



SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

**NORMAN Y. MINETA SAN JOSÉ INTERNATIONAL AIRPORT
1701 AIRPORT BOULEVARD, SUITE B-1130
SAN JOSE, CA 95110**

October 2022

Prepared by:



Woodard & Curran

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FACILITY INFORMATION

TOPIC	INFORMATION
Name of Facility	Norman Y. Mineta San José International Airport
Owner/Operator	City of San Jose
Location of Facility	1701 Airport Boulevard, Suite B-1130 San Jose, CA 95110
County	Santa Clara
Location Operations Covered by Plan	Airport operations and maintenance
SPCC Coordinator - Primary	Patrick Hansen Environmental Services Program Manager (408) 392-3626 office (408) 688-7930 cell
SPCC Coordinator - Alternate	Rachel Lam Associate Environmental Services Specialist (408) 392-3657 office (408) 277-5100 - Airport Operations Center (can contact Ms. Lam)

SUMMARY OF SPCC PLAN ACTION ITEMS

SCHEDULE	ACTION ITEM
Monthly	Perform visual inspections of the ASTs and regulated generator lubricating oil tanks. Refer to inspection form “STI SP001 Monthly Inspection Checklist” included in Appendix G.
Monthly	Perform visual inspections of all oil-containing 55-gallon drums. Refer to inspection form “55-Gallon Oil Drum Monthly Inspection Checklist” included in Appendix G.
Monthly	Perform visual inspections of oil-filled electrical transformers using the form included in Appendix G.
Monthly	Obtain contractor’s monthly inspection form for elevator H2.
Annually	Perform detailed visual inspection of the ASTs. Refer to inspection form “STI SP001 Annual Inspection Checklist” included in Appendix G.
Annually	Report tank information on Hazardous Materials Business Plan and pay associated fee.
As Needed	Drain precipitation from the containment tray for the piping associated with Tank 17 according to procedures in Section 5.5; document on form in Appendix H.
Routinely	Maintain records of all inspections and tests that are performed in accordance with the written procedures described in Chapter 5 of this Plan.
Initial	Provide oil-handling employees with SPCC training.
At least annually	Provide oil-handling employees with discharge prevention briefings. This can also serve as a training refresher.
As required	Amend the SPCC Plan within six months of any change impacting the potential for a discharge in accordance with Section 1.5 of this Plan.
Once every five years	Perform a complete review and evaluation of the SPCC Plan and document in Appendix C.

1. PLAN OVERVIEW

1.1 PURPOSE OF THIS PLAN

The U.S. Environmental Protection Agency (U.S. EPA) has promulgated regulations requiring the Norman Y. Mineta San José International Airport (SJC) to adopt a Spill Prevention, Control, and Countermeasure Plan (SPCC Plan), because the aggregate oil storage capacity exceeds the applicable regulatory threshold of 1,320 gallons for aboveground storage. The U.S. EPA defines oil as “oil of any kind or in any form,” including, but not limited to oils and greases, including petroleum, fuel oil, sludge, synthetic oils, mineral oils, oil refuse, or oil mixed with waste. SJC stores oil in aboveground storage tanks (ASTs), drums, oil-filled electrical transformers, generator lubricating oil tanks, and hydraulic elevator reservoirs. SJC also maintains oil-containing underground storage tanks (USTs), but they are regulated by federal and state UST regulations, rather than the SPCC rules. This Plan is designed to comply with the applicable SPCC planning provisions of 40 C.F.R. Part 112.

This Plan covers oil storage and handling operations at SJC that are the responsibility of the Airport/City. Generally, this includes oil for emergency power generation, water pump operation, vehicle maintenance, and facility operations and maintenance. SJC has several tenants that conduct oil storage and handling operations including aircraft fueling and fuel farm operation. These tenants are required to prepare and implement their own SPCC Plans, as applicable. SJC is not responsible for tenant operations or regulatory requirements.

In accordance with 40 C.F.R. § 112.20, SJC is also required to determine whether their facility is classified as a high-risk facility that poses a threat of substantial harm to the environment, thereby triggering the Facility Response Plan requirements and associated appendices. SJC operations within the scope of this Plan do not meet the substantial harm criteria and are therefore not required to prepare and submit a Facility Response Plan (FRP) to U.S. EPA. An Applicability of Substantial Harm Criteria Checklist and Certification for SJC is included in Appendix A.

This SPCC Plan has been drafted in a format designed to make the required information readily accessible to SJC personnel. Because this Plan does not follow the exact sequence specified in 40 C.F.R. § 112.7, the Regulatory Requirements Cross Reference Table, located in Appendix B, identifies all applicable SPCC regulatory requirements and the Plan chapter(s) or section(s) that satisfy them.

Because SJC is not able to meet the general secondary containment requirements at 40 C.F.R. §112.7(c) for some of its oil-filled electrical transformers, generator lubricating oil tanks, and a hydraulic elevator, the facility has committed to the following plan of action as allowed in the regulations at 40 C.F.R. § 112.7(k). SJC is allowed to use this option because its equipment meets the definition of “qualified oil-filled operational equipment” (i.e., has not had a discharge of oil from operational equipment as defined in 40 C.F.R. 112.1(b)). Accordingly, SJC has:

1. Prepared an Oil Spill Contingency Plan according to the requirements of 40 C.F.R. Part 109. The goal of the Oil Spill Contingency Plan is to plan for timely, efficient, coordinated, and effective action to minimize damage resulting from oil discharges. The requirements of the Oil Spill Contingency Plan are detailed in the Regulatory Requirements Cross Reference Table and incorporated into this SPCC Plan;
2. Made a written commitment of staff, equipment, and materials required to expeditiously control and remove any quantity of oil discharged that may be harmful; and
3. Established and documented procedures for inspection of equipment to detect defects and/or oil discharges.

1.2 STATE REGULATORY REQUIREMENTS

In addition to the federal SPCC requirements, the SPCC Plan must include a discussion of conformance with more stringent State of California rules, regulations, and guidelines related to discharge prevention and containment. SJC’s

ASTs are subject to the California Health and Safety Code (HSC) rules for the Aboveground Storage of Petroleum at HSC Division 20, Chapter 6.67 which require SJC to develop an SPCC Plan in accordance with 40 C.F.R. Part 112; conduct inspections as outlined in the SPCC Plan; include the ASTs in the Hazardous Materials Business Plan and pay associated annual fees; and report oil spills and releases as discussed in Chapter 7. ASTs 5, 6, 7, and 8 (emergency generator tanks located at Terminal B) and the hydraulic oil tanks for elevators H2 and J2 are considered tanks in an underground storage area (TIUGA). These tanks are subject to the requirements described above. TIUGA are also potentially subject to the 24 CCR Part 9 piping requirements, but SJC's TIUGAs are considered emergency system tanks or oil-filled operational equipment, which are not subject to the 24 CCR Part 9 piping requirements.

Furthermore, SJC's USTs are subject to the regulations at both California HSC Division 20, Chapter 6.7 - Underground Storage Tank Regulations (and 23 California Code of Regulations (CCR) Division 3, Chapter 16) and U.S. EPA 40 C.F.R. Part 280 – Technical Standards and Corrective Action Requirements for Owners and Operators of Underground Storage Tanks. Therefore, the USTs are not subject to SPCC regulation. However, to provide a complete inventory of SJC's oil storage, the USTs are mentioned in this plan.

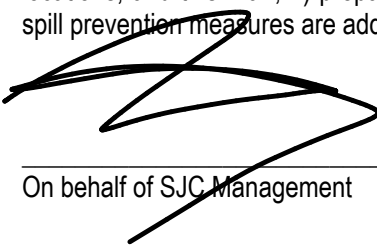
1.3 OWNERSHIP INFORMATION AND FACILITY CONTACT

SJC is owned by the City of San José. The Primary SPCC Coordinator listed in the Facility Information section is the designated person responsible for oil spill prevention, implementation of this Plan, and external notifications for spills and releases.

1.4 MANAGEMENT APPROVAL AND COMMITMENT OF RESOURCES

SJC is committed to conducting its operations in a safe and environmentally responsible manner. All employees are expected to promote and foster a safe work environment. Precautionary measures, including the adoption of this SPCC Plan, have been taken to minimize the potential for incidents that could result in oil related emergencies.

SJC management fully support the adoption and implementation of this Plan. This commitment includes providing the staff, equipment, and materials required to expeditiously control and remove any harmful quantity of oil that may be discharged. SJC agrees to comply with reasonably determined enforcement measures as provided for by State and local statutes and ordinances. This could potentially include reimbursing State or federal agencies for oversight of clean-up operations. The SPCC Coordinators are: 1) thoroughly familiar with the facility operations, oil storage locations, and this Plan; 2) prepared to implement this Plan during an emergency; and 3) committed to ensuring oil spill prevention measures are addressed during non-emergency times.



On behalf of SJC Management

3/16/23

Date

1.5 PLAN REVIEW AND AMENDMENTS

This SPCC Plan is intended to be an integral part of the operations at the facility. To increase its effectiveness, this SPCC Plan will be amended whenever:

1. It fails in an emergency;
2. There is a change in the facility design, construction, operation, or maintenance that materially affects its potential for a discharge as described in 40 C.F.R. § 112.1(b) or in a manner likely to impact the effectiveness of this Plan;

3. Some other circumstance significantly increases the potential for releases of oil products or other changes in the response procedures as necessary;
4. An exercise or emergency response drill indicates an amendment is necessary;
5. Either the SPCC Coordinators or emergency response contractors change;
6. The Regional Administrator of the U.S. EPA deems a change to be necessary; or
7. There is a change in applicable statutes or regulations.

An amendment made under this section of the Plan will be prepared within six months after a change in design, construction, operation, or maintenance occurs which materially affects the potential for discharging oil into or upon the navigable waters of the United States or adjoining shorelines. Technical amendments will be certified by a licensed Professional Engineer (P.E.). Non-technical amendments, such as changing the emergency contact list, phone numbers, or names do not necessitate P.E. certification. In addition, if this SPCC Plan is amended, the changes will be documented in the "Record of Changes" found in Appendix C of this Plan.

A complete review and evaluation of this SPCC Plan will be conducted at least once every five years, as required by the regulations. The review and evaluation will be documented and the SPCC Coordinator will sign a statement as to whether the Plan will be amended. The statement reads: "I have completed a review and evaluation of this SPCC Plan on [date] and [will/will not] amend the Plan as a result." If warranted, based on the review and evaluation, SJC will amend the Plan within six months of the review to include more effective prevention and control technology if such technology: 1) significantly reduces the likelihood of a discharge from the facility; and 2) has been field-proven at the time of review. SJC will implement such amendments within six months of the preparation of any amendments to the Plan. The review log for this SPCC Plan is included in Appendix C.

1.6 MAINTENANCE AND AVAILABILITY OF PLAN

A complete copy of this SPCC Plan is maintained by the SPCC Coordinator. The Plan shall be made available to the Regional Administrator of the U.S. EPA, or his/her designee, if so required. This Plan is not, under typical circumstances, submitted to the U.S. EPA, state or local agencies.

1.7 SELF CERTIFICATION BY QUALIFIED FACILITIES

As provided in 40 C.F.R. §112.6, the owner or operator of a qualified facility may self-certify technical amendments to their SPCC Plan. A qualified facility is one that meets the following Tier I or Tier II qualified facility criteria:

- A Tier II qualified facility is one that has an aggregate aboveground oil storage capacity of 10,000 gallons or less and has had no single discharge 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 self-certification date.
- A Tier I qualified facility is one that meets all of the qualification criteria for a Tier II facility and has no individual aboveground oil storage container with a capacity greater than 5,000 gallons.

SJC does not meet the criteria for a Tier I or Tier II qualified facility and therefore may not self-certify technical amendments and changes to this SPCC Plan.

1.8 ENGINEER'S CERTIFICATION

I hereby certify that I am familiar with the oil storage facilities at SJC and with this SPCC Plan. I attest that:

1. I am familiar with the requirements of 40 C.F.R. Part 112;
2. My agent has visited and examined the oil storage facilities at SJC;
3. This SPCC Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards, and with the requirements of 40 C.F.R. Part 112;
4. Procedures for required inspections and testing have been established; and
5. This Plan is adequate for SJC.

40 C.F.R. § 112.3(d)



Tom Scalese, P.E.
License No. C 89977

October 28, 2022

Date

2. FACILITY DESCRIPTION

2.1 FACILITY LOCATION AND OPERATIONS

The Airport is owned and operated by the City of San José and has been in operation since 1945. The facility occupies a 1,050-acre site bounded by Highway 101 to the north, Highway 880 to the south, the Guadalupe River to the east, and Coleman Avenue to the west. SJC is located within the City of San José, with a small portion at the north end of the airfield extending within the City of Santa Clara (See Figure 2-1).

The Airport's oil-handling and storage operations at SJC within the scope of this SPCC Plan include fuel storage for emergency generators and fire/flood pumps, oil storage related to fleet maintenance activities, and the presence of oil-filled operational equipment. See the Facility Diagram Overview in Appendix D. Tenants that conduct oil storage and handling operations are required to prepare and implement their own SPCC Plans as applicable.

2.2 SITE DRAINAGE

Stormwater discharges associated with SJC operations are regulated by the Stormwater Industrial General Permit (IGP), Number CAS 000001, California Regional Water Quality Board Order Number 2014-0057-DWQ and the Airport's Stormwater Pollution Prevention Plan (SWPPP).¹ The topography of the site is essentially flat with surface water drainage flows to the north and east to several outfalls along the north side of the airport property. (See Surface Water Flow & Stormwater Outfalls drawing in Appendix E). Stormwater flows via sheet flow to catch basins and drainage swales and to underground piping which directs the stormwater to outfalls. The Guadalupe River is the receiving water for stormwater discharge from the Airport Operations Area (AOA). The Airport experiences a Mediterranean climate with an average annual precipitation of less than 20 inches.

The Airport utilizes "safe drains" in some operational areas to prevent spills from discharging into the Guadalupe River. These safe drains are located adjacent to taxiways, gate areas and other locations on the ramp (i.e., Aircraft parking areas). Safe drains contain a valve that can be manually opened and closed. Safe drains are kept in the closed position during dry periods so that if a spill occurs, it will not enter the storm drain system or the Guadalupe River. Annual pre-wet season maintenance is performed on the storm drains inlets to remove debris, clean out safe drain filters, and lubricate the safe drain valves. If a potential release is likely to reach a safe drain rather than an unprotected stormwater drain, it is noted in this SPCC Plan. A Safe Drain Location Map is provided in Appendix E.

The stormwater retention basin located at 2080 Airport Boulevard, known as Rocky Pond, utilizes two stationary diesel engines to power the pumps that pump water from the retention basin when it reaches capacity. While located outside the AOA, the retention pond collects groundwater from parking garage basement pumps and runoff from landside non-industrial areas. Discharge from the retention basin can be stopped by manually shutting off the pumps. In an emergency, a request can be made through the Airport Operations Center (AOC) to dispatch Facilities to shut off the pumps.

Some oil-water separators (OWSs) and wash water clarifiers are also located in the vicinity of certain industrial, washing and painting activities. OWSs drain to the sanitary sewer system. The Airport Environmental Section conducts quarterly

¹ Much of the information for this section was taken from the SJC Stormwater Pollution Prevention Plan (SWPPP) dated February 19, 2020.

inspections of the OWSs and they are cleaned out as needed by the City of San Jose Department of Transportation (DOT) or a contractor, if necessary.

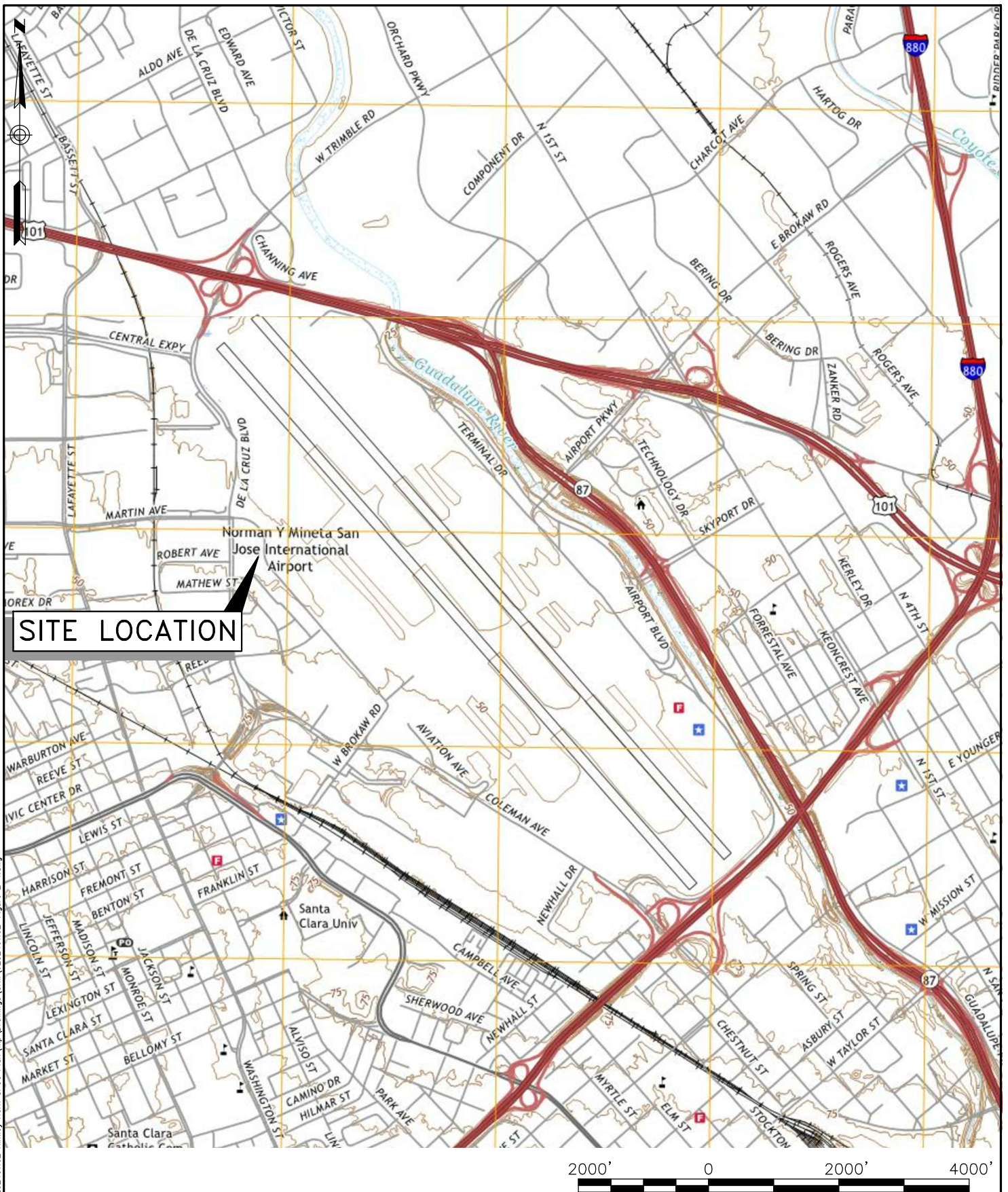
Indoor floor drains at SJC terminals and the Terminal A Garage Fire pump room lead to the sanitary sewer system. Only one hydraulic elevator reservoir is located in the vicinity of an indoor floor drain and it is covered under the qualified oil-filled operational equipment requirements (see Section 1.1). The drain in the Terminal A Garage Fire pump room is protected by a berm. There are no floor drains in the Fleet Maintenance Shop.

2.3 SITE SECURITY MEASURES

Several routine security measures are in place at SJC to ensure public safety and the security of property, including oil storage facilities.

- The secure Airport area is managed with access controlled through gates that are staffed with security personnel or require an authorized badge for access.
- Employees are issued identification badges which must be displayed at all times in secure Airport areas.
- Visitors must be escorted in secure Airport areas.
- The facilities contain adequate lighting to facilitate the discovery of visible oil spills, discourage vandalism, and for safety.
- Emergency generator cases are locked and other oil storage locations are secure against unauthorized access.
- Because the oil storage areas are secure, unauthorized personnel cannot gain access to oil storage containers and equipment, drain valves or starter controls for oil pumps.

During an emergency, access to the affected area would be controlled to the extent possible and only emergency response and other authorized responders would be allowed access to the emergency area. The SPCC Coordinator will work with the Airport Manager-on-Duty (MOD) to coordinate with emergency response agencies.



SOURCE: usgsstore@usgs.gov 2018
 USGS 7.5' min. Topo Quad: Milpitas and San Jose West, CA.



APPROXIMATE BAR SCALE

1" = 2000'

CHECK GRAPHIC SCALE BEFORE USING



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 COMMITMENT & INTEGRITY DRIVE RESULTS

SITE LOCATION MAP

DESIGNED BY: PF CHECKED BY: BC
 DRAWN BY: PF 0232401.02-FIGURE 2-1.dwg

NORMAN Y. MINETA SAN JOSE
 INTERNATIONAL AIRPORT
 1701 AIRPORT BLVD. SAN JOSE, CA.

SPCC PLAN

JOB NO: 232401.02
 DATE: JULY 2020
 SCALE: AS NOTED

FIGURE 2-1

\\woodardcurran.net\shared\Projects\0232401.02_Kimley Horn_SPPC Plan\Map Drawings\Civil\0232401.02-Figure 2-1.dwg

3. OIL STORAGE AND CONTAINMENT

This chapter identifies and describes the oil storage tanks, equipment and containers maintained at SJC, including their design, related secondary containment, diversionary structures, and transfer equipment. Tables 3-1, 3-2 and 3-3 provide a description of the oil storage locations, capacities, contents, material of construction, means of secondary containment, and spill/overflow prevention measures. Table 6-1 in Chapter 6, provides details on the potential types of oil releases, rates of release and predicted direction of flow. Facility diagrams in Appendix D depict the locations of the bulk oil storage tanks, containers, equipment, and oil transfer areas. The oil-containing tanks and equipment are compatible with the materials contained.

3.1 ABOVEGROUND STORAGE TANKS

SJC operates several ASTs located across the Airport property. Most ASTs are integrally mounted fuel tanks for emergency power generators. Other ASTs include remote generator fuel tanks, fire/flood pump fuel tanks, and motor oil and used oil storage tanks. All ASTs are provided with adequate secondary containment, maintained in good condition and subject to an inspection and testing program as described in Chapter 5. Pipe supports appear to be properly designed to minimize abrasion and corrosion, and to allow expansion and contraction. Aboveground piping is not subject to incident with vehicular traffic. Tank details and photos are provided in Table 3-1.

3.2 55-GALLON DRUMS

SJC maintains oil-containing 55-gallon drums in two locations at the Airport; in the Fleet Maintenance Shop and at the GA West Hangars. Oil-containing drums are provided with sized secondary containment. Additional drum storage details are provided in Table 3-2.

3.3 OIL-FILLED OPERATIONAL EQUIPMENT

There are several hydraulic elevators at the airport with hydraulic oil reservoirs and oil piping/pumping systems that contain 55 gallons or more hydraulic oil. The elevators are inspected and maintained by an elevator service contractor on a monthly basis. With the exception of elevator H2 in Terminal B, all elevator reservoirs are located in elevator rooms that have sealed concrete floors with no floor drains or other appurtenances that would allow a potential release to leave the building; therefore they meet the general secondary containment requirements. Elevator H2 reservoir has a floor drain in the adjacent room that discharges to the sanitary sewer.

There are two oil-filled transformers owned by SJC that contain 55-gallons or more of non-PCB Type II transformer oil.² It is possible that an oil release from one of these transformers could reach a nearby storm drain.



There are six emergency generators onsite that contain 55-gallons or more of lubricating oil (in addition to the regulated diesel fuel tanks). It is possible that an oil release from one of these lubricating oil tanks could reach a nearby storm drain.



² Some oil-filled transformers owned by Pacific Gas and Electric are located onsite at SJC. However, as these transformers are not owned or operated by the airport, they are not included in this SPCC Plan.




Due to the potential for an oil release from elevator H2, the two oil-filled transformers and the six generator lubricating oil tanks to reach the sanitary or storm sewer, SJC is implementing the qualified oil-filled operational equipment requirements of 40 C.F.R. § 112.7(k). (See Section 1.1).




