



## SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN (SPCC)

MINETA SAN JOSE INTERNATIONAL AIRPORT  
1701 AIRPORT BOULEVARD, SUITE B-1130  
SAN JOSE, CA 95110

Updated ( July 1, 2015)

# Table of Contents

Tier II Self Certification Statement.....	3
Certificate of Substantial Harm Determination.....	4
Definitions.....	5
Facility Description.....	6
SPCC Plan Introduction.....	7
SPCC Plan Review and Amendments.....	8
SPCC Plan Inspections, Testing, Security and Recordkeeping.....	9
SPCC Plan Emergency Procedures and Contact List.....	10
NRC Notification Procedures.....	11
Facility Description, Activities and Container Narrative.....	12 - 27

# Professional Engineer Certification

The undersigned Registered Professional Engineer is familiar with the requirements of Part 112 of Title 40 of the Code of Federal Regulations (40 CFR Part 112) and has visited and examined the Airport, or has supervised examination of the facility by appropriately qualified personnel. The undersigned Registered Professional Engineer attests that this Spill Prevention, Control, and Countermeasure (SPCC) Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards and the requirements of 40 CFR Part 112; that procedures for required inspections and testing have been established; and that this Plan is adequate for the facility.

This certification in no way relieves the owner or operator of the facility of their duty to prepare and fully implement this SPCC Plan in accordance with the requirements of 40 CFR Part 112. This Plan is valid only to the extent that the facility owner or operator maintains, tests, and inspects equipment, containment, and other devices as prescribed in this Plan.

Michael D. Meredith

Signature of Registered Professional Engineer

Michael D. Meredith

Printed Name of Registered Professional Engineer

Jul 1 2015

Date

M-28754 California

Professional Engineer Registration Number, State



**CERTIFICATION OF SUBSTANTIAL HARM DETERMINATION [§112.20(e) (f)]**

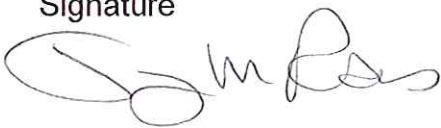
**Facility Name:** San Jose International Airport

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 ☒
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 storage tank plus sufficient freeboard to allow for precipitation within any aboveground storage tank area?  
Yes ☐ No ☒
3. Does the facility have a total oil storage capacity greater than 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 ☒
4. Does the facility have a total oil storage capacity greater than 1 million gallons and is the facility located at a distance such that a discharge from the facility would cause injury to fish and wildlife and sensitive environments?  
Yes ☐ No ☒
5. Does the facility have a total oil storage capacity greater than 1 million gallons and has the facility experienced a reportable oil spill in an amount greater or equal to 10,000 gallons within the past 5 years?  
Yes ☐ No ☒

**Certification**

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

Signature



Name

Deputy M. Ross A.A.E.

Title: Deputy Director, Airport  
Planning & Development

Date: 08/20/2015



## DEFINITIONS

Bulk Storage Tank: means any container used to store oil. These containers are used for purposes including, but not limited to, the storage of oil prior to use, while being used, or prior to further distribution in commerce.

Discharge: includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

Discharge of Oil Regulation (40CFR part 110 (Sheen Rule)): Defines a discharge that may be harmful under the Clean Water Act as that which;

- a. Causes a sheen or discoloration on the surface of the water or adjoining shorelines;
- b. Causes a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines; or
- c. Violates an applicable water quality standard

Facility: means any mobile or fixed onshore or off shore building, structure, installation, equipment, pipe, or pipeline used in oil well drilling operations, oil production, oil refining, oil storage, oil gathering, oil processing, oil transfer, oil distribution and waste treatment. The boundaries of a facility depend on several site-specific factors, including, but not limited to, the ownership or operation of buildings, structures, and equipment on the same site and the types of activity at the site.

Oil: means oil of any kind or in any form, including, but not limited to: fats, oils, or greases of animal, fish, or marine mammal origin; vegetable oils; including oils from seeds, nuts, fruits or kernels; and, other oils and greases, including petroleum, fuel oil, sludge, synthetic oils, mineral oils, oil refuse, or oil mixed with wastes other than dredged spoil

Navigable waters: means the waters of the United States, including the territorial seas. The term includes:

- a. All waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters subject to the ebb and flow of the tide;
- b. All interstate waters, including interstate wetlands;
- c. All other waters such as interstate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce.

Spill Prevention, Control, and Countermeasure Plan (Plan): means the document required by Section 112.3 that details the equipment, workforce, procedures, and steps to prevent, control, and provides adequate countermeasures to a discharge.

## FACILITY DESCRIPTION:

This document constitutes the SPCC Plan for the San Jose Airport , when completed and signed by the owner or operator of the Airport, which meets the applicability criteria in

§112.3(g) (1). This plan addresses the requirements of 40 CFR parts 112. A copy of this plan is maintained at the facility at all times. When making operational changes at this facility that are necessary to comply with the rule requirements, the owner/operator will follow state and local requirements and obtain professional assistance, if needed.

Facility Name San Jose International Airport (Airport)

Facility Address 1701 Airport Boulevard, Suite B-1130

City San Jose State California Zip 95110

County Santa Clara Telephone Number 408-392-3600

Owner City of San Jose

Owner Address 200 East Santa Clara Street

City San Jose State California Zip 95113

County Santa Clara Telephone Number 408-392-3600

## SPCC PLAN INTRODUCTION

The purpose of this SPCC Plan is to identify procedures and mechanisms for preventing the unplanned release of petroleum products. The Plan also describe measures implemented by the San Jose International Airport (Airport) and their Tenants to prevent oil discharges from occurring, and to prepare the Airport to respond in a safe, effective, and timely manner to mitigate the impacts of a discharge. This Plan has been prepared to meet the requirements of Title 40, Code of Federal Regulations, Part 112 (40CFR part 112), and supersedes any earlier Plan developed to meet provisions in effect since 1974.

Currently there are three Companies/Airport Fuelers operating at the Airport, Av Base San Jose, LLC, Atlantic Aviation Services, and Swissport Fueling Inc., which facilitate fuel delivery and transference to all Commercial and Privately Owned Aircraft at the Airport. Each of these tenants have there own site specific SPCC Plan which is tailored to each tenants activities. These SPCC Plans are currently located in the Planning and Development offices with this Airport Plan for reference and periodical review for revisions if needed.

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

The San Jose International Airport has determined that the Airport does not pose a risk of substantial harm under 40 CFR 112, as recorded in the "Substantial Harm Determination" on page #4 of this document. This Plan provides guidance on key actions that the Airport must perform to comply with the SPCC rule:

- Complete monthly and annual site inspections as outlined in the Inspections, Tests, and Records section of this Plan.
- Perform preventative maintenance of equipment, secondary containment systems, and discharge prevention systems (Safe Drains) described in this Plan as needed to keep them in proper operating conditions.
- Conduct and document employee training as outlined in the Personnel, Training, and Spill Prevention Procedures section of this Plan.
- If either of the following occurs, submit the Plan to the appropriate EPA and California regulatory officials:
  - The Airport discharges more than 1,000 gallons of oil into or upon the navigable waters of the U.S. or adjoining shorelines in a single spill event; or
  - The facility discharges oil in quantities greater than 42 gallons in each of two spill events within any 120-month period.



- Review the Plan at least every five (5) years and amend it to include more effective prevention and control technology, if such technology will significantly reduce the likelihood of a spill event and has been proved effective in the field at the time of the review.
- Amend the Plan within six (6) months whenever there is a change in facility design, construction, or operations, or maintenance that materially affects the facility's spill potential.
- Review the Plan on an annual basis. Update the Plan to reflect any "administrative changes" that are applicable, such as personnel changes or revisions to contact information, such as phone numbers. Administrative changes will be documented in the Plan Review Log (Attachment #1).

**1(a) - RECORD OF PLAN REVIEW / AMENDMENTS AND FIVE YEAR REVIEW  
[§112.5(b)]**

This SPCC Plan will be amended when there is a change in the facility design, construction, operation, or maintenance that materially affects the potential for a discharge to navigable waters or adjoining shorelines. Any technical amendments to this Plan will be documented in Attachment 1 - Five Year Review and Technical Amendment Log.	<input checked="" type="checkbox"/>
In accordance with 40 CFR 112.3(e), a complete copy of this Plan is maintained in the Airport Planning & Development Office.	<input checked="" type="checkbox"/>
A complete review and evaluation of this SPCC Plan will be completed every five years. As a result of this review and evaluation, this plan will be amended as soon as possible, but no later than six months. Amendments will include more effective prevention and control measures and any other operational changes which are deemed appropriate for the Airport.	<input checked="" type="checkbox"/>

**1 (b) - PLAN REQUIREMENTS [§112.7(a)(3)(i)]:  
OIL CONTAINERS AND CAPACITIES**

Attachment #2 represents a complete inventory of all oil storage containers currently located at the Airport, which must be counted in this Plan. These storage containers have a capacity of 55 U.S. gallons or more, unless otherwise exempt from the rule.	<input checked="" type="checkbox"/>
The completely buried tanks at the facility are subject to the rule requirements and are addressed in the Plan; however they are not counted toward the qualified facility threshold.	<input checked="" type="checkbox"/>



**1 (c) - PLAN REQUIREMENTS [§112.7(a)(3)(i)]:  
CONTAINERS WITH A POTENTIAL FOR AN OIL DISCHARGE**

Attachment #3 identifies different types of containers located at the Airport which have a potential for an Oil Discharge. An estimated number of containers, types of oil, and anticipated capacities for mobile/portable containers are referenced in Attachment #3.



**SECONDARY CONTAINMENT AND OIL SPILL CONTROL [§112.6(a)(3)(i) and (ii)]:**

Discharge prevention measures including procedures for routine handling of oil products (loading, unloading and facility transfers) have been created and are being implemented.

The following is a description, listing or summary of the procedures for routine handling in place at the Airport:

1. All loading and unloading of petroleum products from tanker trucks will occur at designated areas of the Airport.
2. Spill response equipment is located in the Fleet/Facility Area at 1395 Airport Boulevard. Fire Station 20 at 1433 Airport Boulevard, the General Aviation West Hangers at 1128 Coleman Avenue, and at various gates along both Terminal A and Terminal B.
3. Attachment #4 details Spill Prevention Procedures for Petroleum Product Transfer.

For mobile/portable containers, an estimated number of containers, types of oil, and anticipated capacities are provided in Attachment #5.



**3. INSPECTIONS, TESTING, RECORDKEEPING AND PERSONNEL TRAINING  
(§§112.7(e) AND (f), 112.8(c)(6) AND (d)(4), 112.9(c)(3), 112.12(c)(6) AND (d)(4)):**

Attachment #5 identifies an inspection and/or testing program that has been implemented for all aboveground bulk storage containers and piping at this facility. Inspections, testing and applicable record keeping are conducted in accordance with written procedures developed for the Airport.	<input checked="" type="checkbox"/>
Inspections, tests and records are conducted in accordance with written procedures developed for the facility.	<input checked="" type="checkbox"/>
Records of inspections and tests are kept with the SPCC Plan for a period of three years.	<input checked="" type="checkbox"/>
Inspections and tests are signed by the appropriate supervisor or inspector	<input checked="" type="checkbox"/>
Each company involved in Oil handling activities is responsible for the operation and maintenance of equipment to prevent discharges; conducting personnel training in discharge procedure protocols; applicable pollution control laws, rules and regulations; general facility operations and the applicability of their own site specific SPCC Plan.	<input checked="" type="checkbox"/>
Discharge prevention training and procedures for Airport personnel is conducted annually to assure adequate understanding of the SPCC Plan. These annual training sessions highlight and describe past reportable discharges or failures, malfunctioning components; and any recently developed precautionary measures.	<input checked="" type="checkbox"/>
The person who reports to facility management is designated accountable for discharge prevention is: Environmental Services Specialist: Robert Guerra	<input checked="" type="checkbox"/>

**4. Security (§112.7(g))  
Implementation and Description of Security Measures**

Security measures are implemented at the Airport to prevent unauthorized access to oil handling, processing, and storage area. A detailed description of how the Airport secures and controls access to these areas is contained in Attachment 6.	<input checked="" type="checkbox"/>
---	-------------------------------------



**5. Emergency Procedures and Notifications (§112.7(a)(3)(iv) and 112.7(a)(5))**  
**Description of Emergency Procedures and Notifications**

A description of the immediate actions to be taken by facility personnel in the event of a discharge to navigable waters of adjoining shorelines is contained in the Ramp Handbook [http://www.flysanjose.com/fl/business/training/Ramp\\_Rules.pdf](http://www.flysanjose.com/fl/business/training/Ramp_Rules.pdf) and in Attachment #7.



