SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

NEWPORT STATE AIRPORT

1628 Airport Road
Coventry, Vermont 05855

May 6, 2016

Prepared by
Antonia Design LLC
Dunbarton, New Hampshire, 03046

TABLE OF CONTENTS

Part 5: Discharge Response

List of Tables

Appendices

LIST OF ACRONYMS AND ABBREVIATIONS

AST	Aboveground Storage Tank
EPA	U.S. Environmental Protection Agency
VT DEC	Vermont Department of Environmental Conservation
NPDES	National Pollutant Discharge Elimination System
PE	Professional Engineer
POTW	Publicly Owned Treatment Works
SPCC	Spill Prevention, Control, and Countermeasure
STI	Steel Tank Institute
UST	Underground Storage Tank

INTRODUCTION

Purpose

The purpose of this Spill Prevention, Control, and Countermeasure (SPCC) Plan is to describe measures implemented by the NEWPORT STATE AIRPORT to prevent oil discharges from occurring, and to prepare the NEWPORT STATE AIRPORT to respond in a safe, effective, and timely manner to mitigate the impacts of an oil discharge.

This Plan has been prepared to address the requirements of Title 40, *Code of Federal Regulations,* Part 112 (40 CFR part 112).

In addition to fulfilling requirements of 40 CFR part 112, this SPCC Plan shall be used as a reference for oil storage information and testing records, as a tool to communicate practices on preventing and responding to discharges with employees, as a guide to facility inspections, and as a resource during emergency response.

The NEWPORT STATE AIRPORT management has determined that this facility does not pose a risk of substantial harm under 40 CFR part 112, as recorded in the "Substantial Harm Determination" included in Appendix B of this Plan.

This Plan provides guidance on key actions that the NEWPORT STATE AIRPORT must perform to comply with the SPCC rule:

- Complete monthly and annual site inspections as outlined in the Inspections, Tests, and Records section of this Plan (Section 3.7) using the inspection checklists included in Appendix C.
- Perform preventive maintenance of equipment, secondary containment systems, and discharge prevention systems described in this Plan as needed to keep them in proper operating conditions.
- Conduct annual employee training as outlined in the Personnel, Training, and Discharge Prevention Procedures section of this Plan (Section 3.8) and document them on the log included in Appendix E.
- If either of the following occurs, submit the SPCC Plan to the EPA Region 1 Regional Administrator (RA) and the Vermont Department of Environmental Conservation (VT DEC), along with other information as detailed in Section 5.4 of this Plan:
    - The facility discharges more than 1,000 gallons of oil into or upon the navigable waters of the U.S. or adjoining shorelines in a single spill event; or

- The facility discharges oil in quantity greater than 42 gallons in each of two spill events within any 12-month period.

- Review the SPCC Plan at least once every five (5) years and amend it to include more effective prevention and control technology, if such technology will significantly reduce the likelihood of a spill event and has been proven effective in the field at the time of the review. Plan amendments, other than administrative changes discussed above, must be recertified by a Professional Engineer on the certification page in Section 1.2 of this Plan.

- Amend the SPCC Plan within six (6) months whenever where is a change in facility design, construction, operation, or maintenance that materially affects the facility's spill potential. The revised Plan must be recertified by a Professional Engineer (PE).

- Review the Plan on an annual basis. Update the Plan to reflect any "administrative changes" that are applicable, such as personnel changes or revisions to contact information, such as phone numbers. Administrative changes must be documented in the Plan review log of Section 1.4 of this Plan, but do not have to be certified by a PE.

Part 1: Plan Administration

1.1 Management Approval and Designated Person (40 CFR 112.7)

The NEWPORT STATE AIRPORT is committed to preventing discharges of oil to navigable waters and the environment, and to maintaining the highest standards for spill prevention control and countermeasures through the implementation and regular review and amendment to the Plan. This SPCC Plan has the full approval of the NEWPORT STATE AIRPORT management. The NEWPORT STATE AIRPORT shall commit the necessary resources to implement the measures described in this Plan.

The Facility Manager shall be the Designated Person Accountable for Oil Spill Prevention at the facility and shall have the authority to commit the necessary resources to implement this Plan.

Authorized Facility Representative (facility response coordinator): Dan Gauvin

Signature:

Title: Manager

Date:

1.2 Professional Engineer Certification (40 CFR 112.3(d))

The undersigned Registered Professional Engineer is familiar with the requirements of Part 112 of Title 40 of the *Code of Federal Regulations* (40 CFR part 112) and has visited and examined The NEWPORT STATE AIRPORT The undersigned Registered Professional Engineer attests that this Spill Prevention, Control, and Countermeasure Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards and the requirements of 40 CFR part 112; that procedures for required inspections and testing have been established; and that this Plan is adequate for the facility. [40 CFR 112.3(d)]
This certification in no way relieves the owner or operator of the facility of his/her duty to prepare and fully implement this SPCC Plan in accordance with the requirements of 40 CFR part 112. This Plan is valid only to the extent that the facility owner or operator maintains, tests, and inspects equipment, containment, and other devices as prescribed in this Plan.

Signature

Mark R. Antonia
Name

Antonia Design LLC
Company

9170, New Hampshire
Professional Engineer License Number

Manager
Title

May 6, 2016
Date

1.3 Location of SPCC Plan (40 CFR 112.3(e))

In accordance with 40 CFR 112.3(e), a complete copy of this SPCC Plan must be maintained at the NEWPORT STATE AIRPORT in the office. The office is attended whenever the facility is operating, **10 hours a day (6:00 am to 4:00 pm), during week days**.

1.4 Plan Review (40 CFR 112.3 and 112.5)

1.4.1 Changes in Facility Configuration

In accordance with 40 CFR 112.5(a), the NEWPORT STATE AIRPORT shall periodically review and evaluate this SPCC Plan for any change in the facility design, construction, operation, or maintenance that materially affects the facility's potential for an oil discharge, including, but not limited to:

- commissioning of containers;
- reconstruction, replacement, or installation of piping systems;
- construction or demolition that might alter secondary containment structures; or
- changes of product or service, revisions to standard operation, modification of testing/inspection procedures, and use of new or modified industry standards or maintenance procedures.

Amendments to the Plan made to address changes of this nature are referred to as technical amendments, and must be certified by a PE. Non-technical amendments can be done (and must be documented in this section) by the facility owner and/or operator. Non-technical amendments include the following:

- change in the name or contact information (i.e., telephone numbers) of individuals responsible for the implementation of this Plan; or
- change in the name or contact information of spill response or cleanup contractors.

The NEWPORT STATE AIRPORT shall make the needed revisions to the SPCC Plan as soon as possible, but no later than six months after the change occurs. The Plan must be implemented as soon as possible following any technical amendment, but *no later than six months* from the date of the amendment. The Facility Manager shall be responsible for initiating and coordinating revisions to the SPCC Plan.

1.4.2 Scheduled Plan Reviews

In accordance with 40 CFR 112.5(b), the NEWPORT STATE AIRPORT must review this SPCC Plan at least once every five years. Revisions to the Plan, if needed, shall be made within six months of the five-year review. A registered Professional Engineer must certify any technical amendment to the Plan, as described above, in accordance with 40 CFR 112.3(d). This Plan is dated May 6, 2016. The next plan review is therefore scheduled to take place on or prior to May 6, 2021.

1.4.3 Record of Plan Reviews

Scheduled reviews and Plan amendments shall be recorded in the Plan Review Log (Table 1-1). This log must be completed even if no amendment is made to the Plan as a result of the review. Unless a technical or administrative change prompts an earlier review of the Plan, the next scheduled review of this Plan shall occur by May 6, 2021.

1.5 Facilities, Procedures, Methods, or Equipment Not Yet Fully Operational (40 CFR 112.7)

Spill kits as prescribed within this plan shall be provided as recommended.