Details of oil-filled operational equipment, locations and oil release prevention measures are provided in Table 3-3. Hydraulic elevator reservoir locations are noted on maps in Appendix F and transformer and generator lubricating oil tank locations are noted on the Facility Overview Diagram in Appendix D.



Table 3-1: Aboveground Oil Storage Tanks



Tank ID: 1	Portable Generator (21935) 1387 Airport Blvd – Facilities	
Capacity (gallons)	100	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; visible on all sides; inspections	
Additional Information	Inside AOA fence.	
Tank ID: 2	Generator (28510) 1387 Airport Blvd – Facilities	
Capacity (gallons)	173	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin and high-level alarms; visible on all sides; inspections [Note: tank is currently empty and likely to be closed and removed in the near future.]	
Additional Information	Protected by a concrete barrier. Inside AOA fence.	

Tank ID: 4	Generator (28561) 1661 Airport Blvd – Term B – Lot 5	
Capacity (gallons)	60	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin and high-level alarms; overfill prevention valve; visible on all sides; inspections	
Additional Information	Protected by bollards and locked.	
Tank ID: 5	Generator (28554) 1701 Airport Blvd – Term B – L Core	
Capacity (gallons)	1350	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections; nearby drains covered during deliveries.	
Additional Information	Located within a locked concrete structure. TIUGA.	

Tank ID: 6	Generator (28547) 1701 Airport Blvd – Term B – K Core	
Capacity (gallons)	1350	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections; nearby drains covered during deliveries.	
Additional Information	Located within a locked concrete structure. TIUGA.	
Tank ID: 7	Generator (28546) 1701 Airport Blvd – Term B – J Core	
Capacity (gallons)	1350	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections; nearby drains covered during deliveries	
Additional Information	Located within a concrete structure. TIUGA.	
Tank ID: 8	Generator (28548) 1701 Airport Blvd – Term B – H Core	
Capacity (gallons)	1350	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections; nearby drains covered during deliveries	
Additional Information	Located within a locked concrete structure. TIUGA.	

Tank ID: 9	Generator (28513) 2065 Airport Blvd (S) Term A – Generator E	
Capacity (gallons)	298	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank; double-walled piping between Tanks 9 and 9A (aside from a short run connecting into 9 – contained within room)	
Spill /Overfill /Release Prevention	Rupture basin, low and high-level alarms; fill port in containment box; visible on all sides; inspections; berm at opening between tank room and exterior . [Note: typically filled on demand from Tank 9A.]	
Additional Information	Located within a 3-walled, roofed room.	
Tank ID: 9A	Generator (28513) 2065 Airport Blvd (S) Term A – Generator E	
Capacity (gallons)	500	
Contents	Diesel	
Secondary Containment	Double-walled steel tank; double-walled piping between Tanks 9 and 9A (aside from a short run connecting into Tank 9)	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections	
Additional Information	Located within AOA fence. Protected by bollards. Piping supports in place.	
Tank ID: 10	Fire Pump (94212) 2075 Airport Blvd – Term A Garage	
Capacity (gallons)	60	
Contents	Diesel	
Secondary Containment	Single-walled steel tank on legs over steel containment basin; single-walled piping contained within room	
Spill /Overfill /Release Prevention	Level gauge; fill port over containment; visible on all sides; inspections; raised threshold at door and containment collar/berm around floor drain	
Additional Information	Located in a secure room in the parking garage.	

Tank ID: 11	Generator (28550) 2065 Airport Blvd (S) – Generator D	
Capacity (gallons)	1423	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections	
Additional Information	Located within AOA fence. Protected by bollards.	
Tank ID: 13	Generator (28553) 2065 Airport Blvd (S) – Generator B	
Capacity (gallons)	1200	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections	
Additional Information	Located within AOA fence. Protected by bollards.	




Tank ID: 14	Generator (28567) Air Cargo Ramp (Switchgear)	
Capacity (gallons)	80	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections	
Additional Information	Located in locked, fenced area. Protected by bollards.	
Tank ID: 15	Flood Control Pump (97056) 2080 Airport Blvd – Rocky Pond	
Capacity (gallons)	160	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank; single-walled steel remote fill piping with angle iron containment	
Spill /Overfill /Release Prevention	Level gauge; rupture basin, low and high-level alarms; visible on all sides; inspections	
Additional Information	Tanks 15 and 15A are adjacent to each other in the locked pump building within a locked, fenced area. Their remote fill ports are located outside the building above Rocky Pond. Located in locked, fenced area.	

Tank ID: 15A	Flood Control Pump (97057) 2080 Airport Blvd – Rocky Pond
Capacity (gallons)	160
Contents	Diesel
Secondary Containment	Double-walled steel integral tank; single-walled steel remote fill piping with angle iron containment
Spill /Overfill /Release Prevention	Level gauge; rupture basin, low and high-level alarms; visible on all sides; inspections
Additional Information	Tanks 15 and 15A are adjacent to each other in the locked pump building within a locked, fenced area. Their remote fill ports are located outside the building above Rocky Pond. Located in locked, fenced area.
Tank ID: 16	Generator (28509) 325 Martin Ave – Old Long-term Lot (Airside NW)
Capacity (gallons)	200
Contents	Diesel
Secondary Containment	Double-walled steel integral tank
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections
Additional Information	Located within AOA fence. Protected by bollards and locked.



Tank ID: 17	Generators (28521, 28522) 273 Martin Ave – Airfield Electrical Vault
Capacity (gallons)	1,000
Contents	Diesel
Secondary Containment	Double-walled steel tank; single-walled steel aboveground piping with partial containment supplemented by spill kit containing sufficient absorbent material to contain a potential release; suction piping contained within PVC sleeve underground to day tank indoors
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; overfill prevention valve; Electronic Veeder Root monitoring of interstitial space and underground piping; interstitial space access port; visible on all sides; bollards; inspections
Additional Information	Located in locked, fenced area. Protected by bollards, See Tank 18. See Appendix D3 for tank system drawings. Piping containment tray discharge procedures are described in Section 5.5.
Tank ID: 18	Generators (28521, 28522) 273 Martin Ave – Airfield Electrical Vault
Capacity (gallons)	100
Contents	Diesel
Secondary Containment	Single-walled steel day tank within steel containment basin; single-walled steel aboveground piping within containment tray to day tank and from day tank to generators; converts to rubber hose at generator connection
Spill /Overfill /Release Prevention	Electronic Veeder Root monitoring system for underground supply/return and indoor piping; rupture basin, low and high-level alarms; overflow alarm in secondary containment disables pump.
Additional Information	Located in locked building. Tank 18 (located indoors in the Electrical Vault near the generators) is filled on demand from outdoor Tank 17. Veeder Root panel is also in the Electrical Vault and alarms locally. See Appendix D3 for tank system drawings.



Tank ID: 19	Generator (28568) Main Point of Entry	
Capacity (gallons)	67	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; rupture basin, low and high-level alarms; visible on all sides; inspections	
Additional Information	In secure, fenced area and locked.	
Tank ID: 20	NA Fleet Maintenance	
Capacity (gallons)	120	
Contents	Motor Oil	
Secondary Containment	Double-walled steel tank; single-walled steel piping and rubber hose for dispensing	
Spill /Overfill /Release Prevention	Fill port in containment box; interstitial space access port; visible on most sides; inspections	
Additional Information	Inside Fleet Maintenance Shop.	
Tank ID: 21	NA Fleet Maintenance	
Capacity (gallons)	185	
Contents	Used Oil	
Secondary Containment	Double-walled steel tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; interstitial space access port; visible on most sides; inspections	
Additional Information	Inside Fleet Maintenance Shop.	


Tank ID: 22	Generator 1120 Coleman Ave.- SJFD	
Capacity (gallons)	1,800	
Contents	Diesel	
Secondary Containment	Double-walled steel integral tank	
Spill /Overfill /Release Prevention	Level gauge; fill port in containment box; rupture basin, low and high-level alarms; visible on all sides; inspections; nearby drains covered during deliveries.	
Additional Information	In secure, fenced area and locked.	

Table 3-2: Oil-Containing 55-Gallon Drums

Location ID	Location	No. of Drums	Contents	Material of Construction	Secondary Containment	Spill /Overfill /Release Prevention
D1	1128 Coleman Ave – GA West Hangars (Westside) – GAW-1	1	Used Oil	Steel	Enclosed polyethylene containment structure with built in spill pallet	Visible on all sides; inspections
D2	1395 Airport Blvd – Fleet Maintenance	4 - 8	Hydraulic Oil, Motor Oil, Automatic Transmission Fluid	Steel	Spill containment pallet	Visible on all sides; inspections

Table 3-3: Oil-Containing Operational Equipment

Equipment ID	Type of Equipment	Location	Oil Tank Location/ Door No.	Oil Storage Capacity (Gal)*	Contents	General Containment	Release Prevention
EL-1	Elevator	FIS - South End/Roll up gate by recheck and to Club	1st Floor/None	135/185	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-2	Elevator	FIS - Middle of FIS for access to FIS baggage claim	1st Floor/F126	225/300	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-3	Elevator	FIS - North End - SIDA basement BOH Club freight	1st Floor/F109	135/185	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-A7	Elevator	Term A - Ticket Lobby - South End	1st Floor/A1738	180/230	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-A8	Elevator	Term A - Ticket Lobby - North end	1st Floor/A1792	180/230	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-A9	Elevator	Term A - Gate #7 - to custodial offices/ hold room	1st Floor/A1325	150/200	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-A10	Elevator	Term A - Gate #1 - American's old offices	1st Floor/A1100	150/200	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
EL-A11	Elevator	Term A - Gate #9 - Concession deliveries and Trash area, cardboard compactor area	1st Floor/A1515	135/185	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
H2	Elevator - TIUGA	Term B - North end of Admin Gate #17	Basement/B0008	405/475	Hydraulic Oil	Release could potentially reach a trench drain in adjacent mechanical room leading to the sanitary sewer; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
J2	Elevator - TIUGA	Term B - Shipping and receiving dock	Basement/B0490	1,000/1,200	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
J3	Elevator	Term B - South End by Gate #24	Basement/B1596	475/600	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
L1	Elevator	Term B - Elevator across from Info Booth for employees	3rd Floor/B3920	150/225	Hydraulic Oil	Building provides containment	Visible on all sides; inspections

Equipment ID	Type of Equipment	Location	Oil Tank Location/ Door No.	Oil Storage Capacity (Gal)*	Contents	General Containment	Release Prevention
L2	Elevator	Term B - Elevator across from Info Booth for public and wheelchair/stroller access to TB checkpoint	3rd Floor/B3920	150/225	Hydraulic Oil	Building provides containment	Visible on all sides; inspections
TAS3	Transformer	Term A Switch 3	NA	523	Type II Transformer Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
TAS1	Transformer	Term A Switch 1	NA	560	Type II Transformer Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
H5	Generator (28554)	Term B	NA	61	Lubricating Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
H6	Generator (28547)	Term B	NA	61	Lubricating Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
H7	Generator (28546)	Term B	NA	61	Lubricating Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
H8	Generator (28548)	Term B	NA	61	Lubricating Oil	Release could potentially reach a nearby storm drain; qualified oil-filled	Visible on all sides; inspections

Equipment ID	Type of Equipment	Location	Oil Tank Location/ Door No.	Oil Storage Capacity (Gal)*	Contents	General Containment	Release Prevention
						operational equipment provisions implemented	
H11	Generator (28550)	Term A	NA	82	Lubricating Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections
H13	Generator (28553)	Term A	NA	106	Lubricating Oil	Release could potentially reach a nearby storm drain; qualified oil-filled operational equipment provisions implemented	Visible on all sides; inspections

*The two numbers for the hydraulic elevators were provided by SJC's elevator maintenance contractor and represent the amount of oil estimated in the elevator system reservoir and the entire system including piping, cylinder, pump, etc.

4. SPILL PREVENTION AND OIL TRANSFER PROCEDURES

4.1 GENERAL SPILL PREVENTION STRATEGY

The SPCC Coordinator is the designated person accountable for spill prevention at the facility and the MOD and Fire Station #20 are the onsite Incident Commanders in the event of an emergency spill. The primary method of spill management at SJC is spill prevention. This has been emphasized through the proper design of tank systems, personnel training, and regular inspections. SJC personnel involved with the use, storage, or management of oil are trained to report oil releases immediately to ensure prompt corrective action. In addition, employees are trained to contain spills using appropriate methods and equipment (assuming containment can be completed without risk to human health) until emergency response personnel with specialized response training and equipment arrive on site.

In the event that visible leaks are detected, they are promptly stopped, and preventive maintenance is performed to ensure that the cause of the leak is addressed. If oil is released into a containment area or into a spill pallet used to contain drums, the released oil is immediately removed and properly managed.

4.2 FACILITY TRANSFER OPERATIONS

Diesel fuel is supplied to the generator and fire/flood pump ASTs by the City of San Jose Department of Public Works (DPW) and motor oil deliveries and used oil pickups are conducted by vendors. All ASTs (except the motor oil Tank 20) have product level gauges and some are equipped with high level alarms (see Table 3-1 for specifics). Individuals involved with oil transfer operations are provided training on proper procedures and transfers are closely monitored throughout the process.

4.3 AST OIL TRANSFER OPERATIONS

Fuel and oil deliveries are conducted at the individual fill ports for the tanks. Transfer operations are conducted with proper lighting. Either the driver or a City of San José employee (or both) will monitor oil transfer operations. Delivery/removal (used oil) truck drivers and SJC personnel are responsible for following proper procedures described in Figure 4-1.

4.4 FLEET MAINTENANCE OIL HANDLING

Deliveries of motor oil to and removal of used oil from Fleet Maintenance ASTs should be done in accordance with the procedures outlined in Figure 4-1. Fifty-five-gallon drums of oil should be stored on spill pallets at all times. Oil is dispensed from drums using hand pumps. Oil is dispensed from the motor oil tank via pump through a ceiling-mounted hose reel to the center of the shop. Care should be taken not to puncture a drum during handling or movement of other equipment in the area. Prior to moving the drum through the shop, ensure the floor is clean and dry.

4.5 USED OIL DRUM

A 55-gallon drum containing used oil is located in an enclosed containment structure at the GA West Hangars. Used oil from tenants is manually added to the drum with a funnel. The full drum of used oil is removed by a vendor and replaced with an empty drum.

Figure 4-1: AST Oil Transfer Operations

The following procedures should be followed for all oil transfers at SJC. If the tank fill port is remote from the delivery or pickup vehicle (such as the emergency generator Tanks 5, 6, 7 and 8), the transfer should be conducted with two people present in the event of an incident – one at the vehicle with access to emergency shutoffs and the ability to monitor for incidents with the vehicle/hose and the other at the tank fill port to monitor for incidents in that area.

Prior to transfer

- Ensure spill containment and cleanup equipment is available. Spill kits are located at most ASTs and should also be available on the delivery truck;
- Ensure the automatic shut off equipment on the delivery/removal truck is functioning properly, when available;
- Determine the available capacity of the tank using the level gauge (or sticking the AST, if necessary – required for motor oil AST 20). The quantity of oil to be delivered should then be communicated to the driver;
- Block the wheels of the truck or engage the tank truck brake interlock system to prevent possible truck movement prior to the completion of the fuel transfer;
- As needed, place drip pans under all pump hose connections after the hose is hooked up to the tank and prior to unloading; and
- When storm drains are in the vicinity of the transfer area, they should be covered with a spill mat prior to starting the transfer. This includes at a minimum, the following tanks: 1, 3, 5, 6, 7 and 8 (2 drain mats are required at Tank 8 – one drain inside generator structure and another near where delivery truck parks during transfers).

During transfer

- Ensure that the delivery/removal truck operator remains with the vehicle at all times during the transfer;
- Monitor the tank level gauge and the gauges on the tank truck to ensure that the available capacity is not exceeded;
- Prohibit smoking, lighting matches or the use of cellular telephones (except for emergencies) near the tank truck during transfer; and
- If an oil release occurs, follow release response procedures in Figure 6-1, including required notifications as described in Chapter 7 of the SPCC Plan.

After transfer is completed

- Prior to removing the hose from the tank, ensure that it is drained into the tank and close the valves before disconnecting;
- Pour any fuel accumulated in the drip pans (if used) into the tank;
- Remove drain mats, if used;
- Inspect the truck prior to removing the blocks or disengaging the truck brake interlock system to ensure that the lines have been disconnected from the tank;
- Remove the blocks from the tank truck wheels or disengage the tank truck brake interlock system; and
- Inspect the area for any minor and/or incidental drips or spills, and immediately clean up, and properly dispose. (Any spill equipment used should be replaced.)

5. INSPECTION, TESTING, AND PREVENTIVE MAINTENANCE PROCEDURES

SJC implements a comprehensive inspection, testing, and preventive maintenance program for its oil storage tanks, containers, containment structures, and associated appurtenances and equipment. This chapter describes these procedures and associated record keeping practices.

5.1 INSPECTION AND TESTING OF ASTS

As required by 40 C.F.R. § 112.8(c)(6), SJC combines visual inspection with another testing technique for each tank that has an oil storage capacity of 55 gallons or greater. The elements of the inspection and testing program for ASTs were developed taking into consideration the Steel Tank Institute's (STI's) "Standard for the Inspection of Aboveground Storage Tanks," SP001, 6th Edition (January 2018). If the results of an inspection or test indicate evidence of leakage or significant deterioration of a tank or container, or improper operation of associated devices, SJC personnel will remove the tank, container or device from service and/or repair or replace it.

5.1.1 Monthly and Annual Visual Inspections

SJC personnel complete standard visual inspections of ASTs on a monthly basis in accordance with the STI requirements. Tank equipment (i.e. gauges, valves, leak detection systems, alarm/warning systems) is inspected for evidence of maintenance deficiencies and periodically tested to ensure that it remains in good working order. Visible piping, hoses and valves are inspected along with the tank itself in accordance with the inspection procedures described in this chapter. More detailed visual inspections are conducted on an annual basis in accordance with STI recommendations. Monthly and annual inspections are performed by designated personnel who have been trained to perform the inspections. The inspection forms are contained in Appendix G. These inspections ensure early detection and prompt correction of visible leaks and removal of oil accumulated in containment structures.

5.1.1.1 Monitoring for Water in Tanks

The STI SP001 standard requires monthly monitoring for water in tanks and the interstice of double-walled ASTs except as provided below. If corrosion is found due to microbial activity (MIC), treat the AST with a proper biocide, emulsifier, or other water control additive, or otherwise sterilize the AST. In addition, take necessary steps to repair or remove the AST from service if warranted by the extent of the corrosion. The exceptions to monthly water monitoring are:

- If no measurable amounts of free-standing water are found during four consecutive months of monitoring, the frequency of monitoring for water may be reduced to annually.
- If measurable amounts of free-standing water are found during annual monitoring, one of the following actions shall be taken:
 - The AST shall be tested for the presence of bacteria that could cause MIC. If bacteria that could cause MIC are present, the monitoring frequency shall be increased to monthly. The monitoring frequency may again be reduced to annually after four consecutive months if no measurable amounts of free-standing water are found. If bacteria that could cause MIC are not present, the monitoring frequency may remain at annual; OR
 - The monitoring frequency shall be increased to monthly and the source of water should be investigated. The monitoring frequency may again be reduced to annually if no measurable amounts of free-standing water are found after four consecutive months.

- If a reduced frequency for water monitoring in ASTs is allowed and utilized as described above, documentation demonstrating no measurable amounts of free-standing water are present during monthly and annual checks shall be kept on file for as long as the reduced water monitoring frequency is used and three years thereafter.
- ASTs containing liquids that are miscible with water, for example, gasoline with ethanol, and where water is known or expected to be present do not require monthly monitoring for water. However, such ASTs should be monitored for possible phase separation.
- ASTs do not require monitoring for water if they are holding liquids that are drained from the lowest point in the tank and entirely emptied every 120 days or less, or where the tank throughput during the 120-day period is greater or equal to the tank capacity. Note that on some tanks, the lowest nozzle is not at the lowest point in the tank, so that some of the tank contents remain in the tank when emptied
- As an alternative to checking for water, the tank owner may follow a written program to ensure water is removed or treated on a regular basis to prevent damage due to MIC. The STI publication Keeping Water Out of Your Storage System is a good source of information when developing a written program. However, it is highly recommended to check for water periodically, even if there is a program to remove water regularly.

5.1.2 Formal External Inspections

In accordance with the STI standard, shop-fabricated AST systems are subject to formal external inspection and leak testing requirements based on the capacity of the tank, the means of spill control, and the presence of a continuous release detection method (CRDM).³ Based on these parameters, none of SJC's ASTs is required to undergo formal external inspections by a certified inspector on a regular basis. If a routine monthly or annual visual inspection indicates significant tank deterioration, SJC should consider conducting a formal external inspection.

5.1.3 Tank Integrity Tests

SJC will retain the services of a qualified tank testing contractor to perform a tank integrity test in accordance with STI SP001 or other industry standard determined by the tank tester to be appropriate for the type of tank, under the following circumstances:

- Whenever material repairs or alterations are made to the tank;
- If evidence of a leak is detected;
- In the event of damage to the tank; or
- If the results of a formal tank inspection reveal evidence of leakage or deterioration.

An affected tank will remain out of service until it is repaired and tested to confirm its integrity, or it is otherwise replaced.

³ A continuous release detection method is defined in the STI standard as a means of detecting a release of liquid through inherent design. It can be passive, such as visual detection, but must be designed in accordance with good engineering practice.

5.1.4 Regular Testing of Devices

In addition to the frequent visual inspections, SJC personnel will perform regular testing of equipment and devices associated with oil storage. Product level gauges, pumps, and other monitoring devices will be periodically tested and/or inspected in accordance with the manufacturer's instructions to ensure they are in working order.

5.2 55-GALLON DRUM INSPECTIONS

SJC ensures that all 55-gallon drums are visually inspected on a monthly basis in accordance with the STI SP001 criteria included on the monthly inspection sheet included in Appendix G. If monthly visual inspections or informal inspections reveal that a drum is leaking, dented, corroded, or compromised, SJC personnel will immediately transfer the oil in the drum to a new drum and ensure that the empty drum is properly disposed of.

5.3 OIL-FILLED OPERATIONAL EQUIPMENT INSPECTIONS

To meet the requirements of the qualified oil-filled operational equipment requirements per 40 C.F.R. § 112.7(k)(2)(i), hydraulic elevator H2, the two SJC-owned oil-filled electrical transformers, and the six generator lubricating oil tanks must undergo routine visual inspections to monitor the integrity of the oil storage containers. A contractor inspects the elevators monthly, in addition to performing quarterly preventive maintenance and annual state inspections. The contractor provides copies of elevator H2's monthly inspections to the SPCC Coordinator to fulfill the routine inspection requirement. SJC staff conduct monthly inspections of the two oil-filled electrical transforms, using the form in Appendix G. The generator lubricating oil tanks are inspected during the monthly AST inspections described in Section 5.1.1. If any problems or deficiencies are noted with this equipment, they are addressed by a contractor or CSJ Public Works Fleet Services.

5.4 PREVENTIVE MAINTENANCE PROCEDURES

SJC personnel routinely inspect and replace equipment as part of the preventive maintenance program. If an inspection shows that continuation of an operation or practice is likely to result in an imminent release, prompt action will be taken. Examples of imminent release indicators include, but are not limited to, leaking valves, pumps, and pipe joints; cracked or corroded containers; malfunctioning relief devices; and inadequate gauging. Tanks are fail-safe engineered to avoid spills, and overflow prevention equipment, when provided, is maintained in good working order.

If an inspection shows that an operation or practice is not an imminent threat to cause a release but is malfunctioning and could lead to a release if not remedied, appropriate repairs/actions are completed as soon as practicable. Visible leaks are promptly corrected. Examples of probable release causes include, but are not limited to, damaged secondary containment structures and external coating deficiencies.

5.5 CONTAINMENT DRAINAGE

Precipitation could potentially get into the containment tray for the piping associated with Tank 17. Due the low amount of rainfall in San José, it is unlikely that precipitation will accumulate in this containment structure. However, if it does, any discharges of water from this structure must be logged using the form in Appendix H. If a sheen is present the accumulated water may not be discharged to stormwater and must be removed from the containment area and transported offsite for proper disposal/recycling. Once the discharge is complete, any drain valves must be securely closed.