**6. Contact List (§112.7(a)(3)(iv))**

<b>Contact Organization / Person</b>	<b>Telephone Number</b>
National Response Center (NRC)	1-800-424-8802
Cleanup Contractor(s) HIT Team	408-277-5100
<b>Key Facility Personnel</b>	
Designated Person Accountable for Discharge Prevention: Shalyce Childers	Office: 408-392-3638
Robert Guerra	Office: 408-392-3626
Airport Operations (24 Hours)	Office: 408-277-5100
California Emergency Management Agency - State Warning Center	1-800-852-7550
Other State, Federal, and Local Agencies - Bay Area Regional Water Quality Control Board	510-622-2369
Unified Program Agency - Santa Clara County Environmental Health Department	408-280-6479
Local Fire Department - City of San Jose	911
Local Police Department - City of San Jose	911
Hospital – Valley Medical Center	408-855-5000

#### 7. NRC Notification Procedure (§112.7(a)(4)(5)):

In the event of a discharge of oil to navigable waters or adjoining shorelines, the following information identified in the Discharge Notification Form will be provided to the National Response Center immediately after the spill.



- The exact address or location and phone number of the facility;
- Date and time of the discharge;
- Type of Material discharged;
- Estimate of the quantity;
- Estimate of the quantity discharged to navigable waters;
- Source of the discharge;

- Description of all affected media;
- Cause of the discharge;
- Any damages or injuries caused by the discharge;
- 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.



## Facility Description, Location, Activities and Container Narrative

This narrative identifies the existing physical, operational and environmental constituents which reflect everyday operations at the Airport. The Airport is owned and operated by the City of San Jose 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.

The Airport is located within the City of San Jose, with a small portion at the north end of the airfield extending within the City of Santa Clara (See Figure 1). The Guadalupe River is the receiving water for storm water discharge from the Airside Operations Area (AOA) and the City of San Jose Municipal Storm Water drainage system.

This SPCC is written to identify all operations, sources and other areas with the potential to produce an oily (petroleum based) discharge to waters of the State of California and navigable waters or adjoining shorelines of the U.S. from identified potential sources of pollution within the AOA at the Airport.

Industrial operations on the Airport include commercial and private airplane maintenance and cleaning, vehicle and equipment maintenance and cleaning, and material storage and transfer areas. Facilities on the Airport are operated by both the Airport and Airport Tenants (See Figure 2). All Industrial activities at the Airport take place within the (AOA) boundary with some Emergency Generators and associated fuel tanks located outside of the AOA. (See Emergency Generator Location Map 1 – 2)

The Airport is a non-production facility offering associated operational and maintenance activities for both commercial airline and private fixed base airlines which include:

- Fueling,
- Painting,
- Ground vehicle repair & maintenance,
- Building and Grounds maintenance, and
- Storage and disposal of hazardous materials.

The following narrative seeks to identify AOA Industrial operations at the Airport and controls/procedures in place which address the SPCC regulations in 40 CFR 112.



## 1387 Airport Blvd – San Jose Police Department (Airport Division)



This site has a Portable Emergency Generator and a Fixed Base Emergency Generator with associated diesel fuel tanks which are subject to SPCC requirements. These generators are inspected monthly.

- A Fixed base Emergency Generator #28510, with a 173-gallon diesel tank, is located to the north of the San Jose Police Department
- A Portable Emergency Electrical Emergency Generator #21900 is a located proximal to the afore-mentioned Emergency Generators with is a 100-gallon diesel tank.



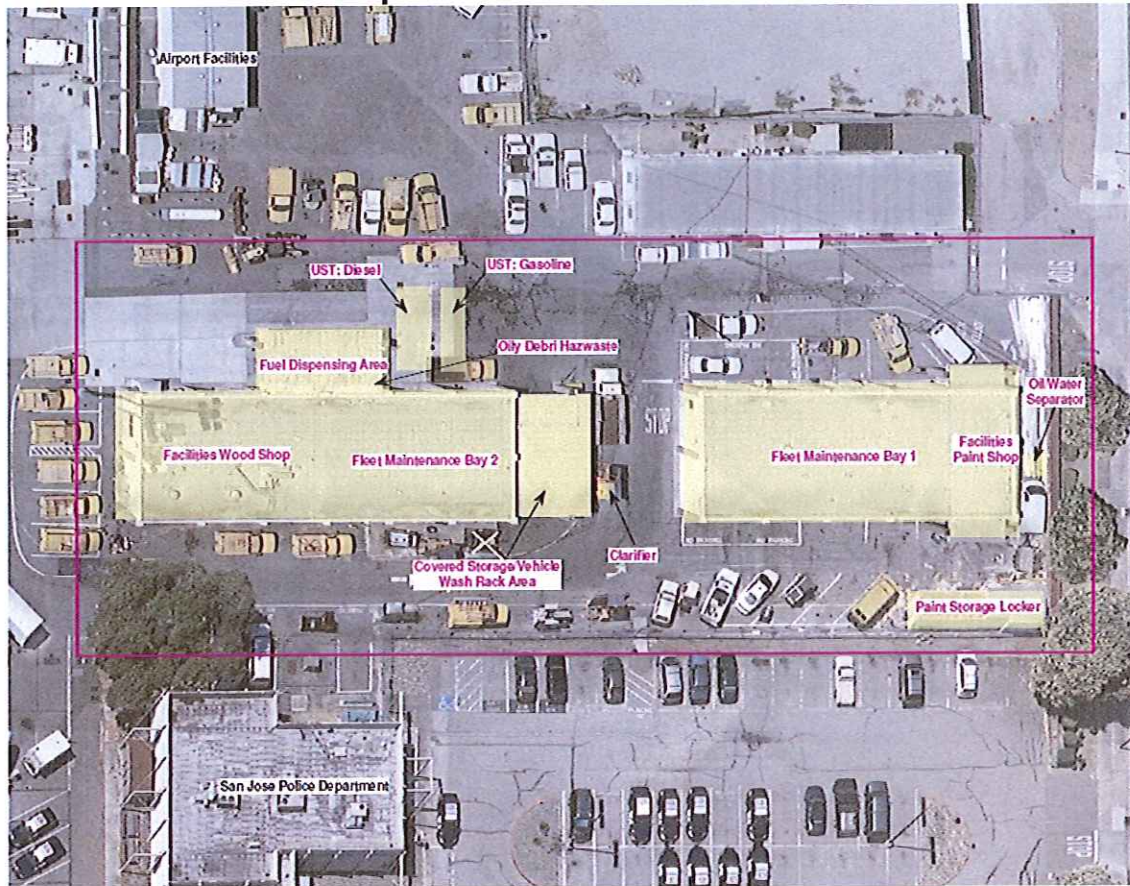
Emergency Generator #28510



Portable Emergency Generator #21900



## 1395 Airport Blvd – Fleet Maintenance



The Airport Fleet Maintenance facility consists of two indoor covered maintenance bays and one outdoor covered storage and vehicle washing area. On-site materials and storage containers subject to this SPCC include: New and used motor oil, new and used transmission fluid, new hydraulic oil and lube grease which are inspected monthly. These materials are collected inside the enclosed maintenance bay and stored in both 55 gallon drums and a 110 gallon AST which is tested annually. The attached covered fuel dispensing station utilizes fuel pumps for delivery of both Unleaded Gasoline and Bio-Diesel gasoline from two (2) UST's which are inspected monthly.



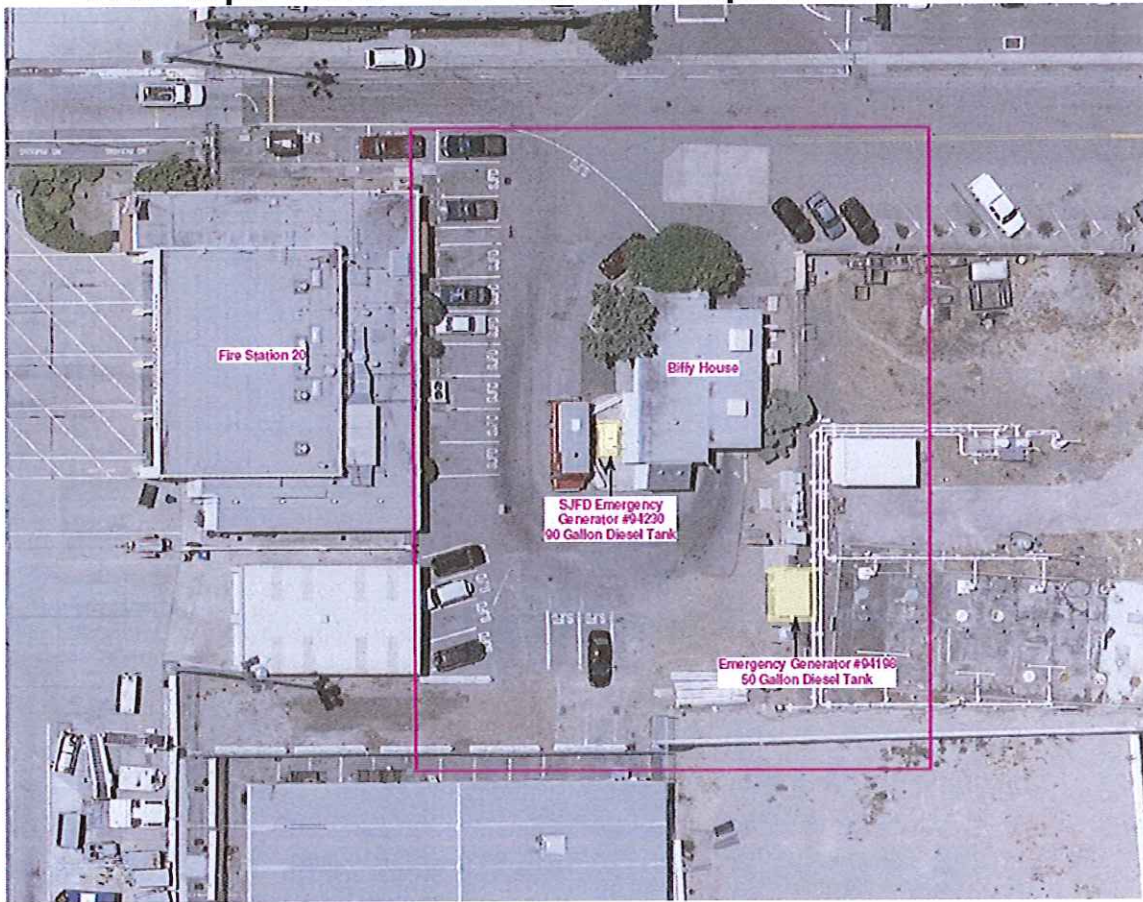
Enclosed Maintenance Bay



Covered Fuel Pumps



## 1433 Airport Blvd – San Jose Fire Department Station 20



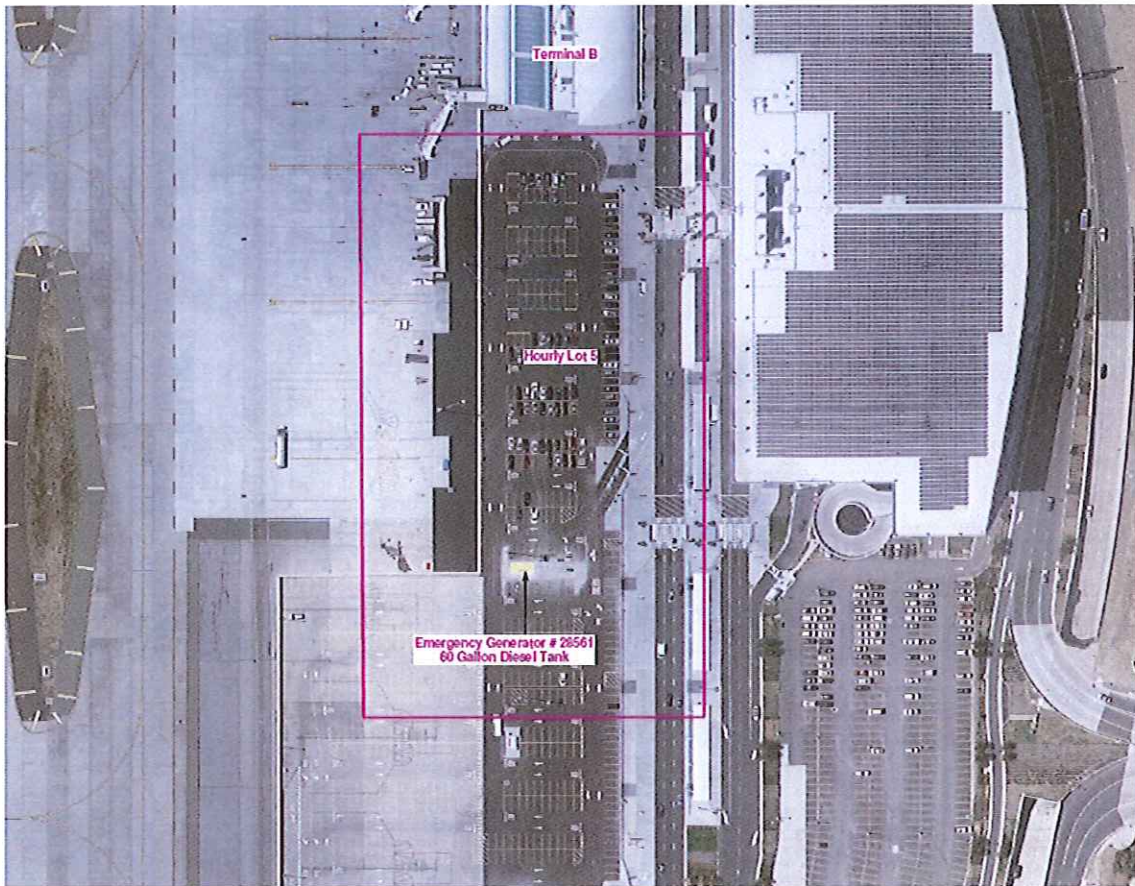
One Fixed base Emergency Generator #94230 is located immediately east San Jose Fire Department Station 20 with an associated 90-gallon diesel tank which is inspected monthly and is subject to SPCC requirements.