The stone drainage strip between tank pad and refueling apron shall be sealed with an impermeable material such as reinforced concrete or asphalt.

1.6 Cross-Reference with SPCC Provisions (40 CFR 112.7)

This SPCC Plan does not follow the exact order presented in 40 CFR part 112. Section headings identify, where appropriate, the relevant section(s) of the SPCC rule. Table 1-2 presents a cross-reference of Plan sections relative to applicable parts of 40 CFR part 112.

Table 1-1: Plan Review Log

By	Date	Activity	PE certification required?	Comments

* Previous PE certifications of this Plan are summarized below.

Date	Scope	PE Name	Licensing State and Registration No.
5/6/2016	Initial SPCC Plan	Mark R. Antonia	NH, 9170

Table 1-2: SPCC Cross-Reference

Provision	Plan Section	Page
112.3(d)	Professional Engineer Certification	4
112.3(e)	Location of SPCC Plan	5
112.5	Plan Review	5 Table 1-1
112.7	Management Approval and Designated Person	3
112.7	Cross-Reference with SPCC Provisions	Table 1-2
112.7(a)(3)	Part 2: General Facility Information Appendix A: Site Locus and Site Diagram	9 Appendix A
112.7(a)(4)	5.4 Discharge Notification	25 Appendix I Appendix K
112.7(a)(5)	Part 5: Discharge Response	23
112.7(b)	3.4 Potential Discharge Volumes and Direction of Flow	11
112.7(c)	3.5 Containment and Diversionary Structures	12
112.7(d)	3.6 Practicability of Secondary Containment	13
112.7(e)	3.7 Inspections, Tests, and Records	13
	Substantial Harm Determination	Appendix B
112.7(f)	3.8 Personnel, Training and Discharge Prevention Procedures	15
112.7(g)	3.9 Security	15
112.7(h)	3.10 Tank Truck Unloading Requirements	16
112.7(i)	3.11 Brittle Fracture Evaluation	17
112.7(j)	3.12 Conformance with State and Local Applicable Requirements	18
112.8(b)	4.1 Facility Drainage	19
112.8(c)(1)	4.2.1 Construction	19
112.8(c)(2)	4.2.2 Secondary Containment	19
112.8(c)(3)	4.2.3 Drainage of Diked Areas	20
	Record of Containment Dike Drainage	Appendix D
112.8(c)(4)	4.2.4 Corrosion Protection	20
112.8(c)(5)	4.2.5 Partially Buried and Bunkered Storage Tanks	20
112.8(c)(6)	4.2.6 Inspections and Tests	20
	Facility Inspection Checklists	Appendix C
112.8(c)(7)	4.2.7 Heating Coils	21

Provision	Plan Section	Page
112.8(c)(8)	4.2.8 Overfill Prevention Systems	21
112.8(c)(9)	4.2.9 Effluent Treatment Facilities	22
112.8(c)(10)	4.2.10 Visible Discharges	22
112.8(c)(11)	4.2.11 Mobile and Portable Containers	22
112.8(d)	4.3 Transfer Operations, Pumping and In-Plant Processes	22
112.20(e)	Substantial Harm Determination	Appendix B

* Only selected excerpts of relevant rule text are provided. For a complete list of SPCC requirements, refer to the full text of 40 CFR part 112.

Part 2: General Facility Information

Name:	NEWPORT STATE AIRPORT
Address:	1628 Airport Road Coventry, VT 05855 (802) 334-5501
Type:	Onshore Facility
Date of Initial Operations:	May 6, 2016
Owner/Operator:	NEWPORT STATE AIRPORT 1628 Airport Road Coventry, VT 05855
Primary contact:	Dan Gauvin, Facility Manager Work: (802) 334-5501 Cell (24 hours): (802) 334-5501

2.1 Facility Description (40 CFR 112.7(a)(3))

2.1.1 Location and Activities

The NEWPORT STATE AIRPORT is a public airport owned by the State of Vermont Agency of Transportation and serves as a base for recreational and business air transportation services.

The NEWPORT STATE AIRPORT is located in a rural agricultural area. The facilities address is 1628 Airport Road in Coventry, Vermont. The site is comprised of approximately 560 acres of land and is bordered by agricultural farm land and residences to the south and east, undeveloped forest land to the west and a commercial landfill to the north of the facility.

The NEWPORT STATE AIRPORT dispenses jet fuel and aviation gasoline at its facility to aircraft.

The NEWPORT STATE AIRPORT receives the jet fuel and aviation gasoline by common carrier via tank trucks. The products are stored in one (1) 12,000-gallon jet fuel aboveground storage tank (AST) and one (1) 12,000-gallon aviation gasoline AST. These two tanks are located southwest of the airport terminal building.

Hours of operation are 10 hours per day, during week days. Personnel at the facility include a facility manager and 1 workers.

The Site Locus and Site Diagram included in Appendix A of this Plan show the location and layout of the facility. The Site Diagram (Figure A-2) shows the location of oil containers, buildings, unloading and dispensing areas, and critical spill control structures.

2.1.2 Oil Storage

Oil storage at the facility consists of two (2) fixed AST's.

The capacities of oil containers present at the facility are listed below and are also indicated on the Site Diagram in Figure A-2. All containers with capacity of 55-gallons or more are included.

Table 2-1: Oil Containers

ID	Storage capacity	Content	Description
Fixed Storage			
1	12,000 gallons	Jet Fuel	Aboveground horizontal tank
2	12,000 gallons	Aviation Gas	Aboveground horizontal tank
Total Oil Storage:	**24,000 gallons**		

Other containers: 3 Mobile Refuelers (1-3,000-gal. jet fuel, 1-1,000-gal. and 1-750-gal. aviation gas)

2.2 Evaluation of Discharge Potential

2.2.1 Distance to Navigable Waters and Adjoining Shorelines and Flow Paths

The facility is located on level terrain with less than a 1/2% slope southeast across the refueling apron. The majority of the ground surface at the facility is unpaved. The oil tanks are located southeast of the refueling apron in the middle of the aprons grade change. The area of facility is comprised mostly of level aircraft runways and the site drainage in the vicinity of the oil tanks flows in a southeasterly direction both across the refueling apron and the unpaved area southeast of the tanks. There are storm drain catch basins located within the refueling apron at the facility. This drainage system consisting of overland flow and the storm drains discharge storm water to a drainage swale located southeast of the refueling apron. The drainage swale is oriented in a northeast direction and discharges storm water to a lower wet area northeast of the tanks and adjacent to Airport Road. The refueling apron, it's catch basins and the drainage swale are the areas where a discharge may be retained, collected and removed. The wet area drains below Airport Road and travels approximately 1 mile easterly along a unnamed brook to a wetland area. An unnamed brook travels north through the wetland approximately 1.6 miles to South Bay of Lake Memphremagog. Spill trajectories are indicated on the site diagram.

2.2.2 Discharge History

Table 2-1 is meant to summarize the facility's discharge history. The facility has had no discharges.

Table 2-2: Oil Discharge History

Description of Discharge	Corrective Actions Taken	Plan for Preventing Recurrence

PART 3: Discharge Prevention - General SPCC Provisions

The following measures shall be implemented to prevent oil discharges during the handling, use, or transfer of oil products at the facility. Oil-handling employees must receive training in the proper implementation of these measures.

3.1 Compliance with Applicable Requirements (40 CFR 112.7(a)(2))

This plan meets the applicable requirements of 40 CFR 112.7(a)(2).

3.2 Facility Layout Diagram (40 CFR 112.7(a)(3))

Figure A-1 in Appendix A shows the general location of the facility on a U.S. Geological Survey topographic map. Figure A-2 in Appendix A presents a layout of the facility with the location of the storage tanks, connected piping and, the refueling apron. The diagram also shows the direction of surface water runoff. As required under 40 CFR 112.7(a)(3), the site diagram also indicates the contents of the ASTs.

