzles are removed from their mounts, the PTO is engaged, and when the bottom-load-interlock switch is turned to the load position. If system is electrical, check for damaged fuse. If it is air operated, check for leaks or faulty valve. Default interlock systems must be repaired immediately.
9. Make sure bonding reel is secured properly and working freely. Check that clip is free of rust and paint and the cable is not frayed. Continuity should be checked after maintenance to the system.
10. Check deadman control operation. Opening time should be between 3 and 10 seconds. Closing time should be between 2 and 5 seconds. If system is air operated, check hoses for leaks and cracks, and if it is electrical, check wiring cover and connections for breaks that may lead to exposed wires. If applicable, check micro switch boot for wear.
11. D/P should be <15 psi for filter/separators and <25 psi for fuel monitors. Replace elements if D/P exceeds these limits or if there is a sudden drop in D/P. Reading should be recorded at maximum operating flow rates or corrected to such using correction calculators or charts.
12. Record underwing nozzle pressure while fueling. With product flowing primary pressure should not exceed 50 psi. Notify supervisor if pressure >50 psi.
13. During fuel loading record that the proper operation of high level shutdown system has been checked. Check tank bottom loading stub for leaks and wear. Check that protective cap is in place. This check needs to be done everytime fuel is loaded but recorded once daily.

MONTHLY

1. Check that all required warning/identification signs are present and visible (product grade, no smoking, flammable, etc).
2. Verify that extinguishers are properly charged, sealed, annual inspection tag is attached and current, H.M.I.S. label and instructions are present and readable.
3. Check that meter seals are installed. Check that the last calibration date of seals is shown on the tag and is current.
4. Continuity should read between 0 and 5 ohms. Check with a volt/ohm meter.
5. Remove and clean screen of debris, and investigate sources of debris. Screens should be 100 mesh. Replace screens if damaged (holes, tears).
6. Roll out and pressurize hoses but do not let product flow. Inspect for cuts, blistering, and excessive abrasions showing exposed threads. Check couplings at both ends for cracks, slippage, or leakage.
7. Verify each emergency shut down control device will completely stop fuel flow. Check that shut downs are identified properly.
8. Check daily records of differential pressure for any abnormal readings. Perform a millipore test on all Jet-A truck filters. Results must be ≤ 2 for a dry read and ≤ 3 for a wet read. Verify the change out date posted on filter vessel is current. Filter elements should be changed every two years or sooner if required by your customers. Staple millipore membrane to this record.
9. Calibrate the anti-icing additive injector per the manufacturer's requirements.
10. Using a mirror, reflect light into the tank to inspect for rust, sediment, foreign objects, water, microbial growth, and condition of coating.
11. Check vents for proper operation when PTO is engaged. Check dome covers for snug fit. Check lid gaskets for cracks.
12. Check for drain obstructions and plugging.

OIL CHANGED AND CHASSIS LUBED EVERY THREE MONTHS OR 120 OPERATING HOURS

Date and hour reading of last oil and filter change: _____

Date and hour reading of last chassis lube: _____

QUARTERLY

1. Lubricate all systems. Check all fluid levels including PTO gear box. Check all pinion seals, wheel seals, and axle flanges for leaks. Service and tune engine when required.
2. Jet A Underwing nozzle only: While re-circulating product, close the re-circulation valve to simulate maximum system pressure. If present, record the pressure reading from the pressure gauge on the re-circulation connection. If this gauge is not present, then record the pressure reading from the nozzle/primary pressure gauge on the fueling panel. Both readings should be consistent and not exceed 50 psi. If readings are not consistent or exceed 50 psi, notify the ExxonMobil Aviation Inspector.
3. Externally check satisfactory operation of water defense system on the filter/separator. If the filter has to be opened, move this check to annual frequency.

ANNUAL

1. Drain filter vessel, remove lid, and inspect for element damage (dirt, rupture, disarmed). Do not touch elements with hands. Clean or replace separators and replace coalescers when needed or at least every 2 years. Check condition of filter accessories (D/P gauge, water defense system, air eliminator, pressure relief valve). Install new lid gasket. Slowly fill filter vessel to prevent a fire from starting on the inside of the vessel (if filled too fast, static electricity can build up and spark).
2. Check all pressure gauges for leaks and accuracy. Calibrate or replace as necessary.
3. Meters should be checked and calibrated (check state requirements). Each meter should be tagged to show the date of the last meter calibration along with the totalizer reading at the time of calibration.
4. Annual fire extinguisher inspection by a certified inspector.

NOTE: Refer to the PremierCare training material and ATA specification 103 for more details on how to perform inspections.

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APPENDIX J

RECORD OF ANNUAL DISCHARGE PREVENTION BRIEFINGS

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RECORD OF ANNUAL DISCHARGE PREVENTION BRIEFINGS

Briefings will be scheduled and conducted by the facility owner or operator for operating personnel at regular intervals to ensure adequate understanding of this SPCC Plan. The briefings will also highlight and describe known discharge events or failures, malfunctioning components, and recently implemented precautionary measures and best practices. Personnel will also be instructed in operation and maintenance of equipment to prevent the discharge of oil, and in applicable pollution laws, rules, and regulations. Facility operators and other personnel will have an opportunity during the briefings to share recommendations concerning health, safety, and environmental issues encountered during facility operations.

Date	Subjects Covered	Employees in Attendance	Instructor(s)
11/05/09	2009 Annual Environmental Awareness Training	See training records on JETS website.	Dan Hixon, EA; Tim Henkle, EA Phil Baker, ERC
10/27/10	2010 Annual Environmental Awareness Training	See training records on JETS website.	Rob Marcase, EA; Spring Carty, EA; Phil Baker, ERC
10/20/11	2011 Annual Environmental Awareness Training	See training records on JETS website.	Rob Marcase, EA; Becky Morris, EA; Phil Baker, ERC
10/24/12	2012 Annual Environmental Awareness Training	See training records on JETS website.	Spring Carty, EA; Phil Baker, ERC
10/16/13	2013 Annual Environmental Awareness Training	See training records on JETS website.	Dan Twilley, Aria Environmental Inc.; Phil Baker, ERC
10/31/14	2014 Annual Environmental Awareness Training	See training records on JETS website.	Dan Twilley, Aria Environmental Inc.; Phil Baker, ERC
11/04/15	2015 Annual Environmental Awareness Training	See training records on JETS website.	Dan Twilley, Aria Environmental Inc.; Phil Baker, ERC
10/27/16	2016 Annual Environmental Awareness Training	See training records on JETS website.	Dan Twilley, Aria Environmental Inc.; Phil Baker, ERC
11/2/17	2017 Annual Environmental Awareness Training	See training records on JETS website.	Dan Twilley, Aria Environmental Inc.; Phil Baker, ERC
11/2/18	2018 Annual Environmental Awareness Training	See training records on JETS website.	Dan Twilley, Aria Environmental Inc.; Phil Baker, ERC

Date	Subjects Covered	Employees in Attendance	Instructor(s)
11/18/19	2019 Annual Environmental Awareness Training	See training records on JETS website.	Ann Smith-Reiser, EA; Doug Foerster, EA; Phil Baker, ERC
November 2020	2020 Annual Environmental Awareness Training	See training records on JETS website.	Cornerstone Learning Management System
November 2021	2021 Annual Environmental Awareness Training	See training records on JETS website.	Cornerstone Learning Management System

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APPENDIX K

FUEL DELIVERY RECORD AND CHECKLIST

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**MTN STATE AIRPORT
PRODUCT RECEIPT RECORD AND FUEL DELIVERY CHECKLIST**

Date (MM/DD/YY) _____

Tank ID No.* _____

Before Unloading Truck

Shipment _____ MAA _____ MD State Police

Transport Co. _____ Trailer No. _____

Product Verified: Color, Odor, Etc. _____ Yes _____ No

Type Fuel _____ Jet A _____ 100 LL Fuel Farm _____ 100 LL Self Serve

Product Sample from Truck Outlet OK? _____ Yes _____ No

Manifest Quantity _____ gallons

Storage Tank Gauge/Print Ticket and Attach to Paperwork _____ inches

Amount in Each Truck Compartment 1) _____ 2) _____ 3) _____

4) _____ 5) _____ 6) _____

Fire Equipment Operable & Ready

Chock Wheels & Truck Grounded

Fuel Unloading Checklist

- | | |
|--|--|
| • Fuel level recorded prior to filling (in above section) <input type="checkbox"/> | • Check all truck compartments for empty <input type="checkbox"/> |
| • Absorbent pads/buckets available <input type="checkbox"/> | • Drain hoses before securing to vehicle <input type="checkbox"/> |
| • Align all valves for receipt and hookup <input type="checkbox"/> | • Secure tank fill covers and caps <input type="checkbox"/> |
| • Unload fuel (someone must stay with operations) <input type="checkbox"/> | • Close unloading valves – realign to use <input type="checkbox"/> |
| • Monitor tank fuel gauge during transfer <input type="checkbox"/> | • Uncouple transport <input type="checkbox"/> |

After Fuel Unloading

Storage Tank Gauge/Print Ticket and Attach to Paperwork _____ inches

Storage Tank Contents _____ gallons

Time Unloading Completed _____

Time Tank Ready to Dispense Fuel (1 hr per 1000 gals)/Jet-A Only _____

Secure Tank Outlets & Storage Area

Final Paperwork

Manifest Quantity _____ gallons

Actual reading on meter (aboveground tanks only) _____ gallons

Amount received (underground storage tank) _____ gallons

Difference (+ or -) _____

Person Releasing Shipment:

Name _____ Signature _____

Emergency Information: If leaks are observed, stop fuel transfer *immediately* and shut off all valves. Notify the Airport Director at (410) 682-8800 and initiate spill response procedures identified in the Spill Prevention, Control, and Countermeasure Plan. Inform Supervisor and MAA Division of Environmental Compliance of any required maintenance to the tank, piping, or fittings that could result in a future leak or spill.

* Tank Legend on Reverse Side

Tank Legend

Tank I.D No.	Tank Type	Capacity (gals)	Fuel Type	Location
R5	UST	10,000	100LL Avgas Fuel	Hangar 4
FF-1A	AST	12,000	100LL Avgas Fuel	Fuel Farm – East
FF-2A	AST	12,000	100LL Avgas Fuel	Fuel Farm – East
FF-3A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-5A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-6A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-7A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-9A	AST	6,000	Maintenance Unleaded	Fuel Farm – South
FF-10A	AST	6,000	Admin/FBO Unleaded	Fuel Farm – South
FF-11A	AST	6,000	Vehicle Diesel Fuel	Fuel Farm – South
FF-13A	AST	4,000	100LL Avgas Fuel	Fuel Farm – West
FPH-1A	AST	500	Diesel Fuel	Fire Pump House
FPH-2A	AST	500	Diesel Fuel	Fire Pump House
FPH-3A	AST	500	Diesel Fuel	Fire Pump House
RS-1A	AST	500	Diesel Fuel	Field Lighting Vault
M-3A	AST	2,000	Heating Oil	Maintenance Shop

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APPENDIX L

MARTIN STATE AIRPORT OIL OPERATIONS PERMIT

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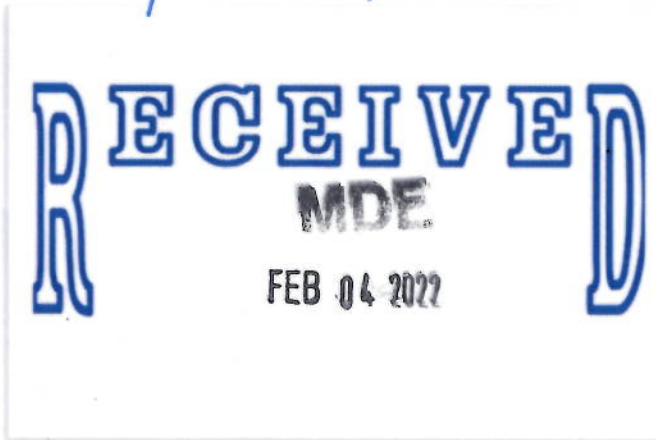
HAND DELIVERY MAIL RECEIPT

This confirm I hand-delivered # 1 [envelope(s) | package(s)] addressed to:

CMA - Oil Control Program

The items were received by receptionist:

Tammy Phillips, Office Manager



Oil Control Program
Maryland Department of the Environment
1800 Washington Boulevard, Suite 620
Baltimore, MD 21230

Re: Martin State Airport MDOT-MAA Oil Operations Permit Renewal Application

Dear Sir or Madam,

The Maryland Department of Transportation Maryland Aviation Administration (MDOT-MAA) is applying to renew the Oil Operations Permit for Martin State Airport Permit # 2017-OPT-4173, located at 701 Wilson Point Road, Box 1, Middle River, MD.

MDOT-MAA is a State Agency. We have applied to receive a Certificate of Good Standing but have not yet received the certificate. As an agency of the State of Maryland, we assume that we are authorized to transact business within the State of Maryland, and that our fees and taxes are being paid appropriately. We will submit the Certification immediately upon receipt.

For clarification purposes The State of Maryland Self Insures motor vehicles. The MDOT-MAA owned vehicles that transport petroleum on Martin State Airport never leave Martin State Airport property for on road transport of petroleum products.

For purposes of Land Use/County Zoning MDOT-MAA received an email from Baltimore County identifying the property is zoned as MH (Manufacturing, Heavy) and land use is listed as Exempt Commercial from Mark Landolina from the Baltimore County Department of Planning. That email is attached.

If you have questions please contact me at mwilliams1@bwiairport.com or 410-859-7448.

Sincerely



Mark Williams, Manager
Environmental Compliance Section

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
 GENERAL FORM**

Type of Permit (mark one): <input type="checkbox"/> New <input checked="" type="checkbox"/> Renewal* <input type="checkbox"/> Modification* *List Current Individual Oil Operations Permit Number: 2017-OPT-4173
--

State Use Only
AI Number: _____
Date Received: _____
Current Exp. Date: _____

OIL OPERATIONS PERMIT APPLICATION CHECKLIST

✓	Make sure your permit application includes all of the following.
	1. Good Standing with the Maryland Office of the Comptroller. Fill out the enclosed "Good Standing Certificate Request" form and send it to the Comptroller's General Accounting Division.
	2. Good Standing with the Maryland Department of Assessments and Taxation (SDAT). Local, state, and federal government institutions are exempt.
	3. Proof of proper land use/zoning, either through a zoning letter from the county or the SDAT Real Property page.
	4. Proof of compliance with the Workers' Compensation Act is included with Form F.
	5. Submit proof of insurance coverage by providing a copy of either Form MCS-90, Endorsement for Motor Carrier Liability or MCS-82, Motor Carrier Surety Bond for Public Liability. Proof of insurance coverage is required for on-road vehicles that transport petroleum products in Maryland. See Form A, page 4, or Form B, page 3 if applicable.
	6. All required forms have been completed, signed, dated, and included in this application.

TYPE OF PERMIT REQUESTED	YOU MUST ALSO COMPLETE
Oil Operations – Storage, Delivery, Transfer in Maryland	Forms – A, E, F, & G
Oil Operations – Delivery into or out of Maryland	Forms – B, E, & F
Oil Contaminated Soil Treatment	Forms – C, E, F, & G
Oil Solidification	Forms – D, E, F, & G

INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION GENERAL FORM (continued)

Individual Oil Operations Permit Application Instructions

1. Prior to issuance of the permit, undisputed State taxes and unemployment insurance contributions must be in compliance. Both new and renewal applicants must provide with the permit application a Good Standing Certificate, available through the enclosed "Good Standing Certificate Request" form or from the Comptroller's website at no fee:

http://comptroller.marylandtaxes.com/Vendor_Services/Accounting_Information/General_Information/Good_Standing_Certificate.shtml

Send the request form to the General Accounting Division as directed; do not mail this form to the Department of the Environment. Contact the Comptroller's General Accounting Division at 410-260-7813 if you have any questions.

2. In order to issue this permit, a State of Maryland Business License through the Maryland Department of Assessments and Taxation (SDAT) is required. Provide a copy of the SDAT business information screen demonstrating that your company is in Good Standing. Follow the link below and enter your company name in the drop-down menu to verify its status:

<https://egov.maryland.gov/BusinessExpress/EntitySearch>

If your company is not found in the database, contact SDAT at (410) 767-1184, or outside the Baltimore Metro Area at (888) 246-5941, to obtain the proper business license.

3. In order to issue this permit, new and renewal applicants must verify compliance with Maryland county zoning and land use requirements. Review Form G (enclosed) for guidance. Your facility's property zoning designation may be viewed at the following SDAT link:

<http://sdattat.maryland.gov/RealProperty/Pages/default.aspx>

Alternatively, use the FinderOnline map to find your facility's SDAT Real Property page (make sure to view "Parcel Boundaries" on the Layer List):

<https://apps.planning.maryland.gov/finderonline/>

4. In order to issue this permit, the applicant must provide proof of compliance with the Workers' Compensation Act. Proof may be a copy of a "Certificate of Self-Insurance", a "Certificate of Compliance" from the Department of Labor, or the "Certificate of Liability Insurance" demonstrating compliance with the Workers' Compensation Act. Review Form F (enclosed) for guidance.
5. The MCS-90 and MCS-82 forms show proof of coverage in case of an oil spill and are available through your insurance company.

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
GENERAL FORM (continued)**

I. OWNERSHIP INFORMATION

Is this an Owner Name Change? Yes _____ No

Maryland Business License Name: NA-Maryland Department of Transportation-Martin State Airport

Maryland Business License in Good Standing? Yes No _____

Street Address: 701 Wilson Point Rd, Box 1

<u>Middle River</u>	<u>Maryland</u>	<u>21220</u>	<u>Baltimore</u>
City	State	Zip Code	County

Mailing Address (if different from above): _____

_____	_____	_____	_____
City	State	Zip Code	County

Contact Person and Job Title: Lateesha Swann, Acting Director

Telephone Number: (410) 682-8831 Fax: (410) 682-8881

Email: lswann@bwiairport.com

II. LOCATION OF FACILITY

Is this an Owner Name Change? Yes _____ No

Facility Name or Company Site Identifier: Martin State Airport

Street Address: 701 Wilson Point Rd, Box 1

<u>Middle River</u>	<u>Maryland</u>	<u>21220</u>	<u>Baltimore</u>
City	State	Zip Code	County

Mailing Address (if different from above): _____

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
GENERAL FORM (continued)**

III. TYPE OF FACILITY (mark one)

- | | | |
|--|--|--|
| <input type="checkbox"/> Aircraft Owner | <input type="checkbox"/> Federal Military | <input type="checkbox"/> Petroleum Distributor |
| <input type="checkbox"/> Airline | <input type="checkbox"/> Federal Non-Military | <input type="checkbox"/> Railroad |
| <input type="checkbox"/> Apartment/Condo | <input type="checkbox"/> Fire/Rescue/Ambulance | <input type="checkbox"/> Residential |
| <input type="checkbox"/> Auto Dealership | <input type="checkbox"/> Gas Station | <input checked="" type="checkbox"/> State Government |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Industrial | <input type="checkbox"/> Store |
| <input type="checkbox"/> Contractor | <input type="checkbox"/> Local Government | <input type="checkbox"/> Trucking/Transport |
| <input type="checkbox"/> Educational | <input type="checkbox"/> Marina | <input type="checkbox"/> Utilities |
| <input type="checkbox"/> Farm/Nursery | <input type="checkbox"/> Office | <input type="checkbox"/> Not Listed |

Other: _____

IV. CONTACT PERSON IN CHARGE OF FACILITY

Contact Person and Job Title: Lateesha Swann, Acting Director

Employer: Maryland Department of Transportation Maryland Aviation Administration

Mailing Address: 701 Wilson Point Rd, Box 1

<u>Middle River</u>	<u>Maryland</u>	<u>21220</u>	<u>Baltimore</u>
City	State	Zip Code	County

Telephone Number: (410) 682-8831 Fax: (410) 682-8881

Email: lswann@bwiaairport.com

Notice: Collection of Personal Records – State Government Article § 10-624

This Notice is provided pursuant to § 10-624 of the State Government Article of the Maryland Code. The personal information requested on this form is intended to be used in processing your application. Failure to provide the information requested may result in your application not being processed. You have the right to inspect, amend, or correct this form. The Maryland Department of the Environment (“The Department”) is a public agency and subject to the Maryland Public Information Act. This form may be made available on the Internet via the Department’s website and is subject to inspection or copying, in whole or in part, by the public and other governmental agencies, if not protected by federal or State law.

MARYLAND DEPARTMENT OF THE ENVIRONMENT
Land and Materials Administration • Oil Control Program
1800 Washington Boulevard • Suite 620 • Baltimore Maryland 21230-1719
(410) 537-3442 • 800-633-6101 x3442 • 410-537-3092 (fax) • www.mde.maryland.gov

INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
FORM A
Storage, Transfer and Delivery of Oil within the State of Maryland

1. Type of oil operations (check all that apply)

Transport and/or Delivery (tanker and/or truck tank) Marina
 Storage (aboveground) Transfer Operations
 Handling Used Oil EPA Identification Number: _____
_____ Other (specify) _____

2. Nearest Body of Water

Name: Frog Mortar Creek, Stansbury Creek, & Dark Head Creek Tributary to: Chesapeake Bay
Approximate distance from your facility: 50 ft

3. Is your facility required to have a federal Facility Response Plan? No Yes _____

4. Provide a to-scale diagram of the facility showing dimensions and locations of: See Attachment A

aboveground storage tanks and dikes	loading racks
oil/water separators	buildings
storm drains	overnight truck location
outfalls	property lines and adjacent owners

5. Method of transfer (check all that apply)

_____ vessel/ barge truck _____ rail _____ pipeline
_____ other (specify) _____

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
FORM A (continued)**

Table 1 - Aboveground Storage Tank Description*

Enter details for each aboveground oil storage tank. Oil includes but is not limited to the following: asphalt, gasoline, ethanol that is intended to be used as a motor fuel or fuel source, kerosene, aviation/jet fuels, diesel fuel, biodiesel fuel regardless of whether the fuel is petroleum based, used oil, waste oil, lubricating oils, hydraulic oil, mineral oil, and all heating oils. Do not include tanks used for edible oils (unless included in the aforementioned list), propane, natural gas, or antifreeze.