Emergency Generator #94230



## 1661 Airport Blvd - Terminal B - Hourly Lot 5



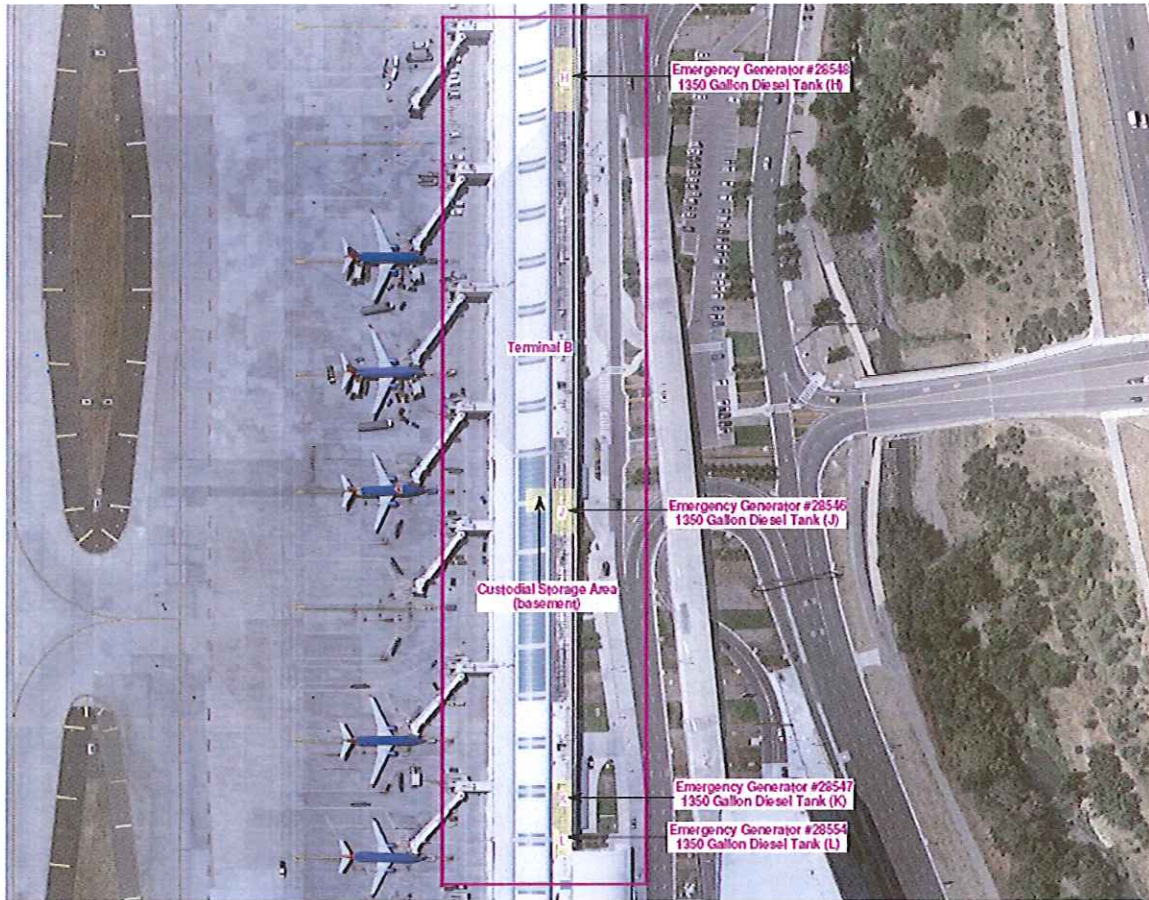
Terminal B – Hourly Lot 5 is located just south of Terminal B. One fixed base Emergency Generator #28561 is located southwest of the parking lot entrance with a 60-gallon diesel tank which is inspected monthly and is subject to SPCC requirements.



Emergency Generator #28561



## 1701 Airport Blvd – Terminal B - Fixed Base Emergency Generators



There are currently four (4) fixed base Emergency Generators located at Terminal B which are inspected monthly.

- Fixed base Emergency Generator #28547 (K) has is a 1350-gallon diesel tank which is subject to SPCC requirements.
- Fixed base Emergency Generator #28548 (H) has an associated 1350-gallon diesel tank which is subject to SPCC requirements
- Fixed base Emergency Generator #28554 (L) has an associated 1350-gallon diesel tank which is subject to SPCC requirements.
- Fixed base Emergency Generator #28546 (J) has an associated 1350-gallon diesel tank which is subject to SPCC requirements





Emergency Generator #28547 (K)



Emergency Generator #28548 (H)



Emergency Generator #28554 (L)



Emergency Generator #28546 (J)



## 2077 Airport Blvd – Terminal A - Fixed Base Emergency Generators



There are currently four (4) fixed base Emergency Generators located at Terminal A which are inspected monthly. Emergency Generator #28553 (B) utilizes a 10,000 gal UST for Diesel supply which is tested monthly.

- Emergency Generator # 28553 (B) is located on the North end of Terminal A and utilizes is a 1,423-gallon diesel tank associated with this Emergency Generator which is subject to SPCC Requirements.
- Emergency Generator #28538 (C) is located in room #A1412 located south of Emergency Generator B and utilizes a 50-gallon diesel day tank with a 1,000 gallon UST which is subject to SPCC requirements.
- Emergency Generator #28550 (D) is located south of Emergency Generator B & C and utilizes a 1,200 gallon diesel tank which is subject to SPCC requirements.
- Emergency Generator #28513 (E) is located landside on the southern end of Terminal A and utilizes a 240-gallon diesel day tank and a 500-gallon AST located west of Emergency Generator E on the airside. The piping from Emergency Generator E (landside) to the 500-gallon AST (airside) is double contained and is subject to SPCC requirements





Emergency Generator # 28553 (B)



Emergency Generator # 28538 (C)



Emergency Generator #28550 (D)



Emergency Generator #28513 (E)



## 2080 Airport Blvd – Retention Basin



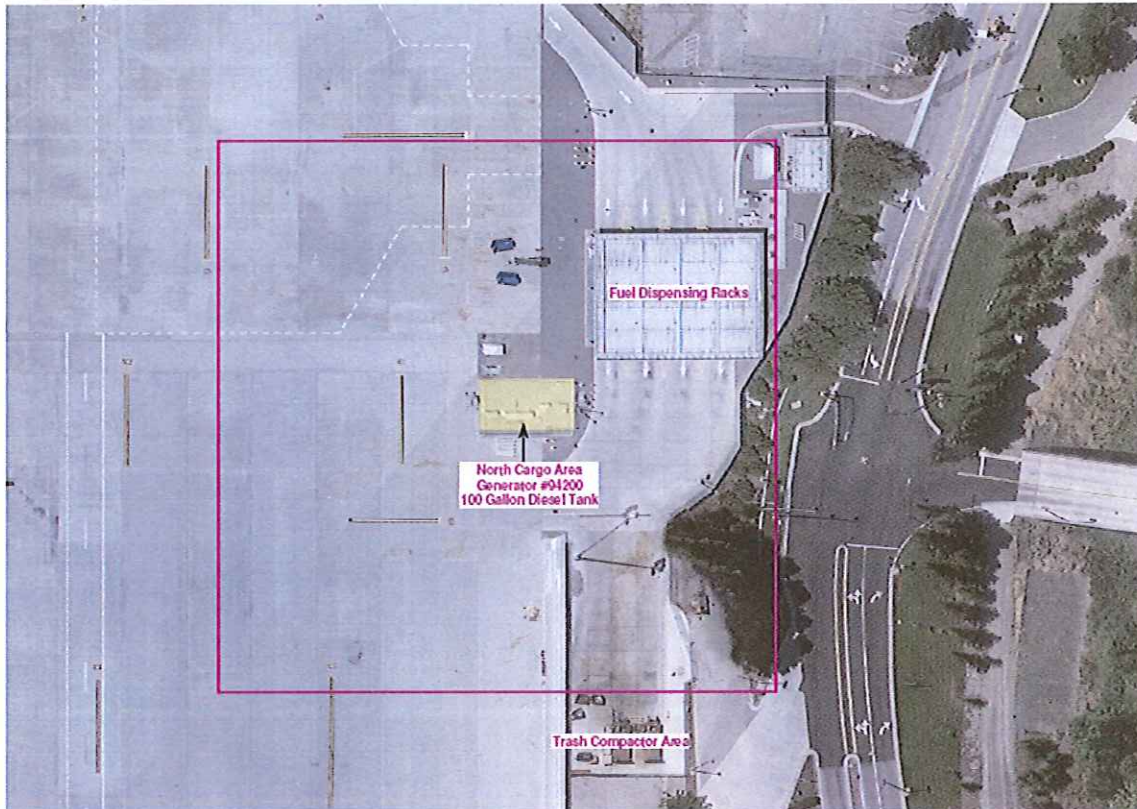
The Flood Control Pumps and tank are located inside a gated fenced area and within a locked building. There are two (2) Flood Control Pumps # 97057 and #97056 each with an associated 160-gallon diesel tank which is inspected monthly and are subject to SPCC requirements.