5.6 RECORDKEEPING PROCEDURES

SJC maintains signed records of all inspections and tests that it performs in accordance with the written procedures described in this chapter. These records are kept with the SPCC Plan. All SPCC records, including monthly inspections, are kept for a minimum of three years. See 40 C.F.R. § 112.7(e).

6. OIL SPILL ROLES AND RESPONSE PROCEDURES

This chapter identifies SJC's oil spill cleanup equipment, describes oil spill response procedures, and identifies outside responders who may be contacted in the event of an oil release. This chapter also describes disposal procedures for material recovered from an oil release and provides contact information for potential responders. General oil spill response procedures are provided in this chapter.

6.1 ROLES AND RESPONSIBILITIES

The following sections summarize oil release response roles and responsibilities of key individuals and agencies. Due to the relatively small individual oil storage container sizes, it is extremely unlikely that an oil release at SJC, from SJC operated equipment, would require response resources from outside the area.

6.1.1 SPCC Coordinator Responsibilities

The designated person responsible for oil spill prevention is the SPCC Coordinator. The SPCC Coordinator has the authority to commit the necessary services and equipment to respond to the discharge and to request assistance from fire and/or police departments, contractors, or other responders, as appropriate.

The general responsibilities of the SPCC Coordinator include:

- Oversee the development, implementation, and maintenance of the SPCC Plan and oil spill prevention program;
- Identify any facility changes that would warrant amendments to the SPCC Plan;
- Coordinate, organize and/or conduct initial SPCC training and annual spill prevention briefings for oil-handling personnel;
- Ensure required inspections are conducted; and
- Ensure spill containment and cleanup equipment is maintained.

In the event of an oil release or spill, responsibilities include:

- Assess the type, magnitude, and extent of spills or releases;
- Coordinate spill cleanup activities with the AOC/MOD and Airport Fire Department or Contractor;
- Contact the onsite personnel to bring spill containment equipment to the spill location;
- Contact and coordinate with local offsite facility responders, if necessary;
- Arrange for the thorough cleanup and proper disposal of any released oil; and
- Ensure spill reporting is completed if required, as described in Chapter 7.

The SPCC Coordinator may designate certain responsibilities as necessary to ensure proper program implementation and effective spill response. The Alternate SPCC Coordinator assists the SPCC Coordinator as directed and serves as SPCC Coordinator in the primary Coordinator's absence.

6.1.2 SJC Spill Response Resources

The SPCC Coordinator is supported by many resources at SJC in preventing and responding to oil releases.

- **San José Fire Department (SJFD) Station 20** is located at the Airport and will serve as the initial responder and Incident Commander to large oil releases (over 10 gallons) and will work with the SPCC Coordinator and AOC/MOD to determine appropriate actions. SJFD will evaluate the release circumstances and potential impacts, attempt to contain the release, make required release notifications, and call on other external resources as necessary.
- **MOD** will serve as the Incident Commander for responses to large oil releases if SJFD transfers this role to the MOD and will oversee responses for smaller oil releases.
- **SPCC Coordinator** (Primary & Alternate) will assist with determining the extent of the release as needed, serve as a resource for determining cleanup response, confirm necessary release notifications are made by the Incident Commander, and coordinate cleanup by the Airport's contractor when deemed safe to do so by the Incident Commander.
- **San José Police Department – Airport Division** will assist as necessary with securing the scene and conducting an investigation if it appears criminal activity may have been involved.
- **SJC Facilities** personnel will assist by taking measures to secure impacted equipment and arrange for any necessary repairs as expeditiously as possible.

6.1.3 Spill Contractor

SJC has made arrangements with a spill response contractor who is available to provide emergency response and cleanup services 24 hours a day, 365 days a year, and has the capabilities and equipment to handle any potential release of oil onsite, including one that reaches the stormwater system or the Guadalupe River. The contractor has the necessary licenses and permits, trained response personnel and mechanical recovery equipment for use on water and on land, including vacuum trucks, tanker trucks, dump trailers, and a large supply of drums, rollofs, absorbents and other related cleanup materials. A list of response equipment maintained by SJC's spill contractor is provided in Appendix I.

6.1.4 California Office of Emergency Services

Oil releases are reported to the California Office of Emergency Services (Cal OES) in accordance with Chapter 7. Cal OES will oversee and direct response efforts and summon, or direct SJC to summon, other agencies that should be involved depending on circumstances, such as the California Department of Fish and Wildlife. In the very unlikely event that an oil release from SJC owned and operated equipment is beyond the capabilities of SJC's spill contractor, Cal OES and the National Response Center will mobilize additional state resources.

6.2 DISCHARGE DISCOVERY

Most potential oil releases at SJC are likely to be discovered quickly, before a significant impact can occur. Facilities, Operations and Security personnel perform regular rounds of the airport and would observe any visible signs of leakage. Formal inspections are conducted of oil storage tanks, drums and equipment as described in Chapter 5. Failure of equipment, such as emergency generators or hydraulic elevators, to operate as expected would lead to the discovery of potential oil releases. Finally, tanks and piping equipped with electronic monitoring systems, such as the Electrical Vault tank system and generator rupture basin alarms, provide audible notification of releases.

6.3 OIL RELEASE SCENARIOS

The rate of flow of a potential release from any of the tanks, drums or equipment would depend on several factors (e.g., the size of the leak and liquid head above the leak) and is difficult to determine accurately until all factors associated with a specific release are known. For all aboveground bulk storage containers provided with secondary containment, a release from the containers would generally remain within the secondary containment.

Table 6-1 provides estimated flow rates, potential oil release pathways for likely potential oil releases and location-specific response actions. The most likely release scenarios are described along with appropriate protective measures to prevent discharges to navigable waters. For example, the scenario of a fuel delivery vehicle rupturing and releasing all of its contents is a very unlikely scenario, whereas a leaking hose or valve, or overfilling a tank is more likely. Because all oil transfers are staffed operations, a typical response of less than 10 seconds to initiate emergency system shutdowns is expected, significantly minimizing the amount of oil potentially released.

Any potential release associated with tank piping is expected to be minor. The underground piping at the Lighting Vault is double walled and provided with electronic leak detection. A leak from aboveground piping associated with Tanks 9, 9A and 17 would be limited to the amount of oil contained in the piping, as the systems would lose suction and stop pumping. (The piping for Tank 9A is double walled.) The exception is Tank 10, whose piping exits the bottom of the tank. A leak in Tank 10 piping could potentially drain the 60-gallon tank, but the release would likely be contained within the tank room.

It is unlikely that an oil release from the activities within the scope of this SPCC Plan would discharge to water because SJC: 1) has provided bulk oil storage containers with appropriate containment structures to prevent a discharge; 2) complies with federal regulations for the handling and storage of oil; 3) performs regular preventive maintenance and inspection of oil storage facilities; 4) employs best management practices to avoid minor spills during routine operations; and 5) utilizes container materials and construction compatible with products stored and conditions of storage. Furthermore, the combination of active containment measures (deploying absorbent materials) and the ability to intercept and contain an oil release at the outfall(s) should be sufficient to prevent potential releases from reaching navigable waters.

6.4 OIL SPILL EQUIPMENT AND PROCEDURES

Spill cleanup equipment, including absorbent materials to stop and contain small releases, is maintained in various locations, including the following:

- Spill kits are located at or nearby every AST
- In the Fleet Maintenance Shop
- On fuel delivery/removal vehicles

The inventory of spill equipment is periodically inspected by responsible parties to ensure that it is fully stocked and ready for use in the event of an oil spill. If, during an inspection, items are noted as missing, they are ordered and replaced as soon as reasonably possible.

Spill equipment is used only by trained personnel who are familiar with the hazards posed by the spilled material and are knowledgeable of how to manage the spill cleanup residue. Trained SJC employees may respond to small oil leaks or spills that do not pose significant risks to health or safety. In the event of a minor oil release, designated SJC personnel are trained to place absorbent booms/pads to prevent dispersion and protect drains. SJC cleanup supplies and equipment are sufficient to address spills of up to approximately 25 gallons.

Although unlikely, there is the potential for a more significant oil release to occur. For spills that are beyond the capabilities of SJC personnel and equipment, the SPCC Coordinator, or designee will coordinate with Airport Operations and Fire Station #20 to determine whether assistance is needed from offsite responders. If so, SJC will contact their approved spill response contractor. The largest aboveground oil storage tank at SJC (Airport-owned and operated equipment) contains 1,800 gallons. With the use of vacuum trucks, rollofs and spill cleanup and containment supplies, SJC's contractor can manage this size release. See Appendix I for a list of the spill contractor's available equipment.

The basic release response procedures in Figure 6-1 should be followed in the event of an oil release. Location specific spill response information is provided in Table 6-1.

6.5 SPILL RESPONSE COORDINATION

Most releases likely to occur at SJC related to Airport-operated equipment can be quickly addressed and will not require extensive coordination. If a larger incident should occur, it will be coordinated from Airport Operations Center (AOC) located at 1701 Airport Boulevard, Suite B-1130. The AOC is equipped with a variety of fixed and mobile communication equipment (telephone, fax, cell phones, two-way radios, computers) to ensure continuous communication with SJC management, responders, SPCC Coordinator and Environmental Section, authorities, and other interested parties.

6.6 DISPOSAL PROCEDURES

The SPCC Coordinator will ensure that spilled oil and contaminated debris are recovered and properly managed. The SPCC Coordinator will determine what, if any, outside assistance is needed, identify applicable federal, state, and local regulatory requirements, and then select one or more of the following waste cleanup/management options:

- **Product Recovery** - Whenever feasible, spilled and contained oil will be returned to its original container. The SPCC Coordinator will ensure all container leaks and punctures are repaired first or utilize a new container if appropriate.
- **Off-Site Disposal** - Released product that cannot be reused must be declared waste. Liquids absorbed by solid materials will be shoveled into open top, 55-gallon drums. When drums are filled after a cleanup, the drum lids shall be secured and the drums shall be appropriately labeled identifying the substance(s) and the hazard of the material. The SPCC Coordinator will coordinate the transport and disposal of the waste materials at an appropriately licensed offsite disposal facility.

Selected cleanup and disposal options will comply with all applicable federal, state, and local laws and rules.

Table 6-1: Most Likely Potential Oil Release Information

Note: Follow general spill response procedures outlined in Figure 6-1 and apply the location specific measures detailed in this table. The outfalls identified for various drainage areas were selected as the most likely based on the SJC Storm and Sewer System Map Book (12/20/2019).

Container/ Equipment	Location	Potential/Most Likely Type of Failure	Maximum Potential Spill (Gal)	Rate of Flow (GPM)	Direction of Potential Spill or Release	Release Response Measures
1 – Portable Generator	1387 Airport Blvd - Facilities	Container/ containment leakage	100	< 1 - 100	A release during tank filling or from tank secondary containment would flow across the surrounding pavement and could reach the safe drain about 25' away. A mat should be placed over the safe drain and the drain should be closed during deliveries.	Deploy absorbents to contain the release and prevent it from reaching the safe drain. If the release escapes the safe drain, attempt to intercept it at Outfall D or in the storm line downstream.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
2 - Generator	1387 Airport Blvd - Facilities	Container/ containment leakage	173	< 1 - 173	A release during tank filling or from tank secondary containment would flow across the surrounding pavement and pool near the generator. There are no storm drains in the vicinity.	Deploy absorbents to contain the release and prevent it reaching a drain.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
4 - Generator	1661 Airport Blvd – Term B – Lot 5	Container/ containment leakage	60	< 1 - 60	A release during tank filling or from tank secondary containment would flow across the surrounding pavement and potentially reach a storm drain.	Deploy absorbents to contain the release and prevent it reaching a storm drain. If the release enters a storm drain, attempt to intercept it at Outfall F1 or the storm line downstream along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		

5 - Generator	1701 Airport Blvd – Term B – L Core	Container/ containment leakage	1350	< 1 - 1350	A release during tank filling or from tank secondary containment could reach the safe drain in the concrete generator structure. A mat should be placed over the safe drain and the drain should be closed during deliveries. There are no storm drains in the vicinity outside the structure where the delivery vehicle would be parked.	Deploy absorbents to contain the release. If the release escapes the safe drain, attempt to intercept it at Outfall F1 or the storm line downstream along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
6 - Generator	1701 Airport Blvd – Term B – K Core	Container/ containment leakage	1350	< 1 - 1350	A release during tank filling or from tank secondary containment could reach the storm drain in the concrete generator structure. A mat should be placed over the storm drain during deliveries. There are no storm drains in the vicinity outside the structure where the delivery vehicle would be parked.	Deploy absorbents to contain the release. If the release escapes the drain, attempt to intercept it at Outfall F1 or the storm line downstream along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
7 - Generator	1701 Airport Blvd – Term B – J Core	Container/ containment leakage	1350	< 1 - 1350	A release during tank filling or from tank secondary containment could reach the storm drain in the concrete generator structure. A mat should be placed over the storm drain during deliveries. There are no storm drains in the vicinity outside the structure where the delivery vehicle would be parked.	Deploy absorbents to contain the release. If the release escapes the drain, attempt to intercept it at Outfall F1 or the storm line downstream along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		

8 - Generator	1701 Airport Blvd – Term B – H Core	Container/ containment leakage	1350	< 1 - 1350	A release during tank filling or from tank secondary containment could reach the storm drain in the concrete generator structure. A release outside the generator structure could potentially reach a storm drain about 25' from where the delivery vehicle would be parked. Mats should be placed over the storm drain in the generator structure and outside near the delivery truck during deliveries.	Deploy absorbents to contain the release. If the release escapes a drain, attempt to intercept it at Outfall I or storm drains along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
9 - Generator	2065 Airport Blvd (S) Term A – Generator E	Container/ containment leakage	298	< 1 - 298	A release during tank filling, from piping leakage or from tank secondary containment should be contained within the area by the berm at the doorway. If the berm failed or if fueling was by delivery truck, a release could potentially reach the storm drain about 100' from the tank. Tank 9 is typically filled on demand from Tank 9A.	Deploy absorbents to contain the release. If the release escapes the bermed area and reaches the storm drain, attempt to intercept it at Outfall I or storm drains along the path.
		Piping leakage	< 5	< 5		
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
9A – Generator (separate AST)	2065 Airport Blvd (S) Term A – Generator E	Container/ containment leakage	500	< 1 - 500	A release during tank filling, from piping containment leakage or from tank secondary containment would flow across the surrounding paved area and potentially reach the nearest stormwater safe drain about 60' away.	Deploy absorbents to contain the release. Close the safe drain if it is not already closed. If the release escapes the safe drain, attempt to intercept it at Outfall K2 or storm drains along the path.
		Piping leakage	< 5	< 5		
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		

10 – Fire Pump	2075 Airport Blvd – Term A Garage	Container/ containment leakage	60	< 1 - 60	A release from piping leakage or from tank secondary containment should be contained within the room. A release from the delivery vehicle would flow across the surrounding paved area and potentially reach the nearest storm drain about 300’ away.	Deploy absorbents to contain the release and prevent it reaching the indoor bermed floor drain to sanitary or an outdoor storm drain. If the release enters a storm drain, attempt to intercept it at Outfall K1 or storm drains along the path.
		Piping leakage	60	< 1 - 60		
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
11 - Generator	2065 Airport Blvd (S) – Generator D	Container/ containment leakage	1423	< 1 - 1423	A release during tank filling or from tank secondary containment could flow across the surrounding pavement. There are no storm drains in the vicinity.	Deploy absorbents to contain the release and prevent it reaching a drain.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
13 - Generator	2065 Airport Blvd (S) – Generator B	Container/ containment leakage	1200	< 1 - 1200	A release during tank filling or from tank secondary containment could flow across the surrounding pavement and potentially towards a trench drain along the building behind the generator.	Deploy absorbents to contain the release and prevent it reaching the drain. If the release enters a storm drain, attempt to intercept it at Outfall K2 or storm drains along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
14 - Generator	Air Cargo Ramp (Switchgear)	Container/ containment leakage	80	< 1 - 80	A release during tank filling or from tank secondary containment could potentially reach a concrete drainage swale leading to a drain about 200’ away that flows to an OWS near the compactors.	Deploy absorbents to contain the release. Due to the small amount of oil and the distance to the OWS, it is unlikely that the any oil reaching the OWS would escape it. If it did, however, it could reach the sanitary sewer.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		

15 and 15A - Flood Control Pumps	2080 Airport Blvd – Rocky Pond	Container/ containment leakage	160 each	< 1 - 160	A release during tank filling could potentially flow into Rocky Pond, located below the fill port area. A release from tank secondary containment could potentially be contained within the angle iron containment surrounding the tanks. If a release escaped the building it could reach Rocky Pond. No oil is routinely in piping, only when filling	Deploy boom and other absorbents to prevent a release from entering Rocky Pond. If a release enters the pond, shut off the pumps to prevent a discharge from the pond. If a release does escape the pond, deploy containment and absorbents at Outfall M.
		Piping leakage	< 1	< 1		
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
16 - Generator	325 Martin Ave – Old Long-term Lot (Airside NW)	Container/ containment leakage	200	< 1 - 200	A release during tank filling or from tank secondary containment would sheet flow across the pavement towards the runways. No storm drains are in the vicinity.	Deploy absorbents to contain the release.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
17 - Generators (separate AST)	273 Martin Ave – Airfield Electrical Vault	Container/ containment leakage	1000	< 1 - 1000	A release during tank filling, from aboveground piping leakage or from tank secondary containment would flow across the surrounding paved area towards a grassy drainage swale behind the tank and potentially reach the nearest storm drain about 50' away in the swale. < 1 gallon of oil is expected from a potential piping leak either due to minor drip or rupture which would break the suction. A leak from underground piping would stay within the double-wall and be detected by leak sensors.	Deploy absorbents to contain the release and prevent it reaching the drain. If the release enters a storm drain, attempt to intercept it at Outfall M or storm drains along the path.
		Aboveground piping leakage	< 1	< 1		
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		

18 - Generators (separate day tank AST)	273 Martin Ave – Airfield Electrical Vault	Container/ containment leakage	100	< 1 - 100	A release from piping leakage or from tank secondary containment would likely be contained within the Electrical Vault as there are no floor drains. < 1 gallon of oil is expected from a potential piping leak either due to minor drip or rupture which would break the suction. There are leak sensors for the underground piping and some of the aboveground piping in the building.	Deploy absorbents to contain the release and prevent it from getting outdoors and reaching the drain.
		Piping leakage	< 1	< 1		
		Overfill	10	60		
19 - Generator	Main Point of Entry	Container/ containment leakage	67	< 1 - 67	A release during tank filling or from tank secondary containment would flow across the surrounding pavement and could potentially reach the safe drain about 175' away.	Deploy absorbents to contain the release and prevent it from reaching the safe drain. Close the safe drain if it is not already closed. If the release escapes the safe drain, attempt to intercept it at Outfall B or storm drains along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
20 – Motor Oil AST	Fleet Maintenance	Container/ containment leakage	120	< 1 - 120	A release during tank filling, dispensing from the tank or from piping/tank secondary containment would flow across the concrete floor and potentially outdoors. There are no floor drains in the shop. The nearest outdoor drain is a safe drain about 50' away.	Deploy absorbents to contain the release. Close the safe drain if it is not already closed. If the release escapes the safe drain, attempt to intercept it at Outfall D or storm drains along the path.
		Piping/hose leakage	< 5	--		
		Incident while dispensing	< 1	2		
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		

21 – Used Oil AST	Fleet Maintenance	Container/ containment leakage	185	< 1 - 185	A release during tank emptying or from tank secondary containment would flow across the concrete floor and potentially outdoors. There are no floor drains in the shop. The nearest outdoor drain is a safe drain about 50' away.	Deploy absorbents to contain the release. Close the safe drain if it is not already closed. If the release escapes the safe drain, attempt to intercept it at Outfall D or storm drains along the path.
		Overfill	< 1	< 1		
		Incident with Removal Vehicle – Hose failure most likely incident	< 10	50		
22 – Generator	1120 Coleman Ave - SJFD	Container/ containment leakage	1,800	< 1 – 1,800	A release during tank filling or from tank secondary containment could reach the two safe drains. A mat should be placed over the safe drain and the drain should be closed during deliveries.	Deploy absorbents to contain the release and prevent it from reaching the safe drains. If the release escapes the drain, attempt to intercept it at Outfall F1 or the storm line downstream along the path.
		Overfill	10	60		
		Incident with Delivery Vehicle – Hose failure most likely incident	10	60		
D1 – Used Oil Drum	1128 Coleman Ave – GA West Hangars (Westside) – GAW-1	Container/ containment leakage	55	< 1 - 55	A drum overfill would be contained within the spill pallet. A release during drum removal or from drum secondary containment would flow across the pavement towards a safe drain about 200' away.	Deploy absorbents to contain the release. Close the safe drain if it is not already closed. If the release escapes the safe drain, attempt to intercept it at Outfall F1 or storm drains along the path.
		Overfill	< 1	< 1		
		Incident during full drum removal	55	< 1 - 55		
D2 – Various Oil Drums	1395 Airport Blvd – Fleet Maintenance	Container/ containment leakage	55	< 1 - 55	A release during drum handling/ dispensing or from drum secondary containment would flow across the concrete floor and potentially outdoors. There are no floor drains in the shop. The nearest outdoor drain is a safe drain about 50' away.	Deploy absorbents to contain the release. Close the safe drain if it is not already closed. If the release escapes the safe drain, attempt to intercept it at Outfall D or storm drains along the path.
		Incident during dispensing	< 1	< 1		

Figure 6-1: General Spill Response Procedures

The following procedures should generally be followed for oil releases. Some activities may occur simultaneously or in a different order depending on circumstances.

- If it is not safe to be in the area, evacuate.
- If personnel are seriously injured or exposed, call 911.
- Activate emergency fuel system shut-off, if applicable.
- Eliminate ignition sources.
- Except for minor releases that can be fully addressed immediately and will not impact the environment or operations, notify the Airport Operations Center (AOC) at 408-277-5100. The AOC will contact the MOD, Airport Environmental Section (SPCC Coordinators) and the Airport Fire Station, depending on circumstances.
- If it is safe to do so, stop the source of the release.
- Contain the release and protect any drains or paths to stormwater drainage with absorbent/containment materials.
- If safe drains are in the area or along the potential spill drainage path, ensure they are closed. Operations, Facilities and Environmental Section have tools to close the valves.
- Protect stormwater catch basins with drain mats.
- Use dry cleaning methods (absorbing, vacuuming, sweeping, etc.) to thoroughly clean the area so no residual oil remains; never wash spills into the stormwater collection system. Any wash water generated should be collected and properly disposed.
- Identify the extent of the spill and any potential impacts to drains or waterways.
- Deploy absorbents at outfalls as necessary and as indicated in Table 6-1.
- The AOC/MOD, SJ Fire Station #20, or SPCC Coordinator will contact an offsite spill response contractor, if required.
- Ensure spilled materials are collected, contained and properly managed.
- The SPCC Coordinator will conduct any required spill reporting (see Chapter 7 of the SPCC Plan).

7. OIL SPILL NOTIFICATION PROCEDURES

This chapter describes how SJC notifies federal and state regulatory agencies regarding reportable releases. The SPCC Coordinator is responsible for reporting oil releases, as required. Contact information for SJC personnel, emergency responders and regulatory agencies is provided in Appendix J.

7.1 AIRPORT SPILL NOTIFICATION

An oil discharge of any capacity at the airport onto soil, pavement, or the storm sewer system requires immediate notification to the AOC at (408) 277-5100. Once notified, the AOC will communicate the discharge to the Airport Fire Department, Environmental Section and others, as necessary.

7.2 OIL RELEASES TO WATER

If oil is discharged⁴ to the navigable waters⁵ of the United States or adjoining shorelines, the SPCC Coordinator or his/her designee will immediately report the incident to:

- California Office of Emergency Services (Cal OES Warning Center) – (800) 852-7550
- Santa Clara County Environmental Health Department – (408) 918-3400
- SJC AOC – (408) 277-5100
- National Response Center (NRC) – (800) 424-8802

(The NRC Operator will notify U.S. Coast Guard and U.S. EPA as appropriate).