Tank Number or ID# **	Built Year ***	Storage Capacity (Gallons)	Type of Oil Stored	Associated Piping		Secondary Containment (Examples- double-walled tank, steel, concrete, vault, none, earthen)
				Above ground	Underground (Example: S-Y-A-04/08) ****	
See Attachment B						

* Attach additional sheet(s) if necessary or include a copy of your storage tank database.
 ** List facility tank number if applicable.
 *** Include "Unknown" if built year not known.
 **** For underground piping, use the following coding, **one from each category**:

<u>TYPE</u>		<u>CP</u>	<u>TESTED</u>
S = Steel	SW = Single Wall	Y = Yes	A = Yes + Date = MM/YY
F = Fiberglass	DW = Double Wall	N = No	B = No
C = Copper	O = Other	N/A = Not Applicable	X = N/A

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
FORM A (continued)**

Table 2 - Transportation Description*

Enter details for each truck tank or transport owned by you and used for transferring oil in Maryland. You must also complete all questions on pages 4-5 before this application can be processed by the Department.

Truck Number (could be tank #, vehicle #, trailer #, etc.)	Truck Type Choices are: a. truck tank-less than 10 wheels b. transport- 10 wheels or greater (i. e. tractor trailer) c. vacuum tank-all sizes	Tank Size (gallons)	Type of ** Product Carried in Each Truck
1. 4208	A-Truck tank-less than 10 wheels	1500	Aviation Gasoline
2. 4407	A-Truck tank-less than 10 wheels	1500	Aviation Gasoline
3. 5559	A-Truck tank-less than 10 wheels	5000	Jet A Fuel
4. 5560	A-Truck tank-less than 10 wheels	5000	Jet A Fuel
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
Copy this page for listing additional vehicles			

* Attach additional sheet if necessary or provide a copy of your transport/truck tank database

** Be specific such as: #2 heating oil, gasoline, diesel, kerosene, asphalt
Use "various" if tank compartments are not dedicated to carry a single product

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
FORM A (continued)**

Transportation Requirements

If you have a transport or truck tank with a capacity greater than 500 gallons complete the following:

Zoning

1. No Yes Property where vehicles are parked overnight (domiciled) is properly zoned for the parking of commercial truck tanks/transport? If the truck is parked on other than commercial/ industrial zoned property a certificate of use, special exception, home occupation permit, or other documentation from county or local government shall be provided with this application.
2. No Yes Location of Facility identified by you on the General Application Form is the address where all truck tanks/transport for your company are domiciled? If trucks are domiciled at multiple locations, list all Maryland addresses separately and provide truck tank/transport identifier for each location.
3. No Yes Do you hire independent owner/operator(s) to transport oil for your company? If yes, list addresses (if different from above) where owner/operator truck tanks/transport are domiciled and provide documentation that these commercial vehicles are in approved zoning locations.
4. If question #3 was marked "Yes", provide the names and addresses of each owner/ operator along with their valid Individual Oil Operation Permit Number issued by the Department. All independent owner/operators must have a valid Oil Operations Permit to haul oil into or out of Maryland.
5. No Yes Truck tanks/transport are parked in accordance with 49 CFR 397.7 (b)?

Web address <http://www.access.gpo.gov/cgi-bin/cfrassemble.cgi?title=200449> to view the referenced Code of Federal Regulations (CFR) citations.

Insurance coverage

1. No Yes N/A Meet minimum limits of insurance coverage in accordance with the Code of Federal Regulations 49 CFR 387.1-.17, .301-.323 and .401. Provide a copy of Form MCS90 or Form MCS82 with this application.
2. If N/A, meet minimum limits of insurance coverage in accordance with Transportation Article, Title 17, Annotated Code of Maryland? No Yes

Preventative Maintenance

No Yes All truck tanks/transport have Preventative Maintenance (PM) performed annually or every 25 thousand miles in accordance with 49 CFR 396.1-.25; Transportation Article §23-302, Annotated Code of Maryland; and COMAR 11.14.01, .04., and .05 ?

Web address <http://www.dsd.state.md.us/comar/> go to Search Option 3, click Title11, Subtitle 14 to view the referenced Code of Maryland Regulations (COMAR).

INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
FORM A (continued)

Tank Inspection and Testing

No _____ Yes _____ N/A (Required only for companies operating DOT specification truck tanks/transporters or vacuum trucks used for transporting flammable petroleum liquids) Tanks inspected and tested in accordance with 49 CFR 180.407 by the following methods and frequencies? a. visual/annual b. leakage/annual c. internal/5years d. pressure/5years

Identification Number(s)

1. No Yes _____ N/A _____ U.S. DOT identification number(s) obtained for interstate truck tanks/transporters and vacuum trucks?
2. No Yes _____ N/A _____ Maryland State Highway Administration (SHA) identification number(s) obtained for intrastate vehicles?

Hazardous Material (HM) Registration and Training

1. No _____ Yes N/A _____ All placarded truck tanks/transporters registered in accordance with 49 CFR 107? (vehicles strictly hauling used oil are exempt)
2. No _____ Yes N/A _____ Current with HM training requirements as specified in 49 CFR 172.700?
3. No _____ Yes Current with annual driver safety training requirements as required by the Department and specified in COMAR 26.10.01.16D?

**INDIVIDUAL OIL OPERATIONS PERMIT APPLICATION
FORM A (continued)**

Application is hereby made to the State of Maryland, Department of the Environment, Land and Materials Administration for an Individual Oil Operations Permit for the operations and activities described on the forms being submitted. I certify that I am familiar with the information contained in this application, and that this information is true, complete and accurate. I further certify that, in accordance with Environment Article § 4-405(b), Annotated Code of Maryland, I have requested and received confirmation from the county that the oil operations business at the location identified on the *Individual Oil Operations Permit Application General Form* meets all zoning and land use requirements for that county. I understand that the inclusion of any false or misleading information, or the exclusion of required information in this Application, may cause the Administration to issue an Administrative Complaint seeking civil penalties in accordance with Environment Article § 4-412 and § 4-417, Annotated Code of Maryland, and may include the suspension or revocation of any permit or license issued. I further understand that failure to notify the Administration of oil spills or leaks, regardless of size, is a violation of Sections 4-401 through 4-420 of the Environment Article, Annotated Code of Maryland, which may also subject me to an Administrative Complaint and civil penalties.

Company Name: Maryland Aviation Administration-Martin State Airport Date: 2/03/22

Signature of Authorized Applicant/Agent: 

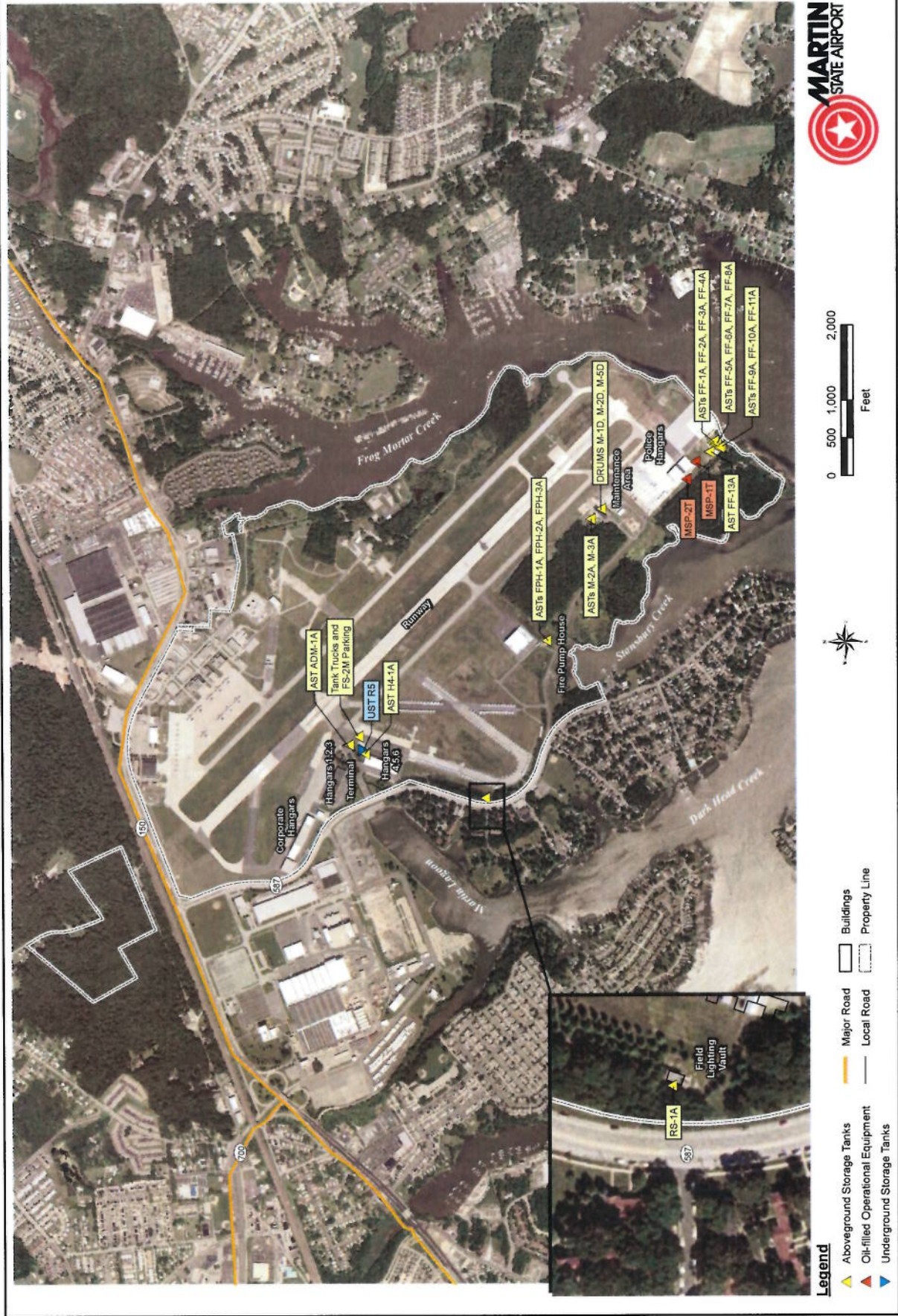
Printed name of Authorized Applicant/Agent: LaTeesha Swann

Title of Authorized Applicant/Agent: Airport Operations Acting Director

Notice: Collection of Personal Records – State Government Article § 10-624

This Notice is provided pursuant to § 10-624 of the State Government Article of the Maryland Code. The personal information requested on this form is intended to be used in processing your application. Failure to provide the information requested may result in your application not being processed. You have the right to inspect, amend, or correct this form. The Maryland Department of the Environment (“The Department”) is a public agency and subject to the Maryland Public Information Act. This form may be made available on the Internet via the Department’s website and is subject to inspection or copying, in whole or in part, by the public and other governmental agencies, if not protected by federal or State law.

Attachment A





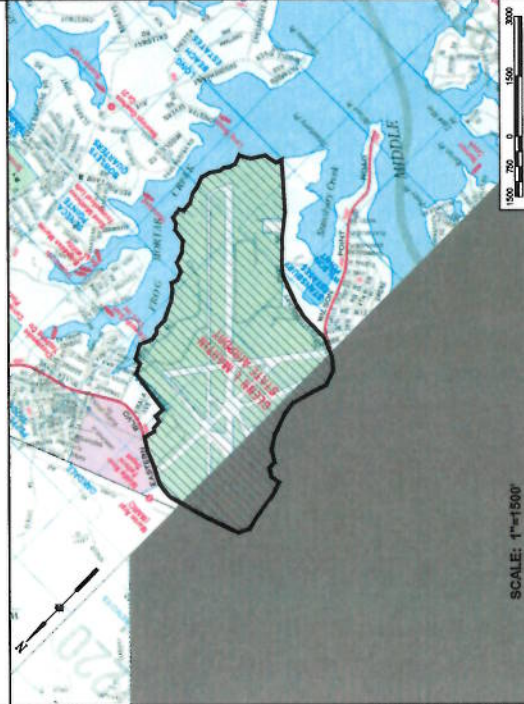
MARTIN STATE AIRPORT

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

DECEMBER 2019

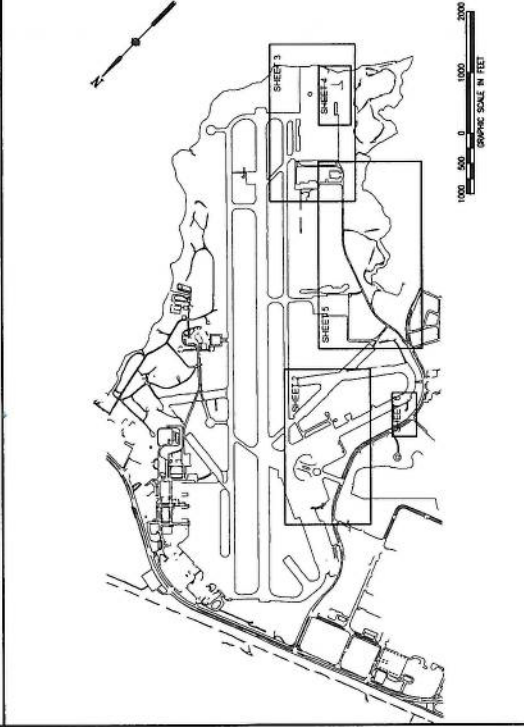
VICINITY MAP



DRAWING INDEX

DRAWING NO.	SHEET TITLE
1	TITLE SHEET
2	STORAGE TANK LOCATIONS (TERMINAL AREA AND HANGARS 1, 4)
3	STORAGE TANK LOCATIONS (MAINTENANCE AREA)
4	STORAGE TANK LOCATIONS (FUEL FARM)
5	STORAGE TANK LOCATIONS (FIRE PUMP HOUSE)
6	STORAGE TANK LOCATIONS (FIELD LIGHTING VAULT)

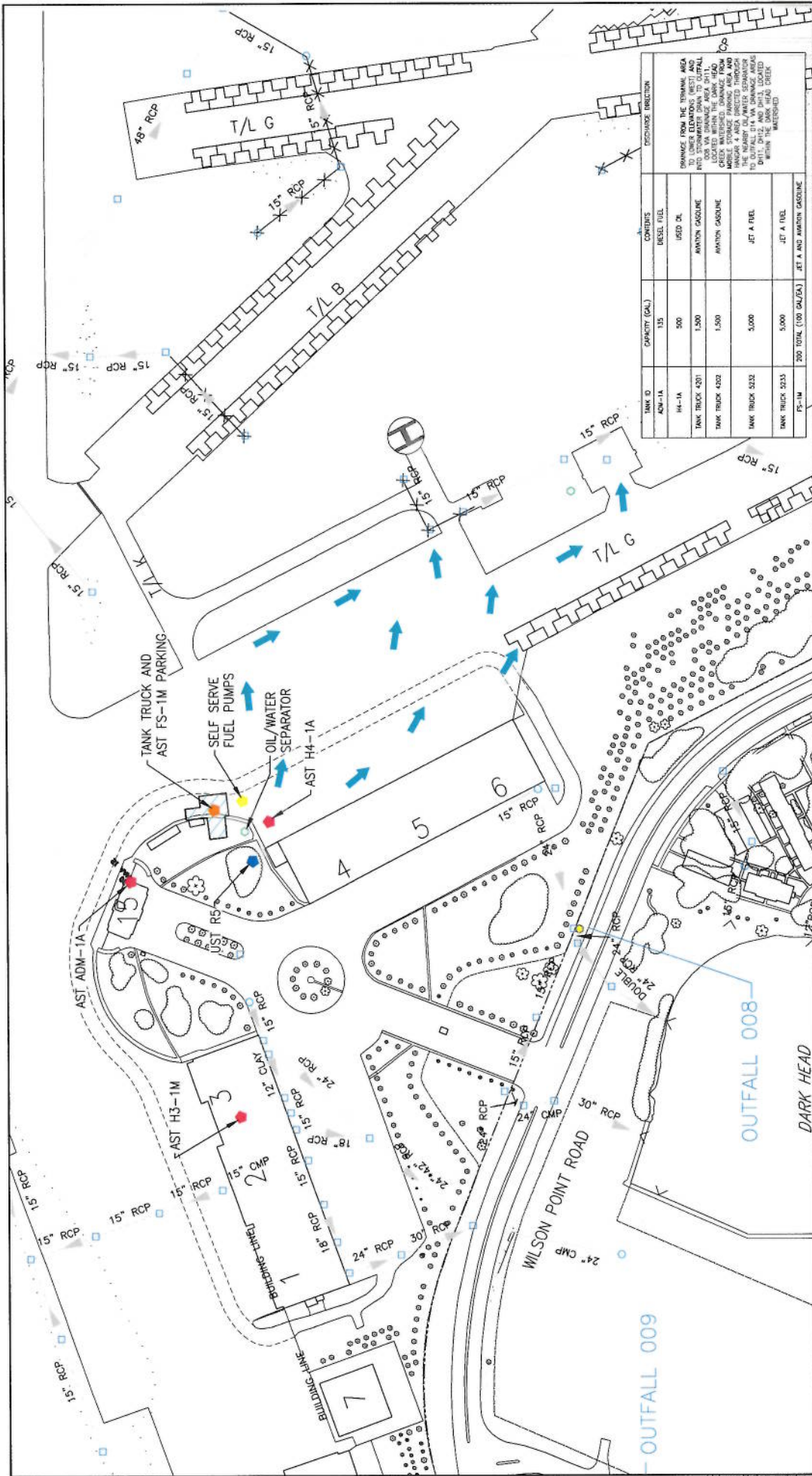
LOCATION MAP



SCALE: 1"=1500'



MARTIN STATE AIRPORT	
SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN	
TITLE SHEET	
DATE	DECEMBER 2019
PROJECT NUMBER	1461701.0023
RECORD #	-
SCALE	AS SHOWN
DRAWN BY	JMT
CHECKED BY	JMT
PROJECT NUMBER	1
SHEET NUMBER	1 OF 6
BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION WITH AIRPORT COMPREHENSIVE STRATEGIC ENVIRONMENTAL SERVICES, INC. WESTLAND ENVIRONMENTAL SERVICES, INC. WESTLAND ENVIRONMENTAL SERVICE, INC.	



TANK ID	CAPACITY (GAL)	CONTENTS
AST-1A	135	DESEL FUEL
H4-1A	500	USED OIL
TANK TRUCK 4201	1,500	AVIATION GASOLINE
TANK TRUCK 4202	1,500	AVIATION GASOLINE
TANK TRUCK 5232	5,000	JET A FUEL
TANK TRUCK 5233	5,000	JET A FUEL
FS-1M	200 TOTAL (100 GAL/EA)	JET A AND AVIATION GASOLINE

MARTIN STATE AIRPORT
SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN
STORAGE TANK LOCATIONS
(TERMINAL AREA AND HANGARS 1, 4)

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION, MTVA AIRPORT, COMPRISED-GISVE
 WESTON SOLUTIONS, INC. STRAHLER ENVIRONMENTAL SERVICES, INC.
 MARYLAND ENVIRONMENTAL SERVICE, INC.