3.3 Spill Reporting (40 CFR 112.7(a)(4))

The discharge notification form included in Appendix I shall be completed upon immediate detection of a discharge and prior to reporting a spill to the proper notification contacts.

3.4 Potential Discharge Volumes and Direction of Flow (40 CFR 112.7(b))

Table 3-1 presents expected volume, discharge rate, general direction of flow in the event of equipment failure, and means of secondary containment for different parts of the facility where oil is stored, used, or handled.

Table 3-1: Potential Discharge Volumes and Direction of Flow

Potential Event	Maximum volume released (gallons)	Maximum discharge rate	Direction of Flow	Secondary Containment
Storage Area				
Failure of aboveground tank (collapse or puncture below product level)	12,000	Gradual to instantaneous	N/A	Double wall tank
Tank overfill	5	60 gal/min	Southeast	Spill container
Unloading/Dispensing Area				
Tank truck leak or failure	8,000	Gradual to instantaneous	Southeast	Use spill response equipment/emergency response services
Hose leak during truck unloading	60	60 gal/min	Southeast	Use spill response equipment/wood chips
Dispenser hose/connections leak	20	20 gal/min	Southeast	Use spill response equipment

3.5 Containment and Diversionary Structures (40 CFR 112.7(c))

Methods of secondary containment at this facility include a combination of structures (e.g., double-wall tanks, spill containers, and drainage systems (e.g., overland surface run-off and catch basins), and land-based spill response (e.g., adsorbents) to prevent oil from reaching navigable waters and adjoining shorelines:

- For bulk storage containers (refer to Section 4.2.2 of this Plan):
- **Double-wall tank.** The two tanks consists of double-wall construction to contain 100 percent of the inner shell capacity.
- For unloading area (refer to Section 3.10 of this Plan):
- For the dispensing area and other parts of the facility where a discharge could occur (refer to Section 4.3 of this Plan):
- **Spill container.** The fill ports for the tanks are equipped with spill containers (minimum 15 gallon capacity) to contain small leaks from the piping/hose connection.
- **Sorbent material.** Sorbent material, booms, and other portable barriers must be available for rapid deployment should an oil spill occur. Spill cleanup kits that include absorbent material, booms, and other portable barriers should be located adjacent to the tanks and refueling apron, as shown on the Site Diagram in Appendix A, to allow for quick deployment in the event of a discharge during unloading activities, dispensing activities or any other accidental discharge outside the containment areas, such as from tank vehicles

entering/leaving the facility. The recommended discharge response equipment inventory for the facility is listed in Appendix J of this Plan. The inventory shall be checked monthly to ensure that used material is replenished.

3.6 Practicability of Secondary Containment (40 CFR 112.7(d))

The NEWPORT STATE AIRPORT management has determined that secondary containment is practicable at this facility.

3.7 Inspections, Tests, and Records (40 CFR 112.7(e))

As required by the SPCC rule, the NEWPORT STATE AIRPORT must perform the inspections, tests, and evaluations listed in the following table. Table 3-2 summarizes the various types of inspections and tests to be performed at the facility. The inspections and tests are described later in this section, and in the respective sections that describe different parts of the facility (e.g., Section 4.2.6 for bulk storage containers).

Table 3-2: Inspection and Testing Program

Facility Component	Action	Frequency/Circumstances
Aboveground containers	Test container integrity. Combine visual inspection with another testing technique (non-destructive shell testing). Inspect outside of container for signs of deterioration and discharges.	Following a regular schedule (monthly, annual, and during scheduled inspections) and whenever material repairs are made.
Container supports and foundation	Inspect container's supports and foundations.	Following a regular schedule (monthly, annual, and during scheduled inspections) and whenever material repairs are made.
Liquid level sensing devices (overfill)	Test for proper operation.	Monthly
Diked/Bermed areas	Inspect for signs of deterioration, discharges, or accumulation of oil inside bermed area.	Monthly
	Visually inspect content for presence of oil.	Prior to draining
All aboveground valves, piping, and appurtenances	Assess general condition of items, such as flange joints, expansion joints, valve glands and bodies, catch pans, pipeline supports, locking of valves, and metal surfaces.	Monthly

3.7.1 Daily Inspection

A NEWPORT STATE AIRPORT employee shall perform a complete walk-through of the facility each day. This daily visual inspection involves: (1) looking for tank/piping damage or leakage and oil stained areas on the refueling apron or discolored soils adjacent to the apron.

3.7.2 Monthly Inspection

The checklist provided in Appendix C must be used for monthly inspections by NEWPORT STATE AIRPORT personnel. The monthly inspections cover the following key elements:

- Observing the exterior of aboveground storage tanks, pipes, and other equipment for signs of deterioration, leaks, corrosion, and thinning.
- Observing tank foundations and supports for signs of instability or excessive settlement.
- Observing the tank fill and discharge pipes for signs of poor connection that could cause a discharge, and tank vent for obstructions and proper operation.
- Verifying the proper functioning of overfill prevention systems.
- Checking the inventory of discharge response equipment and restocking as needed.

All problems regarding tanks, piping, containment, or response equipment shall immediately be reported to the Facility Manager. Visible oil leaks from tank walls, piping, or other components must be repaired as soon as possible to prevent a larger spill or a discharge to navigable waters or adjoining shorelines. Pooled oil shall be removed immediately upon discovery.

Written monthly inspection records must be signed by the Facility Manager and maintained with this SPCC Plan for a period of three years.

3.7.3 Annual Inspection

Facility personnel shall perform a more thorough inspection of facility equipment on an annual basis. This annual inspection complements the monthly inspection described above and must be performed in June of each year using the checklist provided in Appendix C of this Plan.

The annual inspection shall preferably be performed after a large storm/precipitation event in order to verify the imperviousness and/or proper functioning of containment areas.

Written annual inspection records must be signed by the Facility Manager and maintained with this SPCC Plan for a period of three years.

3.7.4 Periodic Integrity Testing

In addition to the above monthly and annual inspections by facility personnel, The AST's shall be periodically evaluated by an outside certified tank inspector following the Steel Tank Institute (STI) *Standard for the Inspection of Aboveground Storage Tanks*, SP-001, 2005 version, as described in Section 4.2.6 of this Plan.

3.8 Personnel, Training, and Discharge Prevention Procedures (40 CFR 112.7(f))

The Facility Manager must be the facility designee and shall be responsible for oil discharge prevention, control, and response preparedness activities at this facility.

The NEWPORT STATE AIRPORT management shall instruct oil-handling facility personnel in the operation and maintenance of oil pollution prevention equipment, discharge procedure protocols, applicable pollution control laws, rules and regulations, general facility operations, and the content of this SPCC Plan. Any new facility personnel with oil-handling responsibilities must be provided with this same training prior to being involved in any oil operation.

Annual discharge prevention briefings shall be held by the Facility Manager for all facility personnel involved in oil operations. The briefings must be aimed at ensuring continued understanding and adherence to the discharge prevention procedures presented in the SPCC Plan. The briefings shall also highlight and describe known discharge events or failures, malfunctioning components, and recently implemented precautionary measures and best practices. Facility operators and other personnel must have the opportunity during the briefings to share recommendations concerning health, safety, and environmental issues encountered during facility operations.

A simulation of an on-site discharge should be conducted, and future training exercises shall be periodically held to prepare for possible discharge responses.

Records of the briefings and discharge prevention training must be kept on the form shown in Appendix E and maintained with this SPCC Plan for a period of three years.

3.9 Security (40 CFR 112.7(g))

The entire facility is secured with chain link fencing. Entrance gates to the facility and refueling area shall be locked when the facility/tanks are unattended. Security lighting is provided at the tanks for tank filling and refueling activities and to allow for the discovery of discharges and to deter acts of vandalism.