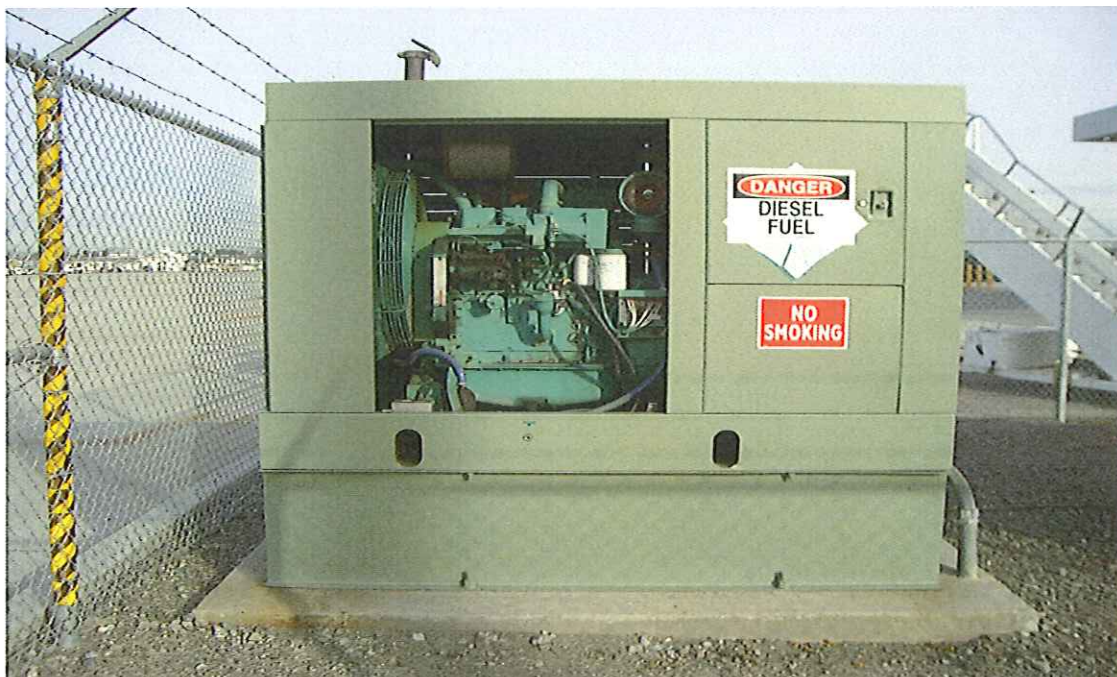
Flood Control Pumps # 97057 and #97056



## 2201 Airport Blvd – Fuel Reload Rack & North Cargo Area



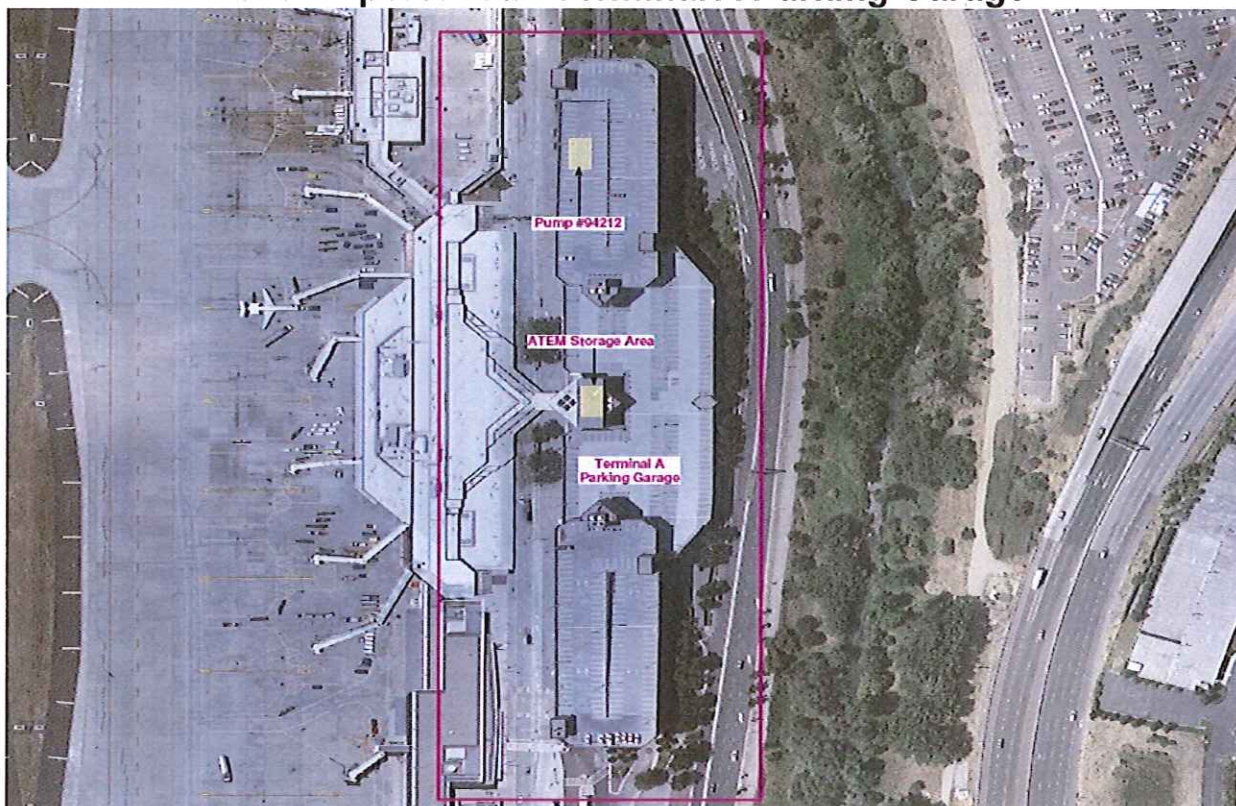
The North Air Cargo Ramp Fixed base Emergency Generator #94200 is located on the northeastern end of the Airport and west of the Fuel Dispensing Racks. The fuel source is an associated 100-gallon diesel tank which is inspected monthly and is subject to SPCC requirements.



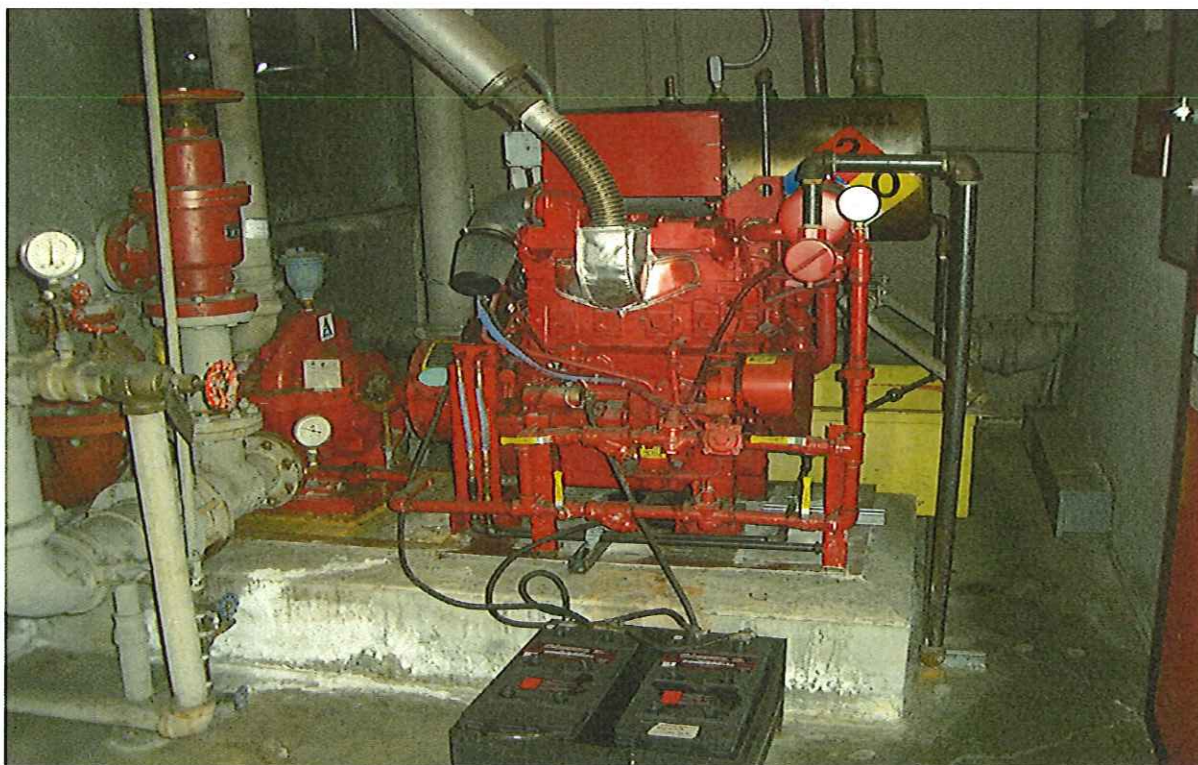
Emergency Generator #94200



## 2075 Airport Blvd - Terminal A Parking Garage



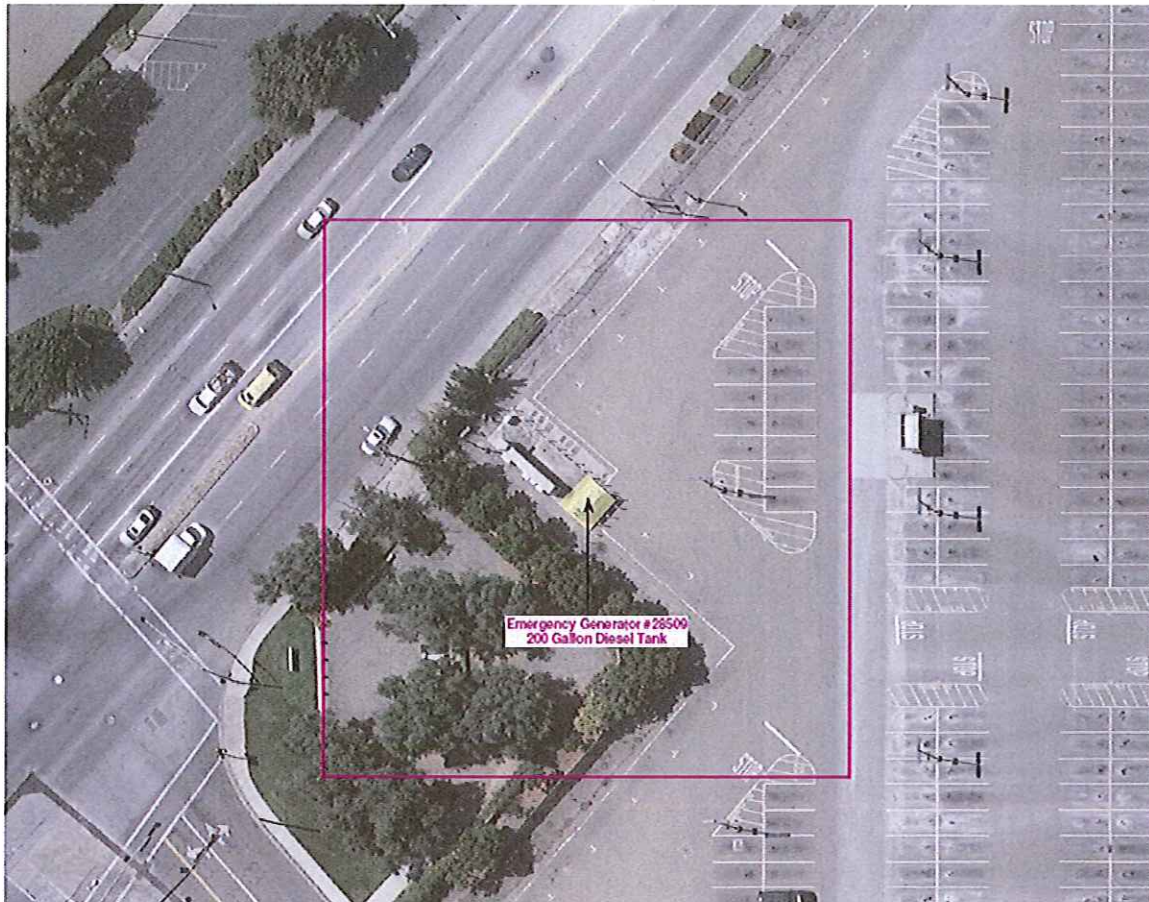
This site is located across from Terminal A within an enclosed secure pump room. Fixed base Fire Sprinkler Pump #94212 has an associated 60-gallon diesel tank which is inspected monthly and is subject to SPCC requirements.



Fire Sprinkler Pump #94212



## 325 Martin Ave – Long Term Parking Lot



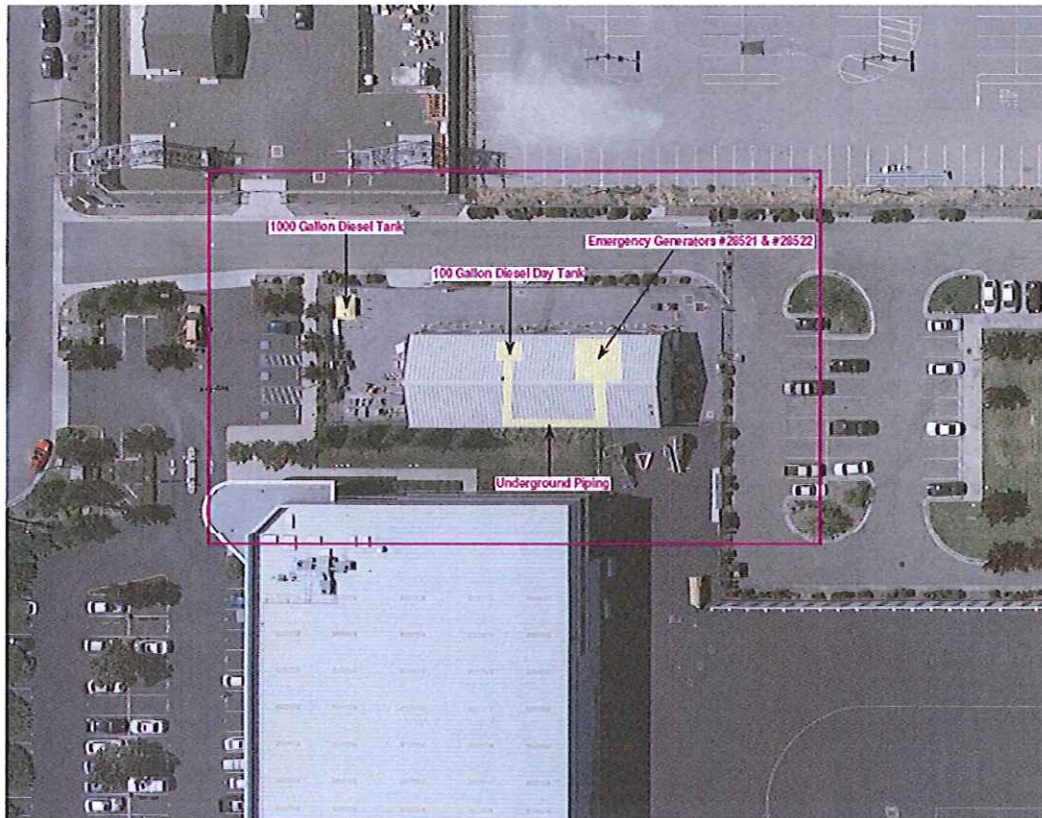
One Fixed base Emergency Generator #28509 is located near the north end of this lot with an associated 200-gallon diesel tank which is inspected monthly and is subject to SPCC requirements.