The following information must be provided to the NRC when reporting oil discharges to water:

- Exact address or location and phone number of the facility;
- Date and time of the discharge and the type of material discharged;
- Estimates of the total quantity discharged;
- Source of the discharge;
- Description of all affected media;
- Cause of the discharge;
- Damages or injuries caused by the discharge;

⁴ For the purposes of this notification, “discharge” refers to the definition as found in 40 C.F.R. Part 110, which is a harmful quantity of spilled oil which results in:

- 1) Violation of applicable water-quality standards;
- 2) Production of a film, sheen or discoloration on the water surface or adjoining shoreline; or
- 3) Deposition of a sludge or emulsion beneath the water surface or upon the adjoining shoreline.

⁵ The definition of “navigable waters” is complex and subject to interpretation. The Oil SPCC coordinator should coordinate with technical consultants or legal counsel in the event he or she is uncertain whether a release to “navigable waters” has occurred. California requires notification of ANY discharge or potential discharge of oil to State Waters.

- Actions being used to stop, remove, and mitigate the effects of the discharge;
- Whether an evacuation may be needed; and
- Names of individuals and/or organizations who have also been contacted.

In addition, a spill that enters the sanitary sewer system should be reported to the City of San José Department of Transportation at (408) 794-1900 and the San José-Santa Clara Regional Wastewater Treatment Facility at (408) 635-6600.

7.3 OIL RELEASES TO LAND

If the release of oil is on land and is not discharged or threatening to discharge into State Waters; and (a) does not cause harm or threaten to cause harm to the public health and safety, the environment, or property; and (b) is under 42 gallons, then no notification to the Cal OES Warning Center is required. Otherwise, report the spill to the following entities:

- California Office of Emergency Services (Cal OES Warning Center) – (800) 852-7550
- Santa Clara County Environmental Health Department – (408) 918-3400
- SJC AOC – (408) 277-5100

7.4 SPCC WRITTEN NOTIFICATION FOR OIL SPILLS

SJC must make written notification to the U.S. EPA whenever a release has:

- Discharged more than 1,000 gallons of oil in a single discharge event to the navigable waters of the United States or adjoining shorelines (see footnotes 3 and 4 above), or
- Discharged more than 42 gallons (1 barrel) of oil in each of two discharge events to the navigable waters of the United States or adjoining shorelines within any twelve-month period.

If either of the above criteria is met, SJC must file a written report within 60 days with the Regional Administrator of the U.S. EPA. It is the responsibility of the SPCC Coordinator to ensure that the proper notifications are made. In accordance with 40 C.F.R. § 112.4(a), this written report will contain the following information:

- Name and location of the facility.
- Name of the person reporting the event.
- Date, time, and place of release.
- Names, addresses, and telephone numbers of all persons potentially responsible for or liable for the release.
- Maximum storage or handling capacity and normal daily throughput.
- The corrective actions and/or countermeasures taken, including an adequate description of equipment repairs and/or replacements (including any third-party damages and costs of containment and removal operations).
- Description of the facility including maps, flow diagrams, and topographical maps, as necessary.
- The cause of the discharge, including a failure analysis of the system or subsystem in which the failure occurred, and the amount and type of material released.
- Additional preventative measures taken or contemplated to minimize the possibility of recurrence.

- Such other information as the authorities may reasonably require pertinent to the Oil SPCC Plan or discharge.

Information submitted to the Regional Administrator must be sent to:

U.S. EPA Region 9
Attn: SPCC Coordinator
75 Hawthorne Street (ENF-3-2)
San Francisco, CA 94105

(415) 972-3000

8. EMPLOYEE TRAINING PROGRAMS

This chapter describes the SPCC training and discharge prevention briefings that SJC provides to its oil-handling employees, as required by 40 C.F.R. § 112.7(f). Oil-handling employees include those who conduct or oversee oil delivery or pick up, dispense oil, conduct routine inspections of tanks, containers or equipment, respond to oil releases, etc.

8.1 SPCC TRAINING

SJC provides SPCC training to oil-handling employees. The SPCC training program instructs employees involved with the handling of oil and/or oil tanks, drums, containment devices, structures, and equipment on:

- Contents of the SPCC Plan;
- The proper operation and maintenance of equipment to prevent discharges and general facility operations;
- Oil discharge procedures, including notification and use of available spill equipment;
- Instructions regarding applicable oil pollution control laws, rules, and regulations; and
- Instructions regarding regular tank inspection procedures.

SPCC training records are maintained by the SPCC Coordinator.

8.2 DISCHARGE PREVENTION BRIEFINGS

SJC conducts discharge prevention briefings at least annually covering the following topics for oil-handling personnel:

- *Oil SPCC Plan Update* – discuss any Plan changes to ensure that oil-handling employees have an up to date understanding of the Oil SPCC operations, tanks and equipment.
- *Discharges* – highlight and describe near misses and discharges that have occurred in the past year; discuss response actions; effectiveness of oil spill response and equipment; describe actions taken to prevent recurrence.
- *Failures and Malfunctioning Components* – discuss any known equipment failures or malfunctioning components related to oil storage.
- *Precautionary Measures* – review current or new precautionary measures to prevent oil releases.

Records of Discharge Prevention Briefings are maintained by the SPCC Coordinator.

APPENDIX A: CERTIFICATION OF THE APPLICABILITY OF THE SUBSTANTIAL HARM CRITERIA CHECKLIST

CERTIFICATION OF THE APPLICABILITY OF THE SUBSTANTIAL HARM CRITERIA CHECKLIST

FACILITY NAME: Norman Y. Mineta San José International Airport

FACILITY ADDRESS: 1701 Airport Blvd., Suite B-1130, San Jose, CA 95110

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

Yes: _____ No: X

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

Yes: _____ No: X

3. Does the facility have a total oil storage capacity greater than or equal to one million gallons and is the facility located at a distance such that a discharge from the facility could cause injury to fish, wildlife, and sensitive environments.

Yes: _____ No: X

4. Does the facility have a total oil storage capacity of greater than or equal to 1 million gallons and is the facility located at a distance 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 one 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 five 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.

Rebecca A. Corbin, CPEA
Print Name


Woodard & Curran

10/28/22
Date

APPENDIX B: REGULATORY REQUIREMENTS CROSS REFERENCE TABLE

REGULATORY REQUIREMENTS CROSS REFERENCE TABLE

APPLICABLE REGULATORY REQUIREMENTS	LOCATION IN SPCC PLAN
Spill Prevention, Control, and Countermeasure Plan	40 C.F.R. Part 112
Professional Engineer Certification § 112.3(d)	Section 1.8
Maintenance and availability of complete plan. § 112.3(e)	Section 1.6
Qualified facility may self-certify Plan. § 112.3(g)	Section 1.7
Amendment of Plan by Regional Administrator. § 112.4	Section 1.5
Amendments and plan review every 5 years. § 112.5	Section 1.5, Appendix C
Tier I and Tier II qualified facility requirements. § 112.6	Section 1.7
Discussion of Facility's conformance with 40 C.F.R. Part 112. § 112.7(a)(1)	Section 1.1
Description of equivalent environmental protection provided when deviating from requirements of Part 112. § 112.7(a)(2)	N/A
Description of physical layout of the Facility. § 112.7(a)(3)	Chapter 2
Facility Diagram § 112.7(a)(3)	Appendix D
Type of oil in each container and its storage capacity. § 112.7(a)(3)(i)	Chapter 3
Discharge prevention measures (including procedures for routine handling of products). § 112.7(a)(3)(ii)	Chapters 3 and 4
Discharge/drainage controls around containers/structures. § 112.7(a)(3)(iii)	Chapter 3
Procedures for the control of a discharge. § 112.7(a)(3)(iii)	Chapter 6
Countermeasures for discharge discovery, response, and cleanup (including Facility and contractor capability). § 112.7(a)(3)(iv)	Chapter 6
Methods of disposal of recovered materials in accordance with applicable legal requirements. § 112.7(a)(3)(v)	Section 6.6
Contact list and phone numbers for the Facility response coordinator, National Response Center, cleanup contractors with whom the Facility has response agreements, and all appropriate Federal, State, and local agencies who must be contacted in case of a discharge. § 112.7(a)(3)(vi)	Chapter 7 and Appendix J
Information and procedures to enable a person to report a discharge as described in 40 C.F.R. § 112.7(a)(4)	Chapter 7

APPLICABLE REGULATORY REQUIREMENTS	LOCATION IN SPCC PLAN
Prediction of direction, rate of flow and total quantity of oil as a result of each type of major equipment failure. § 112.7(b)	Section 6.3, Table 6-1
Appropriate containment and/or diversionary structures. § 112.7(c)	Chapter 3, Tables 3-1, 3-2 and 3-3
Demonstration of impracticability of secondary containment § 112.7 (d) For bulk storage containers: conduct periodic integrity testing of containers and periodic integrity and leak testing of piping and valves; and unless a Facility Response Plan has been submitted in accordance with § 112.20, provide in the Plan the following: (1) An Oil Spill Contingency Plan in accordance with Part 109; (2) A written commitment of manpower, equipment and materials to expeditiously control and remove and quantity of oil discharged.	N/A
Inspections, Test, and Records	40 C.F.R. § 112.7(e)
Inspections and tests performed in accordance with written procedures. Written procedures and records of inspections and tests signed and kept with Plan for at least three years.	Chapter 5 Appendix G
Personnel Training and Discharge Prevention Procedures	40 C.F.R. § 112.7(f)
(1) Oil-handling personnel trained in 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 the Facility SPCC Plan.	Section 8.1
(2) Designated person responsible for spill prevention.	Section 1.3
(3) Schedule and conduct spill prevention briefings for oil-handling personnel at least once each year.	Section 8.2
Security	40 C.F.R. § 112.7 (g)
(1) Description of methods to secure and control access to oil handling, processing and storage areas.	Section 2.3
(2) Secure master flow and drain valves.	Section 2.3
(3) Prevent unauthorized access to starter controls on oil pumps.	Section 2.3
(4) Secure out-of-service and loading/unloading connections of oil pipelines.	NA
(5) Adequate facility lighting to discover spills and prevent vandalism.	Section 2.3
Facility Tank Car and Tank Truck Loading/Unloading Rack	40 C.F.R. § 112.7(h)
(1) Quick drainage systems used in areas without catch basins or treatment Facility designed to handle discharges; containment designed to hold at least the maximum capacity of a single compartment of a tank car or tank truck loaded or unloaded at the Facility.	N/A
(2) Warning lights, physical barriers, or other measures provided to prevent truck departure prior to line disconnection.	N/A
(3) Inspection of drains and outlets prior to filling and departure of tank cars and trucks.	Figure 4-1
Brittle Fracture Evaluation	40 C.F.R. § 112.7(i)
Field-constructed aboveground containers that have undergone repair, alteration, reconstruction, a change in service, or have discharged oil have been evaluated for risk of discharge or failure due to brittle fracture.	N/A

APPLICABLE REGULATORY REQUIREMENTS	LOCATION IN SPCC PLAN
Conformance with Applicable State Rules	40 C.F.R. § 112.7(j)
Discussion of conformance with applicable requirements of any applicable more stringent State rules, regulations or guidelines.	Section 1.2 and Chapter 7
Qualified Oil-Filled Operational Equipment	40 C.F.R. § 112.7(k)
(1) Qualification criteria for oil-filled operational equipment.	Section 1.1
(2) If secondary containment is not provided for qualified oil-filled operational equipment, facility owner/operator must:	--
(i) Establish and document facility procedures for inspections or a monitoring program to detect equipment failure and/or discharge.	Section 5.3
(ii) Unless a Facility Response Plan has been submitted in accordance with § 112.20, provide the following in your Plan:	--
(A) An Oil Spill Contingency Plan in accordance with Part 109.	Throughout Plan (see below)
(B) A written commitment of manpower, equipment and materials to expeditiously control and remove and quantity of oil discharged.	Section 1.4
Facility Drainage	40 C.F.R. § 112.8(b)
(1) Restrain diked drainage areas by valves. Inspect accumulation before emptying (via a manually activated pump or ejector) to ensure no oil will be discharged.	N/A
(2) Use of manual open-and-closed drain valves to drain diked areas.	N/A
(3) Drainage of undiked areas with potential for a discharge into ponds, lagoons and catch basins designed to retain oil spills or return it to the facility.	Section 2.2
(4) Design of in-plant ditches with diversion systems to return spilled oil to Facility.	N/A
(5) Engineer Facility drainage systems to prevent discharges in case of equipment failure or human error.	N/A
Bulk Storage Containers	40 C.F.R. § 112.8(c)
(1) Container materials and construction compatible with products stored and conditions of storage.	Chapter 3
(2) Provide secondary containment for bulk storage tanks for the capacity of the largest single container, plus sufficient freeboard for precipitation. Ensure diked areas are sufficiently impervious to contain a discharge of oil.	Chapter 3; Tables 3-1 and 3-2
(3) Requirements for drainage of diked rainwater bypassing treatment system (valve normally closed, valve opened only during drainage, inspect rainwater, records kept).	N/A
(4) Cathodic protection and regular leak testing for completely buried metallic tanks installed on or after January 10, 1974. Regularly leak test such completely buried metallic tanks.	N/A
(5) Do not use partially buried or bunkered metallic tanks, unless buried section is protected from corrosion.	N/A
(6) Integrity test aboveground containers on a regular schedule and when material repairs are done.	Section 5.1.3
(7) Monitor steam return and exhaust lines from internal heating coils to prevent leakage.	N/A

APPLICABLE REGULATORY REQUIREMENTS	LOCATION IN SPCC PLAN
(8) Containers are engineered or updated in accordance with good engineering practices to avoid discharges. Provide at least one of the following: (i) High level alarms with an audible or visual signal at a constantly attended station. Audible air vents may suffice for smaller facilities. (ii) High liquid level pump cutoff devices. (iii) Direct audible or code signal communication between the container gauge and the pumping station. (iv) Fast response system for determining the liquid level of each container (a person must be present to monitor gauges and filling of bulk storage containers. (v) Regularly test liquid level sensing devices.	Chapter 3; Section 5.1.4
(9) Treatment facility effluent monitored regularly to detect system upsets.	N/A
(10) Prompt correction of visible leaks; prompt removal of oil accumulated in diked areas.	Section 4.1
(11) Mobile or portable oil storage containers are positioned or located to prevent a discharge and have been provided with adequate secondary containment.	Section 3.2, Tables 3-1 and 3-2
Transfer Operations	40 C.F.R. § 112.8(d)
(1) Cathodic protective coating for buried piping (installed or replaced on or after August 16, 2002), exposed pipes inspected for corrosion.	N/A
(2) Terminal connections on out of service piping capped and marked as to origin.	N/A
(3) Pipe supports properly designed to minimize abrasion and corrosion, and to allow expansion and contraction.	Section 3.1
(4) Aboveground valves and piping inspected regularly, integrity and leak testing conducted for buried piping.	Chapter 5
(5) Aboveground piping protected by notifying vehicular traffic entering Facility.	Section 3.1
Substantial Harm Criteria	40 C.F.R. Part 112 Appendix C
Substantial harm criteria certification to exempt Facility from preparing a Facility Response Plan	Appendix A
Oil Spill Contingency Plan	40 C.F.R. Part 109
(a) Definition of the authorities, responsibilities, and duties of all persons, organizations, or agencies which are to be involved or could be involved in planning or directing oil removal operations.	Chapter 6
(b) Establishment of notification procedures for the purpose of early detection and timely notification of an oil discharge including:	--
(1) The identification of critical water use areas to facilitate the reporting of and response to oil discharges.	Section 2.2
(2) A current list of names, telephone numbers and addresses of the responsible persons and alternates on call to receive notification of an oil discharge as well as the names, telephone numbers and addresses of the organizations and agencies to be notified when an oil discharge is discovered.	Chapter 7, Appendix J
(3) Provisions for access to a reliable communications system for timely notification of an oil discharge and incorporation in the communications system of the capability for interconnection with the communications systems established under related oil removal contingency plans, particularly State and National plans.	Section 6.5, Chapter 7
(4) An established, prearranged procedure for requesting assistance during a major disaster or when the situation exceeds the response capability of the State, local or regional authority.	Chapters 6 and 7
(c) Provisions to assure that full resource capability is known and can be committed during an oil discharge situation including:	--

APPLICABLE REGULATORY REQUIREMENTS	LOCATION IN SPCC PLAN
(1) The identification and inventory of applicable equipment, materials, and supplies which are available locally and regionally.	Section 6.4, Appendix I
(2) An estimate of the equipment, materials, and supplies which would be required to remove the maximum oil discharge to be anticipated	Section 6.4
(3) Development of agreements and arrangements in advance of an oil discharge for the acquisition of equipment, materials, and supplies to be used in responding to such a discharge.	Chapter 6
(d) Provisions for well-defined and specific actions to be taken after discovery and notification of an oil discharge including:	--
(1) Specification of an oil discharge response operating team consisting of trained, prepared, and available operating personnel.	Chapter 6
(2) Predesignation of a properly qualified oil discharge response coordinator who is charged with the responsibility and delegated commensurate authority for directing and coordinating response operations and who knows how to request assistance from Federal authorities operating under existing national and regional contingency plans.	Section 6.1.1
(3) A preplanned location for an oil discharge response operations center and a reliable communications system for directing the coordinated overall response operations.	Section 6.5
(4) Provisions for varying degrees of response effort depending on the severity of the oil discharge.	Chapter 6
(5) Specification of the order of priority in which the various water uses are to be protected where more than one water use may be adversely affected as a result of an oil discharge and where response operations may not be adequate to protect all uses.	Section 2.2; Chapter 6
(e) Specific and well defined procedures to facilitate recovery of damages and enforcement measures as provided for by State and local statutes and ordinances.	Section 1.4

APPENDIX C: RECORD OF CHANGES AND REVIEW LOG

SPCC PLAN REVIEW LOG

Review #1

"I have completed a review and evaluation of this SPCC Plan on _____ and [will/will not] amend the Plan as a result."

Name: _____

SJC: _____

Title: _____

Review #2

"I have completed a review and evaluation of this SPCC Plan on _____ and [will/will not] amend the Plan as a result."

Name: _____

SJC: _____

Title: _____

Review #3

"I have completed a review and evaluation of this SPCC Plan on _____ and [will/will not] amend the Plan as a result."

Name: _____

SJC: _____

Title: _____

Review #4

"I have completed a review and evaluation of this SPCC Plan on _____ and [will/will not] amend the Plan as a result."

Name: _____

SJC: _____

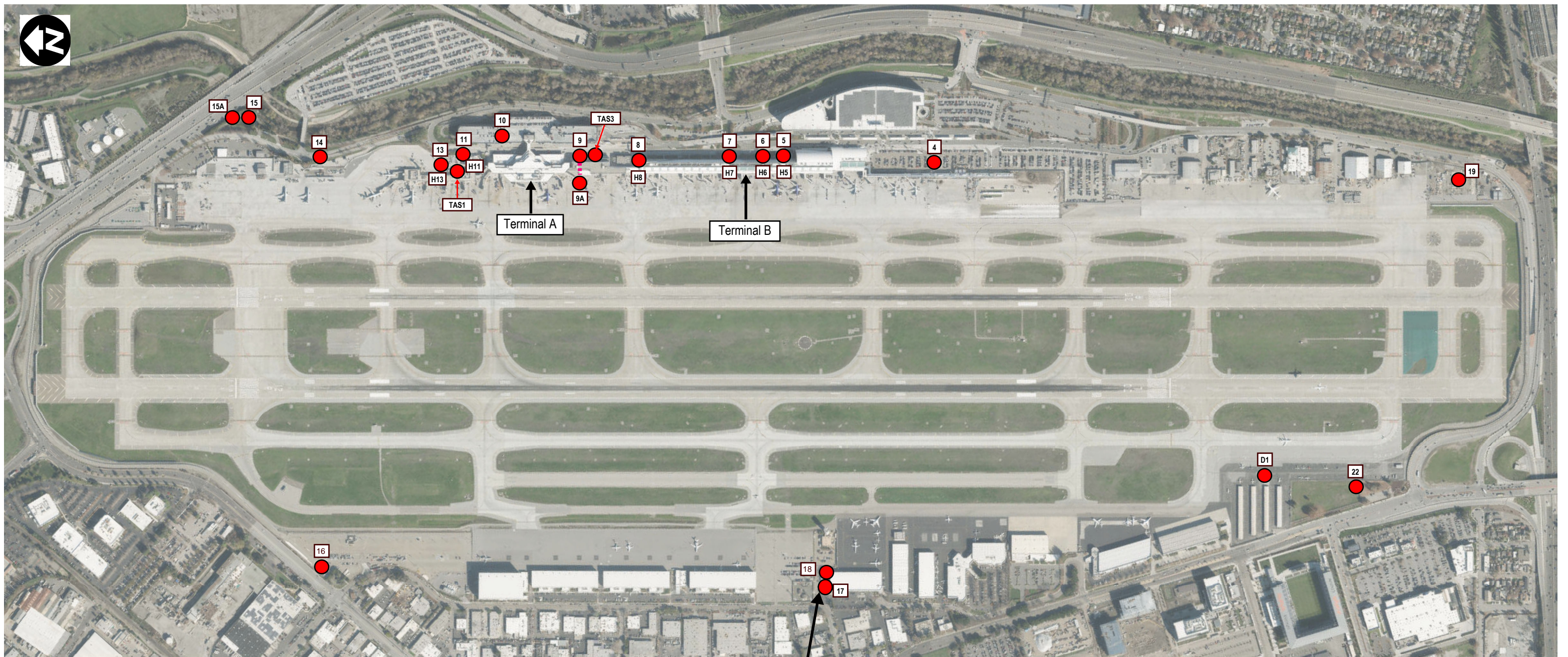
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APPENDIX D: FACILITY DIAGRAMS

D1: Facility Diagram Overview

D2: Fleet Maintenance Map

D3: Lighting Vault Maps



See Appendix D3 for Lighting Vault details

Legend

- Tank and Drum Locations
- 16 Tank/Drum ID
- ⋯ Oil-filled piping
- T Oil-filled Electrical Transformer
- H Generator Lubricating Oil Tanks

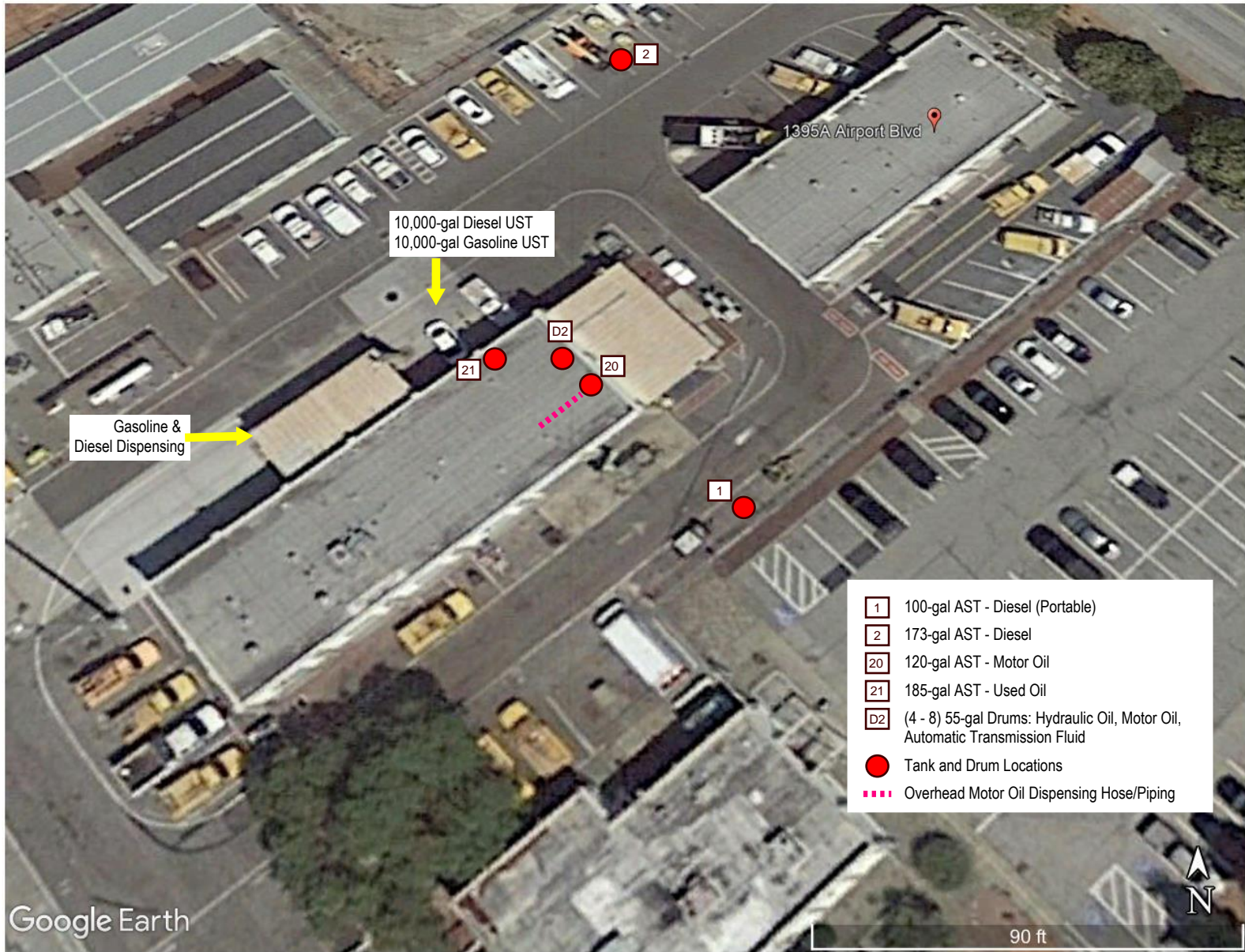
Tank ID	Capacity / Type	Contents
4	60-gal AST	Diesel
5	1350-gal AST	Diesel
6	1350-gal AST	Diesel
7	1350-gal AST	Diesel
8	1350-gal AST	Diesel
9	298-gal AST	Diesel
9A	500-gal AST	Diesel
10	60-gal AST	Diesel
11	1423-gal AST	Diesel