DATE: DECEMBER 2019
PROJECT NUMBER: 1517010023
SCALE: AS SHOWN
TITLE: TANK LOCATIONS
DATE: JAN
PROJECT NUMBER: 2
DATE: JAN
PROJECT NUMBER: 2 OF 8
DATE: JAN
PROJECT NUMBER: 150

GRAPHIC SCALE IN FEET
 0 20 40 60 80 100

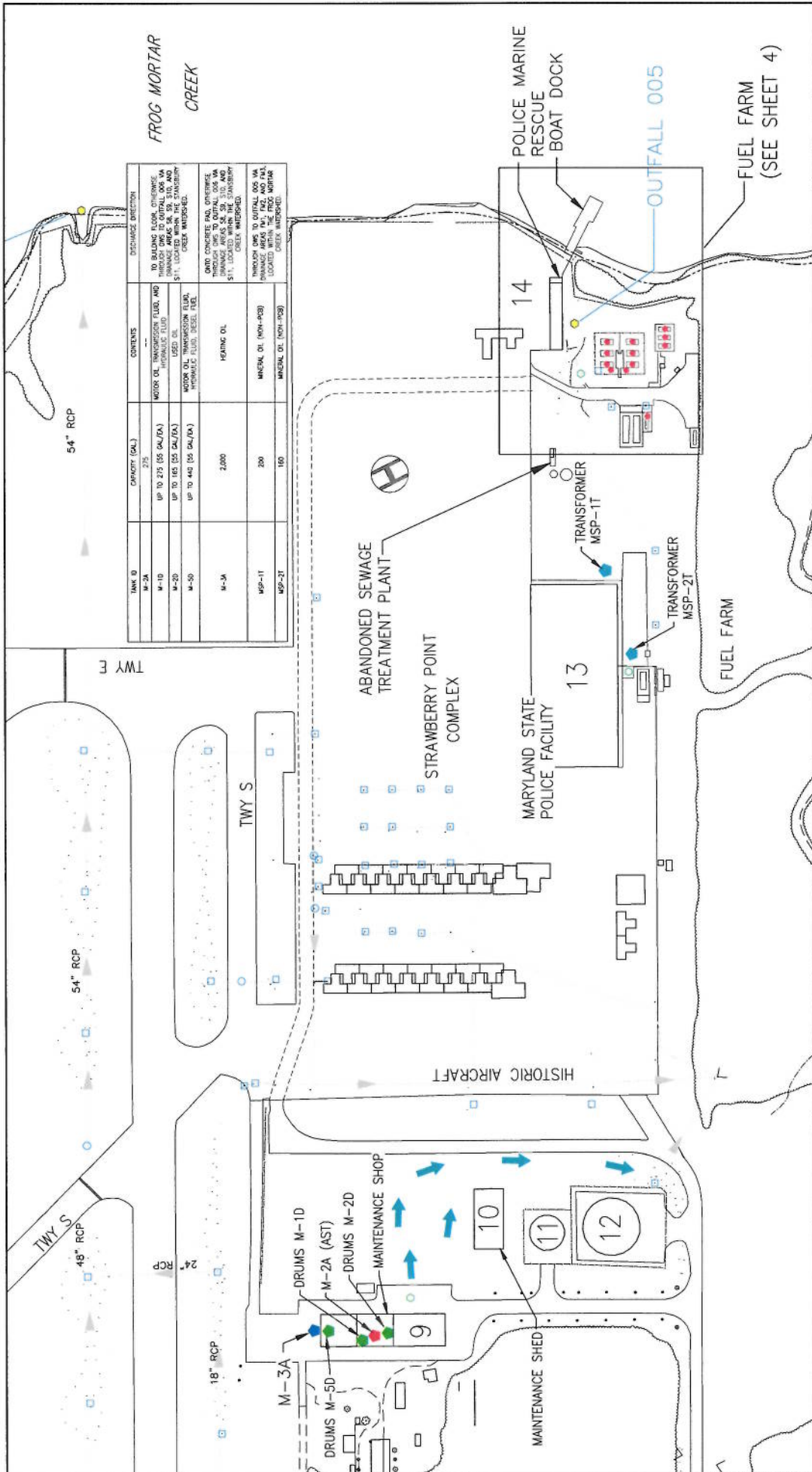
ACTIVITY LEGEND

- UNDERGROUND STORAGE TANKS (UST)
- UNDERGROUND STORAGE TANKS (UST)
- SPILL STORAGE AREA
- DI-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE BARRING

LEGEND

- WETLAND
- SNW STRUCTURE
- FIELD SURVEYED STREAM
- EXISTING FENCING
- EXISTING CONTAINER
- BUILDING /AREA /
- ROOF/WY/BRUNNY
- RAIL LINE
- TRENCH BRAN
- INTERIOR TRENCH
- WALKWAY
- UNDERGROUND STORAGE /
- SPILL STORAGE FACILITY
- SAFETY SENSER
- STORM DRAIN
- STORM DRAIN OF FLOW
- DI-FILLED OPERATIONAL EQUIPMENT
- CONCRETE WALLS
- STORM FILTER
- OUTLET
- DRAINAGE AREA OUTLET
- WALKWAY
- LEFT STATION
- DI-WATER SEPARATOR
- TRENCH BRAN
- INTERIOR WALK
- INTERIOR TRENCH
- CONCRETE WALLS
- STORM FILTER
- OUTLET
- DRAINAGE AREA OUTLET
- POND /
- STORM FILTER /
- UNDERGROUND STORAGE /
- SPILL STORAGE FACILITY
- SAFETY SENSER
- STORM DRAIN
- STORM DRAIN OF FLOW
- DI-FILLED OPERATIONAL EQUIPMENT
- CONCRETE WALLS
- STORM FILTER
- OUTLET
- DRAINAGE AREA OUTLET
- PATHWAYS
- DISCHARGE FLOW
- DISCHARGE RESTRICTION

MARTIN STATE AIRPORT
EA ENGINEERING
 2501 W. JAMES COLE
 SUITE 400
 WASHINGTON, DC 20007
 TEL: (202) 261-7800



LEGEND

- WETLAND
- SEA STRUCTURE
- SEALED STREAM
- STEAK
- BUILDING
- RAILWAY/RUNWAY
- TRENCH DRAIN
- INFILTRATION TRENCH
- WETLAND
- SEA STRUCTURE
- SEALED STREAM
- STEAK
- BUILDING
- RAILWAY/RUNWAY
- TRENCH DRAIN
- INFILTRATION TRENCH

ACTIVITY LEGEND

- UNDERGROUND STORAGE TANKS (UST)
- UNDERGROUND STORAGE TANKS (UST)
- RAIL STORAGE AREA
- RAIL-FILLED OPERATIONAL EQUIPMENT
- INFILTRATION TRENCH
- CONCRETE SHALES
- STORM FILTER
- OUTLET
- SPILLAGE AREA OUTLET

LEGEND

- WETLAND
- SEA STRUCTURE
- SEALED STREAM
- STEAK
- BUILDING
- RAILWAY/RUNWAY
- TRENCH DRAIN
- INFILTRATION TRENCH

ACTIVITY LEGEND

- UNDERGROUND STORAGE TANKS (UST)
- UNDERGROUND STORAGE TANKS (UST)
- RAIL STORAGE AREA
- RAIL-FILLED OPERATIONAL EQUIPMENT
- INFILTRATION TRENCH
- CONCRETE SHALES
- STORM FILTER
- OUTLET
- SPILLAGE AREA OUTLET

MARTIN STATE AIRPORT

SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN

STORAGE TANK LOCATIONS (MAINTENANCE AREA)

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION WITH AEROPORT COMPRESSIVE SYSTEM SOLUTIONS, INC. STRANGLAND ENVIRONMENTAL SERVICES, INC. WESTON SOLUTIONS, INC. WESTLAND ENVIRONMENTAL SERVICES, INC.

DATE: DECEMBER 2019

PROJECT NUMBER: 161701/2023

SCALE: AS SHOWN

FILE NAME: STEL_MPS

DATE PLOTTED: JAN

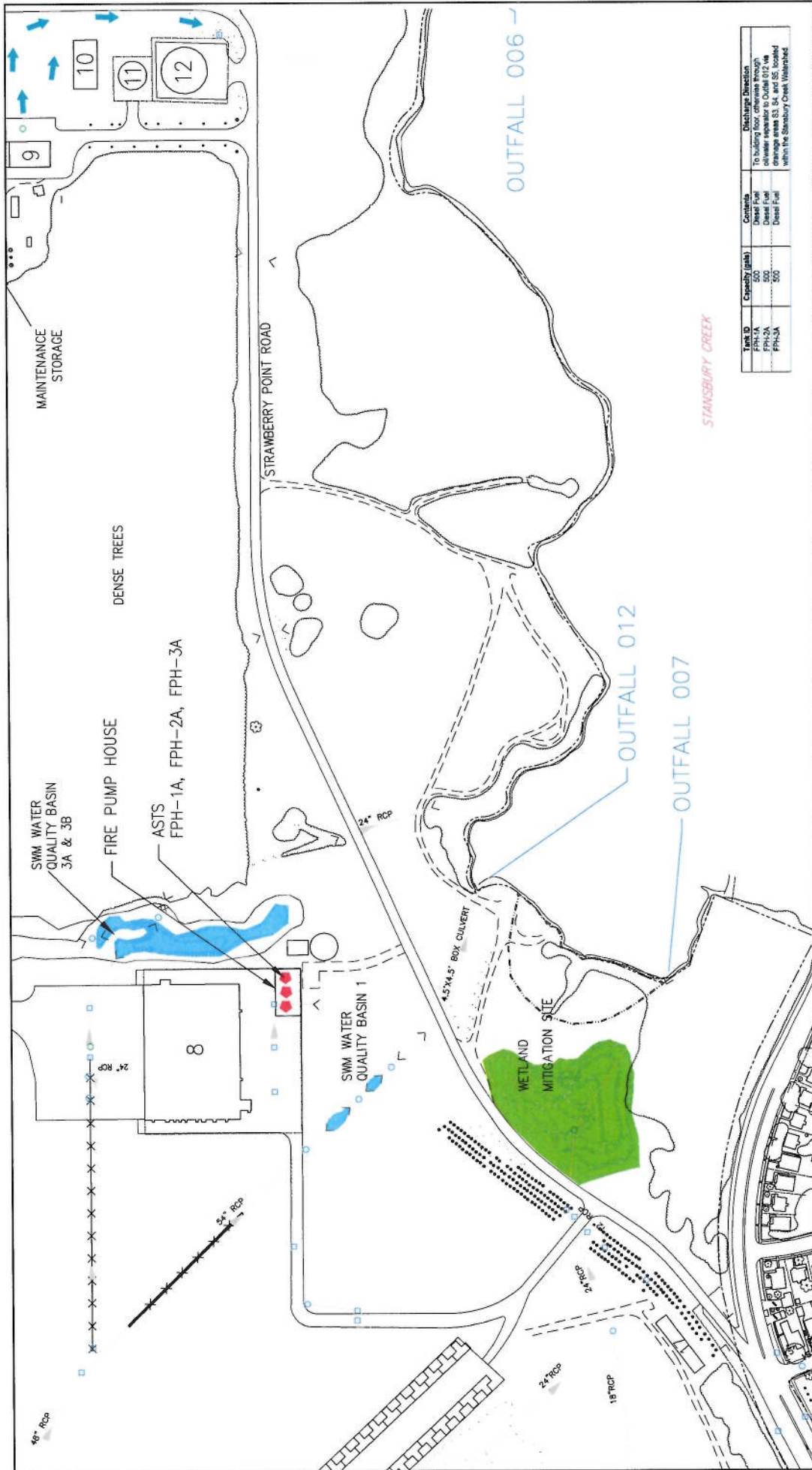
DATE PRINTED: JAN

SHEET NUMBER: 3

TOTAL SHEETS: 3 OF 8

GRAPHIC SCALE IN FEET

0 20 40 60 80 100



Tank ID	Capacity (gals)	Contents	Discharge Destination
FPH-1A	500	Oil Fuel	To building floor drain through oil-water separator to Outfall 012
FPH-2A	500	Oil Fuel	To building floor drain through oil-water separator to Outfall 012
FPH-3A	500	Oil Fuel	To building floor drain through oil-water separator to Outfall 012

DATE: DECEMBER 2019

PROJECT NUMBER: 14517010023

DESIGNED BY: JWP

SCALE: AS SHOWN

CHECKED BY: JWP

FILE NAME: SPT_LMPS

PROJECT WKS/NO: 4/17

DATE: JAN

WORKING NUMBER: 5

PROJECT WKS/NO: 4/17

DATE: JAN

WORKING NUMBER: 5

PROJECT WKS/NO: 4/17

DATE: JAN

WORKING NUMBER: 5

MARTIN STATE AIRPORT

SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN

STORAGE TANK LOCATIONS (FIRE PUMP HOUSE)

BASE MAP SOURCE: MARTIN STATE AVIATION ADMINISTRATION, VTN AIRPORT, COMPREHENSIVE ENVIRONMENTAL ASSESSMENT REPORT, 2014; WESTON SOLUTIONS, INC.; STRANSHAW ENVIRONMENTAL SERVICES, INC.; WESTON SOLUTIONS, INC.

ACTIVITY LEGEND

- UNDERGROUND STORAGE TANKS (UST)
- UNDERGROUND STORAGE TANKS (UST)
- IRRM STORAGE AREA
- IL-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE PARKING

LEGEND

- WETLAND
- IRM STRUCTURE
- FIELD SURVEYED STORM
- STORM
- ROADWAY/DRAINAGE
- WAL LINE
- TRENCH DRAIN
- WET/DRAIN TRENCH
- ARROW POINT BOILING AREA
- FENCE LINE
- EXISTING CONTOUR
- BUILDING / AREA
- PERMITTED OUTFALL
- OUTFALL 012
- W/SECTION OF FLOW
- STORM DRAIN
- REVERSE FLOW
- PATHWAYS
- MANHOLE
- LIFT STATION
- DR/WATER SEPARATOR
- TRENCH DRAIN
- STATIONARY FACILITY
- SAFETY SHELTER
- STORM DRAIN
- W/SECTION OF FLOW
- CONCRETE SINKS
- STORM FILTER
- OUTLET
- DRAINAGE AREA, OUTLET

MARTIN STATE AIRPORT

EA ENGINEERING, SCIENCE & LAND

1501 Valley Center Road, Suite 200, Rock Hill, SC 29730

PROJECT WKS/NO: 4/17

DATE: JAN

WORKING NUMBER: 5

PROJECT WKS/NO: 4/17

DATE: JAN

WORKING NUMBER: 5

PROJECT WKS/NO: 4/17

DATE: JAN

WORKING NUMBER: 5

Attachment B

MTN STATE AIRPORT DETAILED OIL STORAGE TANK INVENTORY

New Tank ID	Old Tank ID	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Secondary Containment/Overflow Prevention	Category Per STI SP-001	Security Measures (Indoors, Fencing, Etc.)	Fuel Delivery/Supply
ADM-1A	MAA12	Emergency Generator Sub-Base Tank - Fuel Supply	Terminal Building	1	135	Diesel Fuel	2002	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. 	1	Access to generator is under surveillance during operational and off-hours.	For small quantities, refueled by hand using 5-gallon diesel fuel cans. Contractor refuels for larger quantities.
RS-1A	MAA29	AST - Emergency Generator Fuel Supply Tank	Field Lighting Vault	1	500	Diesel Fuel	2010	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. Equipped with Morrison clock gauge, high/low fuel alarms, fuel in-rupture basin alarm, and interstitial leak visual gauge. 	1	Within secured airport perimeter and locked fence.	Refueled by contractor.
FPH-1A	MAA18	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Indoors; within secondary containment structure. Containment is equipped with drain plugs. Equipped with Krueger Type D visual gauge and Scully audible vent alarm. 	1	Within secured airport perimeter and locked Fire Pump House.	For small quantities, refueled by hand using 5-gallon diesel fuel cans; two people required for refueling as fill ports are located outside of building and fuel gauges are inside at the tank. Contractor refuels for larger quantities.
FPH-2A	MAA19	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Indoors; within secondary containment structure. Containment is equipped with drain plugs. Equipped with Krueger Type D visual gauge and Scully audible vent alarm. 	1	Within secured airport perimeter and locked Fire Pump House.	For small quantities, refueled by hand using 5-gallon diesel fuel cans; two people required for refueling as fill ports are located outside of building and fuel gauges are inside at the tank. Contractor refuels for larger quantities.
FPH-3A	MAA20	AST - Fire Pump Fuel Supply Tank	Fire Pump House	1	500	Diesel Fuel	1997	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Indoors; within secondary containment structure. Containment is equipped with drain plugs. Equipped with Krueger Type D visual gauge and Scully audible vent alarm. 	1	Within secured airport perimeter and locked Fire Pump House.	For small quantities, refueled by hand using 5-gallon diesel fuel cans; two people required for refueling as fill ports are located outside of building and fuel gauges are inside at the tank. Contractor refuels for larger quantities.
FF-1A	MAA41	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Aviation Gasoline	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-2A	MAA42	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Aviation Gasoline	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-3A	MAA43	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-4A	MAA26	AST - Waste Oil	Fuel Farm - East Containment Area	1	180	Used Oil	2011	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	N/A
FF-5A	MAA44	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-6A	MAA45	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-7A	MAA46	AST - Fueling	Fuel Farm - East Containment Area	1	12,000	Jet A Fuel	2006	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-8A	MAA22	AST - Waste Oil	Fuel Farm - East Containment Area	1	180	Used Oil	2011	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	N/A

MTN STATE AIRPORT DETAILED OIL STORAGE TANK INVENTORY

New Tank ID	Old Tank ID	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Secondary Containment/Overfill Prevention	Category Per STI SP-001	Security Measures (Indoors, Fencing, Etc.)	Fuel Delivery/Supply
FF-9A	MAA7	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Unleaded Gasoline	1986	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-10A	MAA8	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Unleaded Gasoline	1986	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-11A	MAA9	AST - Fueling	Fuel Farm - South Containment Area	1	6,000	Diesel Fuel	1987	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
FF-13A	MAA21	AST - Fueling	Fuel Farm - West Containment Area	1	4,000	Gasoline	2014	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Isolation valve and concrete dike. Containment drainage directed to 5,000-gallon oil/water separator. 	1	Within locked gate that requires security code.	Refueled by contractor.
H4-1A	H4W5Z	AST - Used Oil Collection	Hangar 4	1	500	Used Oil	2012	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. Equipped with Scooby visual gauge. 	1	Access to airport is under surveillance during operational and off-hours.	Used oil collection for tenants.
M-2A	N/A	AST - Used Oil Collection	Maintenance Shop (Building 9)	1	275	Used Oil	2008 (relocated in 2015)	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Placed in plastic containment structure. Equipped with Scooby visual gauge. 	1	Authorized personnel only and typically locked during off-hours.	
M-3A	N/A	AST - Heating Oil	Maintenance Shop (Building 9)	1	2,000	Heating Oil	2018	Shop-Fabricated, Double-Walled Steel Tank	<ul style="list-style-type: none"> Double-walled tank. 	1	Within secured airport perimeter. Authorized personnel only.	Refueled by contractor.
H8-1M	N/A	Portable Emergency Generator Tank	LL-Hangar 3	1	150	Diesel Fuel	1999	Shop-Fabricated, Single-Walled Steel Tank	<ul style="list-style-type: none"> Parked indoors. 			
M-1D	MAA15	Drum Storage	Maintenance Shop (Building 9) - North Side	Up to 5	Up to 275 (55 gal/ea.)	Motor Oil, Transmission Fluid, and Hydraulic Fluid	N/A	Steel Drums	<ul style="list-style-type: none"> Drums stored indoors on secondary containment pallets. Floor drains in shop drain to approx. 500-gallon oil/water separator. 	N/A	Authorized personnel only and typically locked during off-hours.	N/A
M-2D	MAA16	Drum Storage	Maintenance Shop (Building 9) - South Side	Up to 3	Up to 165 (55 gal/ea.)	Waste Oil	N/A	Steel Drums	<ul style="list-style-type: none"> Drums stored indoors on secondary containment pallet. Floor drains in shop drain to approx. 500-gallon oil/water separator. 	N/A	Authorized personnel only and typically locked during off-hours.	N/A
M-5D	NEW	Drum Storage	Maintenance Shop (Building 9) - West Side of Auto Shop	Up to 8	Up to 440 (55 gal/ea.)	Motor Oil and Lubricants	N/A	Steel Drums	<ul style="list-style-type: none"> Drums stored indoors on secondary containment pallet. 	N/A	Authorized personnel only and typically locked during off-hours.	N/A
4407	4201	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	1,500	Aviation Gasoline	N/A	Tank Truck	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Equipped with emergency shut-off. Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.
4408	4202	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	1,500	Aviation Gasoline	N/A	Tank Truck	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Equipped with emergency shut-off. Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.

MTN STATE AIRPORT DETAILED OIL STORAGE TANK INVENTORY

New Tank ID	Old Tank ID	Description/Use	Location	Number of Units	Capacity (gallons)	Contents	Year Installed	Construction	Secondary Containment/Overflow Prevention	Category Per 57 SR-001	Security Measures (Indoors, Fencing, Etc.)	Fuel Delivery/Supply
5599	5232	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	5,000	Jet A Fuel	N/A	Tank Truck	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Equipped with emergency shut-off. Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.
5560	5233	Tank Truck - Fuel Deliveries for Aircraft	Normally parked between Terminal and self-fueling station	1	5,000	Jet A Fuel	N/A	Tank Truck	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Equipped with emergency shut-off. Fire extinguishers (2) are carried on truck at all times. 	N/A	Within secured airport perimeter.	MAA personnel refuel tank truck at the Fuel Farm.
FS-2M	NEW	Fuel Sump Cart (2 Tanks)	Normally parked between Terminal and self-fueling station	1	200 (100 gal/ea.)	Jet A and Aviation Gasoline	N/A	2 Tanks on Contained Flatbed Trailer	<ul style="list-style-type: none"> Drainage as a result of spill/leaks are contained within paved parking area and drain to 4,000-gallon oil/water separator. Flatbed containment equipped with drain valve. 	N/A	Within secured airport perimeter.	MAA personnel refuel sump cart at the Fuel Farm.
MSP-1T	T-1	OFDF - Transformer - Electric Transmission	Main Substation at Maryland State Police Facility	1	200	Mineral Oil (Non-PCB)	Unknown	N/A	<ul style="list-style-type: none"> Active containment. 	N/A	Within secured airport perimeter.	
MSP-2T	T-2	OFDF - Transformer - Electric Transmission	Behind Maryland State Police Facility	1	160	Mineral Oil (Non-PCB)	Unknown	N/A	<ul style="list-style-type: none"> Active containment. 	N/A	Within secured airport perimeter.	
-	RS	UST* - Fueling	Hanger 4 - North Side	1	10,000	Aviation Gasoline	1996	Double-Walled Fiberglass Reinforced Plastic Tank	<ul style="list-style-type: none"> Containment sump, overflow protection, Stage 1 vapor recovery, and release detection system in place. 	N/A	Within secured airport perimeter.	