Emergency Generator #28509



## 273 Martin Ave – Airfield Lighting Vault



Fixed base Emergency Generators #28521 and #28522 provide backup power for airfield lighting. This site utilizes one 1000-gallon AST, located outside of building and one 100-gallon day tank which are subject to SPCC requirements. The 1,000-gallon AST is located outdoors and is inspected monthly. Cathodically protected and doubly contained piping runs from the 1000-gallon AST and underground to the 100-gallon day tank located inside the building (tested annually). Once inside the building the piping is double-contained by a metal tray running along the floor.



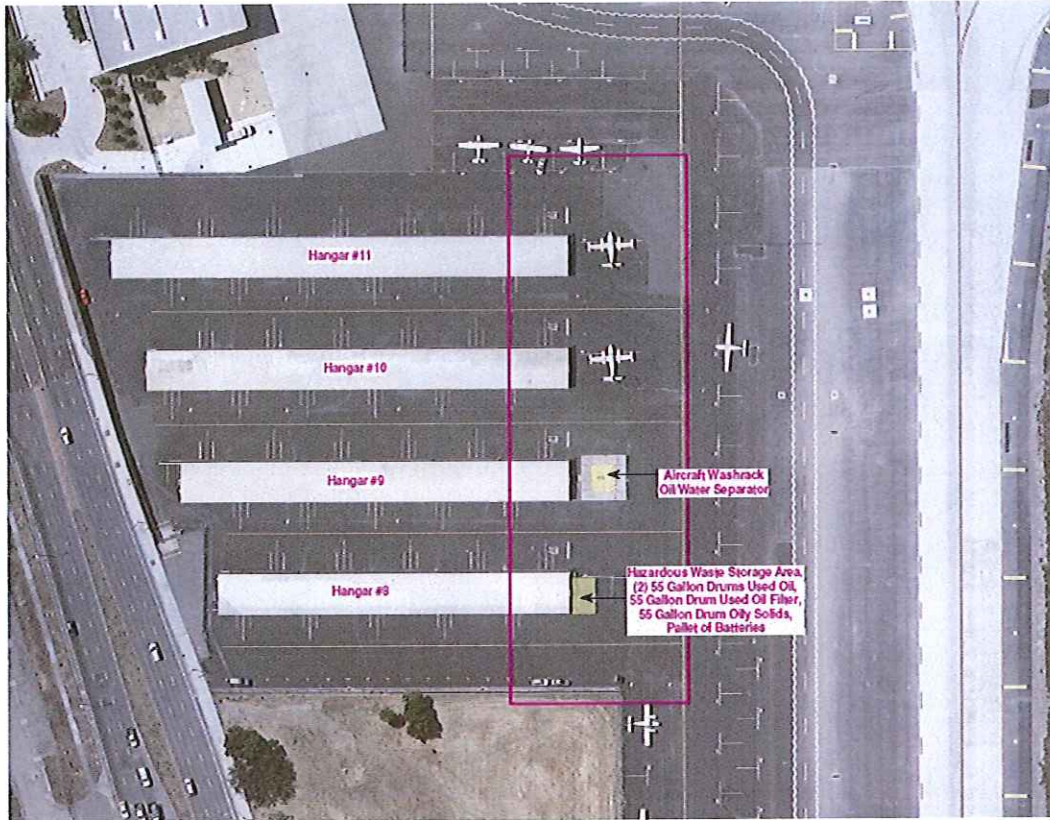
Emergency Generators #2851 and #28522



1000-gallon AST



## 1128 Coleman Ave – General Aviation West Hangars



This site is located across from the Main Airport Terminals in the SW corner of the AOA. One 55-gallon drum is used for used oil collection and storage for AIRPORT tenant privately owned aircraft which are housed in four hangars. This used oil drum is contained within roll-top huts with secondary containment and is inspected monthly and is subject to SPCC regulations.



Used Oil, used oil filters, oily debris and used batteries collection



## Airport Fueling Operations

Aircraft Fueling at the Airport takes place at Commercial Gates and Cargo Areas on the North and South East Side of the airfield and at Fixed Base Operators (Private Aircraft) on the west side of the airfield. The fueling operation for Commercial/Cargo Aircraft involves the transference of Jet "A" fuel from the Fuel Reloading Racks located at 2201 Airport Boulevard into mobile fueling tanker trucks and then dispensing into commercial aircraft at Terminal A and Terminal B. Jet "A" fuel is conveyed to the Fuel Reloading Racks via a dedicated pipeline from Swissport Fueling Services who operates an offsite fuel tank farm located east of the Airport. This fuel tank farm is separately permitted and not included in this Plan or covered under the Industrial Permit.

All spills and consequential cleanup activities are dictated and reported according to existing FAA Hazardous Material Incident and Fuel Spill protocol and the Ramp Safety and Traffic Regulations Handbook [http://www.flysanjose.com/fl/business/training/Ramp\\_Rules.pdf](http://www.flysanjose.com/fl/business/training/Ramp_Rules.pdf).

- Swissport Fueling Services load their fueling trucks with Jet "A" fuel from the Fuel Reloading Racks located on the North end of the site and transfers this fuel to Commercial Aircraft located at Terminals A and B.
  - General Manager : Donald Scott -



Swissport Refueling Racks Site Plan 2201 Airport Boulevard





Swissport Fuel Reloading Racks – 2201 Airport Boulevard



Swissport Fuel Reloading Racks – 2201 Airport Boulevard





Swissport Fuel Reloading Racks – 2201 Airport Boulevard



Swissport Mobile Fueling Trucks servicing Commercial Aircraft at Terminal A and Terminal B



### PRIVATELY OWNED AIRCRAFT:

The fueling operation for Privately Owner Aircraft involves the transference of Jet "A" and 100 Low Lead Fuel from above ground storage tanks located at Av Base San Jose, 1140 Coleman Avenue, and Atlantic Aviation, 1250 Aviation Boulevard. Mobile fueling tanker trucks are utilized to transfer fuel from the above ground storage tanks to the aircraft.



Atlantic Aviation Mobile Fueling Trucks servicing Privately Owned Aircraft / Westside FBO

All spills and consequential cleanup activities are dictated and reported according to existing FAA Hazardous Material Incident and Fuel Spill protocol and the Ramp Safety and Traffic Regulations Handbook [http://www.flysanjose.com/fl/business/training/Ramp\\_Rules.pdf](http://www.flysanjose.com/fl/business/training/Ramp_Rules.pdf).

- Av Base San Jose, LLC load their fueling trucks with Jet "A" Fuel from existing above ground storage fuel tanks that are periodically reloaded via incoming tanker trucks. This fueling operation is located on the West side of the Airport and serves as a self fueling site for the sites FBO tenants.
  - General Manager : Kelly R. Lynn



Av Base San Jose - AST facility for fuel storage and transference to fuel tanker trucks



- Atlantic San Jose load their fueling trucks with Jet "A" and 100 Low Lead Fuel from existing above ground storage fuel tanks that are periodically reloaded via incoming tanker truck. This fueling operation is located on the West side of the site and serves the airport FBO tenants.
  - General Manager: Tim Murray



Atlantic San Jose - AST facility for fuel storage and transference to fuel tanker trucks

**Attachment #1 – Five year Review and Technical Amendments Log**

I have completed a review and evaluation of the SPCC Plan for this facility, and will/will not amend this plan as a result.

**Review and Evaluation of SPCC Plan for Facility**

Review Date	Plan Amendment		Name, title and signature of person authorized to review this Plan
	Will Amend	Will not Amend	
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			
	<input type="checkbox"/>	<input type="checkbox"/>	
Description of changes/amendments:			

Facility Name: \_\_\_\_\_



## Attachment #2 - Containers with Potential for an Oil Discharge 112.7(b)):

Area	Type of failure (discharge scenario)	Potential discharge volume (gallons)	Directional flow of uncontained discharge	Secondary containment method / type	Secondary containment capacity (gallons)
<i>Bulk Storage Containers and Mobile/Portable Containers</i>					
General Aviation West (GAW 1)	Tank overfill or leak	55 - Steel Drum	NNE	Containment tray within roll top enclosure	55
Fleet Maintenance F - 1	Tank overfill or leak	115 - AST	NNW	AST – Enclosed in building	115
Fleet Maintenance F - 2	Tank overfill or leak	55 - Steel Drum	NNW	Containment tray within a building	55
Fleet Maintenance F - 3	Tank overfill or leak	55 - Steel Drum	NNW	Containment tray within a building	55
Fleet Maintenance F - 4	Tank overfill or leak	55 - Steel Drum	NNW	Containment tray within a building	55
Fleet Maintenance F - 5	Tank overfill or leak	55 - Steel Drum	NNW	Containment tray within a building	55
Fleet Maintenance F - 6	Tank overfill or leak	110 - AST	NNW	Enclosed in building	110
<i>ping, Valves, etc.</i>					
Airfield Electrical Lighting Vault - Outside AST Storage Tank	Tank overfill or leak	1000 - AST	NE	Double Wall Containment	1,000
Airfield Electrical Lighting Vault – Inside Diesel Base Tank	Tank overfill or leak	100 Base Tank	NE	Double Wall Containment within a building	100
<i>Product Transfer Areas (location where oil is loaded to or from a container, pipe or other piece of equipment)</i>					
Swissport Fuel Loading Area – 2201 Airport Blvd Covered by overhead canopy	Truck overfill or leak	Pipeline Supplied	NNE	Auto Shutoff, Fire Suppression, Emergency Dialers with Alarms	Auto product recovery System
Av Base San Jose, LLC 1140 Coleman Avenue Covered by overhead canopy	Truck overfill or leak	Tanker Supplied 20,000 Gal. AST	NNE	Underground oil/Water Separator connected to Sanitary Sewer	
Atlantic Aviation FBO 1250 Aviation Blvd Covered by overhead canopy	Truck overfill or leak		NNE	Auto Shutoff, Fire Suppression,	

Facility Name: \_\_\_\_\_

**Attachment #3 - Oil Storage Containers and Capacities 112.7(a)(3)(i)**

This table includes a complete list of all oil storage containers with a capacity of 55 U.S. gallons or more, unless otherwise exempt from the rule. For mobile/portable containers, an estimated number of containers, types of oil, and anticipated capacities are provided.

<b>Oil Storage Container (AST or UST).</b>	<b>Type of Oil / Fuel</b>	<b>Product in tanks (gallons)</b>
# 1 - SJPD – Emergency Generator #21900	Diesel	100
# 2 - SJPD – Emergency Generator #28510	Diesel	173
# 3 - SJFD – Emergency Generator #94230	Diesel	90
# 4 - Terminal B – Parking Lot 5 Emergency Generator #28561	Diesel – Base Tank	60
# 5 - Terminal B – Emergency Generator #28554 (L)	Diesel – Base Tank	1,350
# 6 - Terminal B – Emergency Generator #28547 (K)	Diesel – Base Tank	1,350
# 7 - Terminal B – Emergency Generator #28546 (J)	Diesel – Base Tank	1,350
# 8 - Terminal B – Emergency Generator #28548 (H)	Diesel – Base Tank	1,350
# 9 – Terminal A – Emergency Generator #28513 (E)	Diesel - Base Tank	740
# 10 – Terminal A Garage – Emergency Generator #94212	Diesel - Base Tank	60
# 11 – Terminal A – Emergency Generator #28550 (D)	Diesel - Base Tank	1,200
# 12 - Terminal A – Emergency Generator #28538 (C)	Diesel - Base Tank	1,050
# 13 - Terminal A – Emergency Generator #28553 (B)	Diesel - Base Tank	1,423
# 14 - North Air Cargo Ramp– Emergency Generator #94200	Diesel – Base Tank	100
# 15 - Rocky Pond Basin – Flood Control Pump #97056 & #97057	Diesel – Base Tank	320
# 16 – Westside Parking Lot - Emergency Generator #28509	Diesel - Base Tank	200
# 17 - Airfield Electrical Lighting Vault - Outside AST	Diesel - AST Tank	1,000
# 18 - Airfield Electrical Lighting Vault - #28522, #28521	Inside Diesel – Base Tank	100
GAW – 1 (Drum)	Used Oil	55
F – 1 (AST)	Used Oil	115
F – 2 (Drum)	Virgin Motor Oil	55
F – 3 (Drum)	Virgin Hydraulic Oil	55
F – 4 (Drum)	Virgin Transmission Fluid	55
F – 5 (Drum)	Virgin Lube Grease	55
F – 6 (AST)	Virgin Oil	110
<b>Total Reportable Aboveground Storage Capacity</b>	<b>Diesel / Oils</b>	<b>12,516</b>
<b>Total Reportable Underground Storage Capacity</b>	<b>Bio-Diesel / Unleaded Gas</b>	<b>31,000</b>
<b>Total Reportable Oil Storage Capacity</b>	<b>Diesel / Bio-Diesel / Unleaded Gas /Oils</b>	<b>43,516</b>