Tank ID	Capacity / Type	Contents
13	1200-gal AST	Diesel
14	80-gal AST	Diesel
15	160-gal AST	Diesel
15A	160-gal AST	Diesel
16	200-gal AST	Diesel
17	1000-gal AST	Diesel
18	100-gal AST	Diesel
19	67-gal AST (portable)	Diesel
22	1800-gal AST	Diesel

Equipment ID	Capacity	Contents
D1	(1) 55-gal Drum	Used Oil
TAS1	560	Type II Transformer Oil
TAS3	523	Type II Transformer Oil
H5	61	Lubricating Oil
H6	61	Lubricating Oil
H7	61	Lubricating Oil
H8	61	Lubricating Oil
H11	82	Lubricating Oil
H13	106	Lubricating Oil

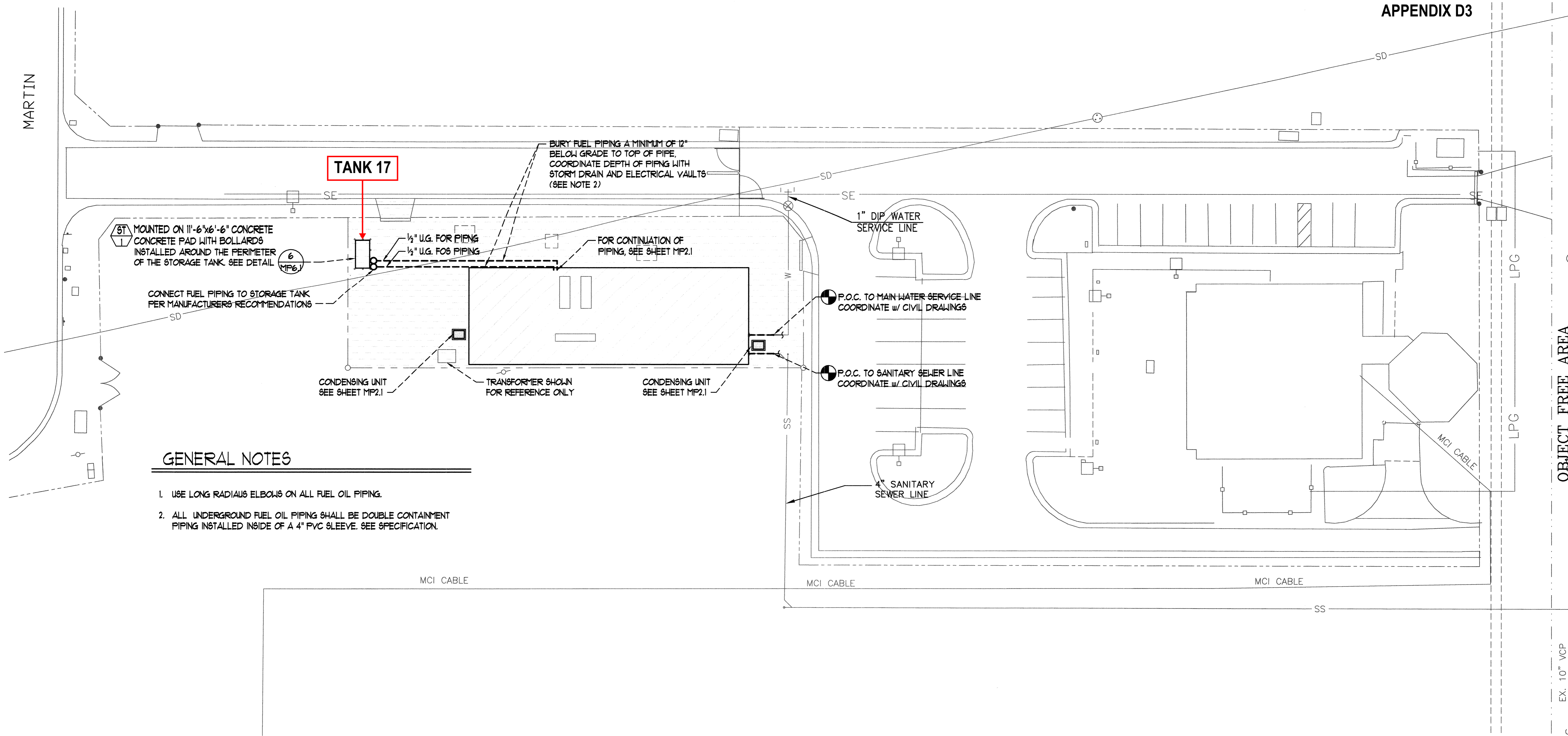
Note: Oil transfers occur at AST fill ports and 55-gallon drum storage locations





Notes: Oil transfers occur at AST fill ports, 55-gal drum storage locations, and in the shop. USTs not regulated under SPCC. They are exempt.

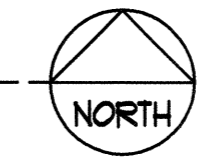
Appendix D2
Fleet Maintenance Map
Mineta San Jose International Airport



GENERAL NOTES

1. USE LONG RADIUS ELBOWS ON ALL FUEL OIL PIPING.
2. ALL UNDERGROUND FUEL OIL PIPING SHALL BE DOUBLE CONTAINMENT PIPING INSTALLED INSIDE OF A 4" PVC SLEEVE. SEE SPECIFICATION.

1 LIGHTING VAULT - MECHANICAL SITE PLAN
SCALE: 1"=20'



NOTE: OIL TRANSFERS OCCUR AT TANK FILL PORT.

NOTICE
THESE MODIFIED OR RECORD DRAWINGS HAVE BEEN PREPARED, IN WHOLE OR IN PART, ON THE BASIS OF INFORMATION COMPILED AND FURNISHED BY OTHERS UNDER AGREEMENT WITH THE OWNER OF THE PROJECT. DINTER ENGINEERING CO. IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH HAVE BEEN INCORPORATED INTO THIS DOCUMENT AS A RESULT. CAREFUL EXAMINATION OF ACTUAL CONSTRUCTION SHOULD BE UNDERTAKEN PRIOR TO EXCAVATION, CUTTING, MODIFICATION, OR CONNECTION OF SUBSEQUENT CONSTRUCTION.
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DINTER ENGINEERING CO.
10-8-02
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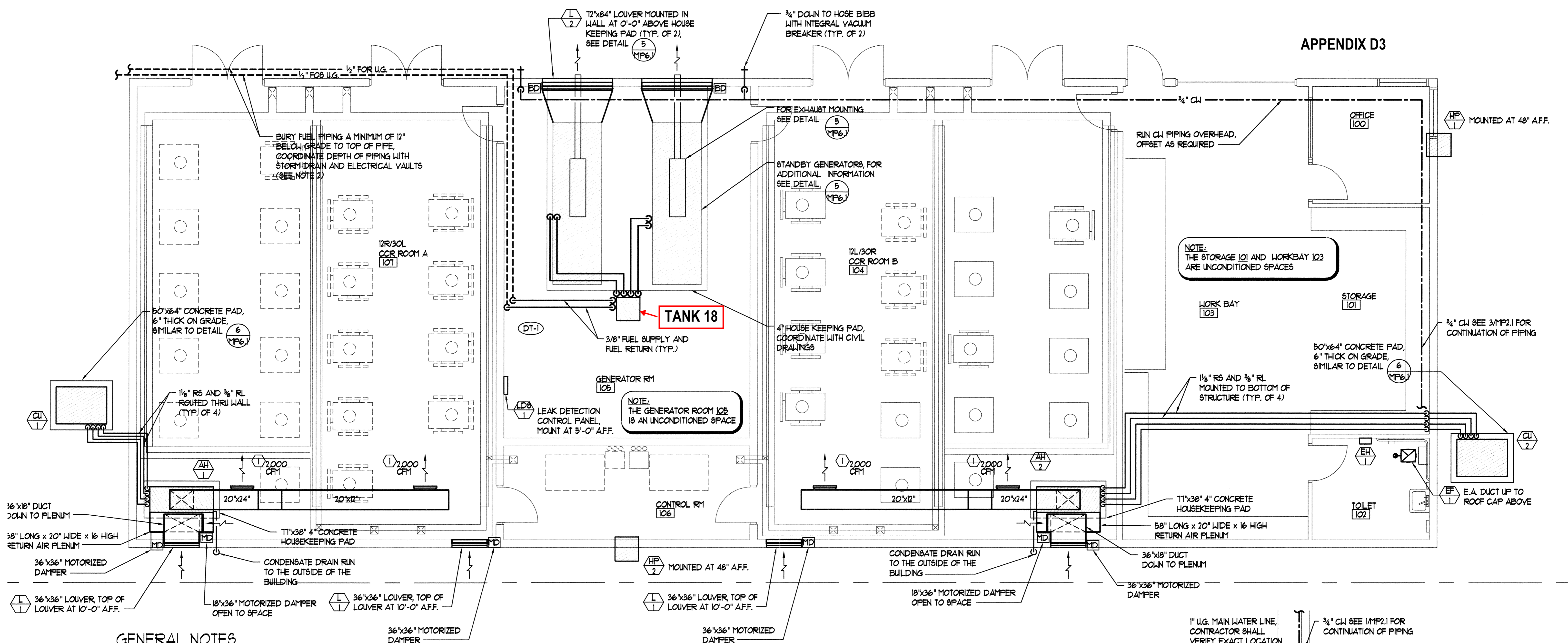
JAMES W. FOLEY, JR.
DEPUTY DIRECTOR OF PUBLIC WORKS

RALPH G. TONSETH
DIRECTOR OF AVIATION

NEW AIRFIELD LIGHTING REGULATOR VAULT
AIRFIELD LIGHTING VAULT MECHANICAL SITE PLAN

SAN JOSE INTERNATIONAL AIRPORT

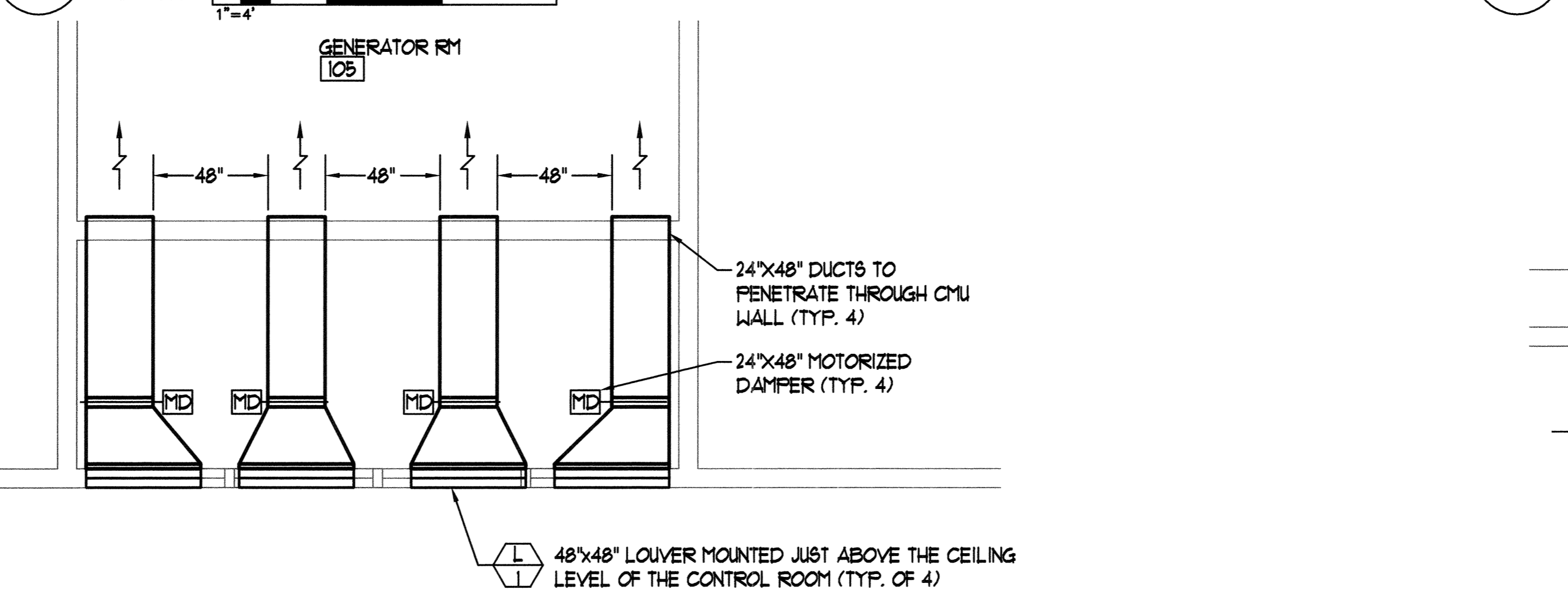
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FILE NO.:
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GENERAL NOTES

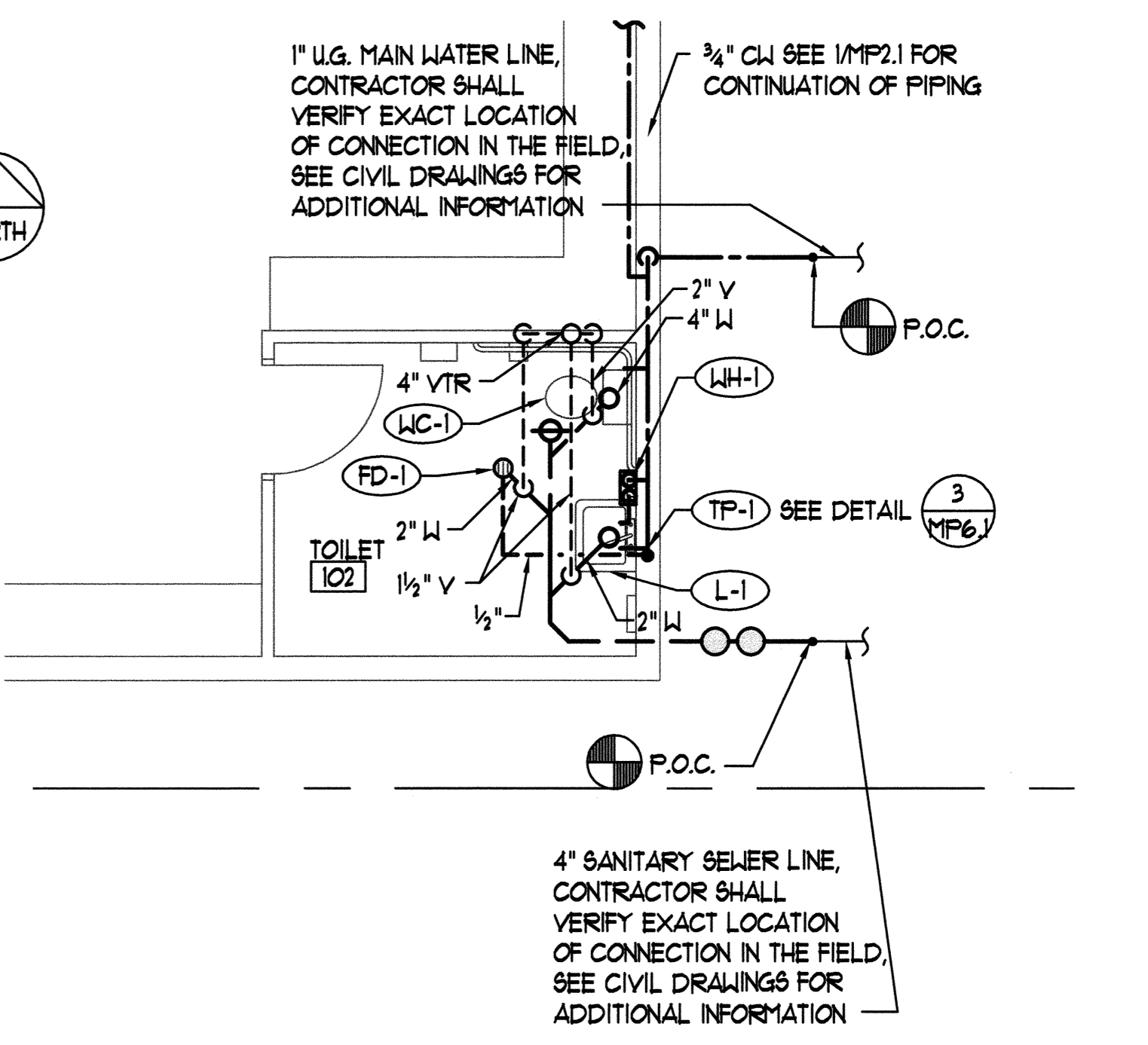
1. USE LONG RADIUS ELBOWS ON ALL FUEL OIL PIPING.
2. ALL UNDERGROUND FUEL OIL PIPING SHALL BE DOUBLE CONTAINMENT PIPING INSTALLED INSIDE OF A 4" PVC SLEEVE. SEE SPECIFICATION.

1 LIGHTING VAULT - MECHANICAL AND PLUMBING FLOOR PLAN



2 PARTIAL MECHANICAL PLAN - ABOVE CONTROL ROOM

3 PARTIAL PLUMBING FLOOR PLAN - TOILET ROOM



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NEW AIRFIELD LIGHTING REGULATOR VAULT
**AIRFIELD LIGHTING VAULT
 MECHANICAL & PLUMBING FLOOR PLAN**

SAN JOSE INTERNATIONAL AIRPORT

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APPENDIX E: STORMWATER DRAINAGE AND FLOW MAPS

E1: Surface Water Flow & Stormwater Outfalls



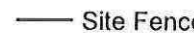
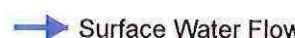
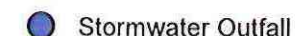
E2: Safe Drain Location Map



Note: Outfalls F2 and H no longer receive stormwater flow and have been abandoned.

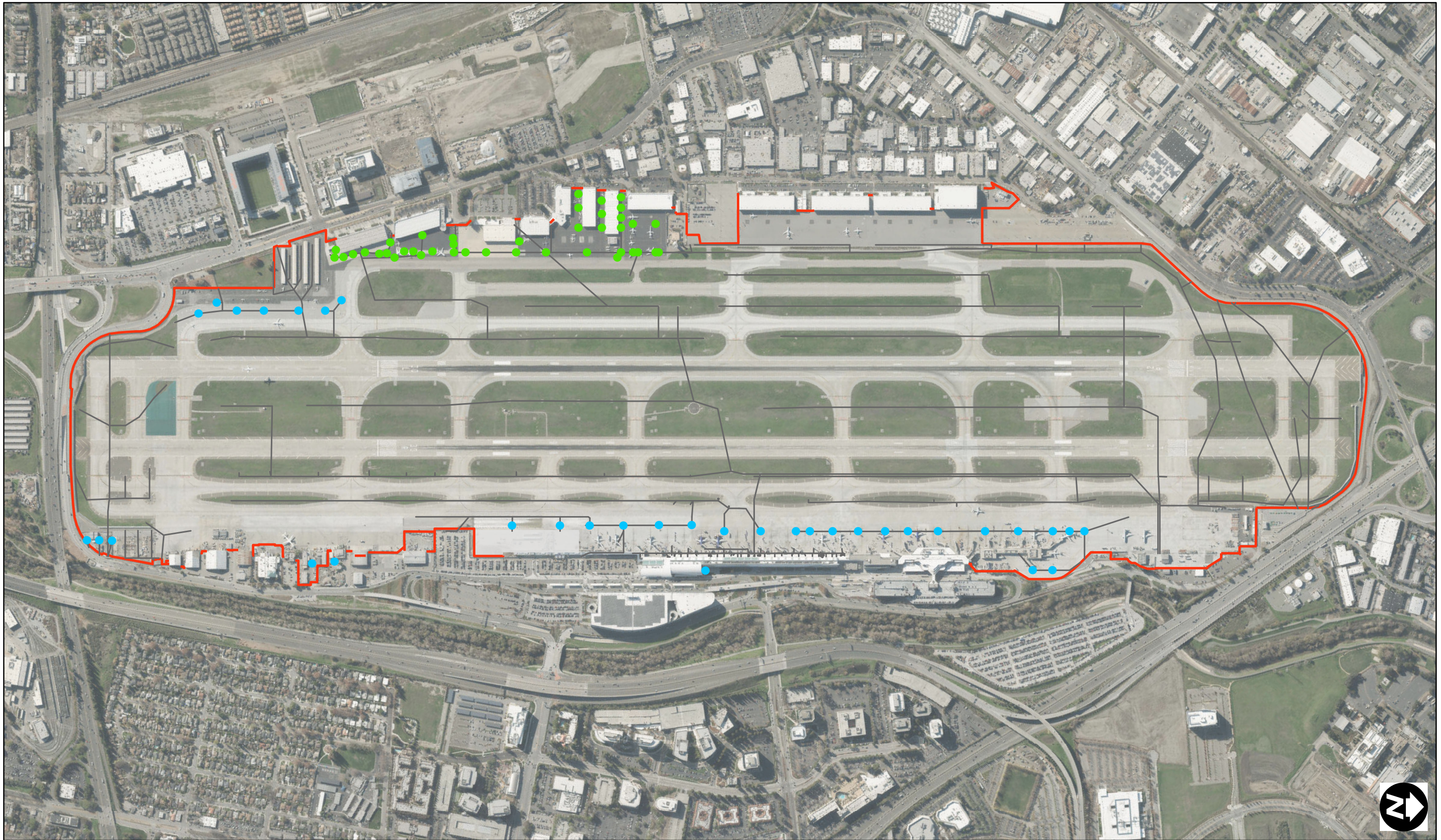
Appendix E1
Surface Water Flow & Stormwater Outfalls
Norman Y. Mineta San José International Airport

Legend

-  Building Outline
-  AOA Fence
-  Site Fence
-  Surface Water Flow
-  Stormwater Outfall