* Subject to 40 CFR 280 or 40 CFR 261; therefore, exempt from 40 CFR 112.

Summary

Fixed Aboveground Storage Capacity 59,270 gallons
 Portable Aboveground Storage Capacity 13,350 gallons
 Drum Storage Capacity 880 gallons
 Oil-Filled Operational Equipment Capacity 350 gallons
Total Aboveground Storage Capacity 113,850 gallons

MARYLAND DEPARTMENT OF THE ENVIRONMENT

Land and Materials Administration • Oil Control Program

1800 Washington Boulevard • Suite 620 • Baltimore Maryland 21230-1719

(410) 537-3442 • 800-633-6101 x3442 • 410-537-3092 (fax) • www.mde.maryland.gov

**PLAN FOR NOTIFICATION, CONTAINMENT AND
CLEAN-UP OF OIL SPILLS
FORM E**

FULL COMPANY NAME: MDOT-Maryland Aviation Administration-Martin State Airport DATE: _____

STREET ADDRESS: 701 Wilson Point Rd, Box 1 CITY: Middle River ZIP CODE: 21220

OIL OPERATIONS PERMIT NO. 2017-OPT-4173

I. A. The following agencies will be notified by our employees IMMEDIATELY, but not later than two (2) hours after detection of a spill at either our facility or a remote location, or from one of our vehicles.

1. **LOCAL EMERGENCY AGENCIES - 911**
2. **MARYLAND DEPARTMENT OF THE ENVIRONMENT - 1-866-633-4686**
3. **NATIONAL RESPONSE CENTER - 1-800-424-8802**
4. **U.S. COAST GUARD** - if east of I-95 or inside either Beltway (I-695 or I-495)
(410) 576-2693 (Baltimore Command Center)
5. **U.S. ENVIRONMENTAL PROTECTION AGENCY REGION III**- if west of I-95 or outside either Beltway (I-695 or I-495)
1-800-438-2474 or (215) 814-5000

B. The following individual(s) from this company will be notified in the event of a spill:

Name	Work Phone	Home or Cell Phone
1. LaTeesha Swann	410-682-8831	443-852-1049
2. Al Pollard	410-682-8826	443-790-8053
3. Mark Williams	410-859-7448	443-250-1029

C. Who is responsible for notifying the agencies in Section A, if a spill occurs?

1. Business Hours: **Mark Williams 410-859-7448**

2. Non-Business Hours: **Mark Williams 410-859-7448**

PLAN FOR NOTIFICATION, CONTAINMENT AND CLEAN-UP OF OIL SPILLS

FORM E (continued)

II. A. The following personnel are assigned specific tasks to perform in the event of an oil spill:

NAME	ASSIGNED TASK
1.	<u>Martin State Line Service provides defensive spill response (Dike & Contain)</u>
2.	<u>MD Air National Guard - This entity is a major tenant at Martin and will also provide defensive response.</u>
3.	_____

B. The following equipment is immediately available at our facility or on our vehicles to contain and clean-up a spill:

1. <u>Spill Response Vehicle</u>	5. <u>Absorbent booms</u>	9. _____
2. <u>Mobile spill kit</u>	6. <u>Empty 55-gallon drums</u>	10. _____
3. <u>Loose absorbent</u>	7. <u>Storm drain covers</u>	11. _____
4. <u>Absorbent pads</u>	8. <u>Shovels, brooms, etc...</u>	12. _____

C. The following procedures will be used to contain and clean-up a spill:

1. A clean-up contractor is on retainer to respond YES NO
2. What is the estimated time for the contractor to arrive at your facility? 1 (hrs.)
3. Hire a contractor immediately YES NO
4. Name of Contractor (if known): Kalyani Environmental Services
5. How will your facility handle a spill before a contractor arrives (outline specific procedures)?

Martin State Airport Line Maintenance will respond defensively with absorbent materials, and contractor(s) will respond subsequently to clean up (Drum & Remove) spill material.

PLAN FOR NOTIFICATION, CONTAINMENT AND CLEAN-UP OF OIL SPILLS FORM E (continued)

III. These additional communication resources at the facility are available to be contacted:

1. Office Telephone Number: 410-682-8831 (MTN Operations)
2. Dock Telephone Number: _____
3. Dispatcher Telephone Number: _____
4. Other Important Telephone Numbers at your facility (list):

NAME OR GROUP	TELEPHONE NUMBER
MTN Line Service	410-682-8828
MTN Fuel Farm	410-682-8142

IV. Is your facility required to prepare any of the following federal documents?


- a. Spill Prevention Control and Countermeasures Plan: yes no
- b. Facility Response Plan (required for facilities with 1million gallons of storage) : yes no

If your answer is "unknown", please contact the EPA Region III SPCC/FRP Hotline at 1-800-424-9346. If your answer is yes for the FRP plan, please provide a copy with this Plan as required by Code of Maryland Regulations (COMAR) 26.10.01.22A. For over-the-water transfer operations involving oil, contact the USCG at 1-202-372-4600 for OPA 90 Response Plan requirements.

V. List of Oil Spill Contractors - A list of Oil Spill Contractors may be found at:

<http://mde.maryland.gov/programs/LAND/OilControl/Pages/factsheetspublications.aspx>

VI. This "Plan for Notification, Containment and Clean-up of Oil Spills" has been completed by the undersigned and accurately reflects the procedures that the referenced company will follow in an expeditious manner in the event of an oil spill release, or discharge.

LaTeesha Swann
 Print Name

 Signature

Airport Operations Acting Director
 Title
2/04/2022
 Date

Notice: Collection of Personal Records – State Government Article § 10-624

This Notice is provided pursuant to § 10-624 of the State Government Article of the Maryland Code. The personal information requested on this form is intended to be used in processing your application. Failure to provide the information requested may result in your application not being processed. You have the right to inspect, amend, or correct this form. The Maryland Department of the Environment (“The Department”) is a public agency and subject to the Maryland Public Information Act. This form may be made available on the Internet via the Department’s website and is subject to inspection or copying, in whole or in part, by the public and other governmental agencies, if not protected by federal or State law.

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TAX LIABILITY REQUIREMENTS
FORM F

Environment Article § 1-202. Compliance with Workers' Compensation Act. Before any license or permit may be issued under this article to an employer to engage in an activity in which the employer may employ a covered employee, as defined in § 9-101 of the Labor and Employment Article, the employer shall file with the issuing authority:

- (1) A certificate of compliance with the Maryland Workers' Compensation Act; or
- (2) The number of a workers' compensation insurance policy or binder.

Environment Article § 1-203. Consideration of violations; renewal of licenses or permits; verification of payment of taxes and unemployment insurance contributions.

(b) Renewal; verification of payment of taxes and unemployment insurance contributions.

(1) A license or permit is considered renewed for purposes of this subsection if the license or permit is issued by a unit of State government to a person for the period immediately following a period for which the person previously possessed the same or a substantially similar license.

(2) Before any license or permit may be renewed under this article, the issuing authority shall verify through the office of the Comptroller that the applicant has paid all undisputed taxes and the unemployment insurance contributions payable to the Comptroller or the Secretary of Labor, Licensing, and Regulation or that the applicant has provided for payment in a manner satisfactory to the unit responsible for collection.

Before the Maryland Department of the Environment (the Department) can process or issue your renewal license, permit, or certification, MDE must verify compliance with this law by having you provide the following information:

Current MDE Permit Number: 2017-OPT-4173

Name of Permit Holder: Martin State Airport

Address: 701 Wilson Point Rd, Box 1 Middle River Maryland 21220

Street City State Zip code

Workers' Compensation Act

- Proof attached as required under Environment Article § 1-202. **See Attachment C**
- Exempt- no employees in Maryland

Federal Employer Identification Number (FEIN): 52-6002033 or

Maryland Taxpayer Number/Social Security Number: NA

Contact Name and Phone: LaTeasha Swann, 410-682-8805

Title: Airport Operations Acting Director


TAX LIABILITY REQUIREMENTS
FORM F (continued)

Privacy Act Notice: This Notice is provided pursuant to the Federal Privacy Act of 1974, 5 U.S.C. §552a. Disclosure of your Federal Tax Identification, Maryland Taxpayer, or Social Security Number on this form is mandatory pursuant to the provisions of Environment Article §1-203 of, Annotated Code of Maryland, which requires the Department to verify that an applicant for a permit or license has paid all undisputed taxes and unemployment insurance. Federal Tax Identification, Maryland Taxpayer or Social Security Numbers will not be used for any purposes other than those described in this Notice.

Notice: Collection of Personal Records – State Government Article § 10-624

This Notice is provided pursuant to § 10-624 of the State Government Article of the Maryland Code. The personal information requested on this form is intended to be used in processing your application. Failure to provide the information requested may result in your application not being processed. You have the right to inspect, amend, or correct this form. The Department is a public agency and subject to the Maryland Public Information Act. This form may be made available on the Internet via the Department's website and is subject to inspection or copying, in whole or in part, by the public and other governmental agencies, if not protected by federal or State law.

Certification: I certify that the information provided on Form F is true and correct to the best of my knowledge.


Signature


Date

If you have questions, please call the Oil Control Program at (410) 537-3442

Attachment C



**Confirmation of Workers' Compensation Coverage
Issued on behalf of State of Maryland
By the Injured Workers Insurance Fund**

Date Issued: February 2, 2022

Issued to: Maryland Department of the Environment

Employees of the Maryland Aviation Administration are provided workers' compensation coverage through the State of Maryland. The State of Maryland is required to provide such coverage to its employees and provides the same benefits as any other employer in the state. The Injured Workers Insurance Fund (IWIF) acts as the administrator of benefits in accordance with the Workers' Compensation laws of the State of Maryland, for State of Maryland employees who incur work-related accidental injuries and/or occupational diseases pursuant to Title 9 of the Labor and Employment Article of the Maryland Annotated Code.

This document certifies that pursuant to the terms of the Claims Administration Services Agreement between the State of Maryland and IWIF, IWIF renders payment of workers' compensation benefits, as required, to the employees of the Maryland Aviation Administration.

This notification is issued as a matter of information only and confers no rights upon the Maryland Department of the Environment. Further, it does not amend, extend or alter the terms of the Claims Administration Services Agreement between IWIF and the State of Maryland.

Should IWIF cease its claims administration services for the State of Maryland, we will endeavor to mail 30 days written notice to the Maryland Department of the Environment. Failure to do so shall impose no obligation or liability of any kind upon the Injured Workers Insurance Fund, or its representatives.

Authorized Representative of Injured Workers Insurance Fund

A handwritten signature in black ink, appearing to read "Kristin Klein", written over a white rectangular area.

Kristin Klein
Director, Safety Services
IWIF/SERMA

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**Zoning and Land Use Requirements
FORM G**

Environmental Article § 4-405.

(b) Regulation of transfer and storage of oil and other unctuous substances

(2) A person other than a vessel or a barge may not engage in any commercial or industrial operation involving these activities unless the person has:

- (i) Submitted to the Department satisfactory evidence that the operation meets all applicable county zoning and land use requirements; and
- (ii) Obtained a permit from the Department indicating that the activities are in conformity with the prescribed rules and regulations.

To authorize certain oil operations requiring a permit in Maryland, the Maryland Department of the Environment (the Department) must verify compliance, by the owner of the business, that the business meets zoning and land use requirements for the county it is located in. This requirement applies to new and renewal permit applications and must be satisfied as follows:

1. Individual Oil Operations Permit for storage, transfer, and delivery within Maryland (FORM A)– the owner shall provide a copy of the county approval letter with the application that the business meets all county zoning and land use requirements. Additionally, a signature is required at the end of the application.
2. Individual Oil Operations Permit for delivery from outside of Maryland (FORM B) – This requirement does not apply to businesses located outside of Maryland. However, a signature is required at the end on the application.
3. Individual Oil Operations Permit for oil-contaminated soil storage and treatment (FORM C) – the owner shall provide a copy of the county approval letter with the application. Additionally, a signature is required at the end of this application.
4. Individual Oil Operations Permit for solidification of oil sludge, refuse, and/or oil mixed with other waste (FORM D) – the owner shall provide a copy of the county approval letter with the application. Additionally, a signature is required at the end of this application.

If the required signature or the county zoning and land use approval letter is not included when the permit application is submitted, the owner will be notified that the Department is unable to process the application. It is recommended that you maintain a copy of the county documents as part of your business records. A list of County contact numbers is provided on page 2 to assist you. If you have questions, please contact the Oil Control Program's Permit Section at 410-537-3442.

County Contacts for Zoning, and Land Use Requirements

Allegany	(301) 777-2199	Harford	(410) 638-3103
Anne Arundel	(410) 222-7450	Howard	(410) 313-2350
Baltimore	(410) 887-3391	Kent	(410) 778-7475
Baltimore City	(410) 396-7526	Montgomery	(301) 495-4610
Calvert	(410) 535-1600	Prince George's	(301) 952-3594
Caroline	(410) 479-8100	Queen Anne's	(410) 758-1255
Carroll	(410) 386-2980	St. Mary's	(301) 475-4200
Cecil	(410) 996-5220	Somerset	(410) 651-1424
Charles	(301) 645-0540	Talbot	(410) 770-8030
Dorchester	(410) 228-3234	Washington	(240) 313-2430
Frederick	(301) 600-1138	Wicomico	(410) 548-4860
Garrett	(301) 334-1920	Worcester	(410) 632-1200

Application is hereby made to the State of Maryland, Department of the Environment, Land and Materials Administration for an Individual Oil Operations Permit for the operations and activities described on the forms being submitted. I certify that I am familiar with the information contained in this application, and that this information is true, complete and accurate. I further certify that, in accordance with Environment Article § 4-405(b), Annotated Code of Maryland, I have requested and received confirmation from the county that the oil operations business at the location identified on the *Individual Oil Operations Permit Application General Form* meets all zoning and land use requirements for that county. I understand that the inclusion of any false or misleading information, or the exclusion of required information in this Application, may cause the Administration to issue an Administrative Complaint seeking civil penalties in accordance with Environment Article § 4-412 and § 4-417, Annotated Code of Maryland, and may include the suspension or revocation of any permit or license issued. I further understand that failure to notify the Administration of oil spills or leaks, regardless of size, is a violation of Sections 4-401 through 4-420 of the Environment Article, Annotated Code of Maryland, which may also subject me to an Administrative Complaint and civil penalties.

Maryland Aviation Administration -
Martin State Airport

Company Name: _____ Date: 2/04/22

Signature of Authorized Applicant/Agent: LaTeasha Swann

Printed name of Authorized Applicant/Agent: LaTeasha Swann

Title of Authorized Applicant/Agent: Airport Operations Acting Director

Evans Browne

From: Shawn Ames
Sent: Thursday, February 3, 2022 1:51 PM
To: Evans Browne
Subject: FW: PLEASE HELP - Martin State Airport (MTN) Zoning/Land Use Question - ANSWER NEEDED BY THURSDAY FOR MDE

Shawn P. Ames, C.M.

Deputy Director
Division of Engineering and Planning
Office of Planning and Environmental Services



| PO Box 8766 | BWI Airport | MD 21240 |
| P: 410-859-7089 | F: 410-859-7082 |

From: Mark Landolina <mlandolina@baltimorecountymd.gov>
Sent: Wednesday, February 2, 2022 9:19 PM
To: Shawn Ames <sames@bwiairport.com>
Cc: Mark Williams (MAA) <mwilliams1@bwiairport.com>
Subject: RE: PLEASE HELP - Martin State Airport (MTN) Zoning/Land Use Question - ANSWER NEEDED BY THURSDAY FOR MDE

Hello Shawn,

Thanks for reaching out. I dug into our GIS database for some answers. What I am seeing is that there are a total of 24 separate Tax ID's connected with the MTN site. Several Tax IDs represent hangers and buildings leased out by various entities, which all require separate Tax IDs. This means that each of those Tax IDs are showing up on your records, each with their own owner (including the Federal Gov), zoning, land use etc.

Bottom line is, **Martin State Airport (Tax ID 1700003471, 740 Acres), is zoned "MH" and land use designation as "exempt commercial"**.

For the other information about each Tax ID, please see the list below:

Property Boundary									
TAXPIN *	OWNER_NA1	ZONING	ZONE_IND	LU_CODE	GIS_LU_CODE *	LAND_AREA	AREA_CODE	WIDTH	
1521450100	U S OF AMERICA	DRS 5	<Null>	EXEMPT COMMERCIA	AIRPORT	52.3	ACRES		
1700003471	STATE OF MARYLAND TO USE OF	MH	<Null>	EXEMPT COMMERCIA	AIRPORT	740	SQUARE FEET		
2500002617	STATE OF MARYLAND TO USE OF	MH	<Null>	EXEMPT COMMERCIA	AIRPORT	1	SQUARE FEET		
2500016879	SKYTECH INC	<Null>	<Null>	INDUSTRIAL	AIRPORT	0	9999		
2500016881	YELLOWDOVE LLC	<Null>	<Null>	INDUSTRIAL	AIRPORT	0	9999		
2500016877	BALTIMORE AVIATION MEDICAL GROUP	<Null>	<Null>	INDUSTRIAL	AIRPORT	0	9999		
2500016878	BRETT AVIATION	<Null>	<Null>	INDUSTRIAL	AIRPORT	0	9999		
2500012436	TETRA TECH	<Null>	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002627	SINCLAIR AVIATION LLC	MH	<Null>	INDUSTRIAL	AIRPORT	0	9999		
2500002628	U S HELICOPTERS INC	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002629	STATE OF MARYLAND TO USE OF	MH	<Null>	EXEMPT COMMERCIA	AIRPORT	1	SQUARE FEET		
2500002618	STATE OF MARYLAND TO USE OF	MH	<Null>	EXEMPT COMMERCIA	AIRPORT	1	SQUARE FEET		
2500002619	DENNISTON ENTERPRISES INC	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002620	SKY HELICOPTERS INC	MH	<Null>	COMMERCIAL	AIRPORT	1	SQUARE FEET		
2500002621	LOCKHEED MARTIN CORPORATION	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002622	MCCORMICK AND COMPANY INC	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002623	B&G QUALITY MACHINE & TOOL CO INC	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002624	DARBY	<Null>	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002625	NORTHROP GRUMMAN SYSTEMS CORP	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500002626	CAPITAL FUNDING	MH	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500005426	NORTHROP GRUMMAN	<Null>	<Null>	INDUSTRIAL	AIRPORT	130000	SQUARE FEET		
2500012433	STATE OF MARYLAND TO THE USE OF	<Null>	<Null>	EXEMPT COMMERCIA	AIRPORT	1	SQUARE FEET		
2500012434	MALBU CONSTRUCTION	<Null>	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		
2500012435	REDSTORM	<Null>	<Null>	INDUSTRIAL	AIRPORT	1	SQUARE FEET		

I hope this was helpful and answers your questions. Please let me know if there is anything else I can do.

Sincerely,

Mark Landolina
 Planner – Community Planning
 Baltimore County Department of Planning
 Jefferson Building
 105 W Chesapeake Ave
 Towson, Maryland 21204

Baltimore County MASTER PLAN 2030

Master Plan 2030 provides the vision and strategies for growth over the next 10 years into a modern, 21st century county. Follow the link below to stay informed and find out how you can bring your ideas to the table about growth, development and conservation. baltimorecountymd.gov/masterplan2030

From: Shawn Ames <sames@bwairport.com>

Sent: Tuesday, February 1, 2022 4:15 PM

To: Mark Landolina <mlandolina@baltimorecountymd.gov>

Cc: Mark Williams (MAA) <mwilliams1@bwairport.com>

Subject: PLEASE HELP - Martin State Airport (MTN) Zoning/Land Use Question - ANSWER NEEDED BY THURSDAY FOR MDE

Importance: High

CAUTION: This message from sames@bwairport.com originated from a non Baltimore County Government or non BCPL email system. Hover over any links before clicking and use caution opening attachments.

Good Afternoon Mark!

We are attempting to access various County and State GIS applications for the answer on current zoning/land use for MTN airport (701 Wilson Point Road). I realize zoning and land use are not one in the same, so the answer for both is most appreciated. Multiple sources reflect different answers and few of them don't even reference the State as owner. Of the SDAT records (below), the State each record shows only 1 SF of land and Use is designated "Exempt Commercial", whereas many of the other SDAT entries are tenants based at MTN, but their use is classified "Industrial".

Name	Parcel	Area	Owner	Use Code
MTN AIRPORT PROJECT	15 2500014025	15 2500014025	MTN AIRPORT PROJECT LLC	80
BAJALONSON PROJECT	15 2500014027	15 2500014027	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014028	15 2500014028	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014029	15 2500014029	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014030	15 2500014030	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014031	15 2500014031	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014032	15 2500014032	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014033	15 2500014033	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014034	15 2500014034	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014035	15 2500014035	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014036	15 2500014036	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014037	15 2500014037	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014038	15 2500014038	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014039	15 2500014039	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014040	15 2500014040	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014041	15 2500014041	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014042	15 2500014042	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014043	15 2500014043	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014044	15 2500014044	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014045	15 2500014045	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014046	15 2500014046	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014047	15 2500014047	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014048	15 2500014048	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014049	15 2500014049	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014050	15 2500014050	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014051	15 2500014051	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014052	15 2500014052	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014053	15 2500014053	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014054	15 2500014054	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014055	15 2500014055	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014056	15 2500014056	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014057	15 2500014057	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014058	15 2500014058	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014059	15 2500014059	BAJALONSON PROJECT LLC	81
BAJALONSON PROJECT	15 2500014060	15 2500014060	BAJALONSON PROJECT LLC	81

When I access the County's Zoning website, this detail below shows. While it erroneously suggests that the US, not State owns the property, the zoning seems appropriate - the first of which is MH. Do all of the other zoning classes cited on the page also apply to MTN? Hoping you can shed some light pretty quick so we can respond to MDE inquiry by Thursday afternoon.