The fill ports/spill containers for the tanks must be locked closed at all times to prevent unauthorized opening.

Keys for all locks shall be kept in the Facility Managers office.

3.10 Tank Truck Unloading Requirements (40 CFR 112.7(h))

The potential for discharges during tank truck unloading operations is of particular concern at this facility. The NEWPORT STATE AIRPORT management is committed to ensuring the safe transfer of oil to the storage tanks. The following measures must be implemented to prevent oil discharges during tank truck unloading operations.

3.10.1 Secondary Containment (40 CFR 112.7(h)(1))

The facility has an unloading area (where product is unloaded from large capacity tanker trucks to the oil storage tanks) located adjacent to the tanks on the refueling apron.

The unloading area is used by outside suppliers making deliveries to the tanks referenced above.

The unloading area is comprised of a paved area that slopes gently southeast (as shown on the site diagram). Any releases in this area shall be contained and collected using spill response equipment.

3.10.2 Unloading Procedures (40 CFR 112.7(h)(2) and (3))

All suppliers must meet the minimum requirements and regulations for tank truck unloading established by the U.S. Department of Transportation. The NEWPORT STATE AIRPORT shall ensure that the vendor understands the site layout, knows the protocol for entering the facility and unloading product, and has the necessary equipment to respond to a discharge from the vehicle or fuel delivery hose.

The Facility Manager or his/her designee must supervise oil deliveries for all new suppliers, and periodically observes deliveries for existing, approved suppliers.

All unloading of tank vehicles shall take place only in the designated unloading area on the refueling apron.

Table 3-3: Fuel Transfer Procedures

Stage	Tasks
Prior to unloading	• Visually check all hoses for leaks and wet spots. • Verify that sufficient volume (ullage) is available in the storage tank. • Secure the tank vehicle with wheel chocks and interlocks. • Ensure that the vehicle's parking brakes are set. • Verify proper alignment of valves and proper functioning of the pumping system. • Establish adequate bonding/grounding prior to connecting to the fuel transfer point. • Turn off cell phone.
During unloading	• Driver must stay with the vehicle at all times during unloading activities. • Periodically inspect all systems, hoses and connections. • When making a connection, shut off the vehicle engine. • Monitor the liquid level in the receiving tank to prevent overflow. • Monitor flow meters to determine rate of flow. • When topping off the tank, reduce flow rate to prevent overflow.
After unloading	• Make sure the transfer operation is completed. • Close all tank and loading valves before disconnecting. • Securely close all vehicle internal, external valves before disconnecting. • Secure all hatches. • Disconnect grounding/bonding wires. • Make sure the hoses are drained to remove the remaining oil before moving them away from the connection. Use a drip pan. • Cap the end of the hose and other connecting devices before moving them to prevent uncontrolled leakage. • Remove wheel chocks and interlocks. • Inspect the drain and all outlets on tank truck prior to departure. If necessary, tighten, adjust, or replace caps, valves, or other equipment to prevent oil leaking while in transit.

3.11 Brittle Fracture Evaluation (40 CFR 112.7(i))

This section is not applicable since there are no field-constructed tanks at the facility.

3.12 Conformance with State and Local Applicable Requirements (40 CFR 112.7(j))

All storage tanks at this facility must be registered with the state of Vermont Department of Environmental Conservation (VT DEC). Both tanks at the facility shall be registered.

All storage tanks at this facility shall meet all applicable fire code requirements for the State of Vermont

Storm water runoff must be retained on site as long as possible to lessen oil being discharged from the facility. Storm water runoff is eventually discharged to tributaries of Lake Memphremagog. Spill trajectories are indicated on the site diagram. Several storm drain catch basins are located within the refueling apron. These inlets discharge southeast of the refueling apron to a drainage swale that travels to a wet area at the lower section of the property. These areas shall be utilized to aid in the retention, collection and disposal of any oil releases.

PART 4: Discharge Prevention – SPCC Provisions for Onshore Facilities (Excluding Production Facilities)

4.1 Facility Drainage (40 CFR 112.8(b))

Any potential discharge from the ASTs shall be restrained by secondary containment structures (Double-wall AST, drainage structures and adsorbents). Discharges occurring during unloading and dispensing operations must be contained with adsorbents.

Discharges at the tanks and refueling area will flow southeast by gravity to the drainage swale and then on to a wet area. The refueling apron, storm drains, drainage swale and wet area are locations where oil spills may be retained with adsorbents or barriers until the product may be collected and removed.

4.2 Bulk Storage Containers (40 CFR 112.8(c))

Table 4-1 summarizes the construction, volume, and content of bulk storage containers at the NEWPORT STATE AIRPORT

Table 4-1: List of Oil Containers

Tank	Location	Type (Construction Standard)	Capacity (gallons)	Content	Discharge Prevention & Containment
#1	Area 1	AST horizontal (UL142)	12,000	Jet Fuel	Double-wall AST
#2	Area 1	AST horizontal (UL 142)	12,000	Aviation Gas	Double-wall AST

4.2.1 Construction (40 CFR 112.8 (c)(1))

The double-wall fuel tanks are constructed of steel, in accordance with industry specifications as described above. The design and construction of all bulk storage containers shall be compatible with the characteristics of the oil product they contain, and with temperature and pressure conditions.

4.2.2 Secondary Containment (40 CFR 112.8(c)(2))

The AST's are provided with double-wall construction to contain the entire contents of the tank. The surface of the ASTs shall be visually inspected during the monthly facility inspection to detect any cracks, signs of corrosion, or other structural damage. Any damage must be promptly corrected to prevent oil leaking onto the ground at the facility and overland migration to tributaries of Lake Memphremagog.

4.2.3 Drainage of Diked Areas (40 CFR 112.8(c)(3))

This section is not applicable since there are no diked areas exposed to precipitation requiring drainage.

4.2.4 Corrosion Protection (40 CFR 112.8(c)(4))

This section is not applicable since there are no buried metallic tanks, piping or equipment needing cathodic protection subject to the requirements of 40 CFR part 112

4.2.5 Partially Buried and Bunkered Storage Tanks (40 CFR 112.8(c)(5))

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

4.2.6 Inspections and Tests (40 CFR 112.8(c)(6))

Visual inspections of ASTs by facility personnel must be performed according to the procedure described in this SPCC Plan. Leaks from tank seams, gaskets, rivets, and bolts shall be promptly corrected. Records of inspections and tests must be signed by the inspector and kept at the facility for at least three years.

The scope and schedule of certified inspections and tests performed on the facility's ASTs are specified in STI Standard SP-001. The external inspection includes ultrasonic testing of the shell, as specified in the standard, or if recommended by the certified tank inspector to assess the integrity of the tank for continued oil storage.

Records of certified tank inspections shall be kept at the facility for at least three years. Shell test comparison records must be retained for the life of the tanks.

Table 4-2 summarizes inspections and tests performed on bulk storage containers ("EE" indicates that an environmentally equivalent measure is implemented in place of the inspection/test, as discussed in Section 3.7 of this Plan).

Table 4-2: Scope and Frequency of Bulk Storage Containers Inspections and Tests

Inspection/Test	Tank ID #1	#2
Visual inspection by facility personnel (as per checklist of Appendix C)	M A	M A
External inspection by certified inspector (as per STI Standard SP-001)	2026	2026
Internal inspection by certified inspector (as per STI Standard SP-001)	†	†
Tank tightness test meeting requirements of 40 CFR 280	2026	2026

Legend: M: Monthly
A: Annual
EE: Inspection not required given use of environmentally equivalent measure (refer to Section 3.1 of this Plan).
* Or earlier, as recommended by the certified inspector based on findings from an external inspection.
† Internal inspection may be recommended by the certified inspector based on findings from the external inspection.