Facility Name: \_\_\_\_\_



### Attachment #4 OIL- FILLED OPERATIONAL EQUIPMENT (EMERGENCY GENERATORS)

Area (See Attached Emergency Generator Location Map)	Type of failure (discharge scenario)	Potential discharge volume (gallons)	Directional flow of uncontained discharge	Secondary containment method / type	Secondary containment capacity (gallons)
SJPD – Emergency Generator - #21900	Tank overfill or leak	100 – Day Tank	N	Double Walled Tank	100
SJPD – Emergency Generator - #28510	Tank overfill or leak	173 - Day Tank	N	Double Walled Tank	173
SJFD - Emergency Generator - #94230	Tank overfill or leak	90 - Day Tank	N	Double Walled Tank	90
Terminal B - Emergency Generator – (L)	Tank overfill or leak	1,350 - Day Tank	N	Double Walled Tank within a building	1,350
Terminal B - Emergency Generator (K)	Tank overfill or leak	1,080 - Day Tank	N	Double Walled Tank within a building	1,080
Terminal B - Emergency Generator (J)	Tank overfill or leak	1,350– Day Tank	N	Double Walled Tank within a building	1,350
Terminal B - Emergency Generator (H)	Tank overfill or leak	1,350– Day Tank	N	Double Walled Tank within a building	1,350
Terminal A – Emergency Generator (E)	Tank overfill or leak	740 - Day Tank	N	Double Walled Tank within a building	740
Terminal A - Emergency Generator (D)	Tank overfill or leak	1,200– Day Tank	N	Double Walled Tank within a building	1,200
Terminal A Plus (Old) - Emergency Generator (C)	Tank overfill or leak	50 - Day Tank	N	Double Walled Tank within a building	50
Terminal A Plus (New) - Emergency Generator (B)	Tank overfill or leak	960 Day Tank	N	Double Walled Tank within a building	1,423
North Air Cargo – Emergency Generator (17)	Tank overfill or leak	100 - Diesel - Day Tank	NEE	Double Walled Tank	100

Rocky Pond Retention Basin – Flood Control Pump (18)	Tank overfill or leak	160 - Diesel- Day Tank	E	Double Walled Tank within a building	160
Rocky Pond Retention Basin – Flood Control Pump (18)	Tank overfill or leak	160 - Diesel- Day Tank	E	Double Walled Tank within a building	160
Westside Parking Lot – Generator (19)	Tank overfill or leak	200- Diesel - Day Tank	NNE	Double Walled Tank	200
Airfield Electrical Lighting Vault – Generator (20)	Tank overfill or leak	100 – Diesel Day Tank	NE	Double Walled Tank, leak detection within a building	80 (shared tank)
Terminal B – Hourly Lot 5 (21)	Tank overfill or leak	60- Diesel- Day Tank	NE	Double Walled Tank, leak detection within a building	60 (shared tank)

#### UNDERGROUND STORAGE TANKS (UST)

Area	Type of failure discharge scenario	Potential discharge volume (gallons)	Directional flow of uncontained discharge	Secondary containment capacity (gallons)
Fleet Maintenance (UST-1)	Tank overfill or leak	10,000 - Bio-Diesel	Unknown	10,000
Fleet Maintenance (UST-2)	Tank overfill or leak	10,000 - Unleaded Gas	Unknown	10,000
Terminal A – Emergency Generators #28553 (UST-3)	Tank overfill or leak	1,000 - Bio-Diesel	Unknown	10,000
Terminal A – Emergency Generators #28538	Tank overfill or leak	1,000 - Bio-Diesel	Unknown	1,000



## **Attachment 5**

### **Spill Prevention Procedures for Petroleum Product Transfer**

There are three areas at the Airport where fuel is dispensed into Fuel Transfer trucks;

1. **The Fuel Reloading Rack operated by Swissport Fueling Services.**
  - a. Fuel is transferred via dedicated pipeline from adjacent fuel farm to fuel trucks.



***Swissport Fuel Reloading Racks – 2201 Airport Boulevard***

**2. The Fuel Reloading area operated by Atlantic Aviation.**

- b. Fuel is transferred via tanker truck to existing AST tank then dispensed into fueling trucks.



***Atlantic Aviation Mobile Fueling Trucks Reload Area servicing Westside FBO Operations – 1250 Aviation Boulevard***



**3. The Fuel Reloading area operated by AvBase.**

- c. Fuel is transferred via tanker truck to existing AST tank then dispensed into fueling trucks.**



**Av Base San Jose, LLC - Mobile Fueling Trucks Reload Area  
servicing Westside FBO Operations - 1140 Coleman Avenue**

## Spill Prevention Procedures for Transfer of Petroleum Products

These procedures are designed to prevent spills of petroleum products that can adversely affect safety, health, and the environment. The procedures apply to the following activities:

- Fuel (diesel and gasoline) delivery and transfer by vendors
- Bulk oil delivery and transfer by vendors
- Onsite fueling of mobile equipment

### Preparation Guidelines for Transfer

- Review the hazards and explain the work procedures to all employees involved with these activities.
- Make sure designated transfer areas are located to minimize environmental impacts in the event of a spill.
- Document task training with all affected employees that have not been previously trained.
- Clean and maintain work area to eliminate slipping and tripping hazards.

### Pre-Transfer Procedures

- Shut off the vehicle's engine and lights, if required.
- Properly set valves, drains, and other devices to prevent spills.
- Know the location and periodically test emergency shut-off valves, if applicable.
- Know the location of the nearest fire extinguishing equipment.
- Know the location and periodically verify that there is an adequate supply of spill response equipment kept nearby.
- **No smoking or ignition sources** within 50 ft of transfer areas unless state and local regulations specify a greater distance.

### Transfer Procedures

- **Remain present and attentive** at all times during fueling operations.
- Check for leaking hoses, connectors, valves, etc. during transfer.
- To prevent spills and overfills, do not "top off" containers.
- **Stop** the transfer immediately if a spill occurs.



- Take immediate action to contain the spill and report the incident to the Airport Operations Center.
- Follow spill response and reporting procedures outlined in the SPCC Plan.
- Report spills involving petroleum products outlined in the SPCC Plan.
- Review spill events to determine the cause and corrective action.

### **Post-Transfer Procedures**

- Stop the flow.
- Reposition fuel nozzle at pump to prevent drips and spillage, if applicable.
- Conduct a post transfer inspection to look for leaks or spills.
- Clean up spills immediately and properly dispose of contaminated material.
- Report any use of spill response equipment during or after fueling and replenish it.
- Record the amount of fuel transferred, if applicable.
- **Do not** hose off the transfer area. Hosing off the fueling area can cause spilled petroleum to be washed into storm drains or off-site waterways.
- **Do not** move equipment until transfer is complete and a "walk-around" of the equipment has been conducted.

## **Petroleum Product Transfer Procedures for Outside Vendors**

### **Preparation Guidelines for Product Transfer**

SJC personnel will do the following:

- Periodically inspect tanks, pipes, valves, fittings, and pumps to ensure they are free from damage.
- If gasoline storage tanks are equipped for Stage 1 vapor recovery, notify the vendor of the need for a vapor recovery hose if deliveries will exceed 25 gallons and the vendor uses its own hose for gasoline transfers.
- Verify that tank vents and relief devices are properly designed and installed.
- Properly label petroleum product storage tanks to identify contents.
- Properly label lines, valves and connections if it is not clear which unloading line to use or if cross contamination could occur from opening a wrong valve, etc.
- Clean and maintain work area to eliminate slipping and tripping hazards.
- Inform vendors of their responsibility to follow safe petroleum product delivery procedures.

### **Product Transfer Procedures**

Designated SJC employees will do the following:

- Verify that each delivery driver is familiar with the petroleum product transfer procedures.
- Provide site-specific hazard awareness training to each new delivery driver and all drivers if hazards change.
- Inform the driver of spill response procedures.
- Escort all delivery drivers to the petroleum storage area. The escort is required for both badged and non-badged drivers.
- Unlock gates and fill ports.
- Spot-check area for spills and other hazards.
- Inform driver of location of fire fighting equipment, spill kits, possible ignition sources, nearest phone.
- Verify product to be transferred is connected to the correct tank for new drivers.
- Ensure that drivers deliver the correct type and amount of product.

**Delivery drivers will do the following:**

- Park in the designated offloading area.
- Turn off engine and lights (unless required for pumping).
- Set parking brake, chock wheels. Place safety cones, reflective triangles or other barricades in high traffic areas.
- Wear appropriate personal protective equipment.
- No smoking or ignition sources within 50 ft of offloading areas unless state and local regulations specify a greater distance. Extend it to 100 ft if special hazards exist.



- Verify that valves, drains, and other tank devices are set to prevent spills, product mixing, and overfills.
- Verify that hose connections between the tank and truck are leak free and secure (liquid/vapor tight).
- While transferring Class I flammable liquids (example: gasoline), the truck's metal unloading line shall be properly bonded to the storage tank. The purpose is to dissipate any static charge that might be generated during fuel transfer. Unless local or state codes in your area supersede NFPA 30, bonding and grounding is not required during fuel transfer if all of the following are met:
  - a. Tank cars/trucks are loaded exclusively with non-static accumulating products (for example, asphalts and crude oils);
  - b. No Class I liquids are handled at the loading facility and tanks are used solely for Class II (example: diesel fuel) and III liquids; and
  - c. Loading/unloading is through a closed connection

Note: Delivery drivers must remain present and attentive at all times during product transfer. If leaving the immediate area, all product flow must be stopped and hoses disconnected.

- Accurately determine the amount of product in each tank prior to product transfer. Where "sticking" the tank is necessary, use safe access.
- Immediately discontinue product transfer and alert SJC personnel if high liquid level alarms sound.
- Minimize spills when disconnecting all hoses and equipment.
- Do not release any product into the tank's secondary containment.
- Close all tank valves including internal safety valves on the truck and close and secure all hatches to prevent spills.
- Inspect area for spills, drips and leaks. Clean immediately with absorbent materials and report to SJC personnel (including spills inside secondary containment).
- Verify that the tank contains the anticipated amount of product. Report any discrepancies to SJC personnel.
- Immediately report to SJC facility management any safety or health hazards or conditions that might lead to spills and leaks.

### Spill Response Procedures

If a spill occurs, SJC and Tenant personnel will immediately take the following steps:

- Follow established procedures referenced in the Ramp Safety & Traffic Regulations Handbook.
- Implement the facility's SPCC plan and relevant spill reporting procedures.
- Report all spills involving petroleum product deliveries by outside Vendors.

## Attachment #6 - SJC Monthly SPCC Inspections

## General Inspection Information:

Inspection Date: \_\_\_\_\_

Inspector Name: \_\_\_\_\_

	OK?		Findings and Corrective Actions
	Yes	No	
<b>273 Martin Ave – Airfield Electrical Vault (Outside 1,000 Gal. AST)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			
<b>273 Martin Ave – Airfield Electrical Vault (Inside Emergency Generators) No. 28521 &amp; 28522</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			



	OK?		Findings and Corrective Actions
	Yes	No	
<b>1128 Coleman Ave. Used Oil Drum (GAW-1)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>1395 Airport Blvd - Fleet Maintenance - Used Oil - (AST F-1)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			

	OK?		Findings and Corrective Actions
	Yes	No	
<b>1395 Airport Blvd - Fleet Maintenance – Virgin Used Oil – (Drum F-2)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>1395 Airport Blvd - Fleet Maintenance – Virgin Hydraulic Oil – (Drum F-3)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			



	OK?		Findings and Corrective Actions
	Yes	No	
<b>1395 Airport Blvd - Fleet Maintenance – Virgin Transmission Oil – (Drum F-4)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			
<b>1395 Airport Blvd - Fleet Maintenance – Virgin Lube Grease – (Drum F-5)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			

	OK?		Findings and Corrective Actions
	Yes	No	
<b>1395 Airport Blvd - Fleet Maintenance - Virgin Oil - (Drum F-6)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>1387 Airport Blvd - San Jose Police Department - Emergency Generator #21900</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			



	OK?		Findings and Corrective Actions
	Yes	No	
<b>1387 Airport Blvd - San Jose Police Department - Emergency Generator #28510</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>1433 Airport Blvd - San Jose Fire Department - Emergency Generator #94230</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			

	OK?		Findings and Corrective Actions
	Yes	No	
<b>1661 Airport Blvd - Terminal B - Parking Lot 5 Emergency Generator #28561</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			
<b>1701 Airport Blvd - Terminal B - Emergency Generator #28548 (L)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			



	OK?		Findings and Corrective Actions
	Yes	No	
<b>1701 Airport Blvd - Terminal B – Emergency Generator #28547 (K)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>1701 Airport Blvd - Terminal B – Emergency Generator #28546 (J)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator – <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			