Thanks so much!

Shawn Ames

My Neighborhood

Select a Property from the Map

Enter ADDRESS or 10-DIGIT TAX ACCOUNT

701 Wilson Point

Search

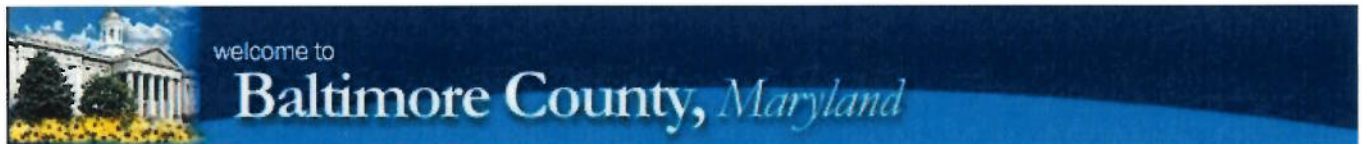
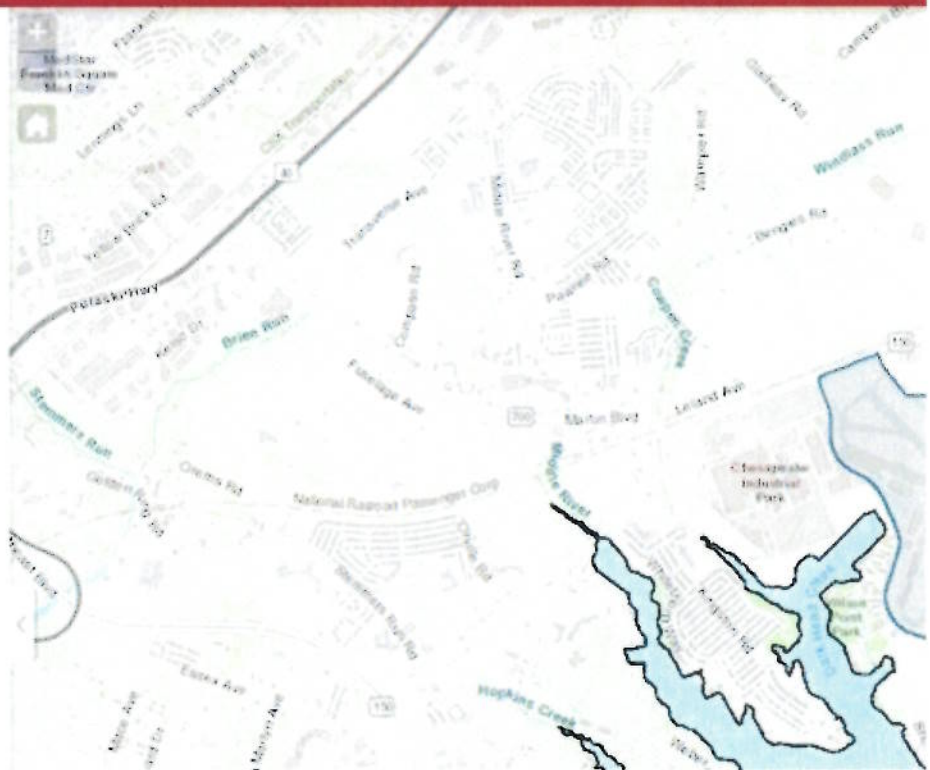
Property Report - STRAWBERRY PT

STRAWBERRY PT

Tax Account Number: 1521450100
Owner Name: U S OF AMERICA
Premise Address: STRAWBERRY PT
Tax Map: 0091
Parcel: 0349
Real Property Report: [More info](#)
StreetView: [Click for StreetView](#)
Permit Review: [Permit Review Tool URL](#)

ZONING INFORMATION

Zoning: [MH-M](#)
Zoning: [DB-S-S](#)
Zoning: [MH-M](#)
Zoning: [BL](#)
Zoning: [DB-16](#)



Baltimore County Zoning Report

Zoning Information for MH

Zone Description:

Manufacturing, Heavy

Intent:

Manufacturing, Heavy

Typical Uses Permitted by Right:

Industrial Uses Requiring Assembly, Production, Processing, Packaging, Or Treatment Of Various Elements, Boat Yard, Laboratory, Office, Medical Clinic, Equipment And Material Storage Yard, Brewery, Adult Entertainment Subject To Locational Criteria.

Typical Uses Permitted by Special Exception:

Landfill, Truck Stop And Trucking Facility.

For more information see: [The Citizen's Guide to Planning and Zoning \(PDF\)](#)

Shawn P. Ames, C.M.

Deputy Director

Division of Engineering and Planning

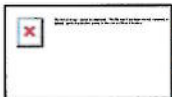
Office of Planning and Environmental Services



| PO Box 8766 | BWI Airport | MD 21240 |

| P: 410-859-7089 | F: 410-859-7082 |

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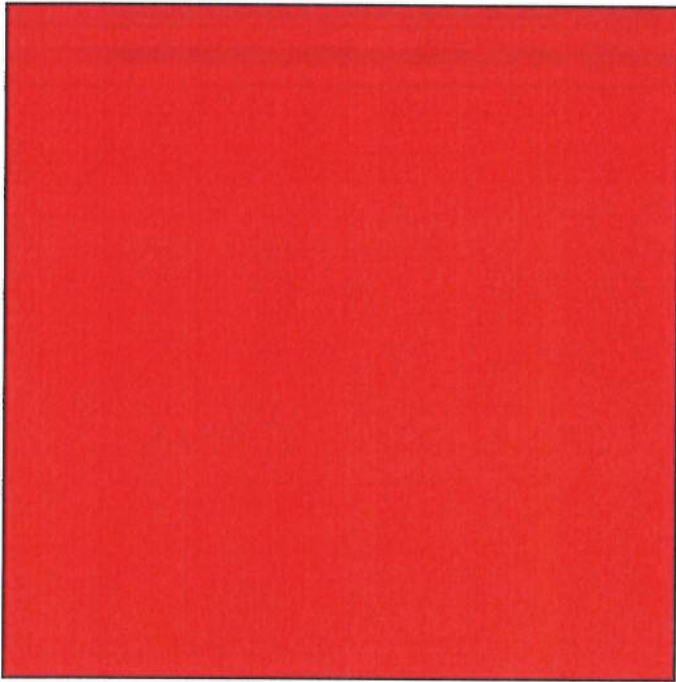
Call 511 or visit: <http://secure->

web.cisco.com/1CeLUWK_hbuhfYjyC5eEr2sCz16yGgOOSz_n0FyIn2eHUIkqLw2IPWJZo8DaE18dBpjwzqk_-FKinJolIVkS-wNBnXldU7KY8i-HIDRvji-lr6PI_JscDChclIYj733eeuyrMtKmR8k7HzCbmKXSf04QTGAwCBnKRlb-07l44OIQZP0aHVvlcmrNdBele4GljIMg4qG1yhISAj-DDhaRKsnhSJQI3bZFUPjSDuRi0Om9u4JU5PIWOAc9dCq_5Ak8Et0IA3AguVaKWhmRUqp-EEXJxEgEhb-MeQbPLHJJHmi3el2p4KqNPIlH8dckk4avb4hok06ANkAMBqd3xjESR0ZE4XdkWu1dPuUnW2FDovs20U0xoq29ysw1UTP2wgH-r0LTy3TNaKADrF_HrfVW_-nFtsneemTrdhicUCshynyvE_iTemZTTaTo08CsTw/http%3A%2F%2Fwww.md511.org



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www.baltimorecountymd.gov



**STATE OF MARYLAND
GOOD STANDING CERTIFICATE REQUEST**

To request a Good Standing Certificate, please provide us with the following information: (complete each field)

1. Requestor	Mark Williams
2. Street Address	701 Wilson Point Rd., Box 1, Middle River, MD 21220
3. Telephone Number	410-859-7448
4. E-mail Address	mwilliams1@bwiairport.com

Send completed form and documentation to: State of Maryland, Comptroller of Maryland, Good Standing Certificate, General Accounting Division, Room 201, P.O. Box 746, Annapolis, Maryland 21404-0746 or fax the form to 410-974-2309. If you have any questions, contact the General Accounting Division at 410-260-7813, option 7 or toll free at 888-784-0144, option 7.

5. Corporation Full Name	Maryland Department of Transportation - Maryland Aviation Administration		
6. Corporation Principle Address	PO Box 8766, BWI Airport, MD 21240		
7. Employer Identification Number or Social Security Number	52-6006033		
8. Date of Incorporation	06/30/1975		
9. Does the Corporation have Employees?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <small>(complete 10) (skip to 11)</small>	10. Unemployment Insurance Number	State MD - Chesapeake Insurance
11. Name of the State where the Company is Incorporated	Maryland		
12. Foreign Corporation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>(complete 13) (skip to 14)</small>	13. Date the Corporation Qualified in Maryland: MD State Agency	

14. Method of Return *Note: E-mail is NOT available.

Messenger/Pick Up – Phone number to call when ready: Same as #3 or _____

Regular Mail to: Same as #2
 Same as #5
 Other: email: mwilliams1@bwiairport.com
410-859-7448 office phone

Fax to: 410-859-7082

I authorize the Comptroller to use the information contained in this request form to generate a certificate and attest the information provided is accurate.
 Signature: Mark Williams

ADMINISTRATIVE USE ONLY

Request #: _____

Date Request Received: _____ Employee initials: _____

Date Certificate Issued: _____ Employee initials: _____



**STATE OF MARYLAND
GOOD STANDING CERTIFICATE REQUEST
INSTRUCTION SHEET**

Purpose:

We issue Certificates of Good Standing to prove that a corporation is authorized to transact business in Maryland and all fees, taxes, and penalties owed to Maryland are paid. Good Standing Certificates can be useful when a company is about to be sold and a potential buyer needs proof that the company has made state tax payments and is up-to-date.

Who will use the form?

Anyone who needs to certify they are in good standing with the State.

Routing and General Instructions:

Complete the form and send to Vendor Services in the General Accounting Division:

Mailing Address:

General Accounting Division
Good Standing Certificate
Administrative Services
P.O. Box 746
Annapolis, Maryland 21404

Alternative routing options: Fax to 410-974-2309.

Processing:

Allow 7-14 business days for processing. If urgent, please email GADCSC@marylandtaxes.gov with details, including the reason for the urgency.

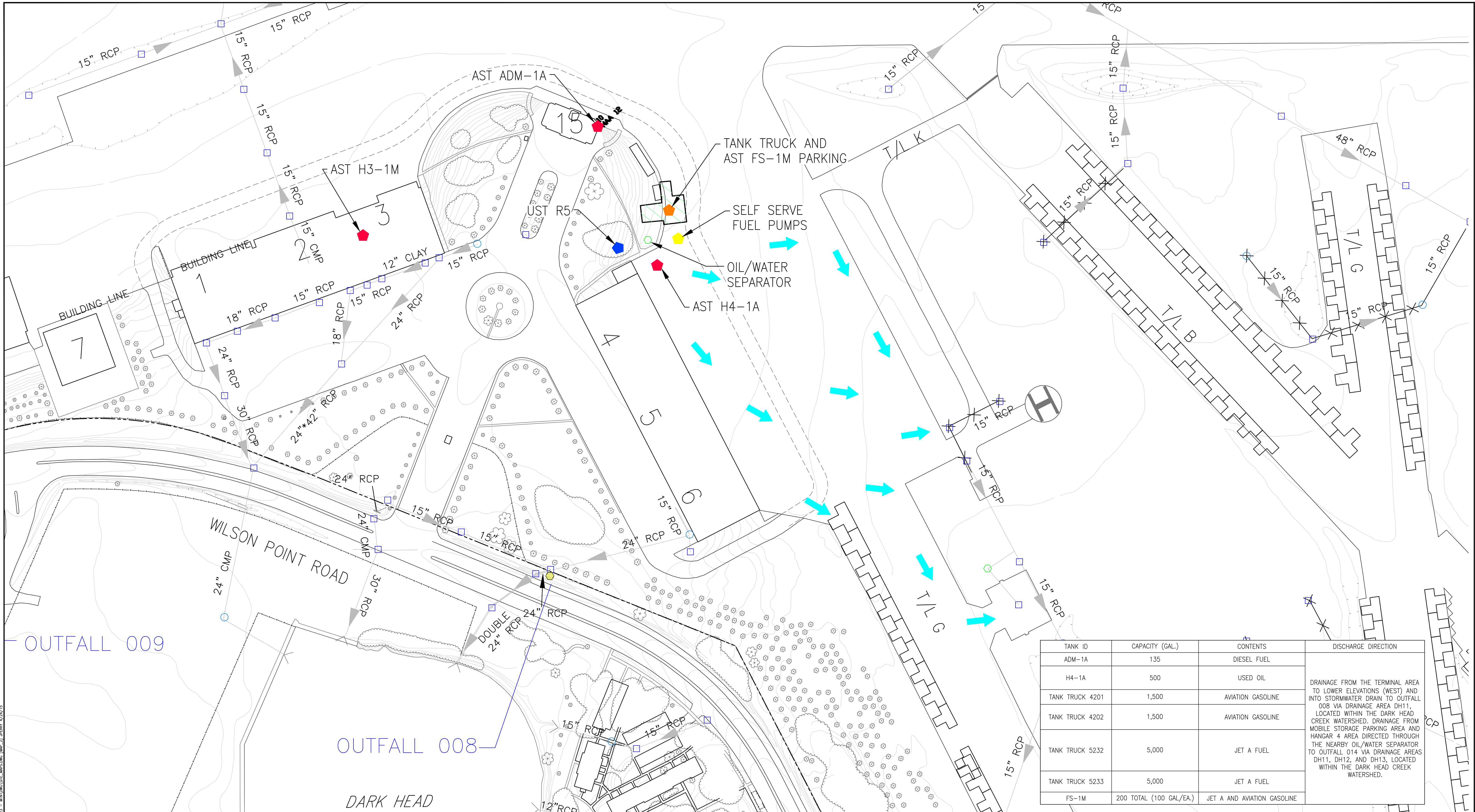
Questions: Email to GADCSC@marylandtaxes.gov or call 410-260-7813, Option 7.

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APPENDIX M

TANK LOCATIONS WITH FLOW PATHWAYS

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TANK ID	CAPACITY (GAL.)	CONTENTS	DISCHARGE DIRECTION
ADM-1A	135	DIESEL FUEL	DRAINAGE FROM THE TERMINAL AREA TO LOWER ELEVATIONS (WEST) AND INTO STORMWATER DRAIN TO OUTFALL 008 VIA DRAINAGE AREA DH11, LOCATED WITHIN THE DARK HEAD CREEK WATERSHED. DRAINAGE FROM MOBILE STORAGE PARKING AREA AND HANGAR 4 AREA DIRECTED THROUGH THE NEARBY OIL/WATER SEPARATOR TO OUTFALL 014 VIA DRAINAGE AREAS DH11, DH12, AND DH13, LOCATED WITHIN THE DARK HEAD CREEK WATERSHED.
H4-1A	500	USED OIL	
TANK TRUCK 4201	1,500	AVIATION GASOLINE	
TANK TRUCK 4202	1,500	AVIATION GASOLINE	
TANK TRUCK 5232	5,000	JET A FUEL	
TANK TRUCK 5233	5,000	JET A FUEL	
FS-1M	200 TOTAL (100 GAL/EA.)	JET A AND AVIATION GASOLINE	

MARTIN STATE AIRPORT

EA ENGINEERING, SCIENCE, AND TECHNOLOGY
 Hunt Valley Center
 225 Schilling Circle
 Hunt Valley, Maryland 21031
 (410) 584-7000

LEGEND

- WETLAND
- SWM STRUCTURE
- FIELD SURVEYED STREAM
- STREAM
- BUILDING
- ROADWAY/RUNWAY
- RAIL LINE
- TRENCH DRAIN
- INFILTRATION TRENCH
- AIRCRAFT DEICING AREA
- FENCELINE
- EXISTING CONTOUR
- BUILDING #/AREA #
- PERMITTED OUTFALL
- OUTFALL 012
- P31 POND #
- SF5 STORM FILTER #
- US2 UNDERGROUND STORAGE #
- UNDERGROUND STORMWATER FACILITY
- SANITARY SEWER
- STORM DRAIN W/DIRECTION OF FLOW
- MATCHLINE
- DISCHARGE FLOW PATHWAYS
- MANHOLE
- LIFT STATION
- OIL/WATER SEPARATOR
- TRENCH DRAIN
- INLET
- DIVERSION VAULT
- INFILTRATION TRENCH
- GRASS, RIP RAP, AND CONCRETE SWALES
- STORM FILTER
- OUTLET
- DRAINAGE AREA OUTLET

ACTIVITY LEGEND

- ABOVEGROUND STORAGE TANKS (AST)
- UNDERGROUND STORAGE TANKS (UST)
- DRUM STORAGE AREA
- OIL-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE PARKING

**MARTIN STATE AIRPORT
 SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN**

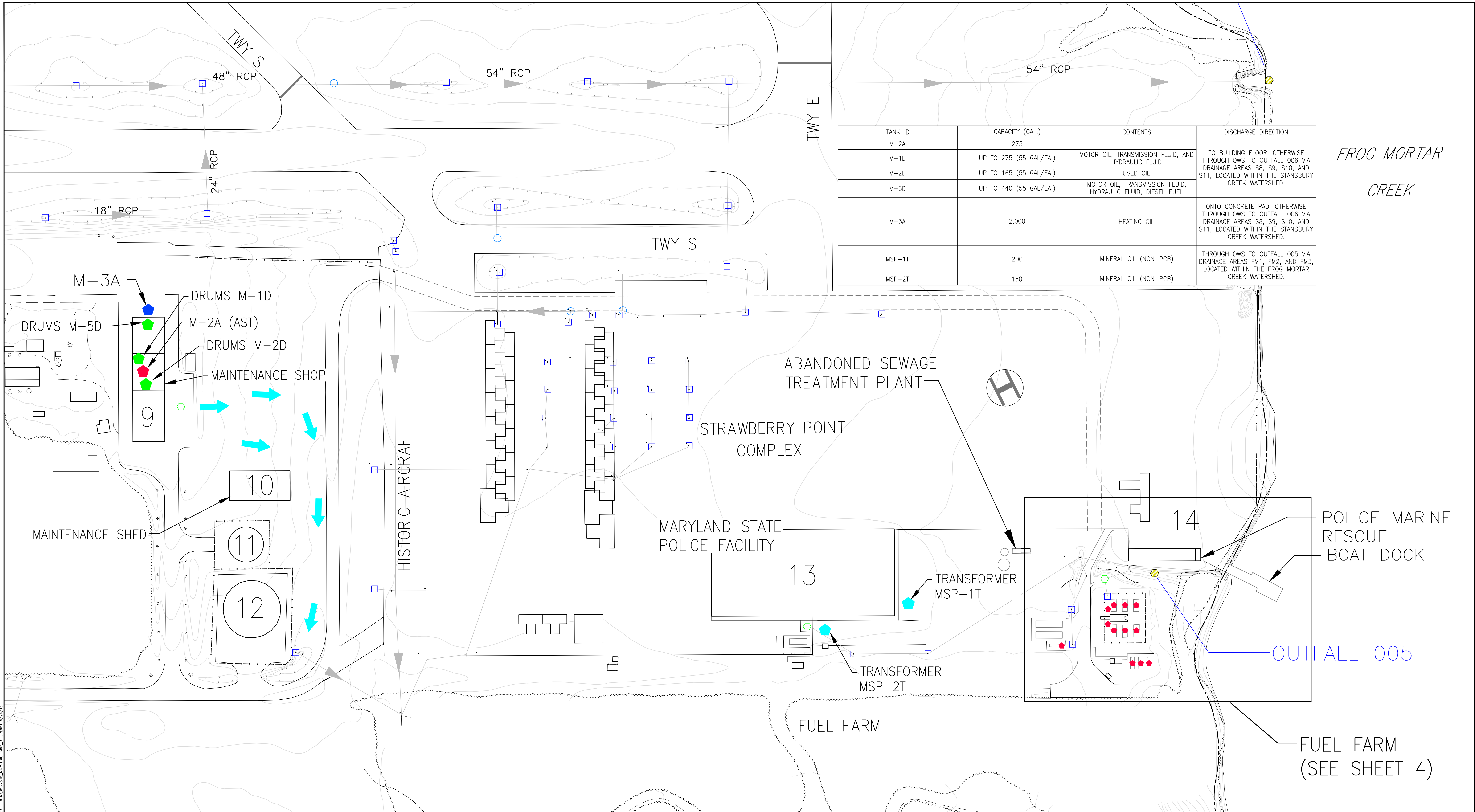
**STORAGE TANK LOCATIONS
 (TERMINAL AREA AND HANGERS 1, 4)**

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION, MTN AIRPORT, COMPREHENSIVE STORMWATER MANAGEMENT PLAN, MAY 2003. STRAUGHAN ENVIRONMENTAL SERVICES, INC. WESTON SOLUTIONS, INC. MARYLAND ENVIRONMENTAL SERVICE, INC.