The frequency above is based on implementation of a scheduled inspection/testing program. To initiate the program, ASTs must be inspected by the following dates:

- Tanks #1 and #2: external inspection to be performed by May 6, 2026

4.2.7 Heating Coils (40 CFR 112.8(c)(7))

This section is not applicable since there are no heating coils at this facility.

4.2.8 Overfill Prevention Systems (40 CFR 112.8(c)(8))

The ASTs are provided with direct-reading level gauges. Additionally, the ASTs are provided with high-level alarms set at 90 percent of the rated capacity of each tank.

Oil delivery operators shall be present throughout the filling operations to monitor the product level in the tanks.

4.2.9 Effluent Treatment Facilities (40 CFR 112.8(c)(9))

The facility's refueling area and equipment shall be observed and records maintained (at least once per month) to detect possible upsets that could lead to a discharge.

4.2.10 Visible Discharges (40 CFR 112.8(c)(10))

Visible discharges from any container or appurtenance – including seams, gaskets, piping, pumps, valves, rivets, and bolts – must be quickly corrected upon discovery.

Oil spills shall be promptly removed from the refueling apron and disposed of according to the waste disposal method described in Part 5 of this Plan.

4.2.11 Mobile and Portable Containers (40 CFR 112.8(c)(11))

The facility has three mobile refueler tank trucks as described in section 2.1.2 above used for refueling aircraft at the facility. These mobile refuelers shall be stored with as minimal amount of aircraft fuel as possible when the facility is unattended. In December 2006 the EPA amended the SPCC rule to streamline some of the requirements for facilities with smaller oil storage capacity and specific types of equipment. This includes requirements for sized secondary containment for mobile refuelers.

4.3 Transfer Operations, Pumping, and In-Plant Processes (40 CFR 112.8(d))

Transfer operations at this facility include:

- The transfer of oil from tanker trucks at the unloading area on the refueling apron to the fuel tanks.
- The refueling of aircraft from the dispensers at the refueling area.

The transfer of oil from delivery tankers to the tanks must be performed on the refueling apron adjacent to the tanks.

Lines that are not in service or are on standby for an extended period of time shall be capped or blank-flanged and marked as to their origin.

All aboveground piping and valves must be examined monthly to assess their condition. Inspection includes aboveground valves, piping, appurtenances, expansion joints, valve glands and bodies, catch pans, pipeline supports, locking of valves, and metal surfaces. Observations shall be noted on the monthly inspection checklist provided in this Plan.

Part 5: Discharge Response

This section describes the response and cleanup procedures in the event of an oil discharge. The uncontrolled discharge of oil to groundwater, surface water, or soil is prohibited by State and Federal laws. Immediate action must be taken to control, contain, and recover discharged oil products.

In general, the following steps are taken:

- Eliminate potential spark sources;
- If possible and safe to do so, identify and shut down source of the discharge to stop the flow;
- Contain the discharge with sorbents, berms, fences, trenches, sandbags, or other material;
- Contact the Facility Manager or his/her alternate;
- Contact regulatory authorities and the response organization; and
- Collect and dispose of recovered products according to regulation.

For the purpose of establishing appropriate response procedures, this SPCC Plan classifies discharges as either "minor" or "major," depending on the volume and characteristics of the material released.

A list of Emergency Contacts is provided in Appendix H. The list shall also be posted at prominent locations throughout the facility. A list of discharge response equipment kept at the facility is included in Appendix J.

5.1 Response to a Minor Discharge

A "minor" discharge is defined as one that poses no significant harm (or threat) to human health and safety or to the environment. Minor discharges are generally those where:

- The quantity of product discharged is small (e.g., may involve less than 10 gallons of oil);
- Discharged material is easily stopped and controlled at the time of the discharge;
- Discharge is localized near the source;
- Discharged material is not likely to reach water;
- There is little risk to human health or safety; and
- There is little risk of fire or explosion.

Minor discharges can usually be cleaned up by NEWPORT STATE AIRPORT personnel. The following guidelines apply:

- Immediately notify the Facility Manager.
- Under the direction of the Facility Manager, contain the discharge with discharge response materials and equipment. Place discharge debris in properly labeled waste containers.
- The Facility Manager will complete the discharge notification form (Appendix I) and attach a copy to this SPCC Plan.
- If the discharge involves more than 10 gallons of oil, the Facility Manager will call the VT DEC (802-828-1138).

5.2 Response to a Major Discharge

A "major" discharge is defined as one that cannot be safely controlled or cleaned up by facility personnel, such as when:

- The discharge is large enough to spread beyond the immediate discharge area;
- The discharged material enters water;
- The discharge requires special equipment or training to clean up;
- The discharged material poses a hazard to human health or safety; or
- There is a danger of fire or explosion.

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

- All workers must immediately evacuate the discharge site via the designated exit routes and move to the designated staging areas at a safe distance from the discharge. Exit routes are included on the site diagram and posted by the tanks, and in the administrative office of the airport terminal.
- If the Facility Manager is not present at the facility, the senior on-site person shall notify the Facility Manager of the discharge and must have the authority to initiate notification and response. Certain notifications are dependent on the circumstances and type of discharge. For example, if oil reaches a sanitary sewer, the publicly owned treatment works (POTW) shall be notified immediately. A discharge that threatens tributaries of and Lake Memphremagog may require immediate notification to downstream users such as the POTW and downstream drinking water users.
- The Facility Manager (or senior on-site person) must call for medical assistance if workers are injured.
- The Facility Manager (or senior on-site person) shall notify the Fire Department or Police Department.
- The Facility Manager (or senior on-site person) must call the spill response and cleanup contractors listed in the Emergency Contacts list in Appendix H.
- The Facility Manager (or senior on-site person) shall immediately contact the VT DEC (802-828-1138) and the National Response Center (800-424-8802).

- The Facility Manager (or senior on-site person) must record the call on the discharge notification form in Appendix I and attach a copy to this SPCC Plan.
- The Facility Manager (or senior on-site person) shall coordinate cleanup and obtain assistance from a cleanup contractor or other response organization as necessary.

If the Facility Manager is not available at the time of the discharge, then the next highest person in seniority must assume responsibility for coordinating response activities.

5.3 Waste Disposal

Wastes resulting from a minor discharge response shall be containerized in impervious bags, drums, or buckets. The facility manager must characterize the waste for proper disposal and ensure that it is removed from the facility by a licensed waste hauler within two weeks.

Wastes resulting from a major discharge response shall be removed and disposed of by a cleanup contractor.

5.4 Discharge Notification

Any size discharge (i.e., one that creates a sheen, emulsion, or sludge) that affects or threatens to affect navigable waters or adjoining shorelines must be reported immediately to the National Response Center (800-424-8802). The Center is staffed 24 hours a day.

A summary sheet is included in Appendix I to facilitate reporting. The person reporting the discharge shall provide the following information:

- Name, location, organization, and telephone number
- Name and address of the party responsible for the incident
- Date and time of the incident
- Location of the incident
- Source and cause of the release or discharge
- Types of material(s) released or discharged
- Quantity of materials released or discharged
- Danger or threat posed by the release or discharge
- Number and types of injuries (if any)
- Media affected or threatened by the discharge (i.e., water, land, air)
- Weather conditions at the incident location
- Any other information that may help emergency personnel respond to the incident

Emergency contact information for reporting a discharge to the appropriate authorities is listed in Appendix H and must also be posted in prominent locations throughout the facility (e.g., tanks and administrative office of the airport terminal).