	OK?		Findings and Corrective Actions
	Yes	No	
<b>1701 Airport Blvd - Terminal B - Emergency Generator #28548 (H)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			
<b>2065 Airport Blvd - Terminal A - Emergency Generator E)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - <i>Operable ?</i>			
Ladder and platform - <i>Structure secure with no sign of severe corrosion or damage?</i>			
Tank Liquid Level Indicator - <i>Operational, readable and in good condition?</i>			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting - <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			



	OK?		Findings and Corrective Actions
	Yes	No	
<b>2075 Airport Blvd – Terminal A – Garage - Emergency Generator #94212</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - Operable ?			
Ladder and platform - Structure secure with no sign of severe corrosion or damage?			
Tank Liquid Level Indicator – Operational, readable and in good condition?			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>2075 Airport Blvd – Terminal A - Emergency Generator #28550 (D)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - Operable ?			
Ladder and platform - Structure secure with no sign of severe corrosion or damage?			
Tank Liquid Level Indicator – Operational, readable and in good condition?			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			

	OK?		Findings and Corrective Actions
	Yes	No	
<b>2075 Airport Blvd – Terminal A – Emergency Generator #28538 (C)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - Operable ?			
Ladder and platform - Structure secure with no sign of severe corrosion or damage?			
Tank Liquid Level Indicator – Operational, readable and in good condition?			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			
<b>2075 Airport Blvd – Terminal A Garage – Emergency Generator #928553(B)</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - Operable ?			
Ladder and platform - Structure secure with no sign of severe corrosion or damage?			
Tank Liquid Level Indicator – Operational, readable and in good condition?			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
<b>Other conditions present that should be addressed for continued safe operation.</b>			



	OK?		Findings and Corrective Actions
	Yes	No	
<b>2080 Airport Blvd – Retention Basin Pump Station – Emergency Generator #97056</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - Operable ?			
Ladder and platform - Structure secure with no sign of severe corrosion or damage?			
Tank Liquid Level Indicator – Operational, readable and in good condition?			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			
<b>2080 Airport Blvd – Retention Basin Pump Station – Emergency Generator #97057</b>			
Tank Integrity - <i>Water in primary tank, secondary containment, or spill container?</i>			
Secondary Containment - <i>Debris or fire hazard in containment?</i>			
Valves and Piping Drain valves - Operable ?			
Ladder and platform - Structure secure with no sign of severe corrosion or damage?			
Tank Liquid Level Indicator – Operational, readable and in good condition?			
Containment structure - <i>Satisfactory condition?</i>			
Evidence of tank settlement or foundation washout?			
Concrete pad or ring wall - <i>Cracking or spalling of?</i>			
Hazards in containment or storage area - <i>Debris, spills, or other fire ?</i>			
Egress pathways - <i>Clear with gates/doors operable?</i>			
Visible signs of leakage - <i>Around the container or storage area?</i>			
Noticeable container distortions - <i>Buckling, denting or bulging?</i>			
Lighting – <i>Adequate?</i>			
Leaking / Accumulation of Oil - <i>Visible signs of leakage around the tank, concrete pad, containment, ringwall or ground?</i>			
Other conditions present that should be addressed for continued safe operation.			

[illegible]



## ATTACHMENT #7 - SITE SECURITY (§112.7(G):

The following description details security measures which are implemented at the Airport:

- The Airport is a Federal Aviation Administration (FAA) regulated Transportation facility.
  - Access is controlled by utilizing TSA Identification cards (worn at all times by airport staff and tenants) with specific numerical access codes.
  - These mandated security procedures insure no individual or entity can secure and control access to these sites.
  - Periodic testing and reissuance of identification badges is a TSA/Federal Regulation which is strictly adhered to per these regulations.
  - Security lighting is utilized throughout the Airport to both prevent acts of vandalism and assist in the discovery of oil discharges.
- The Airport secures, controls and prevents unauthorized access to the following sites:
  - Oil-handling, processing and storage areas;
  - Master flow and safe drain valves;
    - Semi-Annual operational inspections during and Rainy/wet season / Dry Season intervals.
    - Cleaning out of impacted safe drains.
    - Identification / Painting of area around Safe Drain
  - Starter controls on oil pumps; secure
  - Out-of-service and loading/unloading connections of oil pipelines;
- All of these sites are either located within the Airside Operations Area (AOA) or within locked and secured buildings.
- The Airport feels confident these measures fulfill any and all security requirements in this SPCC.

**ATTACHMENT #8 - DESCRIPTION OF EMERGENCY PROCEDURES AND NOTIFICATIONS:  
§§112.7(a)(3)(iv) and 122.7(a)(5):**

The following is a description emergency and notification procedures referenced in the Ramp Handbook, and have been implemented and enforced by the airport:

**INCIDENT COMMANDER NOTIFICATION CRITERIA:**

- Airport Operations: If spill is < 10 gallons.
- Fire Captain Notification: If spill is > 10 gallons.

**CLASSIFICATION OF FUEL SPILLS:**

- SMALL – < 1 quart;
- MEDIUM – >1 quart: and < 10 gallons: and not of a continuing nature; and
- LARGE – > 10 Gallons, or of a continuing nature, or affecting storm drains.

**RESPONSIBLE PARTY (FUELING AGENT, AIRCRAFT OPERATOR, (ETC.):**

1. If possible - Stop the flow of fuel.
2. Immediately contact:
  - a. Airport Operations Center at 277-5100
3. Protect any storm drain (s) in the area from contamination
4. Apply fuel absorbent material to contain the spill and initiate clean-up
5. **DO NOT WASH DOWN FUEL SPILL**
6. If personnel are seriously injured or exposed notify
  - a. 9- 1- 1 (cell phone: (408) 277-8911
  - b. Cal/OSHA District Office (510) 794-2521

For Large of Medium spills, proceed with steps 7 thru 11

7. Proceed as directed by Manager on Duty (MOD) or on-site San Jose Fire Station 20 if determined a hazard to life or property exists.
8. Recovery Action: Collect and properly dispose of contaminated absorbent material in accordance to Federal, State and Local requirements.
9. Recovery Action: Complete HAZMAT spill report in compliance with *Ramp Safety and Traffic Regulations Handbook*. A blank report form is contained in the Handbook.
10. Recovery Action: Fax completed HAZMAT spill report to Airport Environmental Services (573 -1671) **within 24 hours** of incident.

**AIRPORT OPERATIONS CENTER**

- Determine from caller the location of spill, and whether the spill is Small, Medium, or Large.
- Notify MOD
- Upon MOD's direction, initiate Emergency Notification System (ENS). If ENS is unusable, inform MOD then notify
  - Director of Aviation
  - Assistant Director of Aviation
  - Deputy Director of Aviation (Operations)
  - Airport Public Information Officer (PIO)
  - Airport Operations Manager (Airside)
  - Airport Operations Manager (Landside)
  - Airport Operations Manager (Security)
  - FAA Air Traffic Control Tower
- Upon MOD's direction, notify City Communications.
  - Recovery Action: Advise all concerned that fuel spill has been terminated



#### CITY COMMUNICATIONS

- Officer at scene: Ensure surrounding activity does not interfere with clean-up efforts.
- At the direction of San Jose Fire Department (SJFD) or MOD, remove non-essential persons from scene and deny entry.

#### FAA TRAFFIC CONTROL TOWER

- Give San Jose Fire Station 20 priority when responding to fuel spill location, if runway or taxiway is affected.
- Coordinate with MOD for any aircraft movement, pushback or engine start if adjacent to the spill location

#### AIRPORT OPERATIONS

- Respond to incident scene. Meet with Responsible Parties to assess situation.
- For Large fuel spills or spills affecting storm drains, immediately contact SJFD Station 20 (277-4620)

##### For any spills:

- Entering the storm drain, or; Exceeding 42 gallons;
  - Immediately telephone State OES: 800-852-7550;
  - Report the requested information and take note of the following:
    - OES Operator's Name: \_\_\_\_\_
    - Control#: \_\_\_\_\_
- If applicable, advise ATCT of affected gates or taxiways.

Notify Operations Specialist to respond with hazardous spill cart, if necessary.

- Launch ENS message if:
  - The spill is declared a Large spill, or,
  - Hazardous material enters storm drain.
- Verify with responsible parties that any injuries are reported to Cal-OSHA Fremont District Office (510) 794-2521.
- Observe and coordinate hazardous material spill clean-up procedures.
- Ensure spill is cleaned properly by responsible parties.
- Recovery Action : Launch recovery ENS
- Recovery Action : Complete Spill Incident Report
- Recovery Action : Distribute completed Spill Report electronically
- Recovery Action: Furnish cost of City material and personnel to Finance Division for billing.

#### SJFD ARFF STATION 20

- Meet with MOD and Responsible Parties to assess situation.
- As necessary, provide fire watch during clean-up activities.
- Contact City Communications if assistance is required.
- Notify the Hazardous Incident Team (HIT), if required.
- Assist in preventing spill from entering storm drains, as necessary.



ID	SJC - SPCC Areas	Address	ID	SJC - SPOC Areas	Address	ID	Tenant - SPCC Areas	Address
1	RETENTION BASIN	2080 AIRPORT BLVD	6	FACILITIES FLEET MAINTENANCE	1395-A AIRPORT BLVD	11	AVBASE	1144 COLEMAN AVE
2	NORTH CARGO RAMP	2201 AIRPORT BLVD	7	SAN JOSE POLICE DEPT	1387 AIRPORT BLVD	12	ATLANTIC AVIATION	1250 AVIATION AVE
3	TERMINAL A	2077 AIRPORT BLVD	8	GENERAL AVIATION WEST	1128 COLEMAN AVE	13	SWISSPORT AST TANK FARM	2201 AIRPORT BLVD
4	TERMINAL B	1701 AIRPORT BLVD	9	AIRFIELD ELECTRICAL VAULT	273 MARTIN AVE	14	SWISSPORT FUEL DISPENSING RACK	2201 AIRPORT BLVD
5	SAN JOSE FIRE DEPT.	1433 AIRPORT BLVD	10	FORMER LONG TERM PARKING	325 MARTIN AVE	15	SWISSPORT FUEL TRUCK STAGING & MAINTENANCE	2201 AIRPORT BLVD

Legend

SJC - SPOC Plan

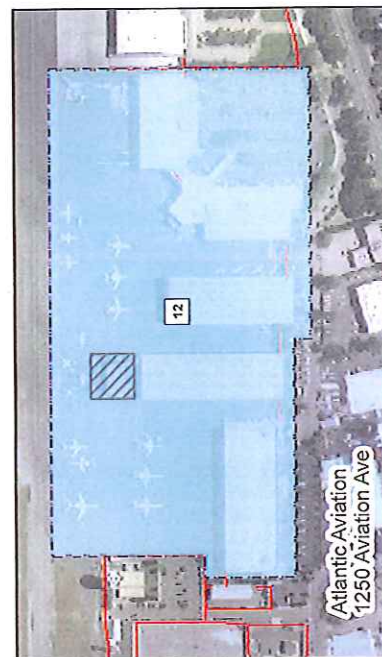
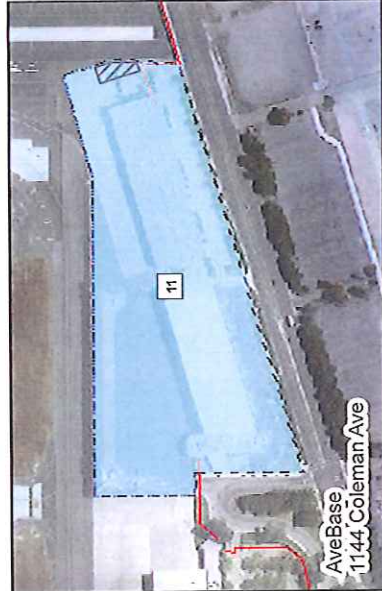
Tenant With Individual SPOC Plan