DATE	DECEMBER 2019	PROJECT NUMBER	1481701.0023
DESIGNED BY	-	SCALE	AS SHOWN
DRAWN BY	JAP	FILE NAME	SITE_MAPS
CHECKED BY	JHY	DRAWING NUMBER	2
PROJECT MANAGER	JHY	SHEET NUMBER	2 OF 6

80 40 0 80 160
 GRAPHIC SCALE IN FEET

FILE PATH: C:\GEOGRAPHIC INFORMATION SYSTEMS\PROJECTS\1481701 - MTA - RSC - 003 - MTA\STATE AIRPORT\MAP_2\SPRINT_4/24/15



TANK ID	CAPACITY (GAL.)	CONTENTS	DISCHARGE DIRECTION
M-2A	275	--	TO BUILDING FLOOR, OTHERWISE THROUGH OWS TO OUTFALL 006 VIA DRAINAGE AREAS S8, S9, S10, AND S11, LOCATED WITHIN THE STANSBURY CREEK WATERSHED.
M-1D	UP TO 275 (55 GAL/EA.)	MOTOR OIL, TRANSMISSION FLUID, AND HYDRAULIC FLUID	
M-2D	UP TO 165 (55 GAL/EA.)	USED OIL	
M-5D	UP TO 440 (55 GAL/EA.)	MOTOR OIL, TRANSMISSION FLUID, HYDRAULIC FLUID, DIESEL FUEL	
M-3A	2,000	HEATING OIL	ONTO CONCRETE PAD, OTHERWISE THROUGH OWS TO OUTFALL 006 VIA DRAINAGE AREAS S8, S9, S10, AND S11, LOCATED WITHIN THE STANSBURY CREEK WATERSHED.
MSP-1T	200	MINERAL OIL (NON-PCB)	THROUGH OWS TO OUTFALL 005 VIA DRAINAGE AREAS FM1, FM2, AND FM3, LOCATED WITHIN THE FROG MORTAR CREEK WATERSHED.
MSP-2T	160	MINERAL OIL (NON-PCB)	

FROG MORTAR CREEK

OUTFALL 005

FUEL FARM (SEE SHEET 4)

MARTIN STATE AIRPORT

EA ENGINEERING, SCIENCE, AND TECHNOLOGY
 Hunt Valley Center
 225 Schilling Circle
 Hunt Valley, Maryland 21031
 (410) 584-7000

LEGEND

- WETLAND
- SWM STRUCTURE
- FIELD SURVEYED STREAM
- STREAM
- BUILDING
- ROADWAY/RUNWAY
- RAIL LINE
- TRENCH DRAIN
- INFILTRATION TRENCH
- AIRCRAFT DEICING AREA
- FENCELINE
- EXISTING CONTOUR
- BUILDING #/AREA #
- PERMITTED OUTFALL
- OUTFALL 012
- POND #
- STORM FILTER #
- UNDERGROUND STORAGE #
- UNDERGROUND STORMWATER FACILITY
- SANITARY SEWER
- STORM DRAIN W/DIRECTION OF FLOW
- MATCHLINE
- DISCHARGE FLOW PATHWAYS
- MANHOLE
- LIFT STATION
- OIL/WATER SEPARATOR
- TRENCH DRAIN
- INLET
- DIVERSION VAULT
- INFILTRATION TRENCH
- GRASS, RIP RAP, AND CONCRETE SWALES
- STORM FILTER
- OUTLET
- DRAINAGE AREA OUTLET

ACTIVITY LEGEND

- ABOVEGROUND STORAGE TANKS (AST)
- UNDERGROUND STORAGE TANKS (UST)
- DRUM STORAGE AREA
- OIL-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE PARKING

**MARTIN STATE AIRPORT
 SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN**

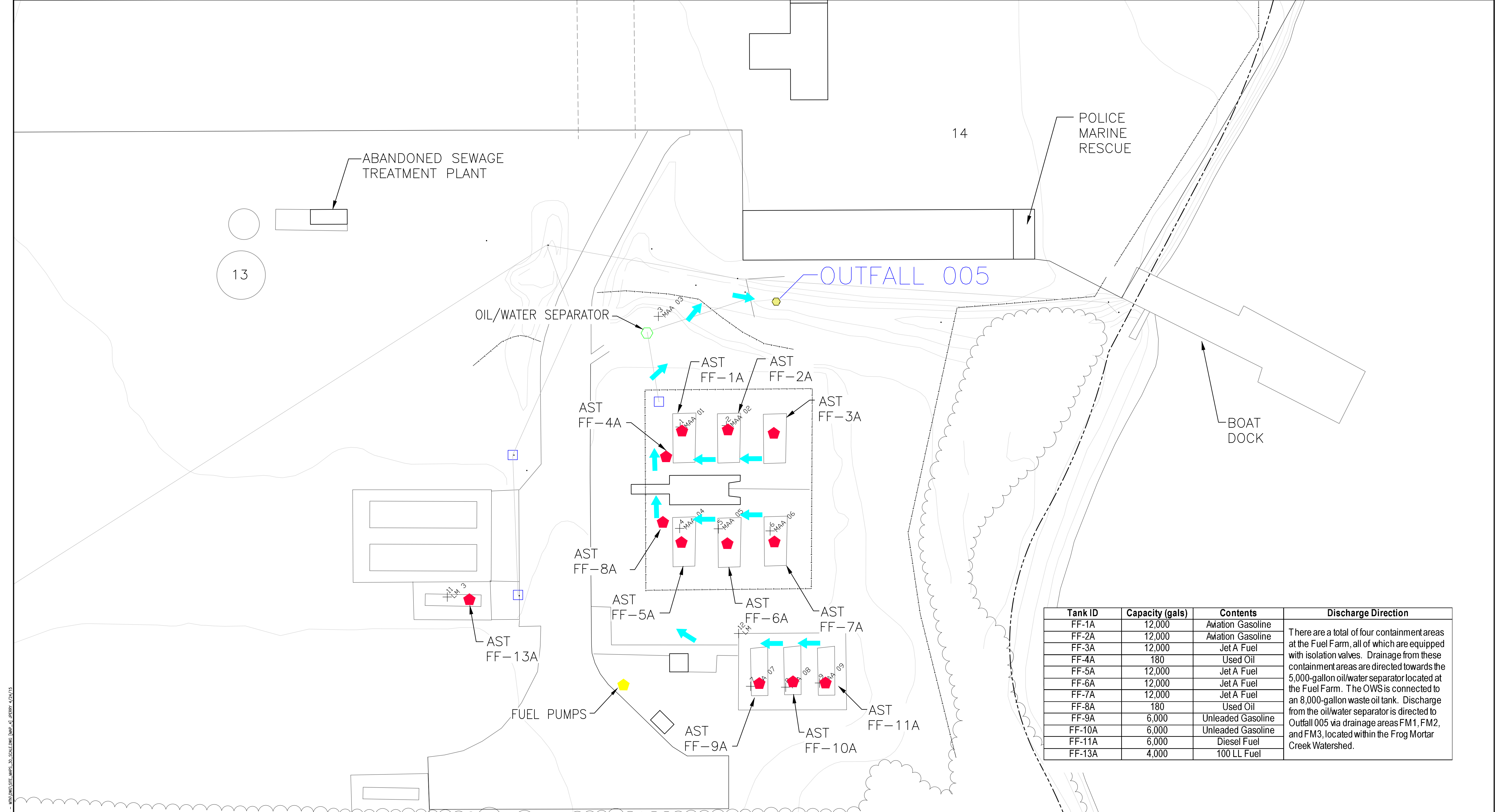
**STORAGE TANK LOCATIONS
 (MAINTENANCE AREA)**

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION, MTN AIRPORT, COMPREHENSIVE STORMWATER MANAGEMENT PLAN, MAY 2003. STRAUGHAN ENVIRONMENTAL SERVICES, INC. WESTON SOLUTIONS, INC. MARYLAND ENVIRONMENTAL SERVICE, INC.

DATE	DECEMBER 2019	PROJECT NUMBER	1481701.0023
DESIGNED BY	-	SCALE	AS SHOWN
DRAWN BY	JAP	FILE NAME	SITE_MAPS
CHECKED BY	JHY	DRAWING NUMBER	3
PROJECT MANAGER	JHY	SHEET NUMBER	3 OF 6

80 40 0 80 160
 GRAPHIC SCALE IN FEET

FILE PATH: G:\PROJECTS\1481701 - MA - 1023 - MOUNTAIN STATE AIRPORT (MAP 3) (REV. 4/24/15)



Tank ID	Capacity (gals)	Contents	Discharge Direction
FF-1A	12,000	Aviation Gasoline	There are a total of four containment areas at the Fuel Farm, all of which are equipped with isolation valves. Drainage from these containment areas are directed towards the 5,000-gallon oil/water separator located at the Fuel Farm. The OWS is connected to an 8,000-gallon waste oil tank. Discharge from the oil/water separator is directed to Outfall 005 via drainage areas FM1, FM2, and FM3, located within the Frog Mortar Creek Watershed.
FF-2A	12,000	Aviation Gasoline	
FF-3A	12,000	Jet A Fuel	
FF-4A	180	Used Oil	
FF-5A	12,000	Jet A Fuel	
FF-6A	12,000	Jet A Fuel	
FF-7A	12,000	Jet A Fuel	
FF-8A	180	Used Oil	
FF-9A	6,000	Unleaded Gasoline	
FF-10A	6,000	Unleaded Gasoline	
FF-11A	6,000	Diesel Fuel	
FF-13A	4,000	100 LL Fuel	

FILE NAME: C:\GEOGRAPHIC INFORMATION SYSTEMS\PROJECTS\1481701 - MTA - P31 - 003 - MOUNTAIN STATE AIRPORT - 30 SCALE.DWG (MAP_3_0) \$PBRN 4/24/15

LEGEND

WETLAND	AIRCRAFT DEICING AREA	P31 POND #	MANHOLE
SWM STRUCTURE	FENCELINE	SF5 STORM FILTER #	LIFT STATION
FIELD SURVEYED STREAM	EXISTING CONTOUR	US2 UNDERGROUND STORAGE #	TRENCH DRAIN
STREAM	#270 BUILDING #/AREA #	UNDERGROUND STORMWATER FACILITY	INLET
BUILDING	OUTFALL 012 PERMITTED OUTFALL	SANITARY SEWER	DIVERSION VAULT
ROADWAY/RUNWAY		STORM DRAIN W/DIRECTION OF FLOW	INFILTRATION TRENCH
RAIL LINE		MATCHLINE	GRASS, RIP RAP, AND CONCRETE SWALES
TRENCH DRAIN		DISCHARGE FLOW PATHWAYS	STORM FILTER
INFILTRATION TRENCH			OUTLET
			DRAINAGE AREA OUTLET

ACTIVITY LEGEND

- ABOVEGROUND STORAGE TANKS (AST)
- UNDERGROUND STORAGE TANKS (UST)
- DRUM STORAGE AREA
- OIL-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE PARKING

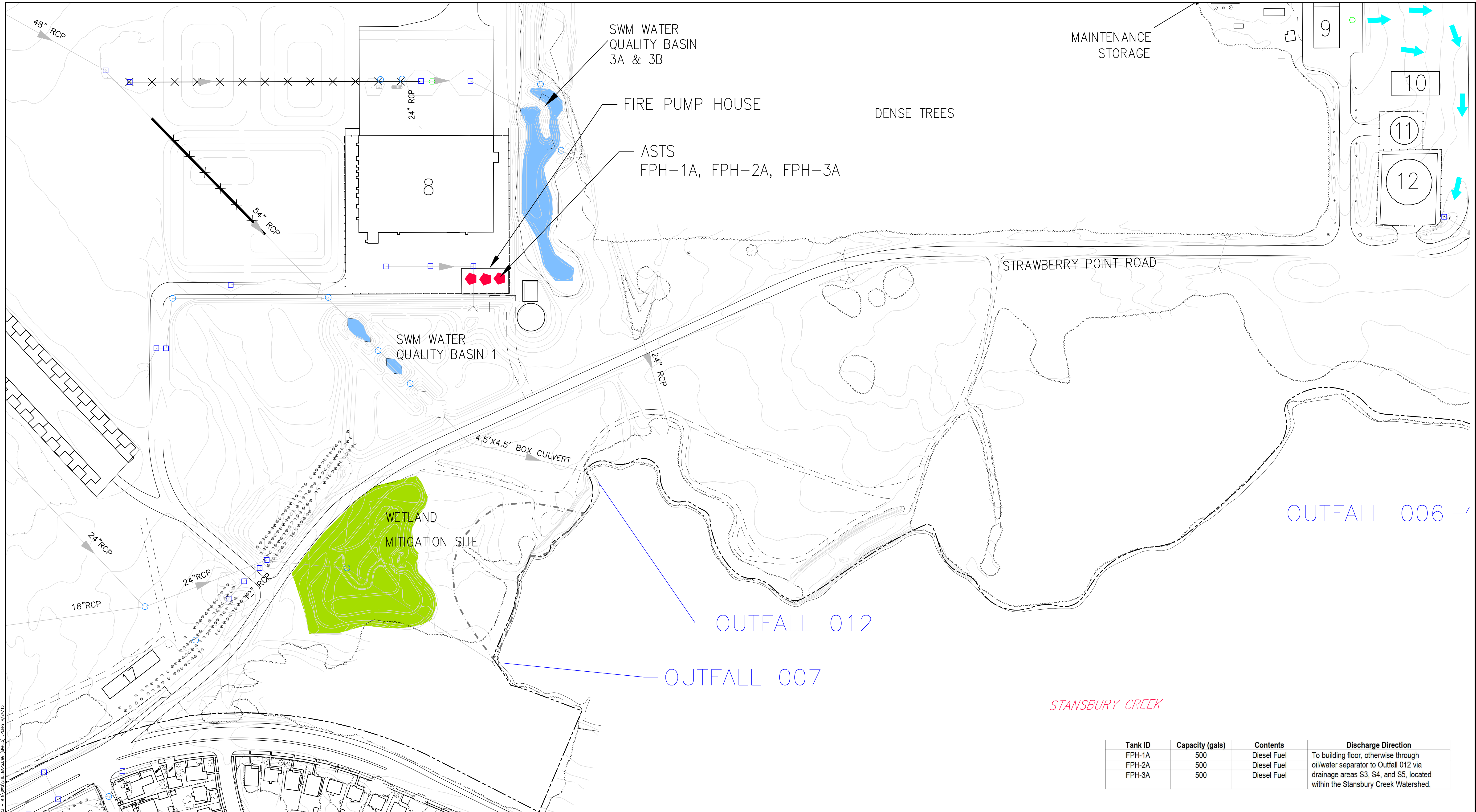
**MARTIN STATE AIRPORT
SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN**

**STORAGE TANK LOCATIONS
(FUEL FARM)**

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION, MTN AIRPORT, COMPREHENSIVE STORMWATER MANAGEMENT PLAN, MAY 2003. STRAUGHAN ENVIRONMENTAL SERVICES, INC. WESTON SOLUTIONS, INC. MARYLAND ENVIRONMENTAL SERVICE, INC.

DATE	DECEMBER 2019	PROJECT NUMBER	1481701.0023
DESIGNED BY	-	SCALE	AS SHOWN
DRAWN BY	JAP	FILE NAME	SITE_MAPS_30_SCALE
CHECKED BY	JHY	DRAWING NUMBER	4
PROJECT MANAGER	JHY	SHEET NUMBER	4 OF 6

GRAPHIC SCALE IN FEET



Tank ID	Capacity (gals)	Contents	Discharge Direction
FPH-1A	500	Diesel Fuel	To building floor, otherwise through oil/water separator to Outfall 012 via drainage areas S3, S4, and S5, located within the Stansbury Creek Watershed.
FPH-2A	500	Diesel Fuel	
FPH-3A	500	Diesel Fuel	

FILE PATH: G:\PROJECTS\1481701 - MA - 1023 - MOUNTAIN STATE AIRPORT (MAP 3) - 4/2/15

MARTIN STATE AIRPORT

EA ENGINEERING, SCIENCE, AND TECHNOLOGY
 Hunt Valley Center
 225 Schilling Circle
 Hunt Valley, Maryland 21031
 (410) 584-7000

LEGEND

- WETLAND
- SWM STRUCTURE
- FIELD SURVEYED STREAM
- STREAM
- BUILDING
- ROADWAY/RUNWAY
- RAIL LINE
- TRENCH DRAIN
- INFILTRATION TRENCH
- AIRCRAFT DEICING AREA
- FENCELINE
- EXISTING CONTOUR
- #270 BUILDING #/AREA #
- OUTFALL 012 PERMITTED OUTFALL
- P31 POND #
- SF5 STORM FILTER #
- US2 UNDERGROUND STORAGE #
- UNDERGROUND STORMWATER FACILITY
- SANITARY SEWER
- STORM DRAIN W/DIRECTION OF FLOW
- MATCHLINE
- DISCHARGE FLOW PATHWAYS
- MANHOLE
- LIFT STATION
- OIL/WATER SEPARATOR
- TRENCH DRAIN
- INLET
- DIVERSION VAULT
- INFILTRATION TRENCH
- GRASS, RIP RAP, AND CONCRETE SWALES
- STORM FILTER
- OUTLET
- DRAINAGE AREA OUTLET

ACTIVITY LEGEND

- ABOVEGROUND STORAGE TANKS (AST)
- UNDERGROUND STORAGE TANKS (UST)
- DRUM STORAGE AREA
- OIL-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE PARKING

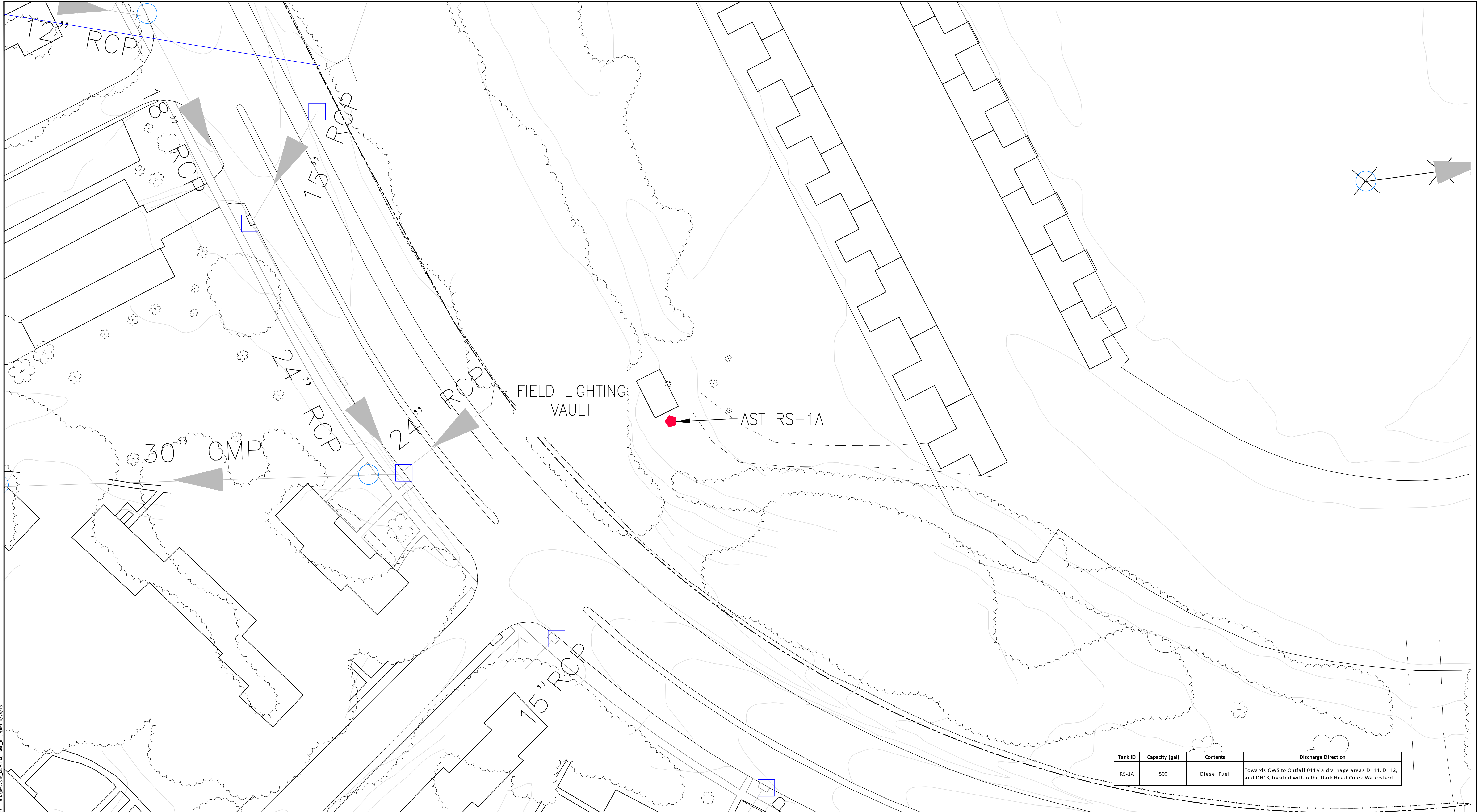
**MARTIN STATE AIRPORT
 SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN**

**STORAGE TANK LOCATIONS
 (FIRE PUMP HOUSE)**

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION, MTN AIRPORT, COMPREHENSIVE STORMWATER MANAGEMENT PLAN, MAY 2003. STRAUGHAN ENVIRONMENTAL SERVICES, INC. WESTON SOLUTIONS, INC. MARYLAND ENVIRONMENTAL SERVICE, INC.