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LEGEND

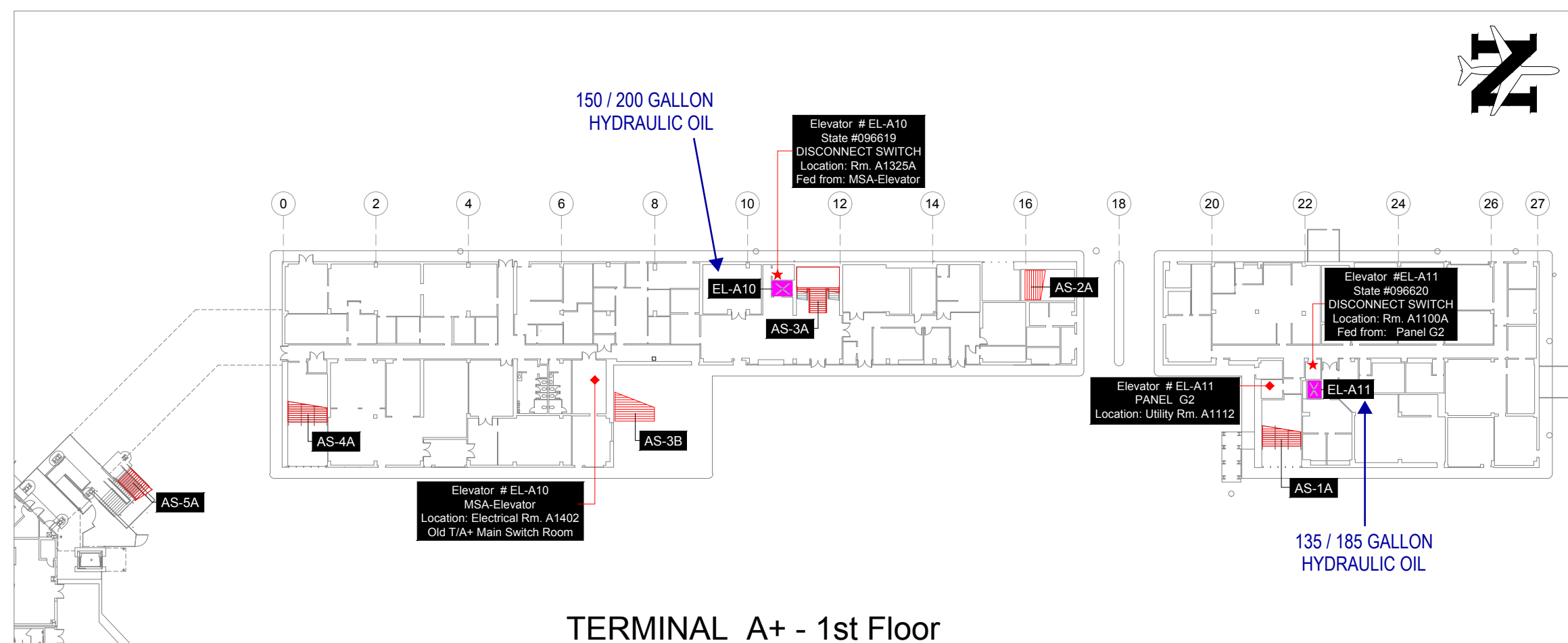
—	Storm Water Line
● (Blue)	AIRPORT
● (Green)	FBO
— (Red)	AOA Fence

APPENDIX E2
 Safe Drain Location Map
 Norman Y. Mineta San José International Airport






Date: Revised 1/28/2020

APPENDIX F: HYDRAULIC ELEVATOR RESERVOIR MAPS



TERMINAL A+ - 1st Floor

-  (S) STAIRS
-  (E) ELEVATOR
-  (X) ESCALATOR



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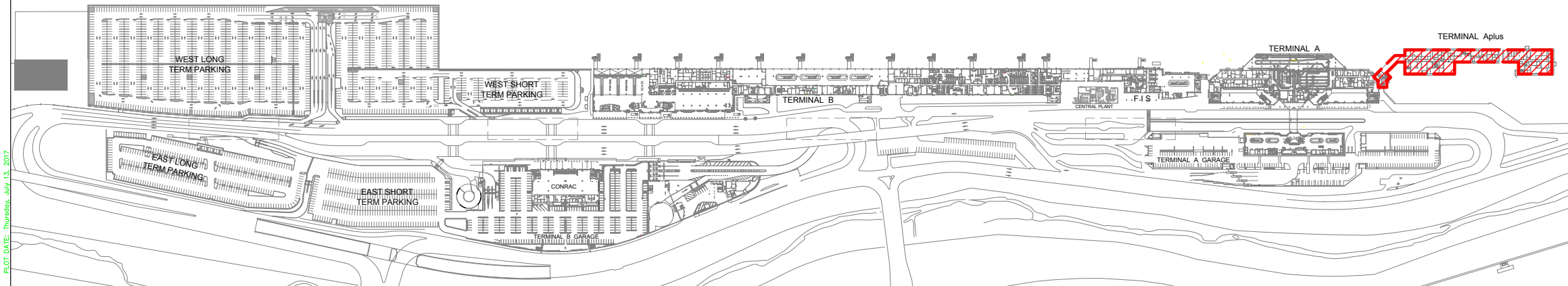
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ELEVATOR, ESCALATOR and
STAIRS LOCATION



A MAJOR UPGRADE
FOR SILICON VALLEY

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Revised	02	07/17/17



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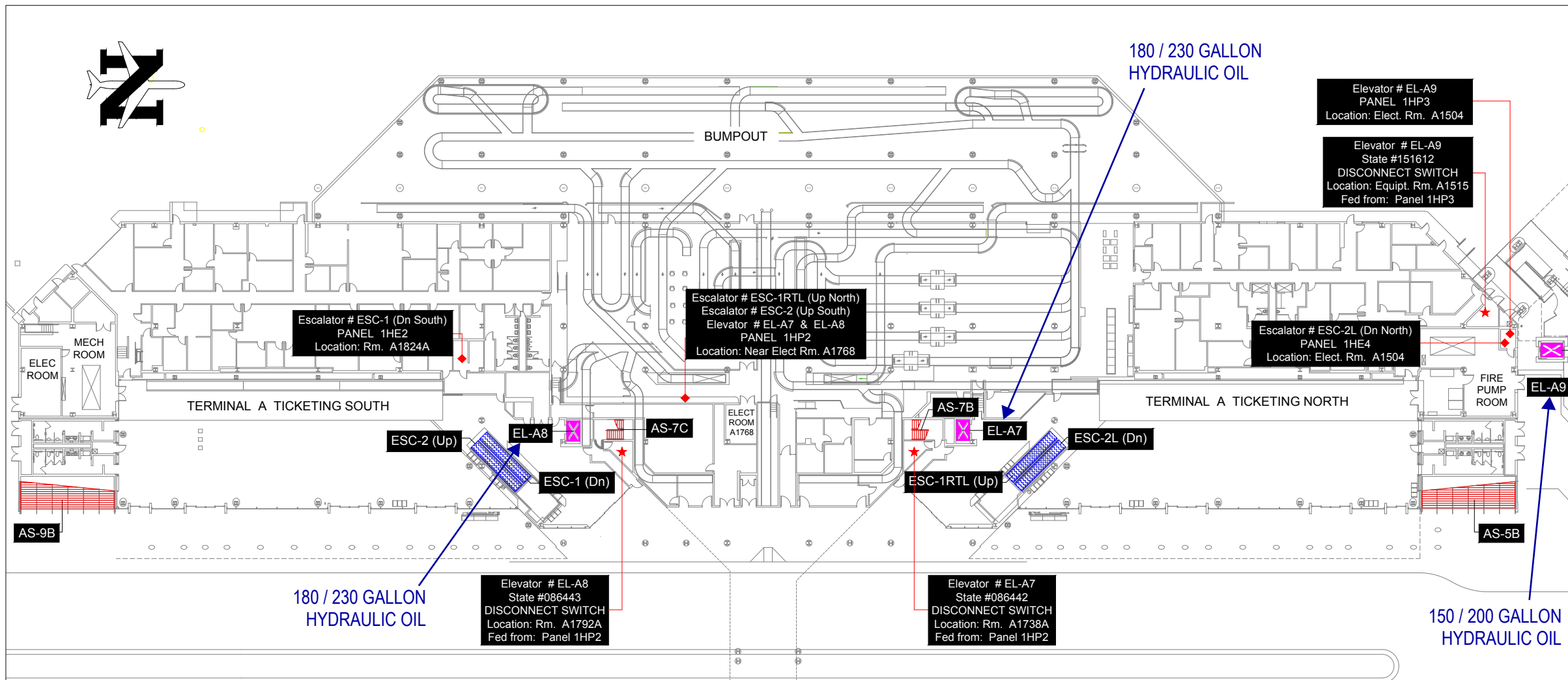
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TERMINAL A - 1st Floor

 (S) STAIRS

 (E) ELEVATOR

 (X) ESCALATOR

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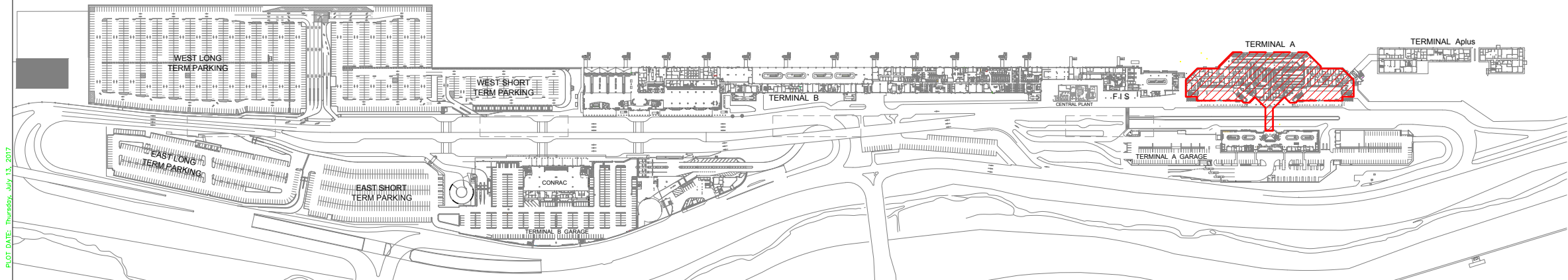
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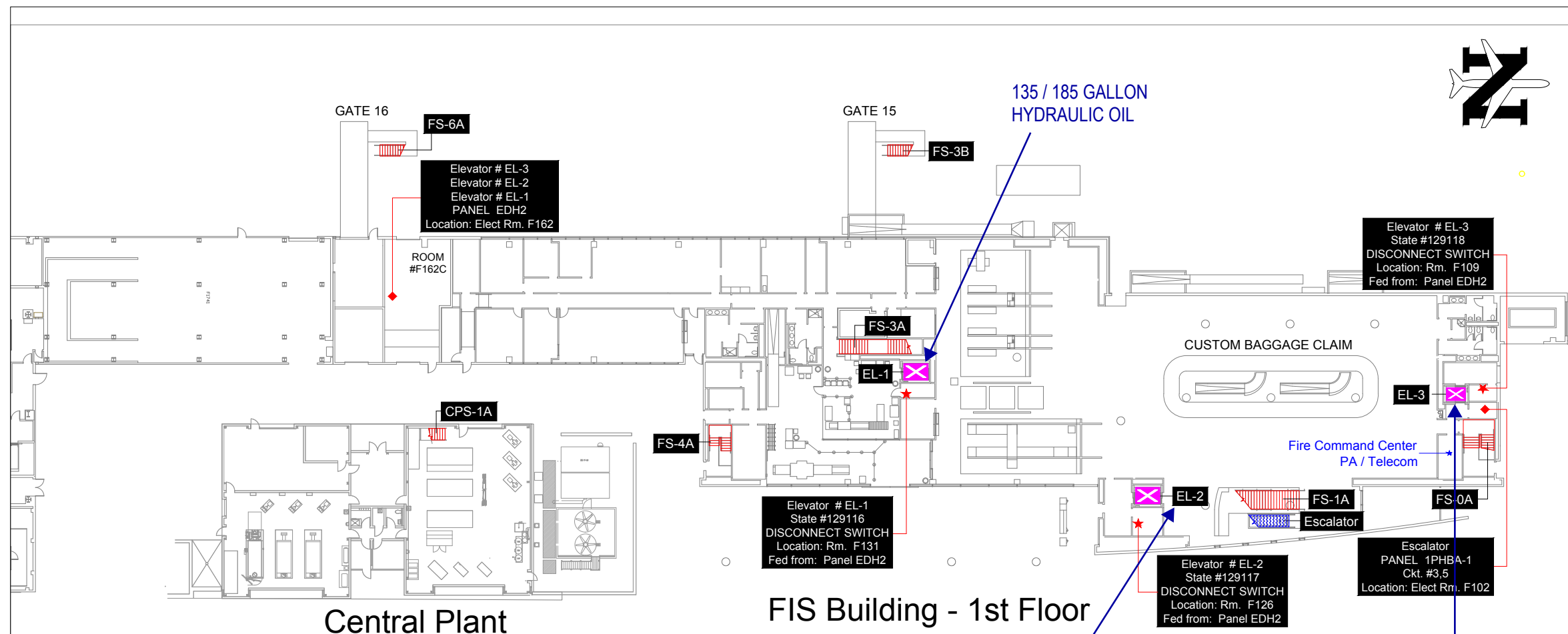
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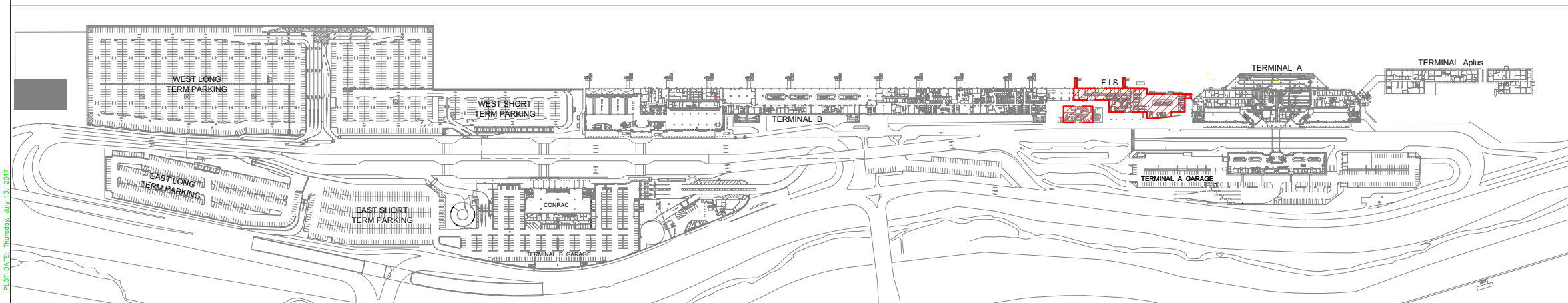


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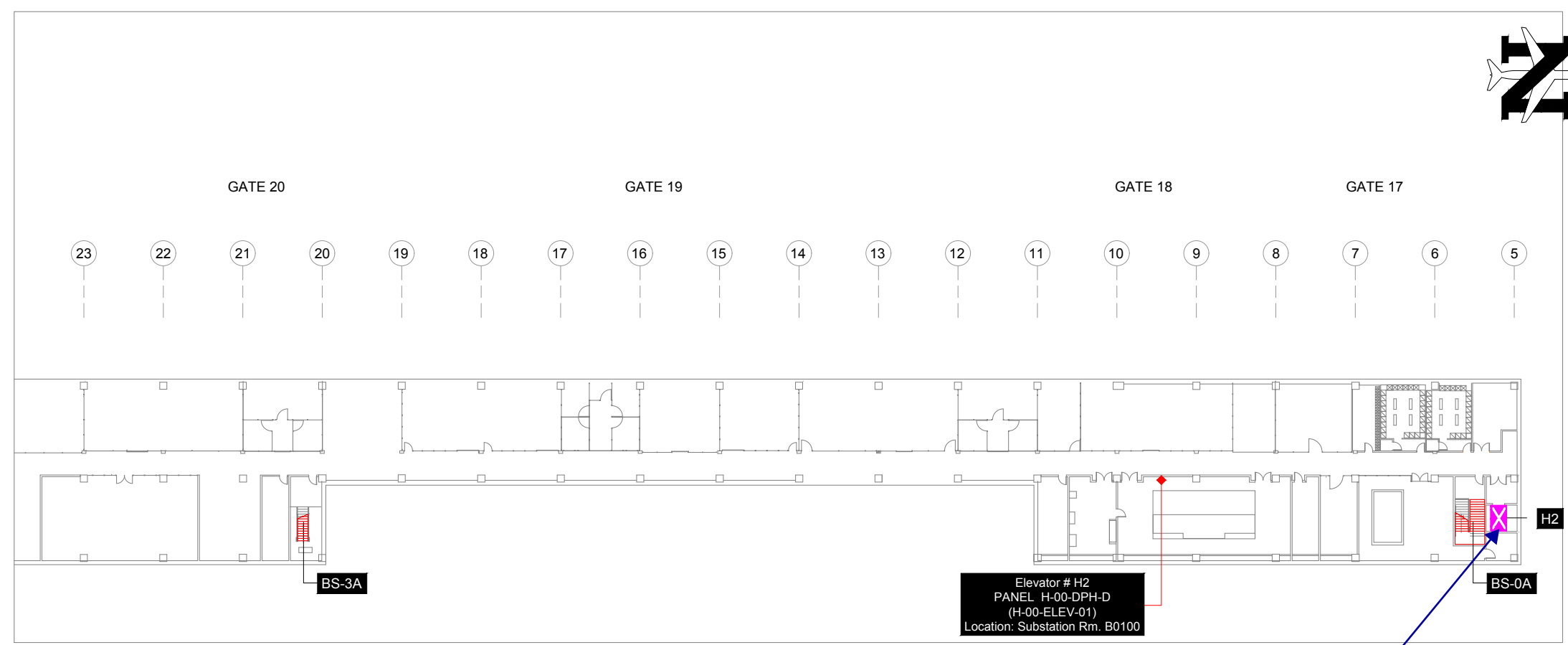


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TERMINAL B - Basement (Between Col. 5 - Col. 23)

-  (S) STAIRS
-  (E) ELEVATOR
-  (X) ESCALATOR



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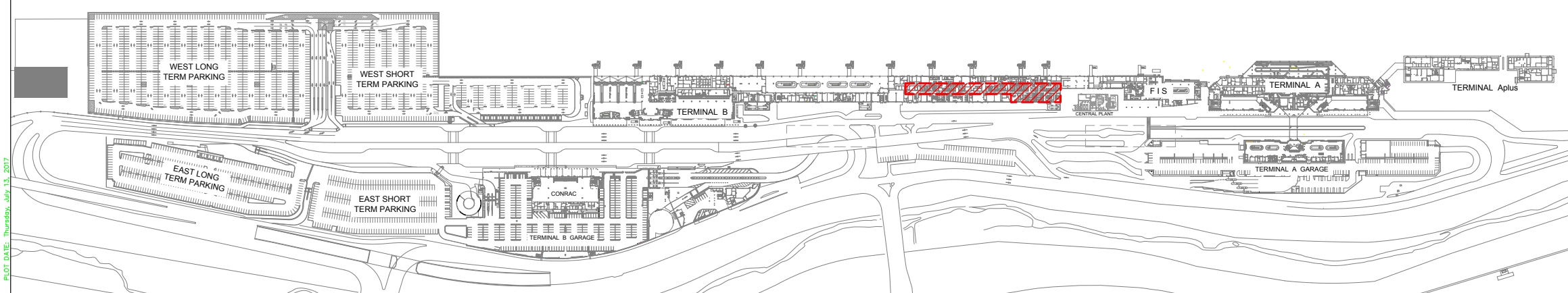
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ELEVATOR, ESCALATOR and
STAIRS LOCATION



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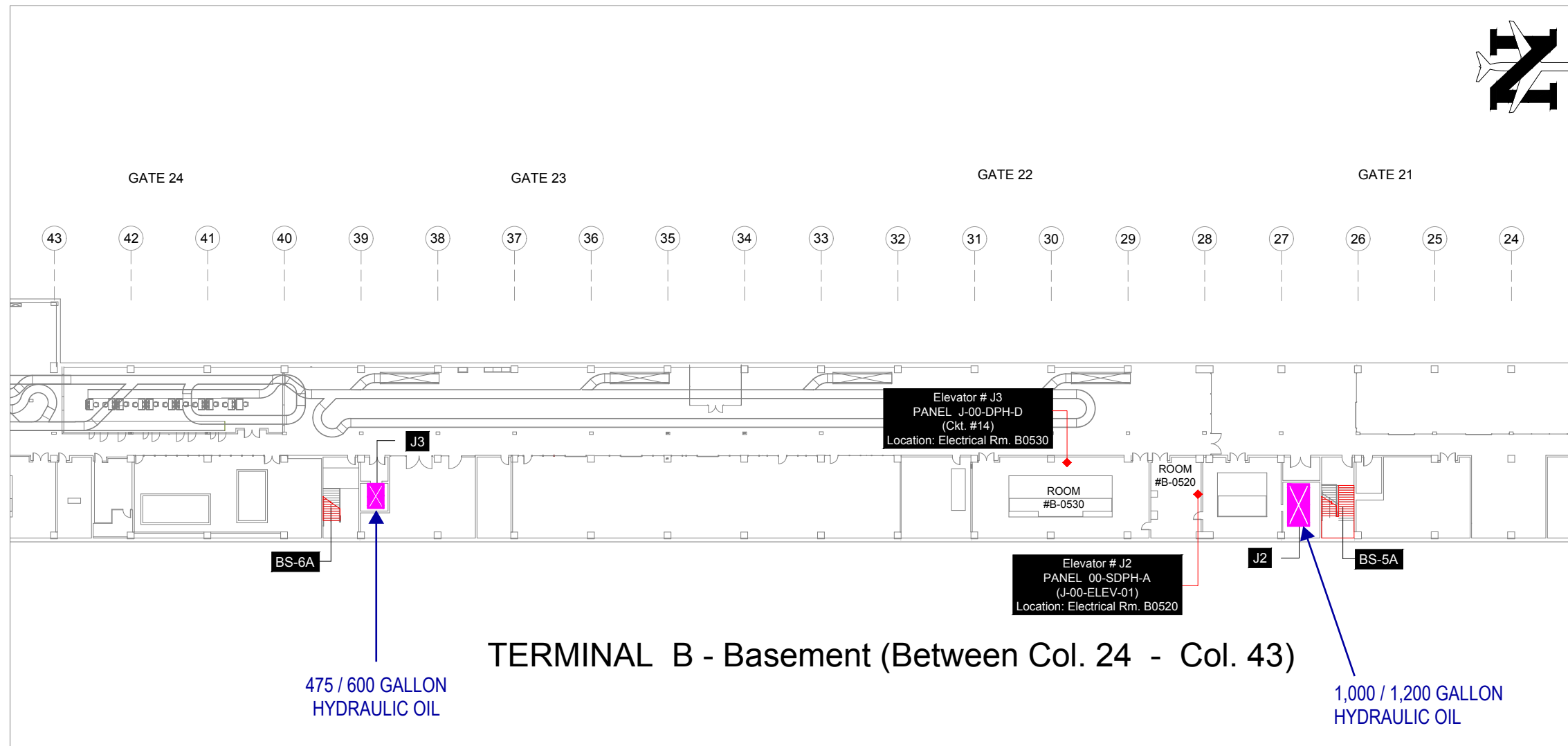
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Terminal B - Basement / G17-G20**

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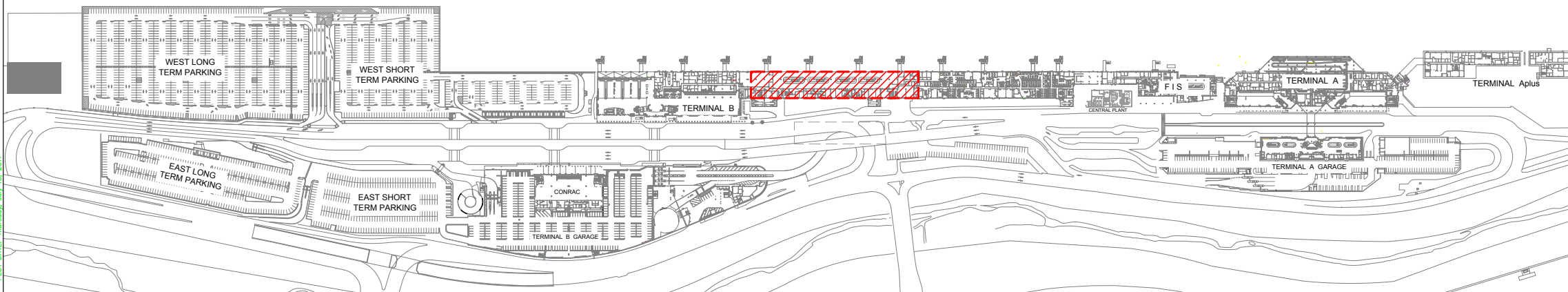