In addition to the above reporting, 40 CFR 112.4 requires that information be submitted to the United States Environmental Protection Agency (EPA) Regional Administrator and the appropriate state agency in charge of oil pollution control activities (see contact information in Appendix H) whenever the facility discharges (as defined in 40 CFR 112.1(b)) *more than 1,000 gallons of oil in a single event,* or discharges (as defined in 40 CFR 112.1(b)) *more than 42 gallons of oil in each of two discharge incidents within a 12-month period.* The following information shall be submitted to the EPA Regional Administrator and to VTDES within 60 days:

- Name of the facility;
- Name of the owner/operator;
- Location of the facility;
- Maximum storage or handling capacity and normal daily throughput;
- Corrective action and countermeasures taken, including a description of equipment repairs and replacements;
- Description of facility, including maps, flow diagrams, and topographical maps;
- Cause of the discharge(s) to navigable waters and adjoining shorelines, including a failure analysis of the system and subsystem in which the failure occurred;
- Additional preventive measures taken or contemplated to minimize possibility of recurrence; and
- Other pertinent information requested by the Regional Administrator.

A standard report for submitting the information to the EPA Regional Administrator and to VT DEC is included in Appendix K of this Plan.

5.5 Cleanup Contractors and Equipment Suppliers

Emergency contact information for specialized spill response and cleanup contractors are provided in Appendix H. These contractors have the necessary equipment to respond to a discharge of oil that affects tributaries of and Lake Memphremagog, including floating booms and oil skimmers.

A spill kit should be located at the tanks. The inventory of discharge response equipment is provided in Appendix J of this Plan. The inventory shall be verified on a monthly basis. Additional supplies and equipment may be ordered from the following sources:

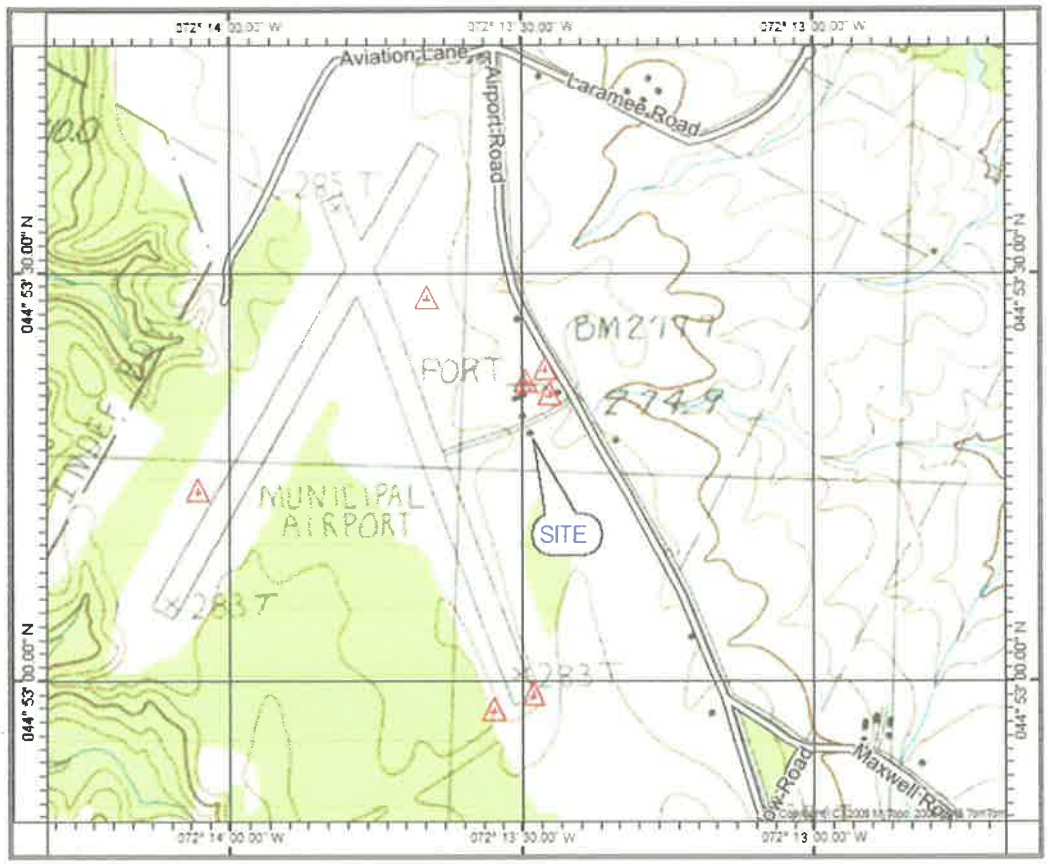
Cyn Environmental Services	(800) 242-5818
Enpro	(800) 966-1102