DATE	DECEMBER 2019	PROJECT NUMBER	1481701.0023
DESIGNED BY	-	SCALE	AS SHOWN
DRAWN BY	JAP	FILE NAME	SITE_MAPS
CHECKED BY	JHY	DRAWING NUMBER	5
PROJECT MANAGER	JHY	SHEET NUMBER	5 OF 6

100 50 0 100 200
 GRAPHIC SCALE IN FEET



Tank ID	Capacity (gal)	Contents	Discharge Direction
RS-1A	500	Diesel Fuel	Towards OWS to Outfall 014 via drainage areas DH11, DH12, and DH13, located within the Dark Head Creek Watershed.

FILE PATH: G:\PROJECTS\1481701 - MTA - 12/15/19 - MTA\DWG\SPILL PREVENTION\SPILL PREVENTION.dwg (PLOT) DATE: 12/15/19

LEGEND

WETLAND	AIRCRAFT DEICING AREA	MANHOLE
SWM STRUCTURE	FENCELINE	LIFT STATION
FIELD SURVEYED STREAM	EXISTING CONTOUR	OIL/WATER SEPARATOR
STREAM	BUILDING #/AREA #	TRENCH DRAIN
BUILDING	PERMITTED OUTFALL	INLET
ROADWAY/RUNWAY		DIVERSION VAULT
RAIL LINE		INFILTRATION TRENCH
TRENCH DRAIN		GRASS, RIP RAP, AND CONCRETE SWALES
INFILTRATION TRENCH		STORM FILTER
		OUTLET
		DRAINAGE AREA OUTLET

P31 POND #

SF5 STORM FILTER #

US2 UNDERGROUND STORAGE #

UNDERGROUND STORMWATER FACILITY

SANITARY SEWER

STORM DRAIN W/DIRECTION OF FLOW

MATCHLINE

DISCHARGE FLOW PATHWAYS

ACTIVITY LEGEND

- ABOVEGROUND STORAGE TANKS (AST)
- UNDERGROUND STORAGE TANKS (UST)
- DRUM STORAGE AREA
- OIL-FILLED OPERATIONAL EQUIPMENT
- UNLOADING/LOADING AREAS
- TANK TRUCK/MOBILE STORAGE PARKING

**MARTIN STATE AIRPORT
SPILL PREVENTION, CONTROL, & COUNTERMEASURE PLAN**

**STORAGE TANK LOCATIONS
(FIELD LIGHTING VAULT)**

BASE MAP SOURCE: MARYLAND AVIATION ADMINISTRATION, MTN AIRPORT, COMPREHENSIVE STORMWATER MANAGEMENT PLAN, MAY 2003. STRAUGHAN ENVIRONMENTAL SERVICES, INC. WESTON SOLUTIONS, INC. MARYLAND ENVIRONMENTAL SERVICE, INC.

DATE	DECEMBER 2019	PROJECT NUMBER	1481701.0023
DESIGNED BY	-	SCALE	AS SHOWN
DRAWN BY	JAP	FILE NAME	SITE_MAPS
CHECKED BY	JHY	DRAWING NUMBER	6
PROJECT MANAGER	JHY	SHEET NUMBER	6 OF 6

30 15 0 30 60
GRAPHIC SCALE IN FEET

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APPENDIX N

SECONDARY CONTAINMENT CALCULATIONS

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- **Fuel Farm – East Containment Area (South Side):**

- 12,000-Gallon Jet A Fuel AST (FF-5A)
- 12,000-Gallon Jet A Fuel AST (FF-6A)
- 12,000-Gallon Jet A Fuel AST (FF-7A)
- 180-Gallon Used Oil AST (FF-8A)

Tank ID	Contents		Volume (gal)	Max Volume					
FF-5A	Jet A Fuel		12,000	12,000					
FF-6A	Jet A Fuel		12,000						
FF-7A	Jet A Fuel		12,000						
FF-8A	Used Oil		180						
2nd Containment									
	Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity			
Concrete Dike	70	42	3.5	10,290	76,969	76,969			
Displacements					Displacement Volume (cu. ft)	x 7.48 = Cap. (gal)			
Dike slopes, length (2)	1,335				9,984	31,523			
Dike slopes, width (2)	992				7,422				
<i>Total Slopes</i>					17,406				
Concrete pads	44				327				
<i>Total pads (6)</i>					1,964				
Total tank disp.	1,625				12,153				
Excess Capacity					Capacity	- Tank Vol.	= Excess	Total Excess	
	45,446		12,000	33,446		33,446			
% of Tank Volume					Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment	%
	45,446		12,000	3.79	379%		379%		

- Largest Tank Volume 12,000 gallons
- Total Available Secondary Containment (Concrete Dike) 45,446 gallons
- Percent of Total Volume Contained 379% → Sufficient secondary containment for failure of tank

- **Maintenance and Auto Shop (Building 9):**

- **Drum Storage Area (M-1D)** – Up to 5 drums (55-gallons/each) of motor oil, transmission fluid, and hydraulic fluid. Secondary containment of the storage area is provided by:
 - One (1) 30-gallon two-drum containment pallet
 - One (1) 22-gallon two-drum containment pallet
 - One (1) 11-gallon single-drum containment pallet

Tank ID		Contents		Volume (gal)		Max Volume
M-1D, Two-Drum Pallet (30-gal)		Varies		Up to 2 drums		55
2nd Containment						
Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity	
-	-	-	-	30	530	
-	-	-	-	500		
Excess Capacity						
Capacity	- Tank Vol.	= Excess	Total Excess			
30	55	-25	475			
-	-	500				
% of Tank Volume						
Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%	
530	55	9.63	963%		963%	
Tank ID		Contents		Volume (gal)		Max Volume
M-1D, Two-Drum Pallet (22-gal)		Varies		Up to 2 drums		55
2nd Containment						
Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity	
-	-	-	-	22	522	
-	-	-	-	500		
Excess Capacity						
Capacity	- Tank Vol.	= Excess	Total Excess			
22	55	-33	467			
-	-	500				
% of Tank Volume						
Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%	
522	55	9.49	949%		949%	
Tank ID		Contents		Volume (gal)		Max Volume
M-1D, One-Drum Pallet (11-gal)		Varies		Up to 1 drum		55
2nd Containment						
Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity	
-	-	-	-	11	511	
-	-	-	-	500		
Excess Capacity						
Capacity	- Tank Vol.	= Excess	Total Excess			
11	55	-44	456			
-	-	500				
% of Tank Volume						
Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%	
511	55	9.29	929%		929%	

- **Maintenance and Auto Shop (Building 9):**

- **Drum Storage Area (M-2D)** – Up to 3 drums (55-gallons/each) of waste oil. Secondary containment of the storage area is provided by:
 - One (1) 22-gallon two-drum containment pallet
 - One (1) 11-gallon single drum containment pallet

Tank ID		Contents		Volume (gal)		Max Volume
M-2D, Two-Drum Pallet (22-gal)		Varies		Up to 2 drums		55
2nd Containment	Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity
Containment Pallet	-	-	-	-	22	522
Oil/water separator	-	-	-	-	500	
Excess Capacity	Capacity	- Tank Vol.	= Excess			Total Excess
Containment Pallet	22	55	-33			467
Oil/water separator	-	-	500			
% of Tank Volume	Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%
	522	55	9.49	949%		949%
Tank ID		Contents		Volume (gal)		Max Volume
M-2D, One-Drum Pallet (11-gal)		Varies		Up to 1 drum		55
2nd Containment	Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity
Containment Pallet	-	-	-	-	11	511
Oil/water separator	-	-	-	-	500	
Excess Capacity	Capacity	- Tank Vol.	= Excess			Total Excess
Containment Pallet	11	55	-44			456
Oil/water separator	-	-	500			
% of Tank Volume	Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%
	511	55	9.29	929%		929%

- **Maintenance and Auto Shop (Building 9):**

- **Drum Storage Area (M-5D)** – Up to 8 drums (55-gallons/each) of motor oil, transmission fluid, hydraulic fluid, and diesel fuel. Secondary containment of the storage area is provided by:
 - o Two (2) 66-gallon four-drum containment pallets

Tank ID		Contents		Volume (gal)		Max Volume
M-5D, Four-Drum Pallet (66-gal)		Varies		Up to 4 drums		55
2nd Containment	Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity
Containment Pallet	-	-	-	-	66	566
Oil/water separator	-	-	-	-	500	
Excess Capacity	Capacity	- Tank Vol.	= Excess			Total Excess
Containment Pallet	66	55	11			511
Oil/water separator	-	-	500			
% of Tank Volume	Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%
	566	55	10.29	102.9%		102.9%
Tank ID		Contents		Volume (gal)		Max Volume
M-5D, Four-Drum Pallet (66-gal)		Varies		Up to 4 drums		55
2nd Containment	Length (ft)	Width (ft)	Avg. Height (ft)	= Volume (cu. ft)	x 7.48 = Cap. (gal)	Total Capacity
Containment Pallet	-	-	-	-	66	566
Oil/water separator	-	-	-	-	500	
Excess Capacity	Capacity	- Tank Vol.	= Excess			Total Excess
Containment Pallet	66	55	11			511
Oil/water separator	-	-	500			
% of Tank Volume	Cont. Cap.	/ Tank Vol.	= Containment	x 100 = % Containment		%
	566	55	10.29	102.9%		102.9%

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APPENDIX O

MTN FUEL TRANSFER OPERATIONS FOR MAINTENANCE

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MTN_WI_SPCC_2	09/26/2018	Mark Williams	1 of 3
 MARYLAND DEPARTMENT OF TRANSPORTATION MARYLAND AVIATION ADMINISTRATION MTN Fuel Transfer Operations for Maintenance			

1.0 PURPOSE

To ensure that all Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) maintenance personnel are aware of the proper procedures for fuel transfer operations at their facility in a manner consistent with all environmental regulations, industry best practices, and internal policies and procedures.

2.0 SCOPE

This procedure details the requirements for the proper management of fuel transfer operations at Baltimore Washington International Martin State (MTN) Airport and ensures compliance with federal, state and local regulations, as well as Maryland Department of Environment (MDE) permit requirements and internal MDOT MAA policies and procedures.

3.0 RESPONSIBILITY

It is the responsibility of the Maintenance Supervisor or their designee to ensure that the procedures outlined in this work instruction are followed when performing fuel transfer operations.

4.0 PROCEDURE

These procedures will be utilized when transferring fuel to aboveground and underground storage tanks (ASTs/USTs), and portable units at MDOT MAA facilities. These procedures are also applicable when filling the MTN mobile refuelers by direct tanker to truck filling by the statewide fueling contractor. The goal of this procedure is to establish steps and processes to minimize releases of petroleum products to the environment during fuel transfer.

4.1. Fuel Transfer Operations

4.1.1. Loading of Portable Containers

MTN operates four mobile refuelers which are used to re-fuel aircraft with aviation fuels. These mobile fueling trucks are filled from the tanks located at the Fuel Farm. Deliveries to the Fuel Farm are made by a contractor utilizing a bulk tank truck. Contractors are also used when large quantity refueling is required at MTN fuel tanks associated with the facility generators. Contractors are responsible for following proper fuel transfer procedures at MTN

1. Mobile refueler filling must occur at the fuel farm, which is equipped with drainage controls.
1. The Maintenance Supervisor or their designee must be present at all times during the loading of the mobile refueler.

4.1.2. Unloading of Portable Containers

The following procedure must be followed during fuel transfers from the tank truck to the receiving tank:

Prior to Fuel Transfer

1. Before leaving the loading rack and/or designated area, the mobile refueler must be inspected to ensure the following are present and functioning properly:
 - A. Mobile refueler emergency shut off;
 - B. Fire extinguisher;
 - C. Spill kit and absorbent material; and

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MTN_WI_SPCC_2	09/26/2018	Mark Williams	2 of 3
 MARYLAND DEPARTMENT OF TRANSPORTATION MARYLAND AVIATION ADMINISTRATION MTN Fuel Transfer Operations for Maintenance			

- D. MDE emergency spill reporting phone number is visible.
- 2. Upon arrival at the designated tank, the tank truck driver must chock the wheels and ensure that the truck is properly grounded and the surrounding area marked off with orange traffic cones or other temporary traffic control devices.
- 3. Drain blocking devices, as necessary, must be placed prior to fuel transfer.
- 4. For USTs, all catchment basins will be visually inspected for liquid or debris.
 - A. Any liquid or debris noted within the catchment basin will be reported to the Maintenance Supervisor so that it can be properly removed.
- 5. The fuel level of the tank truck and the fuel level of the receiving tank must be measured and recorded on the *Product Receipt Record and Fuel Delivery Checklist* (Attachment A).
 - A. For USTs, an appropriate gauging stick marked in 1/8 inch increments must be used. The recorded measurements will be converted from inches to gallons using an appropriate tank calibration. Information should be recorded on the *Product Receipt and Fuel Delivery Checklist*.
 - i. For all applicable systems connected to a Pneumercator a printout of the fuel inventory should be obtained and compared to the stick measurements.
 - B. For tanks and equipment not requiring manual gauging the appropriate data will be recorded on the *Product Receipt Record and Fuel Delivery Checklist* including the fuel level before and after the transfer operation.
 - C. No tank is to be filled to more than 95% capacity.**
- 6. All hose connections must be checked for tightness.
 - A. If necessary a collection bucket may need to be placed to capture any potential drips from the unloading valve.

During Fuel Transfer

- 1. The operator must remain within the immediate area (approximately 10 feet) of and in full and immediate control of the nozzles, shut-off valves, pumps, and emergency operating mechanism for the discharge control valve at all times when transferring fuel.
 - A. The operator shall stand in a position so as to have the loading or delivery receptacle in full view.
- 2. The tank fuel gauge must also be monitored during the fuel transfer.
 - A. If it is not possible for the tank truck operator to monitor the tank fuel gauge while remaining in the immediate area of the tank truck control valves, a second operator will be present and will monitor the tank fuel gauge.
- 3. If a spill or release occurs during fuel transfer operations, the operator must immediately stop the fuel flow and implement the spill response procedures

After Fuel Transfer

- 1. The operator will close all valves prior to disconnecting the hoses.
- 2. Before being disconnected from the tank truck, hoses are to be drained in such a way that all fuel in the lines is either gravity drained or pumped into the receiving tank.
- 3. All hoses will be capped prior to placing them on the tank truck and the area will be inspected for any leaks or drips.
 - A. If any leaks or drips are observed absorbent materials will immediately be placed on the affected area.

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MTN_WI_SPCC_2	09/26/2018	Mark Williams	3 of 3
 <p>MTN Fuel Transfer Operations for Maintenance</p>			

- B. The operator is responsible for clean-up activities, including removal of the absorbent materials from the affected area.
- C. All spills must be reported to MTN Operations who will determine if additional response is required and contact the OES.
- 4. The fuel level of the tank truck and the fuel level of the receiving tank must again be measured using an appropriate gauging stick and the measurement recorded on *the Product Receipt Record and Fuel Delivery Checklist* (Attachment A). The recorded measurements will be converted from inches to gallons using an appropriate tank calibration chart and the total amount of fuel transferred will then be calculated.
- 5. Before leaving the area, the operator will inspect, properly place and secure all caps and tank fill covers.
- 6. All temporary traffic barriers and the ground for the tank truck shall be removed and the wheels unchocked before leaving the area.

4.2. Training

All fuel delivery drivers must receive the following training:

- 1. Training relative to this work instruction.
 - A. As necessary or as directed by the OES.
- 2. Class B Commercial Driver License (CDL) training.
- 3. Refueling and Quality Control Training
 - A. Provided by National Air and Transportation Association every two years.
 - B. MTN employees take the course online and receive a certificate of completion

5.0 RECORDKEEPING

All checklists are to be maintained in a binder in the line service trailer. Training records are maintained human resources and within the Learning Management System.

6.0 CONTACTS

Mark Williams, Environmental Compliance Section Manager – 410-859-7448
Darline Terrell-Tyson, Deputy Director, Office of Environmental Services – 410-859-7370

7.0 REFERENCES

- Maryland Department of the Environment Oil Operations Permit #2012-OPT-4173
- MTN Airport Spill Prevention Control and Countermeasures Plan (SPCC)
- COMAR 26.10.01: Oil Pollution and Tank Management
- JETS

Appendix A
Product Receipt Record and Fuel
Delivery Checklist

**MTN STATE AIRPORT
PRODUCT RECEIPT RECORD AND FUEL DELIVERY CHECKLIST**

Date (MM/DD/YY) _____

Tank ID No.* _____

Before Unloading Truck

Shipment _____ MAA _____ MD State Police

Transport Co. _____ Trailer No. _____

Product Verified: Color, Odor, Etc. _____ Yes _____ No

Type Fuel _____ Jet A _____ 100 LL Fuel Farm _____ 100 LL Self Serve

Product Sample from Truck Outlet OK? _____ Yes _____ No

Manifest Quantity _____ gallons

Storage Tank Gauge/Print Ticket and Attach to Paperwork _____ inches

Amount in Each Truck Compartment 1) _____ 2) _____ 3) _____
4) _____ 5) _____ 6) _____

Fire Equipment Operable & Ready

Chock Wheels & Truck Grounded

Fuel Unloading Checklist

- | | |
|--|--|
| • Fuel level recorded prior to filling (in above section) <input type="checkbox"/> | • Check all truck compartments for empty <input type="checkbox"/> |
| • Absorbent pads/buckets available <input type="checkbox"/> | • Drain hoses before securing to vehicle <input type="checkbox"/> |
| • Align all valves for receipt and hookup <input type="checkbox"/> | • Secure tank fill covers and caps <input type="checkbox"/> |
| • Unload fuel (someone must stay with operations) <input type="checkbox"/> | • Close unloading valves – realign to use <input type="checkbox"/> |
| • Monitor tank fuel gauge during transfer <input type="checkbox"/> | • Uncouple transport <input type="checkbox"/> |

After Fuel Unloading

Storage Tank Gauge/Print Ticket and Attach to Paperwork _____ inches

Storage Tank Contents _____ gallons

Time Unloading Completed _____

Time Tank Ready to Dispense Fuel (1 hr per 1000 gals)/Jet-A Only _____

Secure Tank Outlets & Storage Area

Final Paperwork

Manifest Quantity _____ gallons

Actual reading on meter (aboveground tanks only) _____ gallons

Amount received (underground storage tank) _____ gallons

Difference (+ or -) _____

Person Releasing Shipment:

Name _____ Signature _____

Emergency Information: If leaks are observed, stop fuel transfer *immediately* and shut off all valves. Notify the Airport Director at (410) 682-8800 and initiate spill response procedures identified in the Spill Prevention, Control, and Countermeasure Plan. Inform Supervisor and MAA Division of Environmental Compliance of any required maintenance to the tank, piping, or fittings that could result in a future leak or spill.

* Tank Legend on Reverse Side

Tank Legend

Tank I.D No.	Tank Type	Capacity (gals)	Fuel Type	Location
R5	UST	10,000	100LL Avgas Fuel	Hangar 4
M-3A	AST	2,000	Heating Oil	Maintenance Shop
FF-1A	AST	12,000	100LL Avgas Fuel	Fuel Farm – East
FF-2A	AST	12,000	100LL Avgas Fuel	Fuel Farm – East
FF-3A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-5A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-6A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-7A	AST	12,000	Jet A Fuel	Fuel Farm – East
FF-9A	AST	6,000	Maintenance Unleaded	Fuel Farm – South
FF-10A	AST	6,000	Admin/FBO Unleaded	Fuel Farm – South
FF-11A	AST	6,000	Vehicle Diesel Fuel	Fuel Farm – South
FF-13A	AST	4,000	100LL Avgas Fuel	Fuel Farm – West
FPH-1A	AST	500	Diesel Fuel	Fire Pump House
FPH-2A	AST	500	Diesel Fuel	Fire Pump House
FPH-3A	AST	500	Diesel Fuel	Fire Pump House
RS-1A	AST	500	Diesel Fuel	Field Lighting Vault

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APPENDIX P

HAZARDOUS WASTE MANAGEMENT WORK INSTRUCTIONS

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 MARYLAND AVIATION ADMINISTRATION Hazardous Waste Management – EC Level			

1.0 PURPOSE

To ensure that all Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) Office of Environmental Services (OES) personnel who have responsibilities relating to the management of hazardous wastes are aware of the proper procedures for the generation, storage, handling and disposal of hazardous wastes, in a manner consistent with all environmental regulations, industry best practices, and internal policies and procedures.

2.0 SCOPE

This procedure details the requirements for the proper management of hazardous wastes in any quantity at MDOT MAA facilities, including Baltimore Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport (MTN). The procedures outlined will help ensure and support compliance with federal, state and local regulations, as well as internal MDOT MAA policies and procedures.

3.0 RESPONSIBILITY

The Environmental Program Manager or their designee is responsible for ensuring that the procedures outlined in this work instruction are performed when managing hazardous waste.

It is the responsibility of each Office of Environmental Services (OES) employee who works with or otherwise handles hazardous wastes to do so safely and properly, and in accordance with all environmental regulations.

4.0 DEFINITIONS

Accumulation Area: A designated storage area at a facility in which hazardous waste are allowed to be stored for up to ninety (90) days, before required to be transported offsite for disposal. This is commonly referred to as the hazardous waste storage building at BWI Marshall and MTN.