TERMINAL B - Basement (Between Col. 24 - Col. 43)

(S) STAIRS

(E) ELEVATOR

(X) ESCALATOR



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ELEVATOR, ESCALATOR and
STAIRS LOCATION



A MAJOR UPGRADE
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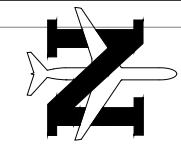
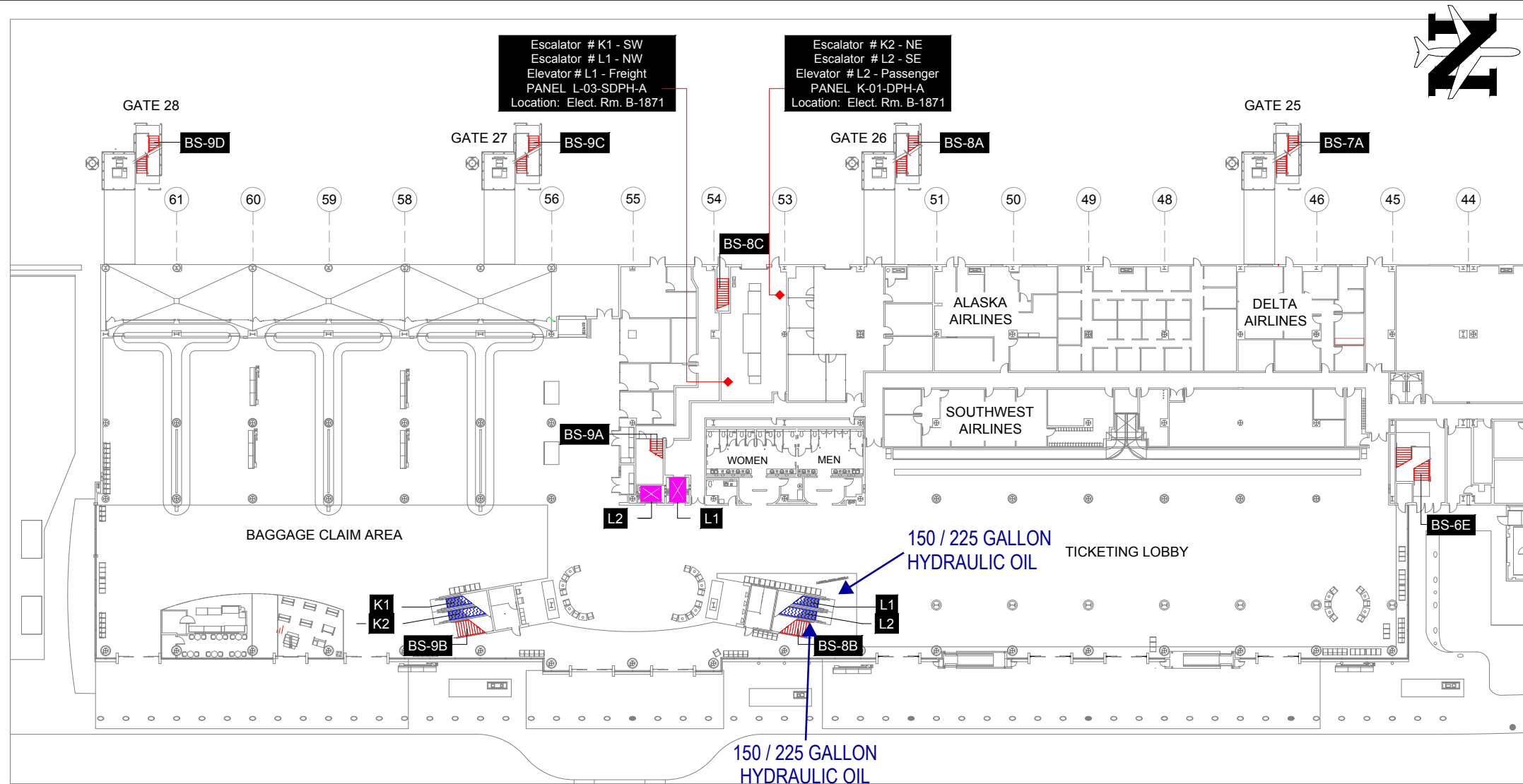
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Terminal B - Basement / G21-G24**

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ELEVATOR, ESCALATOR and
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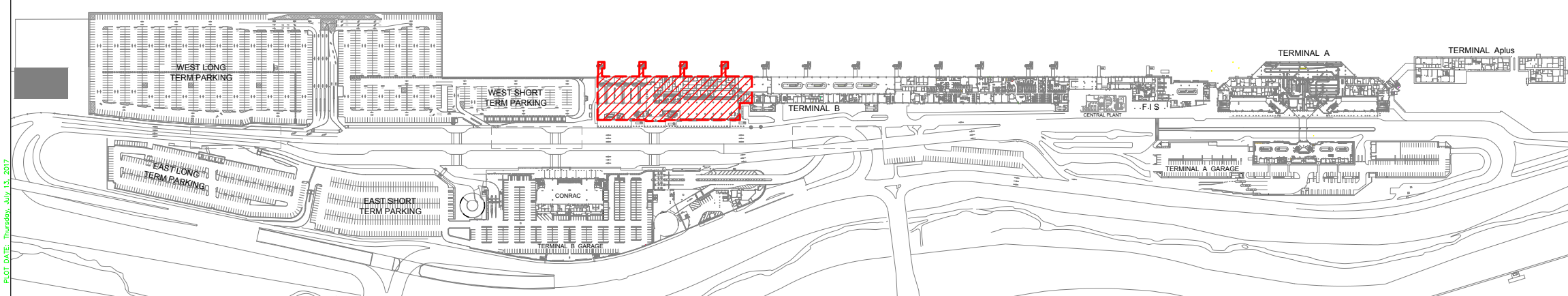


A MAJOR UPGRADE
FOR SILICON VALLEY

TERMINAL B - Level 1 (Between Col. 44 - Col. 62)

-  (S) STAIRS
-  (E) ELEVATOR
-  (X) ESCALATOR

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Revised	02 07/17/17



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Terminal B - 1st Floor / G25-G28**

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EES-TB-01_G25G28

SHEET NUMBER:
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APPENDIX G: INSPECTION FORMS

Monthly AST Inspection Form

Monthly Drum Inspection Form

Monthly Oil-filled Electrical Transformer Inspection Form

Annual AST Inspection Form

STI SP001 Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____ Retain until date: _____
 Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

- This checklist is based on the STI SP001 Monthly Inspection Checklist, but has been modified to eliminate non-applicable elements and address additional items.
- Upon discovery of water in the primary tank, secondary containment area, interstice, or spill container, remove promptly or take other corrective action. Inspect the liquid for regulated products or other contaminants and dispose of properly.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- After severe weather (snow, ice, wind storms) or maintenance (such as coating) that could affect the operation of critical components (normal and emergency vents, valves), an inspection of these components is required as soon as the equipment is safely accessible after the event.

ITEM		Tank 1 STATUS	Tank 2 STATUS	Tank 4 STATUS	Tank 5 STATUS
Tank and Piping					
1	Is tank exterior (roof, shell, heads, bottom, connections, fittings, valves, etc.) free of visible leaks? Note: If "No", identify tank and describe leak and actions taken.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
2	Is the tank liquid level gauge legible and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3	Is the area around the tank (concrete surfaces, ground, containment, etc.) free of visible signs of leakage?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
4	Is the primary tank free of water or has another preventative measure been taken? Note: See SPCC Plan for details on this inspection item.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5	For double-wall tanks, is interstitial monitoring equipment (where applicable) in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6	For double-wall tanks, is interstice free of liquid? Remove the liquid if it is found. If tank product is found, investigate possible leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

STI SP001 Monthly Inspection Checklist

ITEM	Tank 1 STATUS	Tank 2 STATUS	Tank 4 STATUS	Tank 5 STATUS
Equipment on tank				
7	If overflow equipment has a "test" button, does it activate the audible horn or light to confirm operation? If battery operated, replace battery if needed.			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
8	Is overflow prevention equipment in good working condition? If it is equipped with a mechanical test mechanism, actuate the mechanism to confirm operation.			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
9	Is the spill container (spill bucket) empty, free of visible leaks and in good working condition?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
10	Are piping connections to the tank (valves, fittings, pumps, etc.) free of visible leaks? Note: If "No", identify location and describe leak.			
	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
11	Do the ladders/platforms/walkways appear to be secure with no sign of severe corrosion or damage?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Containment				
12	Is the containment free of excess liquid, debris, cracks, corrosion, erosion, fire hazards and other integrity issues?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Is the dike drain valve closed and in good working condition?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Are containment egress pathways clear?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Conditions				
15	Is the system free of any other conditions that need to be addressed for continued safe operation?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
16	Is a properly stocked spill kit present?			
	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
17	Is the lubricating oil tank in good condition and not showing signs of leakage?			
	N/A	N/A	N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No

Additional Comments:

STI SP001 Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____ Retain until date: _____
 Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

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- Upon discovery of water in the primary tank, secondary containment area, interstice, or spill container, remove promptly or take other corrective action. Inspect the liquid for regulated products or other contaminants and dispose of properly.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- After severe weather (snow, ice, wind storms) or maintenance (such as coating) that could affect the operation of critical components (normal and emergency vents, valves), an inspection of these components is required as soon as the equipment is safely accessible after the event.

ITEM		Tank 6 STATUS	Tank 7 STATUS	Tank 8 STATUS	Tank 9 STATUS	Tank 9A STATUS
Tank and Piping						
1	Is tank exterior (roof, shell, heads, bottom, connections, fittings, valves, etc.) free of visible leaks? Note: If "No", identify tank and describe leak and actions taken.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
2	Is the tank liquid level gauge legible and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3	Is the area around the tank (concrete surfaces, ground, containment, etc.) free of visible signs of leakage?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
4	Is the primary tank free of water or has another preventative measure been taken? Note: See SPCC Plan for details on this inspection item.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5	For double-wall tanks, is interstitial monitoring equipment (where applicable) in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6	For double-wall tanks, is interstice free of liquid? Remove the liquid if it is found. If tank product is found, investigate possible leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

STI SP001 Monthly Inspection Checklist

ITEM	Tank 6 STATUS	Tank 7 STATUS	Tank 8 STATUS	Tank 9 STATUS	Tank 9A STATUS	
Equipment on tank						
7	If overflow equipment has a "test" button, does it activate the audible horn or light to confirm operation? If battery operated, replace battery if needed.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
8	Is overflow prevention equipment in good working condition? If it is equipped with a mechanical test mechanism, actuate the mechanism to confirm operation.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
9	Is the spill container (spill bucket) empty, free of visible leaks and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
10	Are piping connections to the tank (valves, fittings, pumps, etc.) free of visible leaks? Note: If "No", identify location and describe leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
11	Do the ladders/platforms/walkways appear to be secure with no sign of severe corrosion or damage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Containment						
12	Is the containment free of excess liquid, debris, cracks, corrosion, erosion, fire hazards and other integrity issues?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Is the dike drain valve closed and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Are containment egress pathways clear?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Conditions						
15	Is the system free of any other conditions that need to be addressed for continued safe operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
16	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
17	Is the lubricating oil tank in good condition and not showing signs of leakage?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	N/A

Additional Comments:

STI SP001 Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____ Retain until date: _____
 Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

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- Upon discovery of water in the primary tank, secondary containment area, interstice, or spill container, remove promptly or take other corrective action. Inspect the liquid for regulated products or other contaminants and dispose of properly.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- After severe weather (snow, ice, wind storms) or maintenance (such as coating) that could affect the operation of critical components (normal and emergency vents, valves), an inspection of these components is required as soon as the equipment is safely accessible after the event.

ITEM		Tank 10 STATUS	Tank 11 STATUS	Tank 13 STATUS	Tank 14 STATUS	Tank 15 STATUS
Tank and Piping						
1	Is tank exterior (roof, shell, heads, bottom, connections, fittings, valves, etc.) free of visible leaks? Note: If "No", identify tank and describe leak and actions taken.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
2	Is the tank liquid level gauge legible and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
3	Is the area around the tank (concrete surfaces, ground, containment, etc.) free of visible signs of leakage?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
4	Is the primary tank free of water or has another preventative measure been taken? Note: See SPCC Plan for details on this inspection item.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5	For double-wall tanks, is interstitial monitoring equipment (where applicable) in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6	For double-wall tanks, is interstice free of liquid? Remove the liquid if it is found. If tank product is found, investigate possible leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

STI SP001 Monthly Inspection Checklist

ITEM	Tank 10 STATUS	Tank 11 STATUS	Tank 13 STATUS	Tank 14 STATUS	Tank 15 STATUS	
Equipment on tank						
7	If overflow equipment has a "test" button, does it activate the audible horn or light to confirm operation? If battery operated, replace battery if needed.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
8	Is overflow prevention equipment in good working condition? If it is equipped with a mechanical test mechanism, actuate the mechanism to confirm operation.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
9	Is the spill container (spill bucket) empty, free of visible leaks and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
10	Are piping connections to the tank (valves, fittings, pumps, etc.) free of visible leaks? Note: If "No", identify location and describe leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
11	Do the ladders/platforms/walkways appear to be secure with no sign of severe corrosion or damage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Containment						
12	Is the containment free of excess liquid, debris, cracks, corrosion, erosion, fire hazards and other integrity issues?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Is the dike drain valve closed and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Are containment egress pathways clear?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Conditions						
15	Is the system free of any other conditions that need to be addressed for continued safe operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
16	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
17	Is the lubricating oil tank in good condition and not showing signs of leakage?	N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	N/A

Additional Comments:

STI SP001 Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____ Retain until date: _____
 Inspector Name: _____ Title: _____

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- Upon discovery of water in the primary tank, secondary containment area, interstice, or spill container, remove promptly or take other corrective action. Inspect the liquid for regulated products or other contaminants and dispose of properly.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
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ITEM		Tank 15A STATUS	Tank 16 STATUS	Tank 17 STATUS	Tank 18 STATUS	Tank 19 STATUS
Tank and Piping						
1	Is tank exterior (roof, shell, heads, bottom, connections, fittings, valves, etc.) free of visible leaks? Note: If "No", identify tank and describe leak and actions taken.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
2	Is the tank liquid level gauge legible and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3	Is the area around the tank (concrete surfaces, ground, containment, etc.) free of visible signs of leakage?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
4	Is the primary tank free of water or has another preventative measure been taken? Note: See SPCC Plan for details on this inspection item.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5	For double-wall tanks, is interstitial monitoring equipment (where applicable) in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6	For double-wall tanks, is interstice free of liquid? Remove the liquid if it is found. If tank product is found, investigate possible leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

STI SP001 Monthly Inspection Checklist

ITEM	Tank 15A STATUS	Tank 16 STATUS	Tank 17 STATUS	Tank 18 STATUS	Tank 19 STATUS	
Equipment on tank						
7	If overflow equipment has a "test" button, does it activate the audible horn or light to confirm operation? If battery operated, replace battery if needed.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
8	Is overflow prevention equipment in good working condition? If it is equipped with a mechanical test mechanism, actuate the mechanism to confirm operation.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
9	Is the spill container (spill bucket) empty, free of visible leaks and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
10	Are piping connections to the tank (valves, fittings, pumps, etc.) free of visible leaks? <i>Note: If "No", identify location and describe leak.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
11	Do the ladders/platforms/walkways appear to be secure with no sign of severe corrosion or damage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Containment						
12	Is the containment free of excess liquid, debris, cracks, corrosion, erosion, fire hazards and other integrity issues?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Is the dike drain valve closed and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Are containment egress pathways clear?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Conditions						
15	Is the system free of any other conditions that need to be addressed for continued safe operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
16	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Additional Comments:

STI SP001 Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____ Retain until date: _____
 Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

- This checklist is based on the STI SP001 Monthly Inspection Checklist, but has been modified to eliminate non-applicable elements and address additional items.
- Upon discovery of water in the primary tank, secondary containment area, interstice, or spill container, remove promptly or take other corrective action. Inspect the liquid for regulated products or other contaminants and dispose of properly.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- After severe weather (snow, ice, wind storms) or maintenance (such as coating) that could affect the operation of critical components (normal and emergency vents, valves), an inspection of these components is required as soon as the equipment is safely accessible after the event.

ITEM		Tank 20 STATUS	Tank 21 STATUS	Tank 22 STATUS
Tank and Piping				
1	Is tank exterior (roof, shell, heads, bottom, connections, fittings, valves, etc.) free of visible leaks? Note: If "No", identify tank and describe leak and actions taken.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
2	Is the tank liquid level gauge legible and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
3	Is the area around the tank (concrete surfaces, ground, containment, etc.) free of visible signs of leakage?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
4	Is the primary tank free of water or has another preventative measure been taken? Note: See SPCC Plan for details on this inspection item.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
5	For double-wall tanks, is interstitial monitoring equipment (where applicable) in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
6	For double-wall tanks, is interstice free of liquid? Remove the liquid if it is found. If tank product is found, investigate possible leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

STI SP001 Monthly Inspection Checklist

ITEM	Tank 20 STATUS	Tank 21 STATUS	Tank 22 STATUS
Equipment on tank			
7	If overflow equipment has a "test" button, does it activate the audible horn or light to confirm operation? If battery operated, replace battery if needed.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
8	Is overflow prevention equipment in good working condition? If it is equipped with a mechanical test mechanism, actuate the mechanism to confirm operation.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
9	Is the spill container (spill bucket) empty, free of visible leaks and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
10	Are piping connections to the tank (valves, fittings, pumps, etc.) free of visible leaks? Note: If "No", identify location and describe leak.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
11	Do the ladders/platforms/walkways appear to be secure with no sign of severe corrosion or damage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Containment			
12	Is the containment free of excess liquid, debris, cracks, corrosion, erosion, fire hazards and other integrity issues?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Is the dike drain valve closed and in good working condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Are containment egress pathways clear?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Conditions			
15	Is the system free of any other conditions that need to be addressed for continued safe operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
16	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Additional Comments:

STI SP001 Annual Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____

Retain until date: _____

Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

- This checklist is based on the STI SP001 Annual Inspection Checklist, but has been modified to eliminate non-applicable elements.
- The periodic AST Inspection is intended for monitoring the external AST condition and its containment structure. This visual inspection does not require a Certified Inspector. It shall be performed by an owner's inspector.
- Remove promptly standing water or liquid discovered in the primary tank, secondary containment area, interstice, or spill container. Before discharge to the environment, inspect the liquid for regulated products or other contaminants and disposed of it properly.
- In order to comply with EPA SPCC (Spill Prevention, Control and Countermeasure) rules, a facility should regularly test liquid level sensing devices to ensure proper operation (40 CFR 112.8(c)(8)(v)).
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- Complete this checklist on an annual basis, supplemental to the owner monthly-performed inspection checklists.
- Note: If a change has occurred to the tank system or containment that may affect the SPCC plan, the condition should be evaluated against the current plan requirement by a Professional Engineer knowledgeable in SPCC development and implementation.

ITEM	Tank 6 STATUS	Tank 7 STATUS	Tank 8 STATUS	Tank 9 STATUS	Tank 9A STATUS	COMMENTS / DATE CORRECTED
Tank Foundation/Supports						
1	Free of tank settlement or foundation washout?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2	Concrete pad or ring wall free of cracking and spalling?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
3	Tank supports in satisfactory condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
4	Is water able to drain away from tank if tank is resting on a foundation or on the ground?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
5	Is the grounding strap between the tank and foundation/supports in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Tank Shell, Heads and Roof						
6	Free of visible signs of coating failure?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7	Free of noticeable distortions, buckling, denting, or bulging?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
8	Free of standing water on roof?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
9	Are all labels and tags intact and legible?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Tank Manways, Piping, and Equipment						
10	Flanged connection bolts tight and fully engaged with no sign of wear or corrosion?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

STI SP001 Annual Inspection Checklist

ITEM	Tank 6 STATUS	Tank 7 STATUS	Tank 8 STATUS	Tank 9 STATUS	Tank 9A STATUS	COMMENTS / DATE CORRECTED
Tank Equipment						
11	Normal and emergency vents free of obstructions?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
12	Normal vent on tanks storing gasoline equipped with pressure/vacuum vent?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
13	Are flame arrestors free of corrosion and are air passages free of blockage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
14	Is the emergency vent in good working condition and functional, as required by manufacturer? Consult manufacturer's requirements. Verify that components are moving freely (including long-bolt manways).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
15	Is interstitial leak detection equipment in good condition? Are windows on sight gauges clear? Are wire connections intact? If equipment has a test function, does it activate to confirm operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
16	Are all valves free of leaks, corrosion and other damage? Follow manufacturers' instructions for regular maintenance of these items. Check the following and verify (as applicable):					
	<input type="checkbox"/> Anti-siphon valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Check valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Gate valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Pressure regulator valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Expansion relief valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Solenoid valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Fire valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<input type="checkbox"/> Shear valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
17	Are strainers and filters clean and in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other Equipment						
18	Are electrical wiring and boxes in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
19	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Additional Comments:						

STI SP001 Annual Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____

Retain until date: _____

Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

- This checklist is based on the STI SP001 Annual Inspection Checklist, but has been modified to eliminate non-applicable elements.
- The periodic AST Inspection is intended for monitoring the external AST condition and its containment structure. This visual inspection does not require a Certified Inspector. It shall be performed by an owner's inspector.
- Remove promptly standing water or liquid discovered in the primary tank, secondary containment area, interstice, or spill container. Before discharge to the environment, inspect the liquid for regulated products or other contaminants and disposed of it properly.
- In order to comply with EPA SPCC (Spill Prevention, Control and Countermeasure) rules, a facility should regularly test liquid level sensing devices to ensure proper operation (40 CFR 112.8(c)(8)(v)).
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- Complete this checklist on an annual basis, supplemental to the owner monthly-performed inspection checklists.
- Note: If a change has occurred to the tank system or containment that may affect the SPCC plan, the condition should be evaluated against the current plan requirement by a Professional Engineer knowledgeable in SPCC development and implementation.

ITEM	Tank 10 STATUS	Tank 11 STATUS	Tank 13 STATUS	Tank 14 STATUS	Tank 15 STATUS	COMMENTS / DATE CORRECTED
Tank Foundation/Supports						
1	Free of tank settlement or foundation washout?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2	Concrete pad or ring wall free of cracking and spalling?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
3	Tank supports in satisfactory condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
4	Is water able to drain away from tank if tank is resting on a foundation or on the ground?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
5	Is the grounding strap between the tank and foundation/supports in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Tank Shell, Heads and Roof						
6	Free of visible signs of coating failure?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7	Free of noticeable distortions, buckling, denting, or bulging?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
8	Free of standing water on roof?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
9	Are all labels and tags intact and legible?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Tank Manways, Piping, and Equipment						
10	Flanged connection bolts tight and fully engaged with no sign of wear or corrosion?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

STI SP001 Annual Inspection Checklist

ITEM	Tank 10 STATUS	Tank 11 STATUS	Tank 13 STATUS	Tank 14 STATUS	Tank 15 STATUS	COMMENTS / DATE CORRECTED
Tank Equipment						
11	Normal and emergency vents free of obstructions?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
12	Normal vent on tanks storing gasoline equipped with pressure/vacuum vent?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Are flame arrestors free of corrosion and are air passages free of blockage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Is the emergency vent in good working condition and functional, as required by manufacturer? Consult manufacturer's requirements. Verify that components are moving freely (including long-bolt manways).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
15	Is interstitial leak detection equipment in good condition? Are windows on sight gauges clear? Are wire connections intact? If equipment has a test function, does it activate to confirm operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
16	Are all valves free of leaks, corrosion and other damage? Follow manufacturers' instructions for regular maintenance of these items. Check the following and verify (as applicable):					
	<input type="checkbox"/> Anti-siphon valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Check valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Gate valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Pressure regulator valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Expansion relief valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Solenoid valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Fire valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<input type="checkbox"/> Shear valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
17	Are strainers and filters clean and in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Equipment						
18	Are electrical wiring and boxes in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
19	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Additional Comments:						

STI SP001 Annual Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____

Retain until date: _____

Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

- This checklist is based on the STI SP001 Annual Inspection Checklist, but has been modified to eliminate non-applicable elements.
- The periodic AST Inspection is intended for monitoring the external AST condition and its containment structure. This visual inspection does not require a Certified Inspector. It shall be performed by an owner's inspector.
- Remove promptly standing water or liquid discovered in the primary tank, secondary containment area, interstice, or spill container. Before discharge to the environment, inspect the liquid for regulated products or other contaminants and disposed of it properly.
- In order to comply with EPA SPCC (Spill Prevention, Control and Countermeasure) rules, a facility should regularly test liquid level sensing devices to ensure proper operation (40 CFR 112.8(c)(8)(v)).
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for at least 36 months.
- Complete this checklist on an annual basis, supplemental to the owner monthly-performed inspection checklists.
- Note: If a change has occurred to the tank system or containment that may affect the SPCC plan, the condition should be evaluated against the current plan requirement by a Professional Engineer knowledgeable in SPCC development and implementation.