Source File: SPCC\_Figures.mxd  
Date Generated: 6/20/2015

Figure 1  
SPCC Plan Overview Map  
Mineta San Jose International Airport



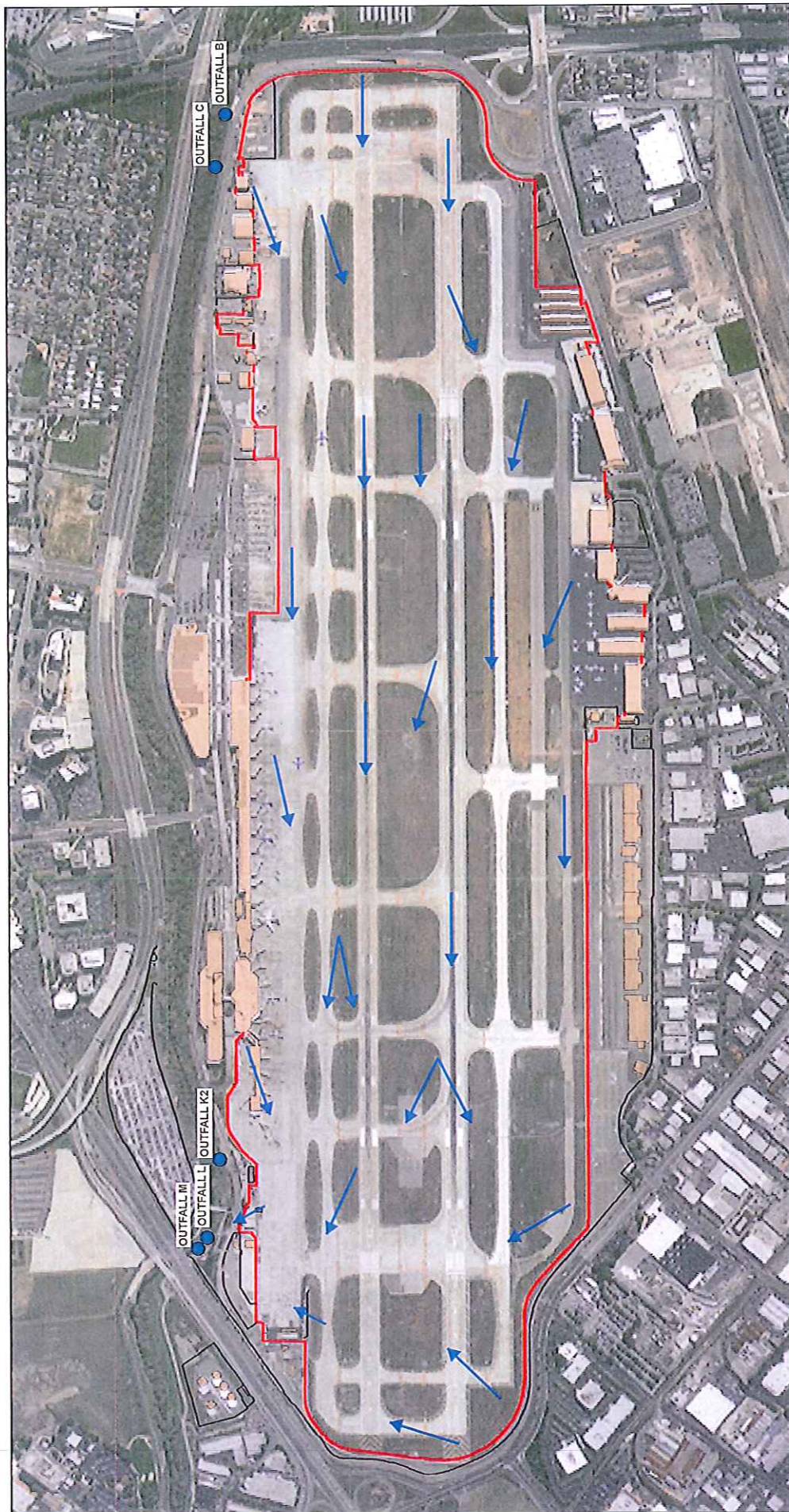




Legend  
 Fuel Truck Parking  
 SPCC Areas  
 Source File: SPCC\_Figure2.mxd  
 Date Generated: 7/1/2015

Figure 2  
 Tenants With Individual SPCC Plans  
 Mineta San Jose International Airport





**Legend**

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

**Figure 3**  
**AOA Surface Water Flow & Stormwater Outfalls**  
**Mineta San Jose International Airport**







ID	ADDRESS	NAME	TANK ID	CAPACITY	TYPE
14	2201 AIRPORT BLVD	AIR CARGO RAMP	94200	100 GALLONS	AST
15	2080 AIRPORT BLVD	RETENTION BASIN PUMP	97056 / 97057	160 GALLONS	AST
16	325 MARTIN AVE	FORMER LONG TERM PARKING	28509	200 GALLONS	AST
17	273 MARTIN AVE	AIRFIELD ELECTRICAL VAULT - OUTSIDE	NONE	1,000 GALLONS	AST
18	273 MARTIN AVE	AIRFIELD ELECTRICAL VAULT - INSIDE	28521 / 28522	100 DAY + 1,000 GALLONS	AST
19	1128 COLEMAN AVE	COLEMAN HANGERS	GAW-1	55 GALLON	DRUM
20	1395 AIRPORT BLVD	FACILITIES FLEET MAINTENANCE	F-1	115 GALLON	DRUM
21	1395 AIRPORT BLVD	FACILITIES FLEET MAINTENANCE	F-2	55 GALLON	DRUM
22	1395 AIRPORT BLVD	FACILITIES FLEET MAINTENANCE	F-3	55 GALLON	DRUM
23	1395 AIRPORT BLVD	FACILITIES FLEET MAINTENANCE	F-4	55 GALLON	DRUM
24	1395 AIRPORT BLVD	FACILITIES FLEET MAINTENANCE	F-5	55 GALLON	DRUM
25	1395 AIRPORT BLVD	FACILITIES FLEET MAINTENANCE	F-6	110 GALLON	DRUM

ID	ADDRESS	NAME	TANK ID	CAPACITY	TYPE
1	1387 AIRPORT BLVD	SAN JOSE POLICE DEPT.	21900	100 GALLONS	AST
2	1387 AIRPORT BLVD	SAN JOSE POLICE DEPT.	28510	173 GALLONS	AST
3	1433 AIRPORT BLVD	SAN JOSE FIRE DEPT.	94230	90 GALLONS	AST
4	1661 AIRPORT BLVD	TERMINAL B - PARKING LOT 5	28561	60 GALLONS	AST
5	1701 AIRPORT BLVD	TERMINAL B "L" CORE	28554	1,350 GALLONS	AST
6	1701 AIRPORT BLVD	TERMINAL B "K" CORE	28547	1,350 GALLONS	AST
7	1701 AIRPORT BLVD	TERMINAL B "J" CORE	28546	1,350 GALLONS	AST
8	1701 AIRPORT BLVD	TERMINAL B "H" CORE	28548	1,350 GALLONS	AST
9	2065 AIRPORT BLVD	TERMINAL A - GENERATOR E	28513	240 DAY + 500 GALLONS	AST
10	2075 AIRPORT BLVD	TERMINAL A GARAGE	94212	60 GALLONS	AST
11	2065 AIRPORT BLVD	TERMINAL A - GENERATOR D	28550	1,200 GALLONS	AST
12	2065 AIRPORT BLVD	TERMINAL A - GENERATOR C	28538	50 DAY + 1,000 GALLONS	AST
13	2065 AIRPORT BLVD	TERMINAL A - GENERATOR B	28553	1,423 GALLONS	AST

Legend  
 Tank Locations

Source File: SPCC\_Figure4.mxd  
 Date Generated: 2/26/2015

Figure 4  
 Oil Containers and Capacities Locations Map  
 Mineta San Jose International Airport







- Legend
- Storm Water Safe Drain
  - Storm Water Inlet
  - Storm Water Line
  - AOA Fence
  - Site Fence

Source File: 3PCC\_Figure6.mxd  
 Date Generated: 5/20/2015

Figure 5  
 Safe Drain Location Map  
 Mineta San Jose International Airport



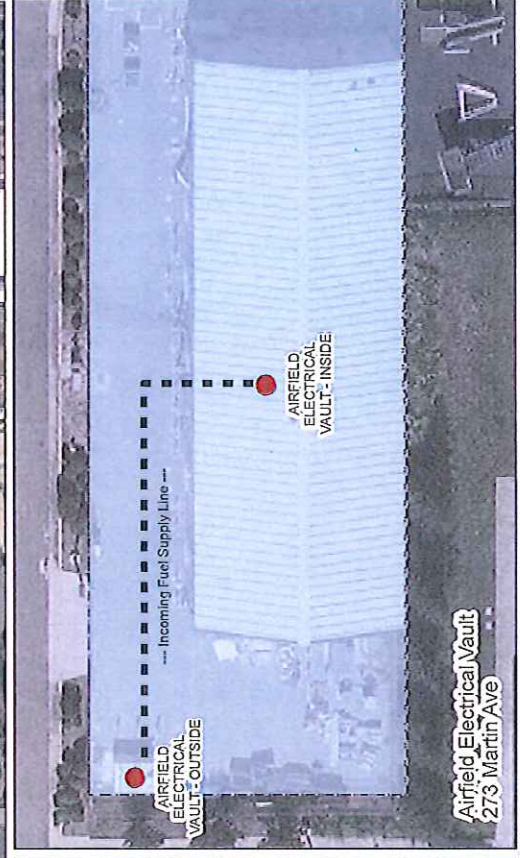
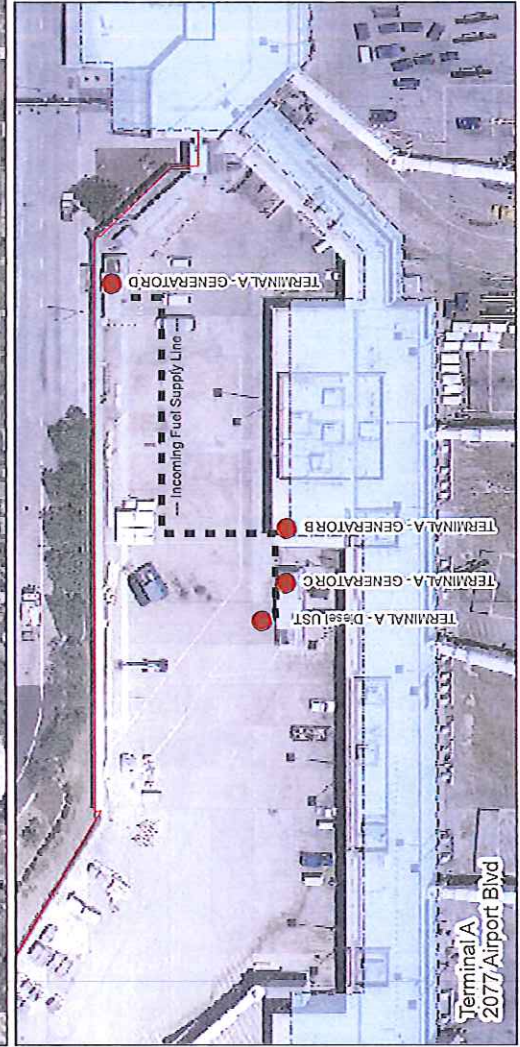
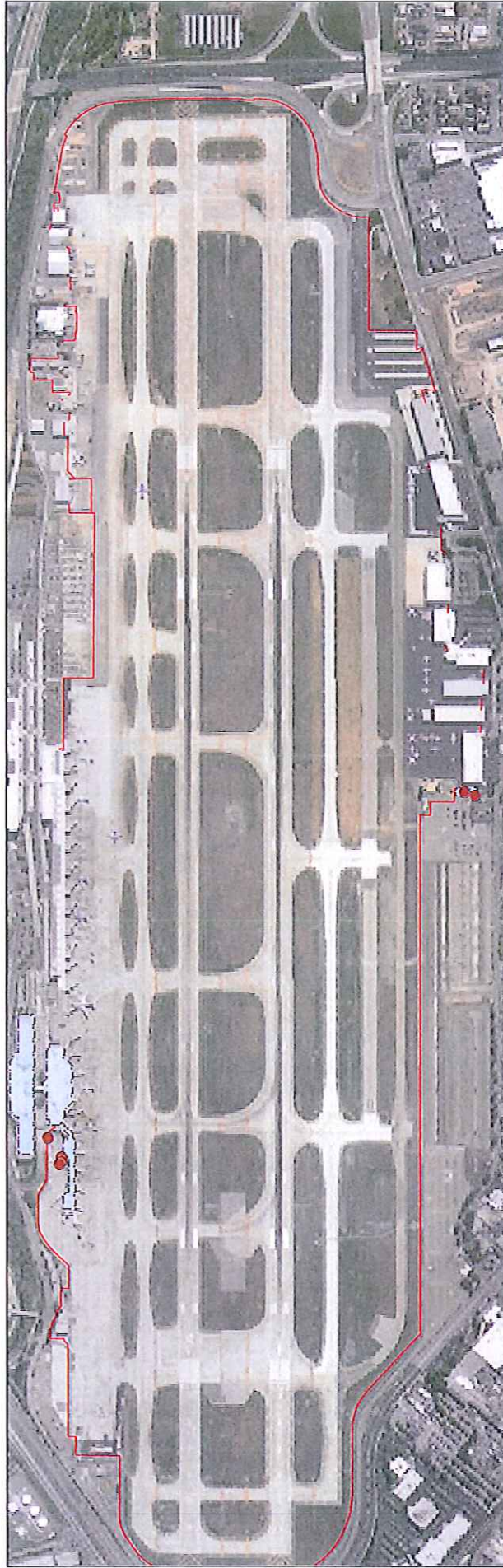


Figure 6  
UST Tank Locations With  
Associated Supply Lines