Acute Hazardous Waste: Any of a group of hazardous materials as specified in COMAR 26.13.02.05C(1-2) and C(6), which share the properties of a hazardous waste (ignitability, corrosivity, reactivity or toxicity), and present a substantial hazard whether managed properly or not.

Hazardous Waste: Any waste that poses a present or potential threat to human health, living organisms, or the environment. There are two types of hazardous wastes: listed wastes and characteristic wastes. “Listed” wastes are perceived to be hazardous based on their origin, while “characteristic” wastes are known to be hazardous based on their properties (ignitable, corrosive, reactive, or toxic).

Satellite Accumulation Area (SAA): A temporary storage location at or near the point of waste generation, and under the control of the operator. A maximum of fifty five (55) gallons of hazardous waste and 1 quart of acute hazardous waste can be stored at any one time at an SAA.

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5.0 PROCEDURE

5.1 Generator Status

In Maryland, Generators are divided into two categories as noted below:

1. Large Quantity Generator (LQG) of Hazardous Waste (ie. Fully Regulated Generator in Maryland)
 - A. In Maryland, a facility is considered a LQG if, during the reporting year, it meets any of the following criteria:
 - i. The site generated or stored in one or more months one hundred (100) kilograms(kg) [two hundred twenty (220) pounds (lbs) or about half of one fifty five (55) gallon drum] or more of RCRA hazardous waste or
 - ii. The site generated in one or more months, or accumulated at any time, greater than 1 kg (2.2 lbs) of RCRA acute hazardous waste
 - B. If a facility meets the requirements of a LQG in any given month, the facility must maintain that classification for the remainder of that entire year.

2. Small Quantity Generator (SQG) of Hazardous Waste
 - A. In Maryland, a facility is considered a SQG if it meets all of the following criteria:
 - i. In no month did the site generate or store more than one hundred (100) kg hazardous waste; and
 - ii. The site accumulated or stored no more than 1 kg (2.2 lbs) of acute hazardous waste.

BWI and MTN are classified as Large Quantity Generators (LQGs), and have obtained Environmental Protection Agency (EPA) Identification Numbers.

1. BWI EPA ID number is MDD041354002.
2. MTN EPA ID number is MDD980918973.

5.2 Storage

MDOT MAA facilities have two types of storage areas for accumulating hazardous wastes:

1. Satellite Accumulation Area (SAA)
2. Ninety (90)Day Storage Area (Accumulation Area)

5.2.1 SAA Storage

MDOT MAA’s OESOES supplies the materials and provides guidance to maintenance and shop personnel for hazardous waste stored in SAA.

NOTE: See Work Instruction “*Hazardous Waste Management for Maintenance*” for a complete discussion of procedures and requirements for storing hazardous waste in a SAA.

5.2.2 90 Day Storage (Accumulation Area)

Maintenance personnel are responsible for moving the containers from the SAA to the Accumulation Area. Follow the steps listed below when moving hazardous waste containers to the 90-day storage building:

1. Ensure the container lid(s) is secure (e.g., the bolt on the ring must be facing down and secured).
2. Use a secure device to transport the waste (e.g., a dolly).

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3. Once placed in the hazardous waste 90-day storage building, all containers shall be clearly labeled 'HAZARDOUS WASTE' and include the date the drum was moved into the building (accumulation start date).

5.2.3 Storage Requirements

These general storage guidelines must be followed when storing waste in the SAA and/or ninety (90) day storage building:

1. Waste containers must be stored indoors and/or covered at all times.
2. All waste storage containers must remain closed at all times, except when adding or transferring waste.
 - A. If a container begins to leak, immediately place the leaking drum into a drum over pack (located at the 90-day storage area) or transfer the contents to a new container.
3. Incompatible wastes must be stored separately by means of an adequate distance to avoid reaction.

5.3 Disposal Procedures & Documentation

BWI and MTN airports do not conduct transportation or disposal activities of hazardous waste. MDOT MAA's OES currently has a contract with an approved licensed waste disposal contractor. As part of this agreement, the contractor will package, label, transport and dispose of or coordinate the disposal of hazardous waste generated at MDOT MAA facilities. Hazardous wastes must be transported offsite within ninety (90) days of being moved to the ninety (90) day storage building and the accumulation start date.

5.3.1 Arranging for Disposal and Pickup

1. When hazardous waste is to be removed from an MDOT MAA facility, OES contacts MDOT MAA's Disposal Contractor to coordinate a pickup and disposal.
2. In preparation of disposal and transportation, the disposal contractor completes a label with the following information on each container before it is transported:
 - A. A 'HAZARDOUS WASTE' label
 - B. Generator's name and address
 - C. Generator's EPA ID Number
 - D. Appropriate Manifest Tracking Number
3. Prior to disposal, OES ensures all waste is profiled using laboratory analysis or generator knowledge.
4. A trained and certified OES staff member manages and ensures that the waste is properly labeled, packaged, manifested and ready for transport.
- 5.
6. A trained and certified MDOT MAA staff member will sign all hazardous waste manifests prior to transport and ensure manifest is properly completed.
 - A. Under the contractual agreement referenced above, the contractor is responsible for supplying placards when disposing of MDOT MAA wastes.

5.3.2 Manifest Completion

1. For any hazardous waste removed from the facility, a completed hazardous waste manifest is required.

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- A. Use the EPA Form 8700-22 or 8700-22A (if more than one transporter is used).
- B. The generator name and site address shall be the address of the MDOT MAA facility that generated the hazardous waste.
- 2. Trained and certified staff ensure that all applicable sections of the manifest are completed and signed.
- 3. One copy of the manifest and Land Disposal Restriction (LDR) should be retained. All other manifest copies and the LDR form should be given to the transporter.
- 4. The OES shall receive a return manifest within 45 days from the disposal facility. Once a copy of the return manifest has been obtained this should be posted to Joint Environmental Tracking System (JETS).
- 5. Any LDR, waste analyses, or other related documentation should be posted to JETS.

5.3.3 Exception Reporting

- 1. If MDOT MAA does not receive a copy of the completed manifest within 35 days:
 - A. Contact the transporter and/or treatment, storage, or disposal facility (TSDF) to determine the status.
- 2. If MDOT MAA does not receive a copy of the completed manifest within 45 days:
 - A. Submit an Exception Report to MDE; report must include a copy of the manifest and a cover letter to the appropriate state agency describing the situation.

5.4 Inspections

Storage areas must be inspected weekly to identify any non-compliance that may cause or lead to a release of hazardous waste or that may pose a threat to human health or the environment. BWI Marshall has two ninety (90) day storage locations that require inspection: one located behind the Heavy Equipment Shop in the Field Maintenance area and the other in the MAC building parking lot. MTN State has one storage location that requires inspection: located behind Vehicle Maintenance Shop.

- 1. Weekly inspections are performed by the OES or a designated environmental consultant using paper inspection sheets or the electronic inspection tool.
- 2. Weekly inspections identify wastes approaching the 90-day threshold, and other potential non-compliance issues.
- 3. All non-compliance that are observed during a weekly inspection are reported and the corrections tracked by OES.
- 4. Inspection logs should be uploaded into JETS following the inspection.

5.5 Training

- 1. MDOT MAA’s OES coordinates an annual “Environmental Awareness Training” for all employees whose job functions include the handling of hazardous wastes shall be trained in general hazardous waste management, including but not limited to:
 - A. Hazard identification
 - B. Release prevention
 - C. Safe operating and material handling procedure
 - D. Safe work practices
 - E. Personal protective equipment
 - F. Basic emergency procedures
 - G. Integrated Contingency Plan

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- H. Other activities as required by specific job duties.
- 2. Refresher training is conducted annually.
- 3. New employees must complete training within six months of hire or must be supervised by a trained employee while performing waste handling activities.
- 4. Training records are kept on file (in MDOT MAA’s Learning Management System and uploaded to JETS) for a minimum of three years.
- 5. Individuals who sign manifests must receive additional training under 49 CFR 172 Subpart H.

6.0 RECORDKEEPING

Federal and state regulations require MDOT MAA to document various hazardous waste activities and conditions at MDOT MAA sites. It is advisable to retain all documents and records for a minimum of three years to ensure compliance with these regulations

- 1. The following files related to MDOT MAA hazardous waste activities are maintained in hard copy by the OES and uploaded to JETS:
 - A. Hazardous Waste Manifests
 - B. Waste Characterization/Waste Profiles
 - C. Land Disposal Restrictions
 - D. Exception Reports
 - E. Biennial Generator Reports
- 2. Training records are uploaded to JETS and tracked through LMS.

7.0 VERIFICATION AND CORRECTIVE ACTION

This Work Instruction will be reviewed by the Environmental Program Manager or their designee on a periodic basis, but no less frequently than every three years.

8.0 CONTACTS

Mark Williams, Environmental Compliance Section Manager – 410-859-7448
Darline Terrell-Tyson, Deputy Director, Office of Environmental Services – 410-859-7370

9.0 REFERENCES

- JETS
- COMAR 26.13.01: Hazardous Waste Management System: General
- COMAR 26.13.02: Identification and Listing of Hazardous Waste
- COMAR 26.13.03: Standards Applicable to Generators of Hazardous Waste
- COMAR 26.13.05: Standards for Owners and Operators of Hazardous Waste Treatment, Storage, and Disposal Facilities
- COMAR 26.13.10: Standards for the Management of Specific Hazardous Wastes
- 42 USC 6921 – 6939: Hazardous Waste Management
- 29 CFR 1910.106: Flammable and Combustible Liquids
- 29 CFR 1910.253: Oxygen-Fuel Gas Welding and Cutting
- 29 CFR 1910.1200: Hazard Communication
- 40 CFR 261: Identification and Listing of Hazardous Waste
- 40 CFR 262: Standards Applicable to Generators of Hazardous Waste

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- 40 CFR 265: Standards for Owners and Operators of Hazardous Waste Treatment, Storage, and Disposal Facilities
- 40 CFR 268: Land Disposal Restrictions
- 49 CFR 172: Hazardous Materials Tables, Hazardous Materials Communications Requirements and Emergency Response Information Requirements

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 MARYLAND AVIATION ADMINISTRATION Hazardous Waste Management – Maintenance Level			

1.0 PURPOSE

To ensure that all Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) maintenance personnel are aware of the proper procedures for the generation, storage, handling and disposal of hazardous wastes, in a manner consistent with all environmental regulations, industry best practices, and internal policies and procedures.

2.0 SCOPE

This procedure details the requirements for the proper management of hazardous wastes at MDOT MAA facilities, including Baltimore Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport (MTN). BWI Marshall and MTN are currently classified as Large Quantity Generators (LQGs), and have obtained Environmental Protection Agency (EPA) Identification Numbers. The procedures outlined were developed with consideration for both BWI and MTN large quantity generator status and to ensure compliance with federal, state and local regulations, as well as internal MDOT MAA policies and procedures.

3.0 RESPONSIBILITY

It is the responsibility of the Maintenance Supervisor or their designee to ensure that the procedures outlined in this work instruction are performed when managing hazardous waste.

4.0 PROCEDURE

MDOT MAA facilities have two types of storage areas for accumulating hazardous wastes, the Satellite Accumulation Area (SAA) and the Ninety (90) Day Storage Area (Accumulation Area). Follow the steps outlined below for storage:

3.1 General Requirements

All hazardous waste generated by MDOT MAA is characterized using generator knowledge or via laboratory analysis. See Work Instruction “*Waste Characterization*” for a complete discussion of MDOT MAA’s waste characterizations procedures.

3.2 Storage General

Waste can only be accumulated in approved containers that are free of holes, large dents and that are not rusted (inside or out). The drum lid must be in good condition and fit tightly on drum.

Note: Containers to be used are located at the 90-day storage area. Contact the Office of Environmental Services (OES) with all questions or specific guidance related to drum selection.

Follow the steps below when accumulating hazardous waste:

1. Store waste containers indoors or covered at all times.
2. Keep containers closed at all times, except when adding or transferring waste.
3. If a container begins to leak, immediately place the leaking drum into a drum over pack (located at the 90-day storage area) or transfer the contents to a new container.
4. Incompatible wastes must be stored separately.

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- A. Contact the OES for questions regarding potential waste compatibility and for specific guidance.
- 5. Do not combine wastes.

3.3 Satellite Accumulation Area Storage

- 1. As described above, select an approved container that is compatible with the waste and in good condition.
- 2. Label the container with labels supplied by the OES that contain the following information: “HAZARDOUS WASTE “or with other words that identify the name/type of waste (i.e., waste oil, waste paint, etc.), as well as the hazardous property of the waste (e.g., flammable, corrosive, etc).
- 3. No container must be filled more than 90% of its capacity. Once a volume of fifty five (55) gallons of hazardous waste or one quart of acute hazardous waste is reached, the container must be moved to the Ninety (90) Day Storage Area immediately.

Note: Maintenance personnel are responsible for moving containers from SAA to Accumulation Area.

3.4 Transporting to Ninety (90)Day Storage Building

- 1. Ensure the container lid(s) is secure (e.g., the bolt on the ring must be facing down and secured).
- 2. Use a secure device to transport the waste (e.g., a dolly).
- 3. Once placed in the hazardous waste storage building, all containers shall be clearly labeled ‘HAZARDOUS WASTE’, and include the date the drum was moved into the building (accumulation start date).
 - A. At BWI Marshall there are 2 Ninety (90) Day Storage Buildings, one located at Field Maintenance behind the Heavy Equipment Shop and the second is located in the parking lot of the MAC Building.
 - B. At MTN, the Ninety (90) Day Storage Building is located behind the Maintenance Shop.

5.0 CONTACTS

Mark Williams, Environmental Compliance Section Manager – 410-859-7448
Darline Terrell-Tyson, Deputy Director, OES – 410-859-7370

REFERENCES

- COMAR 26.13.01: Hazardous Waste Management System: General
- COMAR 26.13.02: Identification and Listing of Hazardous Waste
- COMAR 26.13.03: Standards Applicable to Generators of Hazardous Waste
- COMAR 26.13.10: Standards for the Management of Specific Hazardous Wastes
- 42 USC 6921 – 6939: Hazardous Waste Management
- 40 CFR 262: Standards Applicable to Generators of Hazardous Waste
- Best Management Practice: Hazardous Materials and Waste
- 40 CFR 265: Container Management Standards for Generators

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APPENDIX Q

MARTIN STATE AIRPORT TENANT DIRECTIVE 502.1

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TENANT DIRECTIVE

MTN: 502.1

Date: April 1, 2004

TITLE: Hazardous Material Spill/Prevention Control

I. References:

- A. International Air Transport Association Dangerous Goods Regulations
- B. 29 Code of Federal Regulations 1910.1200 Hazard Communication
- C. 49 Code of Federal Regulations Parts 100-199 Hazardous Materials
- D. This Directive supersedes MTN Directive 502.1, dated November 1, 1996.

II. Purpose and Applicability:

- A. This Directive establishes procedures for parking of aircraft containing hazardous cargo and establishes tenant/agency responsibilities For remediations and disposal of any spilled or released hazardous cargo and media contaminated by the spill.
- B. This Directive is applicable to all users of Martin State Airport.

III. Definitions:

- A. Hazardous Goods. Dangerous Goods are articles or substances which are capable of posing a significant risk to health, safety or to property when transported by air and which are classified as one or more of nine UN hazard classes and, where applicable, to one of three UN packing groups. The nine classes relate to the type of hazard and the three packing groups relate to the degree of danger within the class, packing group 1 being the greatest danger. The nine classes are explosives; gas; flammable liquid; flammable solids, substances liable to spontaneous combustion, substances which, in contact with water, emit flammable gases; oxidizing substances and organic peroxides; toxic (poisonous) and infectious substance; radioactive material; corrosives; and miscellaneous dangerous goods.

- B. Discharge. Any spilling, leaking, pumping, pouring, emitting, emptying, dumping. Addition of, introduction of any pollutant into waters of the State, or the placing of any pollutant in a location where it is likely to pollute the environment and/or cause a health risk.

IV. Directive Statement:

- A. Loading/unloading of hazardous cargo on/from aircraft at Martin State Airport is to be accomplished only in the area designated by the Manager, Martin State Airport, for this purpose.
- B. The tenant/agency which is responsible for the hazardous cargo involved in a spill is responsible for all cleaning/decontamination activities and for reporting such to the Manager, Martin State Airport.
- C. The Maryland Aviation Administration may provide hazardous material cleanup or removal support, as indicated in the Procedures Section below, on a charge-back basis.

V. Procedures:

- A. Hazardous Cargo.
 - 1. Loading/unloading of hazardous cargo on/from aircraft is only permitted in the area designated on the attached chart (at Attachment 1) as aircraft hazardous cargo parking.
 - 2. To use the aircraft hazardous cargo parking area, prior arrangements must be made with the Manager, Martin State Airport.
- B. Hazardous Material Spills.
 - 1. Tenant/Agency Responsibilities
 - a. All discharge, regardless of size, are to be reported to the Airport Manager or designated representative immediately upon discovery.
 - b. The person/agency responsible for causing the spill shall provide all necessary materials for cleanup of spills. All contaminated soil, absorbents, fuel soaked rags, or other materials used shall be placed in approved metal containers with lids appropriately labeled and stored in a safe location until they can be properly disposed of or destroyed. Contact the Airport Manager for disposal information. Tenant/agency will be responsible for permanent removal of metal containers from airport property within 72 hours.

- c. Any flammable discharge area must have a posted fireguard person with an approved fire extinguisher (30 lb ABC Dry Chemical - minimum acceptable size) during decontamination activities.
- d. If, after discussions with the tenant/agency responsible for the spill, the determination is made by the Airport Manager or his representative that outside assistance must be obtained for removal of spilled materials, the Airport Manager, or his designated representative, shall request assistance from the Department of Environment. Tenant/agency will be charged for the cost of the services of these organizations.
- e. After spill removal/cleanup operations have been completed, the tenant/agency responsible for the occurrence shall, in accordance with the requirements of Reference B, complete a Report of Spill form (at Attachment 2) and send to the Department of the Environment, HSWMA - Emergency Response Program, 2103 Annapolis Road, Baltimore MD 21230.

2. MAA Responsibilities

- a. Airport Manager
 - (1) Will determine in coordination with emergency response personnel what the spilled material is and how the material will be handled.
 - (2) If the toxicity of the spilled material is not known, the Airport Manager will ensure that the area of the spill will be cleared of people until declared safe by the Department of Environment, and/or the MD State Health Department, or a commercial firm.
 - (3) Will maintain a list of the names and telephone numbers of commercial firms specializing in spill cleanup for use per paragraph V.B.1.d below.
 - (4) Will evacuate, or cause to be evacuated, any spill area when it has been determined that a life hazard exists.
 - (5) The Airport Manager will, in accordance with Reference B, make at the time of the spill, the following telephone report to the MD Department of Environment, telephone 866-633-4686 and the Coast Guard, telephone 410-962-5100;
 - 1. Time of spill
 - 2. Location of spill
 - 3. If known, the type and quantity of item spilled

4. Assistance required
5. Name of person reporting the incident
6. Any other pertinent information

b. Facilities Maintenance, MTN

- (1) Will dike and contain flammable material spills, or cause to be diked and contained to the extent possible, all large spills causing or anticipated to cause contamination to storm drains, surface waters, streams, or larger bodies of water when no life hazard exists. NOTE: Liquids that are not biodegradable will not be flushed in such a manner as to contaminate storm drains, surface waters, streams, or larger bodies of water.
- (2) Will assist tenant/agency, if necessary, in locating a safe storage area for contaminated absorbents.
- (3) Will provide sanding trucks and/or pavement scrubber as deemed necessary on a charge-back basis.
- (4) Will provide barricades, etc., to cordon off spill area during cleanup operations, if situation warrants such action.
- (5) Will provide manpower to assist with cleanup effort on a charge-back basis.

c. MTN Aircraft Service Office

- (1) During weekends or off duty hours or when facilities maintenance representatives are not available, aircraft service workers will dike and contain flammable material spills, or cause to be diked and contained to the extent possible, all large spills causing or anticipated to cause contamination to storm drains, surface waters, streams, or larger bodies of water when no life hazard exists. NOTE: Facilities Maintenance MTN will assume these responsibilities upon their arrival on the site of the incident.

C. Charges.

1. MTN Facilities Maintenance Supervisor will be responsible for cleaning/flushing/sanding activities and for forwarding such documentation to the Manager, Martin State Airport who will forward cleanup charge documentation to the Office of Finance and Administration, Maryland Aviation Administration, for appropriate billing of tenant/agency person responsible for causing the spill.

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2. Charges will be assessed and all charges incidental to the activity will be enclosed in billing(s) to the tenant/agency/person responsible for causing the spill.
 - a. \$40.00 per hour, or any fraction thereof, for each Facilities Maintenance vehicle/equipment used to support cleanup activities.
 - b. Actual replacement cost of any sand/absorbents or other materials used to absorb, clean and/or decontaminate the area(s) involved.
 - c. Any and all other costs incidental to the MAA because of such activities.

3. Charges created by use of a commercial organization are the responsibility of the tenant/agency involved. Such billings will normally be directed from the commercial organization directly to the tenant/agency. If, however, the Department of Environment or other regulatory agency is called upon for support because of the inability of the tenant/agency or MAA to handle the situation, part of the billing process may be through the Department of Environment or other regulatory agency.



Jake R. West, Jr., Manager
Martin State Airport

Attachment (2)

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