ITEM	Tank 15A STATUS	Tank 16 STATUS	Tank 17 STATUS	Tank 18 STATUS	Tank 19 STATUS	COMMENTS / DATE CORRECTED
Tank Foundation/Supports						
1	Free of tank settlement or foundation washout?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2	Concrete pad or ring wall free of cracking and spalling?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
3	Tank supports in satisfactory condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
4	Is water able to drain away from tank if tank is resting on a foundation or on the ground?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
5	Is the grounding strap between the tank and foundation/supports in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Tank Shell, Heads and Roof						
6	Free of visible signs of coating failure?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7	Free of noticeable distortions, buckling, denting, or bulging?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
8	Free of standing water on roof?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
9	Are all labels and tags intact and legible?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Tank Manways, Piping, and Equipment						
10	Flanged connection bolts tight and fully engaged with no sign of wear or corrosion?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

STI SP001 Annual Inspection Checklist

ITEM	Tank 15A STATUS	Tank 16 STATUS	Tank 17 STATUS	Tank 18 STATUS	Tank 19 STATUS	COMMENTS / DATE CORRECTED
Tank Equipment						
11	Normal and emergency vents free of obstructions?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
12	Normal vent on tanks storing gasoline equipped with pressure/vacuum vent?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
13	Are flame arrestors free of corrosion and are air passages free of blockage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
14	Is the emergency vent in good working condition and functional, as required by manufacturer? Consult manufacturer's requirements. Verify that components are moving freely (including long-bolt manways).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
15	Is interstitial leak detection equipment in good condition? Are windows on sight gauges clear? Are wire connections intact? If equipment has a test function, does it activate to confirm operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
16	Are all valves free of leaks, corrosion and other damage? Follow manufacturers' instructions for regular maintenance of these items. Check the following and verify (as applicable):					
	<input type="checkbox"/> Anti-siphon valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Check valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Gate valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Pressure regulator valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Expansion relief valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Solenoid valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
	<input type="checkbox"/> Fire valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<input type="checkbox"/> Shear valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
17	Are strainers and filters clean and in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other Equipment						
18	Are electrical wiring and boxes in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
19	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Additional Comments:						

STI SP001 Annual Inspection Checklist

General Inspection Information:

Inspection Date: _____ Prior Inspection Date: _____

Retain until date: _____

Inspector Name: _____ Title: _____

Inspector's Signature: _____

Inspection Guidance:

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- In order to comply with EPA SPCC (Spill Prevention, Control and Countermeasure) rules, a facility should regularly test liquid level sensing devices to ensure proper operation (40 CFR 112.8(c)(8)(v)).
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
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- Complete this checklist on an annual basis, supplemental to the owner monthly-performed inspection checklists.
- Note: If a change has occurred to the tank system or containment that may affect the SPCC plan, the condition should be evaluated against the current plan requirement by a Professional Engineer knowledgeable in SPCC development and implementation.

	ITEM	Tank 20 STATUS	Tank 21 STATUS	Tank 22 STATUS	COMMENTS / DATE CORRECTED
Tank Foundation/Supports					
1	Free of tank settlement or foundation washout?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2	Concrete pad or ring wall free of cracking and spalling?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
3	Tank supports in satisfactory condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
4	Is water able to drain away from tank if tank is resting on a foundation or on the ground?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
5	Is the grounding strap between the tank and foundation/supports in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Tank Shell, Heads and Roof					
6	Free of visible signs of coating failure?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7	Free of noticeable distortions, buckling, denting, or bulging?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
8	Free of standing water on roof?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
9	Are all labels and tags intact and legible?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Tank Manways, Piping, and Equipment					
10	Flanged connection bolts tight and fully engaged with no sign of wear or corrosion?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

STI SP001 Annual Inspection Checklist

ITEM	Tank 20 STATUS	Tank 21 STATUS	Tank 22 STATUS	COMMENTS / DATE CORRECTED	
Tank Equipment					
11	Normal and emergency vents free of obstructions?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
12	Normal vent on tanks storing gasoline equipped with pressure/vacuum vent?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
13	Are flame arrestors free of corrosion and are air passages free of blockage?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
14	Is the emergency vent in good working condition and functional, as required by manufacturer? Consult manufacturer's requirements. Verify that components are moving freely (including long-bolt manways).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
15	Is interstitial leak detection equipment in good condition? Are windows on sight gauges clear? Are wire connections intact? If equipment has a test function, does it activate to confirm operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
16	Are all valves free of leaks, corrosion and other damage? Follow manufacturers' instructions for regular maintenance of these items. Check the following and verify (as applicable): <input type="checkbox"/> Anti-siphon valve <input type="checkbox"/> Check valve <input type="checkbox"/> Gate valve <input type="checkbox"/> Pressure regulator valve <input type="checkbox"/> Expansion relief valve <input type="checkbox"/> Solenoid valve <input type="checkbox"/> Fire valve <input type="checkbox"/> Shear valve	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
17	Are strainers and filters clean and in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Other Equipment					
18	Are electrical wiring and boxes in good condition?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
19	Is a properly stocked spill kit present?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Additional Comments:

APPENDIX H: CONTAINMENT DRAINAGE LOG

APPENDIX I: SPILL CONTRACTOR EQUIPMENT LIST

Equipment List

Year	Make	Type	Model
2015	Kenworth	Vacuum/Jetter	2115 Combo Sewer Cleaner/Jetter
2015	Peterbilt	Tractor	Model 579
2014	Dragon	Roll-Off	Dragon Rocket Launcher ESP TCT 440 Trailer
2013	Peterbilt	Tractor	Tractor w/Sleeper
2013	Ford	ER Truck	F-350
2006	Ford	Stake Bed	LCF Ford Truck-Day Use
2004	Wabash	Van	28' Dry Van
2014	JLG IND	Trailer	Fork Lift Trailer
2013	Ford	Truck	F-150 Extra Cab
2013	Ford	ER Truck	F350 Heavy Duty Utility
2012	Az-tex	Trailer	24' ER Trlr
2012	Ford	ER Truck	F-350 4x4 Utility w/Ladder Rack
2012	Ford	ER Truck	F-350 Heavy Duty Utility
2011	Ford	Truck	F-150 Pickup
2011	Ford	Truck	F-150 Pickup with tool box
2011	Ford	Truck	F-550 Crew Cab Flat Bed w/stake sides
2009	Forest River	Trailer	39' Sierra Fifth Wheel
2008	Ford	ER Truck	F-550
2007	Apache	Trailer	24' Transfer Trlr
2007	Ford	Truck	F-550
2006	Fab/Pace	Trailer	Supplied Air Trlr
2006	Ford	ER Truck	F-350 Utility Bed
2006	Ford	ER Truck	F-550
2006	Ford	Truck	F-550 XL Diesel Super Duty, Flatbed with 5th wheel
2005	Fabrique	Trailer	15' Utility Trailer
2002	Isuzu	Van	Van Truck
2001	Az-tex	Trailer	10' ER Trlr
1987	Ford	Van	Passenger Van
2015	Dragon	Vacuum	130BBL Tank Trailer
2015	Kenworth	Bobtail Box Van	28' BOBTAIL
2015	Kenworth	Tractor	TRACTOR T680 SLEEPER
2015	Kenworth	Tractor	TRACTOR T680TAS
2015	Freightliner	Tractor	Tractor 114SD Roll Off
2015	Huber	Vacuum	5500 gal Vacuum Trlr - Certified
2014	Dragon	Vacuum	130BBL Tank Trailer
2014	Peterbilt	Tractor	Tractor
2013	Dragon	Vacuum	130BBL Tank Trailer
2013	Ford	Truck	F350
2012	Ford	Truck	F-150 -Supercrew
2012	Peterbilt	Tractor	Model 384
2012	Ford	ER Truck	F-550
2012	Ford	ER Truck	F-350 Heavy Duty Utility
2011	Dragon	Roll-Off	Dragon Rocket Launcher ESP TCT 440 Trailer (RO6_
2011	Dragon	Roll-Off	Dragon Rocket Launcher ESP TCT 440 Trailer (RO5_
2011	Peterbilt	70 Bbl Cusco Vac	Model 348
2010	Mirage	Trailer	Utility Trailer
2009	Sterling	Guzzler	LT951
2005	Sterling	Guzzler	LT950
2008	Ford	Truck	F-350
2007	Freightliner	Bobtail Box Van	Box Van Bobtail
2006	Ford	ER Truck	F-550
2006	Freightliner	Tractor	Tractor
2006	ER Mfg.	Frac Tanks (19740 gallons)	BT470-M1 Frac Tank
2006	ER Mfg.	Frac Tanks (19740 gallons)	BT470-M Frac Tank
2006	ER Mfg.	Frac Tanks (19740 gallons)	BT470-MI Frac Tank

Equipment List

Year	Make	Type	Model
2006	ER Mfg.	Frac Tanks (19740 gallons)	BT470-MI Frac Tank
2005	Freightliner	Tractor	Tractor
2005	Dragon (V5)	Vacuum	5460 gal Vacuum Trlr
2005	ER Mfg.	Frac Tanks (19740 gallons)	BT470-M1 Frac Tank
2001	Haulmark	Trailer	24' ER Trlr
2001	Cusco (V2)	Vacuum	5700 gal Vacuum Trlr- Certified
2000	Trail King	Trailer	24' Equip Trailer 9Ton
1999	Wabash	Van	28' Dry Van
1997	Hyundai	Van	48' Dry Van
1981	Com	Roll-Off	Roll-Off Trlr (Retired in Yd)
2016	Hino	Bobtail Box Van	338V
2015	Freightliner	Tractor	Tractor 114SD Roll Off W/ HITCH
2015	Cadillac	ER Truck	Escalade
2015	Huber	Vacuum	5500 gal Vacuum Trlr - Certified
2015	Peterbilt	Tractor	Model 579
2015	Peterbilt	Tractor	Model 579
2014	Peterbilt	Tractor	Model 384
2014	Peterbilt	Tractor	Model 386
2014	Brenner	Tank Trailer	5500 Gal Dot Tank Trailer Stainless Steel
2014	Brenner	Tank Trailer	5500 Gal Dot Tank Trailer Stainless Steel
2014	Brenner	Tank Trailer	5500 Gal Dot Tank Trailer Stainless Steel
2014	Brenner	Tank Trailer	5500 Gal Dot Tank Trailer Stainless Steel
2013	Dragon	Roll-Off	Dragon Rocket Launcher ESP TCT 440 Trailer
2013	Peterbilt	Tractor	Tractor w/ Sleeper
2013	Dragon	Vacuum	130BBL Tank Trailer
2013	Dragon	Vacuum	130BBL Tank Trailer
2012	Huber	Vacuum	5500 gal Vacuum Trlr - Certified
2012	Peterbilt	Tractor	Model 386
2012	Peterbilt	Tractor	Model 384
2012	Peterbilt	Tractor	Model 384
2012	Peterbilt	Tractor	Model 384
2012	Ford	Truck	F550 stake sides
2012	Kenworth	Pumpers	KW T370 Pump Truck
2011	Peterbilt	Tractor	Tractor Model 386 with Sleeper
2011	Peterbilt	Tractor	Model 384
2011	Peterbilt	70 Bbl Cusco Vac	Model 348
2011	Peterbilt	Roll-Off	Model 367
2010	Peterbilt	Tractor	Tractor
2009	Dragon (RO4)	Roll-Off	Roll-Off Rkt Launcher
2007	Freightliner	Bobtail Box Van	Box Van 24 ft.
2006	Chevy	Truck	Avalanche
2006	Dragon (V8)	Vacuum	5460 gal Vacuum Trlr
2006	Dragon (V9)	Vacuum	5460 gal Vacuum Trlr
2006	Honda	SUV	CRV
2006	Trailmaster	Trailer	200 bbl Tank Trl
2006	Freightliner	Tractor	Tractor
2006	Freightliner	Tractor	Tractor
2006	Dragon (RO2)	Roll-Off	RO Rkt Launcher
2006	Dragon (RO3)	Roll-Off	RO Rkt Launcher
2006	XL Specialized	Trailer	Lo-Boy
2006	Dragon (V7)	Vacuum	5460 gal Vacuum Trlr
2006	Dragon (V6)	Vacuum	5460 gal Vacuum Trlr
2006	ER Mfg.	Frac Tanks (19740 gallons)	BT470-M Frac Tank
2005	Freightliner	Tractor	Tractor
2005	Sterling	Guzzler	Guzzler

Equipment List

Year	Make	Type	Model
2005	Freightliner	Tractor	Tractor
2005	Freightliner	Tractor	Tractor
2005	Dragon (RO1)	Roll-Off	RO Rkt Launcher
2005	Trailmobile	Van	48' Dry Van
2005	Trailmobile	Van	48' Dry Van
2005	ER Mfg.	Frac Tanks (19740 gallons)	BT470-M1 Frac Tank
2005	ER Mfg.	Frac Tanks (19740 gallons)	BT470-M1 Frac Tank
2002	Cusco (V3)	Vacuum	5700 gal Vacuum Trlr- Certified
2000	Huber	Vacuum	Air Shovel Vacuum/Jetter
2000	Bomax	End Dump	37' End Dump
1999	Strick	Van	48' Dry Van
1999	Fruehauf	Van	28' Dry Van
1999	Freightliner	Bobtail Box Van	FL60 Box Van 24 ft
1999	Huber (V1)	Vacuum	4944 gal Vacuum Trlr- Certified
1998	Utility	Van	48' Dry Van # on side is 4801
1998	Hyundai	Van	48' Dry Van
1998	Hyundai	Van	48' Dry Van
1998	Strick	Trailer	Dolly
1996	Utility	Van	48' Refer Trailer
1996	Utility	Van	48' Dry Van
1995	Ford	Roll-Off L9000	Roll-Off Trk
1995	International	Tractor	Tractor
1995	Amrep	Roll-Off	Roll-Off Trlr
1993	Petrosteel	Vacuum	3063 gal Skid Vacuum Tank
1991	Freightliner	Roll-Off	Roll-Off Truck
1991	Trailmobile	Van	48' Dry Van # on side #2889
1989	Travi	End Dump	37' End Dump
2013	Dragon	Vacuum	130BBL Tank Trailer
2012	Ford	Truck	F-150
2007	Freightliner	Tractor red	COLUMBIA
1998	Freightliner	Bobtail Box Van	F-60 18' Single Axle Box Truck w/ Liftgate
1995	Wabash	Van	53' Dry Van
2005	Ford	ER Truck	F-350 4x4 Utility
1995	Trailmobile	Van	53' Dry Van
1995	Trailmobile	Van	53' Dry Van
0	Great Dane	Van	Dry Van
0	Freightliner	Tractor	Yard Tractor
2014	Lktrl	Trailer	16' ER TRAILER
2013	Dragon	Roll-Off	Dragon Rocket Launcher ESP TCT 440 Trailer
2011	Ford	Truck	F-250 Super Duty 4X4 Crew Cab Pickup
2011	Ford	Truck	F-450 Crew Cab Flat Bed w/ stake sides
2011	Ford	Truck	F-350 Pickup Utility
2009	Ford	Truck	F-450 Stake bed with lift gate
2009	Peterbilt	Roll-Off	Model 365
2008	Peterbilt	Vacuum	3150 gal 340 Vacuum Truck
2006	Freightliner	Tractor	Tractor w/ Sleeper
2006	Sterling	Tractor	Tractor
2002	Cusco (V4)	Vacuum	5700 gal Vacuum Trlr- Certified
2000	Dodge	Truck	Ram 1500
1983	Strick	Van	28' Dry Van #on side #2828
1979	Monon	Van	28' Dry Van # on the side #2829
2014	Ford	Service Truck	F450 w/Scheli Bed
2005	Dodge	Truck	Dakota
1993	Ford XL	Truck	F-150 Pickup
2015	Ford	Truck	F350

Equipment List

Year	Make	Type	Model
2013	Peterbilt	Tractor white	Model 365 Vacuum Truck
2013	Peterbilt	Tractor white	Model 388
2012	Chevy	Pickup	1 Ton 4x4 ER Truck Crew Cab
2012	PJ	Trailer	28' Goosneck
2012	PJ	Trailer	25' Goosneck
2012	Keith Huber	Trailer	47' Vacuum Trlr
2011	Freightliner	Tractor white	Bobtail Vacuum Truck
2011	Chevy	Pickup	Silverado
2011	Chevy	Pickup	Silverado
2010	K-Bar	Pressure Washer	Pressure Washer15' Trailer
2009	S & H Trlr	Trailer	ER Trailer
2008	Dragon	Roll-off	Roll-Off Rkt Launcher
2007	Dragon	Roll-off	Roll-Off Rkt Launcher
2007	Freightliner	Tractor red	COLUMBIA
2007	Freightliner	Tractor red	COLUMBIA
2007	Freightliner	Tractor red	COLUMBIA
2005	Freightliner	Roll-Off	Roll-Off Trk
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Lufkin	Trailer	53' Dry Van
2005	Ford	F250	Er Truck
2004	Great Daine	Trailer	53' Dry Van
1999	Freightliner	Tractor grey/blue	Bobtail Box Truck w/ lift gate
1999	Freightliner	Tractor grey/blue	Bobtail Box Truck w/ lift gate
1999	Monon	Trailer	28' Dry Van

Miscellaneous Equipment

2015	HydroTek	Pressure Washers	Pressure washer (3500 psi)
2012	Doosan	Mobil Compressor	Compressor
2005	HydroTek	Pressure Washers	Pressure washer (4000 psi) (SL)
2000	Caterpillar	Off Road Equipment	426C Loader/Backhoe
	Toyota	Forklifts	Forklift (5100 lb) (SL)
		Misc.	System Feed Pump Skid
		Misc.	Oil Water Separation Tank 2000 Gal
		Misc.	Oil Water Separation Return Pump Skid
		Misc.	Frac Tank Effluent Feed Pump Skid
		Misc.	Chemical Mixing Tank Agitator
		Misc.	Flash Tank Agitator
		Misc.	Floc Tank Agitator
		Misc.	Flash/Floc Mix Tank
		Misc.	DAF Effluent Feed Pump Skid
		Misc.	DAF Sludge Pump Skid
		Misc.	SHT Sludge Pump Skid
		Misc.	Booster Pump Skid
		Misc.	Bag Filter Skid

Equipment List

Year	Make	Type	Model
		Misc.	Polymer Makedown System
		Misc.	Chemical Metering Pump
		Misc.	Misc Valves and Instrumentation
		Misc.	Double Shaker Screen
		Misc.	DAF V-725
2011	HydroTek	Pressure Washers	Pressure washer (4000 psi)
2006	Caterpillar	Off Road Equipment	TH360B 7000 LB 4x4x4 Telescopic forklift
2006	HydroTek	Pressure Washers	Pressure washer (4000 psi)
2006	HydroTek	Pressure Washers	Pressure washer (4000 psi)
2006	Ingersoll Rand	Misc.	185 CFM Compressor
2006	HydroTek	Pressure Washers	Pressure washer (4000 psi)
2006	Caterpillar	Off Road Equipment	257B Track Loader
2004	Caterpillar	Off Road Equipment	TH62 Telehandler
2004	Caterpillar	Off Road Equipment	416C Backhoe
2002	Caterpillar	Off Road Equipment	262 Skid Steer Loader
2000	Power Boss	Misc.	Street Sweeper (Yard only)
1997	Caterpillar	Off Road Equipment	980G Loader
1994	Aries	Pressure Washers	Pressure washer (Yard Only)
1994	Caterpillar	Off Road Equipment	950 Loader
	Rexworks	Misc.	Model 9100 Grinder
	Kolberg	Misc.	Model 55 Pug Mill
	Kolberg	Misc.	Model 300 Bag house
	Toyota	Forklifts	Forklift w/ Rotator (7000 lb)
	Toyota	Forklifts	Forklift (4500 lb)
	Toyota	Forklifts	Forklift (4500 lb)
	Toyota	Forklifts	Forklift (4500 lb)
	Toyota	Forklifts	Forklift
	Toyota	Forklifts	Forklift
2011	HydroTek	Pressure Washers	Pressure washer (4000 psi)
2005	HydroTek	Pressure Washers	Pressure washer (4000 psi) (SL)
2009	Kholer	Welder	Bobcat 250 Kholer Welder(Unit 3342)
2012	Case	Backhoe	Backhoe
2011	Case	Skid Steer Loader	Skid Steer Loader
		Tank	25 Cubic Yard Vacuum Tank
		Roll offs	40 Yard Roll offs (20 units)
		Roll offs	30 Yard Roll offs (4 units)
		Roll offs	20 Yard Roll offs (150 units)
		Roll offs	10 Yard Roll offs (50 units)
		Roll offs	4 Yard Roll offs (25 units)
		Roll offs	20 Roll offs with tarps
		Misc.	PID Testing Equipment
		Forklifts	Forklift
		Misc.	Generator
		Boom	1000 Feet of 22" hard boom
		Boom	2500 Feet of 8" Recover Boom Skimmer
		Misc.	350 Feet of Specialty Chemical Hoses
		Misc.	Ohio Lumex Mercury Meter, Vacuum and Recovery Unit
		Misc.	4-1 Gas Meter (4 units)
		Misc.	PID Meters (2 units)
		Misc.	Explosion Proof Radios set of 6 units
		Misc.	85 Gallon Recovery Drums (200 units)
		Misc.	Ultrasorb 248 (1000 Bags)
		Misc.	55 Gallon Drums (500 units)
		Misc.	275 Gallon ICM Totes (100 units)
		Misc.	Confine Space, Entry, Extraction & Rescue Gear (4 Sets)

Equipment List

Year	Make	Type	Model
		Misc.	11000 Gallon Mobile Secondary Containment Unit
		Misc.	Halo Fogger 110V 0750-110
		Misc.	Automated Aerosol Can Crushing System Model ARC-SRS-60 Shredder Series

APPENDIX J: EMERGENCY CONTACTS

Emergency Contact Information

SJC	<p>Patrick Hansen, Environmental Services Program Manager SPCC Coordinator</p> <p>Rachel Lam, Associate Environmental Services Specialist Alternate SPCC Coordinator</p> <p>Airport Operations Center (AOC)</p> <p>San José Airport Fire Department – Station 20</p> <p>San José Police Department – Airport Division</p>	<p>Cell: (408) 688-7930 Office: (408) 392-3626</p> <p>Office: (408) 392-3657 Or call AOC to contact Ms. Lam</p> <p>(408) 277-5100</p> <p>(408) 794-6920</p> <p>(408) 277-5400</p>
Local Agencies & Authorities	<p>City of San José Fire Department</p> <p>City of San José Police Department</p> <p>City of San José Department of Transportation</p> <p>San José-Santa Clara Regional Wastewater Treatment Facility</p> <p>Unified Program Agency- Santa Clara County Environmental Health Department</p>	<p>911</p> <p>911</p> <p>(408) 794-1900</p> <p>(408) 635-6600</p> <p>(408) 918-3400</p>
State and Federal Agencies	<p>California Office of Emergency Services (Cal OES Warning Center)</p> <p>National Response Center (NRC)</p>	<p>(800) 852-7550</p> <p>(800) 424-8802</p>
Medical	O'Connor Hospital	(408) 947-2500
Response Contractor	Environmental Logistics	(888) 641-3940