Appendix A

Site Locus and Site Diagram

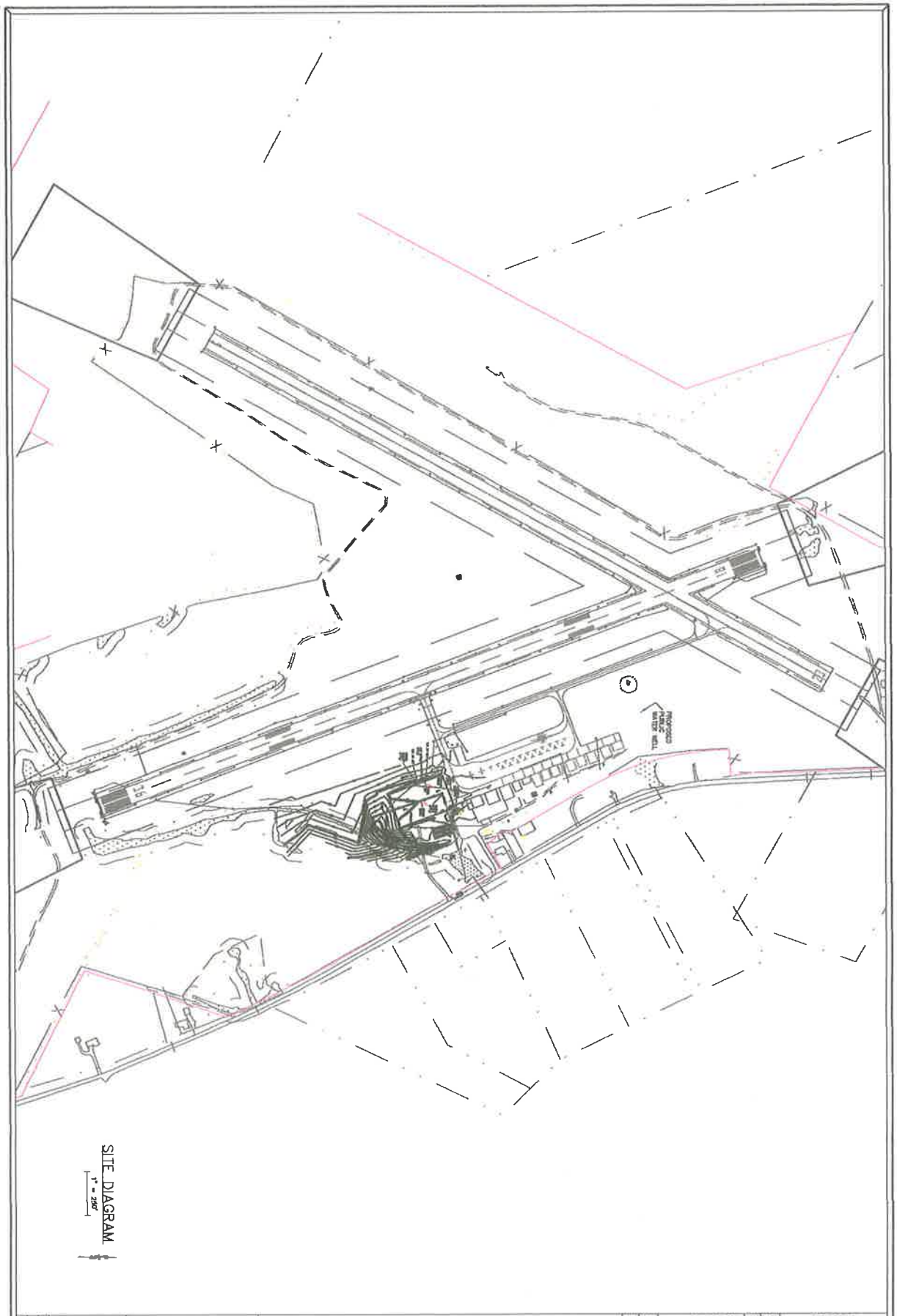
Site Locus

SITE LOCUS



NEWPORT STATE AIRPORT

1628 Airport Road
Coventry, Vermont 05855



SITE DIAGRAM

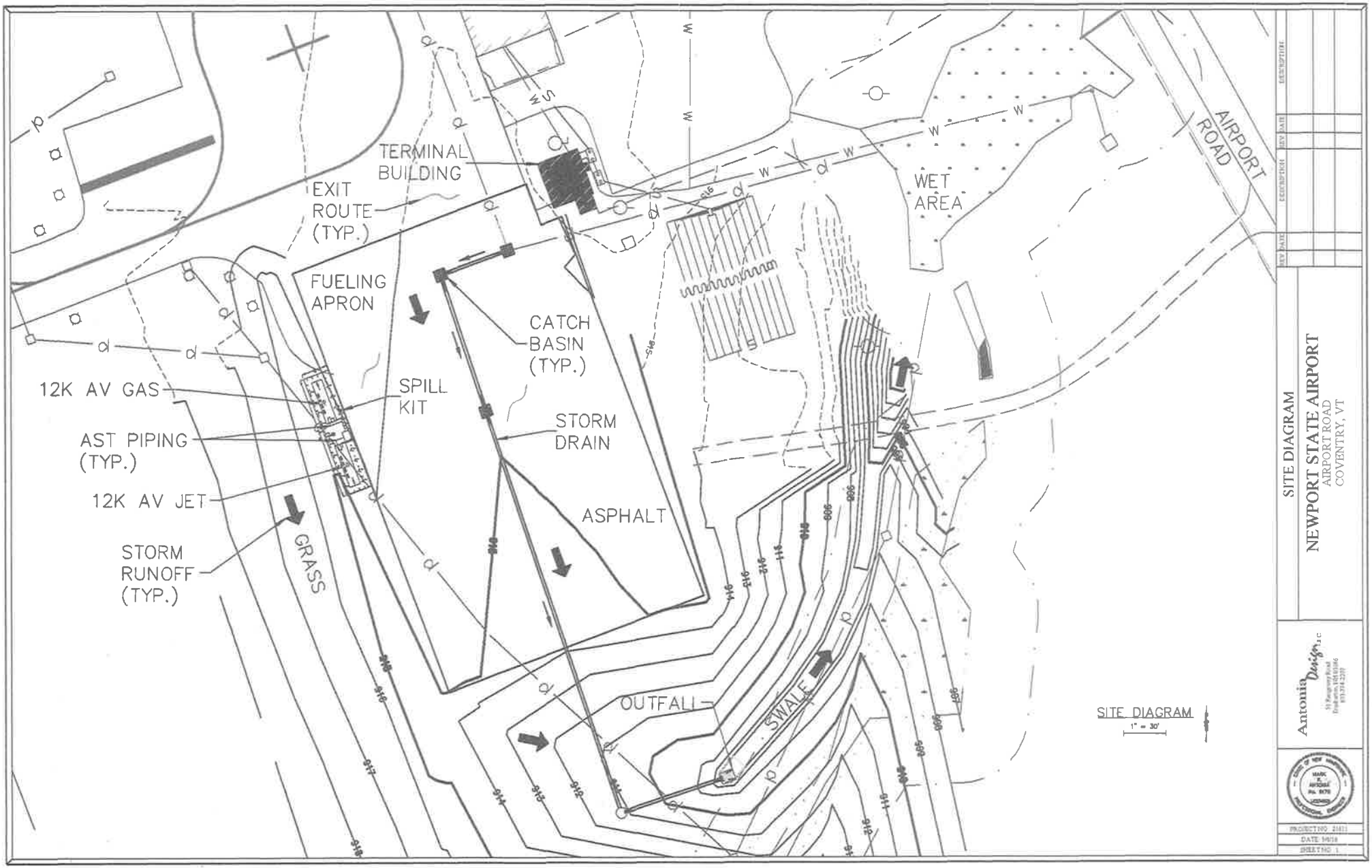
1" = 250'

Antonia Design, LLC
51 Raceway Road
Durham, NH 03845
603-774-2207

SITE DIAGRAM

NEWPORT STATE AIRPORT
AIRPORT ROAD
COVENTRY, VT

REV	DATE	DESCRIPTION	REV	DATE	DESCRIPTION


TERMINAL BUILDING
EXIT ROUTE (TYP.)
FUELING APRON
CATCH BASIN (TYP.)
SPILL KIT
STORM DRAIN
12K AV GAS
AST PIPING (TYP.)
12K AV JET
STORM RUNOFF (TYP.)
GRASS
ASPHALT
OUTFALL
SWALE
WET AREA
AIRPORT ROAD
SITE DIAGRAM
1" = 30'
SITE DIAGRAM
NEWPORT STATE AIRPORT
AIRPORT ROAD
COVENTRY, VT
Antonio Design LLC

Site Diagram

Appendix B
Substantial Harm Determination

Facility Name: NEWPORT STATE AIRPORT,
Facility Address: 1628 Airport Road
Coventry, VT 05855

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?
Yes No x

2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground 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 part 112 Appendix C, Attachment C-III or a comparable formula) such that a discharge from the facility could 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 part 112 Appendix C, Attachment C-III or a 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 spill in an amount greater than or equal to 10,000 gallons within the last 5 years?
Yes No x

Certification

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

Signature

Facility Manager
Title

Dan Gauvin
Name (type or print)

Date

APPENDIX C
Facility Inspection Checklists

The following checklists shall be used for monthly and annual facility-conducted inspections. Completed checklists must be signed by the inspector and maintained at the facility, with this SPCC Plan, for at least three years.

Monthly Inspection Checklist

This inspection record must be completed *each month* except the month in which an annual inspection is performed. Provide further description and comments, if necessary, on a separate sheet of paper and attach to this sheet. *Any item that receives "yes" as an answer must be described and addressed immediately.

	Y*	N	Description & Comments (i.e., tank #, etc.)
Storage tanks			
Tank surfaces show signs of leakage			
Tanks are damaged, rusted or deteriorated			
Bolts, rivets, or seams are damaged			
Tank supports are deteriorated or buckled			
Tank foundations have eroded or settled			
Level gauges or alarms are inoperative			
Vents are obstructed			
Secondary containment is damaged or stained			
Piping			
Valve seals, gaskets, or other appurtenances are leaking			
Pipelines or supports are damaged or deteriorated			
Joints, valves and other appurtenances are leaking			
Out-of-service pipes are not capped			
Warning signs are missing or damaged			
Unloading and dispenser equipment			
Connections are not capped or blank-flanged			
Spill container is damaged			
Security			
Fencing, security systems, or lighting is non-functional			
Response Equipment			
Response equipment inventory is incomplete			

Date: _____ **Signature:** _____

Annual Facility Inspection Checklist

This inspection record must be completed *each year*. If any response requires further elaboration, provide comments in Description & Comments space provided. Further description and comments, if necessary, must be provided on a separate sheet of paper and attached to this sheet. *Any item that receives "yes" as an answer must be described and addressed immediately.

	Y*	N	Description & Comments (i.e., tank #, etc.)
Storage tanks			
Tank surfaces show signs of leakage			
Tank is damaged, rusted or deteriorated *Bolts, rivets or seams are damaged*			
Tank supports are deteriorated or buckled			
Tank foundations have eroded or settled			
Level gauges or alarms are inoperative			
Vents are obstructed			
Secondary containment is damaged or stained			
Piping			
Valve seals or gaskets are leaking			
Pipelines or supports are damaged or deteriorated			
Joints, valves and other appurtenances are leaking *Out-of-service pipes are not capped*			
Warning signs are missing or damaged			
Unloading and dispenser equipment			
Connections are not capped or blank-flanged			
Spill container is damaged			
Security			
Fencing, security systems, or lighting is non-functional			
Response equipment			
Response equipment inventory is incomplete			

Annual reminders:

- Hold SPCC Briefing for all oil-handling personnel (and update briefing log in the Plan);
- Check contact information for key employees and response/cleanup contractors and update them in the Plan as needed;

Additional Remarks:

Date: _____ Signature: _____

APPENDIX D
Record of Containment Drainage

This record must be completed when rainwater is drained to overland flow. The drains must be normally closed. Drains may be opened only after any accumulated water has been observed and determined to be free of oil sheens. Containment drainage may only be performed under trained NEWPORT STATE AIRPORT personnel supervision.

Date	Unload Area	Presence of	Time	Time	Signature

APPENDIX E
Record of Annual Discharge Prevention Briefings and Training

Briefings shall 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 shall also highlight and describe known discharge events or failures, malfunctioning components, and recently implemented precautionary measures and best practices. Personnel shall 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 shall 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)

APPENDIX F
Calculation of Secondary Containment Capacity

The 24-hour rainfall event in 25 years at this location is approximately 5 inches.

Calculated release for unloading activities:

Truck pump rate: 60 gallons/minute

Maximum time allowed to turn off pump: 2 minutes

Calculated release = 60 gal./min. X 2 min. = ***120 gallons***

Calculated release for dispensing activities:

Dispenser pump rate: 30 gallons/minute

Maximum time allowed to turn off pump: 2 minutes

Calculated release = 20 gal./min. X 1 min. = ***60 gallons***

APPENDIX G
Records of Tank Integrity and Pressure Tests

Attach copies of official records of tank integrity and pressure tests.

APPENDIX H
Emergency Contacts

Designated person responsible for spill prevention: ***Dan Gauvin, Facility Manager 603-539-5097, 24-HR 207-233-0006***

EMERGENCY TELEPHONE NUMBERS:

Facility	
Dan Gauvin, Facility Manager	(802) 334-5501 24 HR (802) 334-5501
Local Emergency Response	
Coventry Fire Department	911 or (802) 334-7919
NEWPORT STATE AIRPORT	(802) 334-5501
Response/Cleanup Contractors	
Cyn Environmental Services	800-242-5818
Enpro	800-966-1102
Notification	
Vermont Department of Environmental Conservation, Spills Management	802-828-1138
National Response Center	800-424-8802
United States Environmental Protection Agency, Region 1	888-372-7341

APPENDIX I
Discharge Notification Form

Part A: Discharge Information

General information when reporting a spill to outside authorities:

Name:	NEWPORT STATE AIRPORT
Address:	1628 Airport Road Coventry, VT 05855
Telephone:	(802) 334-5501
Owner/Operator:	NEWPORT STATE AIRPORT 1628 Airport Road Coventry, VT 05855
Primary Contact:	Dan Gauvin, Facility Manager Work: (802) 334-5501 Cell (24 hrs): (802) 334-5501

Type of oil:	Discharge Date and Time:
Quantity released:	Discovery Date and Time:
Quantity released to a waterbody:	Discharge Duration:

Location/Source:

Actions taken to stop, remove, and mitigate impacts of the discharge:

Affected media: air water soil	storm water sewer/POTW dike/berm/oil-water separator other: _____
Notification person:	Telephone contact: Business: 24-hr:

Nature of discharges, environmental/health effects, and damages:

Injuries, fatalities or evacuation required?

Part B: Notification Checklist

	Date and time	Name of person receiving call
Discharge in any amount		
Dan Gauvin, Facility Manager and Response Coordinator (802) 334-5501 / (802) 334-5501		
Discharge in amount exceeding 10 gallons and *not affecting a waterbody or groundwater*		
Local Fire Department Fire Chief : (802) 334-7919 or 911		

Vermont Department of Environmental Conservation (802) 828-1138		
Discharge in any amount and affecting (or threatening to affect) a waterbody		
Local Fire Department Fire Chief: (802) 334-7919 or 911		
Vermont Department of Environmental Conservation (802) 828-1138		
National Response Center (800) 424-8802		
*POTW: (802) 754-2288		
Cyn Environmental Services (800) 242-5818		
Enpro (800) 966-1102		

* The POTW should be notified of a discharge only if oil has reached or threatens sewer drains that connect to the POTW collection system.

APPENDIX J
Discharge Response Equipment Inventory

The discharge response equipment inventory shall be verified during the monthly inspection and must be replenished as needed.

Empty 55-gallons drums to hold contaminated material	2
55-gallon poly bags	1 dozen
Nitrile gloves	1 pair
Neoprene gloves	3 pair
Poly-coated coverall	3 pair
Vinyl/PVC or Latex pull-on over boots	3 pair
Non-sparking shovels	2
Brooms	2
Loose absorbent material (1/3 GAL./LB.)	275# (91 gal.)
Absorbent socks (4' LONG, 1 GAL. CAP./ea.)	12 (12 gal.)
Absorbent pads (28 OZ. CAP./ea.)	100 (21 gal.)
Drain seals or mats	2

APPENDIX K
Agency Notification Standard Report

Information contained in this report, and any supporting documentation, must be submitted to the EPA Region 1 Regional Administrator, and to VTDES, within 60 days of the qualifying discharge incident.

Facility:	*NEWPORT STATE AIRPORT*
Owner/operator:	*NEWPORT STATE AIRPORT* *1628 Airport Road* *Coventry, VT 05855*
Name of person filing report:	
Location:	*1628 Airport Road* *Coventry, VT 05855*
Maximum storage capacity:	*24,000 gallons*
Daily throughput:	*Approximately 1,000 gallons*

Nature of qualifying incident(s):

Discharge to navigable waters or adjoining shorelines exceeding 1,000 gallons
Second discharge exceeding 42 gallons within a 12-month period.

Description of facility (attach maps, flow diagrams, and topographical maps):

The NEWPORT STATE AIRPORT is a public airport owned by the State of Vermont Agency of Transportation and serves as a base for recreational and business air transportation services.

The NEWPORT STATE AIRPORT is located in a rural agricultural area. The facilities address is 1628 Airport Road in Coventry, Vermont. The site is comprised of approximately 560 acres of land and is bordered by agricultural farm land and residences to the south and east, undeveloped forest land to the west and a commercial landfill to the north of the facility.

The NEWPORT STATE AIRPORT dispenses jet fuel and aviation gasoline at its facility to aircraft.

The NEWPORT STATE AIRPORT receives the jet fuel and aviation gasoline by common carrier via tank trucks. The products are stored in one (1) 12,000-gallon jet fuel aboveground storage tank (AST) and one (1) 12,000-gallon aviation gasoline AST. These two tanks are located southwest of the airport terminal building.

Hours of operation are 10 hours per day, during week days. Personnel at the facility include a facility manager and 1 workers.

The Site Locus and Site Diagram included in Appendix A of this Plan show the location and layout of the facility. The Site Diagram (Figure A-2) shows the location of oil containers, buildings, unloading and dispensing areas, and critical spill control structures.

Agency Notification Standard Report (cont'd)
Cause of the discharge(s), including a failure analysis of the system and subsystems in which the failure occurred:
Corrective actions and countermeasures taken, including a description of equipment repairs and replacements:
Additional preventive measures taken or contemplated to minimize possibility of recurrence:
Other pertinent information: