

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

SOUTHWEST WYOMING REGIONAL AIRPORT

Rock Springs, Wyoming

Prepared by
TO Engineers

December 2020

Table of Contents

	Page
Cross-Reference with SPCC Rule	iii
Introduction	1
Management Approval	2
Professional Engineer Certification	2
Plan Review	3
Location of SPCC Plan	3
Certification of Substantial Harm Determination	4
Part I - General Facility Information	
1.1 Company Information	5
1.2 Contact Information	5
1.3 Facility Layout Diagram	6
1.4 Facility Location and Operations	6
1.5 Fuel Storage and Handling	6
1.6 Proximity to Navigable Waters	7
1.7 Conformance with Applicable State and Local Requirements	8
Part II - Spill Response and Reporting	
2.1 Discharge Discovery and Reporting	9
2.2 Spill Response Materials	10
2.3 Spill Mitigation Procedures	10
2.4 Disposal Plan	12
Part III - Spill Prevention, Control, and Countermeasure Provisions	
3.1 Potential Discharge Volume and Direction of Flow	13
3.2 Containment and Diversionary Structures	14
3.3 Other Spill Prevention Measures	17
3.4 Inspections, Tests, and Records	17
3.5 Personnel, Training, and Discharge Prevention Procedures	21
Appendix A - Facility Diagrams	
Appendix B - Tank Truck Loading Procedures	
Appendix C - Monthly Inspection Checklist	
Appendix D - Discharge Prevention Briefing Log	
Appendix E - Discharge Notification Procedures	
Appendix F - Equipment Shut-Off Procedures	
Appendix G – Written Commitment of Manpower, Equipment, and Materials	
Appendix H - Oil Spill Contingency Plan	

<u>List of Tables</u>	Page
Table 0-1: Record of plan review and changes	3
Table 1-1: Facility contact information	5
Table 1-2: Characteristics of storage containers	7
Table 3-1: Potential discharge volume and direction of flow	14
Table 3-2: Concrete basin capacity calculations	16
Table 3-3: Scope of daily examinations	18
Table 3-4: Scope of monthly inspections	19
Table 3-5: Schedule of periodic condition inspection of bulk storage containers	20
Table 3-6: Components of flowline maintenance program	20

Cross-Reference with SPCC Rule

Provision*	Plan Section	Page(s)
112.3(d)	Professional Engineer Certification	2
112.3(e)	Location of SPCC Plan	3
112.5	Plan Review	3
112.7	Management Approval	2
112.7	Cross-Reference with SPCC Rule	lii
112.7(a)(3)	Part I - General Information and Facility Diagram Appendix A: Facility Diagrams	5-8 Appendix A
112.4 and 112.7(a)(4)	2.1 Discharge Discovery and Reporting Appendix E: Discharge Notification	9-10 Appendix E
112.7(a)(5)	2.3 Spill Mitigation Procedures Appendix H: Oil Spill Contingency Plan	10-12 Appendix H
112.7(b)	3.1 Potential Discharge Volume and Direction of Flow	13
112.7(c)	3.2 Containment and Diversionary Structures	14-15
112.7(d)	3.2.3 Practicability of Secondary Containment Appendix G: Written Commitment of manpower, equipment, and materials Appendix H: Oil Spill Contingency Plan	15 Appendix G Appendix H
112.7(e)	3.4 Inspections, Tests, and Records Appendix C: Monthly Inspection Checklist	16-20 Appendix C
112.7(f)	3.5 Personnel, Training, and Discharge Prevention Procedures Appendix D: Discharge Prevention Briefing Log	20-22 Appendix D
112.7(g)	Security – 1.4 Facility Location and Operations	6
112.7(h)	Loading/Unloading Rack – N/A (no rack present at this facility)	N/A
112.7(i)	Brittle Fracture Evaluation – N/A (no airport-erected aboveground tank at this facility)	19
112.7(j)	1.7 Conformance with Applicable State and Local Requirements	8
112.9(b)	3.2.1 Fuel Facility Drainage	14
112.9(c)(1)	1.5.1 Production Equipment	6
112.9(c)(2)	3.2.2 Secondary Containment for Bulk Storage Containers	14-15
112.9(c)(3)	3.4 Inspections, Tests, and Records Appendix C: Monthly Inspection Checklist	16-19 Appendix C
112.9(c)(4)	3.3.1 Bulk Storage Containers Overflow Prevention	16
112.9(d)	3.3.2 Transfer Operations	16
112.9(d)(3)	3.4.5 Flowline Maintenance Program	19-20

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

Introduction

The purpose of this Spill Prevention Control and Countermeasure (SPCC) Plan is to describe measures implemented by Southwest Wyoming Regional Airport to prevent fuel discharges from occurring and to prepare the airport to respond in a safe, effective, and timely manner to mitigate the impacts of a discharge from the fuel farm facility. This SPCC Plan has been prepared and implemented in accordance with the SPCC requirements contained in 40 CFR part 112.

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

Management Approval

40 CFR 112.7

Southwest Wyoming Regional Airport is committed to maintaining the highest standards for preventing discharges of fuel to navigable waters and the environment through the implementation of this SPCC Plan. This SPCC Plan has the full approval of airport management. Airport management has committed the necessary resources to implement the measures described in this Plan.

Devon Brubaker is the Designated Person Accountable for Oil Spill Prevention at this airport facility and has the authority to commit the necessary resources to implement the Plan as described.

Authorized Facility Representative: Devon Brubaker

Signature:

Title:

Airport Director


Date:

Professional Engineer Certification

40 CFR 112.3(d)

The undersigned Registered Professional Engineer is familiar with the requirements of Part 112 of Title 40 of the *Code of Federal Regulations* (40 CFR part 112) and has visited and examined the facility, or has supervised examination of the facility by appropriately qualified personnel. The undersigned Registered Professional Engineer attests that this Spill Prevention, Control, and Countermeasure Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards and the requirements of 40 CFR part 112; that procedures for required inspections and testing have been established; and that this Plan is adequate for the facility. [112.3(d)]

This certification in no way relieves the owner or operator of the facility of his/her duty to prepare and fully implement this SPCC Plan in accordance with the requirements of 40 CFR part 112.

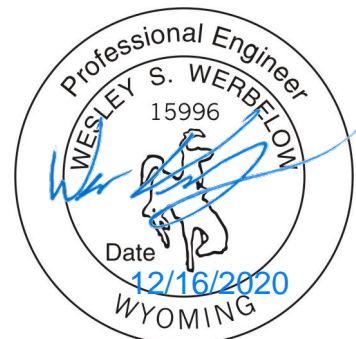

Signature

12/16/2020
Date

Wes Werbelow, P.E.
Name of Professional Engineer

15996
Registration Number

Wyoming
Issuing State



Plan Review

40 CFR 112.5

In accordance with 40 CFR 112.5, Southwest Wyoming Regional Airport periodically reviews and evaluates this SPCC Plan for any change in the facility design, construction, operation, or maintenance that materially affects the facility's potential for a fuel discharge. Southwest Wyoming Regional Airport reviews this SPCC Plan at least once every five years. Revisions to the Plan, if any are needed, are made within six months of this five-year review. Southwest Wyoming Regional Airport will implement any amendment as soon as possible, but not later than six months following preparation of any amendment. A registered PE certifies any technical amendment to the Plan, as described above, in accordance with 40 CFR 112.3(d).

Scheduled five-year reviews and Plan amendments are recorded in Table 0-1. This log must be completed even if no amendment is made to the Plan. Unless a technical or administrative change prompts an earlier review, the next scheduled review of this Plan must occur by *December 01, 2025*.

Table 0-1: Record of Plan Review and Changes

Date	Authorized Individual	Review Type	PE Certification	Summary of Changes
5/31/06	Charles L. Kellerman	Initial Plan	Yes	N/A
02/28/08	Charles L. Kellerman	SPCC Update/Review	Yes	N/A

Location of SPCC Plan

40 CFR 112.3(e)

In accordance with 40 CFR 112.3(e), and because the facility is normally unmanned, a complete copy of this SPCC is maintained at the general aviation terminal office closest to the facility, which is located approximately 100 yards from the facility. Additional copies are available at the Southwest Wyoming Regional Airport administration office, located at Highway 370 Building 382, Rock Springs, Wyoming.

Certification of Substantial Harm Determination

40 CFR 112.20(e), 40 CFR 112.20(f) (1)

Facility Name: Southwest Wyoming Regional 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 X

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

Yes ___ No X

3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?

Yes ___ No X

4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula) such that a discharge from the facility would shut down a public drinking water intake?

Yes ___ No X

5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years?

Yes ___ No X

Certification

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

Signature

Airport Director
Title

Devon Brubaker
Name (type or print)

Date

PART I - GENERAL FACILITY INFORMATION

40 CFR 112.7(a) (3)

1.1 Company Information

Name of Facility:	Southwest Wyoming Regional Airport
Type	Airport Fuel Farm Facility
Date of Initial Operation	1970 ets.
Location	Highway 370 Building 468 Rock Springs, Wyoming 82902
Name and Address of Owner	Southwest Wyoming Regional Airport <i>Administration Office</i> Highway 370 Building 382 Rock Springs, Wyoming 82902

1.2 Contact Information

The designated person accountable for overall oil spill prevention and response at the facility, also referred to as the facility's "Response Coordinator" (RC), is the Airport Director, Devon Brubaker. 24-hour contact information is provided in Table 1-1.

Airport operations personnel provide operations support activities as described in Section 3.4 of this SPCC Plan. Airport operations personnel regularly visit the facility to record production levels and perform other maintenance/inspection activities as required.

Table 1-1: Facility contact information

Name	Title	Telephone	Address
Devon Brubaker	Airport Director	307-705-7223	P.O. Box 1987
Shannon Lucero	Ops & Business Manager	801-860-3312	P.O. Box 1987

1.3 Facility Layout Diagram

Appendix A, at the end of this Plan, shows a general site plan for the facility. The site plan shows the site topography and the location of the facility relative to waterways, roads, and inhabited areas. Appendix A also includes a detailed facility diagram that shows the tanks and

transfer areas for the facility. The diagram shows the location, capacity, and contents of all fuel storage containers greater than 55 gallons in capacity.

1.4 Facility Location and Operations

Southwest Wyoming Regional Airport owns and operates the fuel farm facility, which is located approximately 9 miles east of the city of Rock Springs, Wyoming (see Figure A-1 in Appendix A). The site is accessed from Highway 370.

In 2020 the Airport replaced its old fuel storage system which consisted of two main areas: Storage A and Storage B. Storage A included five above-ground storage tanks, 500 gallons in size, and associated flowlines and piping. Storage B included four 12,500 gallon underground storage tanks and associated flowlines and piping. These tanks were removed.

The new facility was moved 250 yards to the west on the airport property and consists of two (2), 30,000 gallon steel tanks containing Jet A fuel, one (1), 30,000 gallon steel tank containing Av Gas fuel and one (1), 4,000 gallon split steel tank containing 2,000 gallons of unleaded fuel and 2,000 gallons of diesel fuel. Figure A-2 in Appendix A shows the location of the new above ground fuel storage.

The facility is generally unmanned. The fuel farm has overhead lighting and security fencing, with a lockable gate, around the tank storage area; the Airport's general aviation office is located 100 yards from the site. Operations personnel from the Airport visit the facility daily to record production rates and ensure the security and proper functioning of equipment, storage tanks, and flowlines. This includes performing equipment inspections and maintenance as needed.

1.5 Fuel Storage and Handling

1.5.1 Production Equipment

Fuel storage at the facility consists of two (2), 30,000 gallon steel tanks containing Jet A fuel, one (1), 30,000 gallon steel tank containing Av Gas fuel and one (1), 4,000 gallon split steel tank containing 2,000 gallons of unleaded fuel and 2,000 gallons of diesel fuel, as summarized in Table 1-2. The total fuel capacity at this facility is 94,000 gallons.

All storage tanks are shop-built and meet the American Petroleum Institute (API) tank construction standard. Their design and construction are compatible with the fuel they contain and the temperature and pressure conditions of storage. Above-ground tanks storing varying fuels (#1 through #4) are constructed of welded steel following API-12F *Shop Welded Tanks for Storage of Production Liquids* specifications. Steel tanks are double walled and coated to minimize corrosion.

Table 1-2 lists all fuel containers present at the facility with capacity of 55 gallons or more.

Table 1-2: Characteristics Of Storage Containers

ID	Type	Construction	Primary Content	Capacity (gallons)
#1	Above Ground	Steel	AV Gas	30,000
#2	Above Ground	Steel	Jet A	30,000
#3	Above Ground	Steel	Jet A	30,000
#4	Above Ground	Steel	Unleaded / Diesel	4,000
TOTAL				94,000

1.5.2 Transfer Activities

Storage fuels are pumped through steel flowlines to the corresponding fuel trucks or pump housing skids for dispensing. When not in use, fuel tanks have locking mechanisms on their dispensing valves to allow use by authorized personnel only.

Fuel is purchased by the Airport and transported to the facility by tanker truck. Although daily storage rates may vary, enough fuel is stored for approximately two 11,000 gallon loads of fuel to be delivered when needed by the transporter. The largest tanker truck visiting the facility has a total capacity of 11,000 gallons. Tanker trucks come to the facility only to transfer fuel and do not remain at the facility. All transfer operations are attended by the trucker or by airport operations personnel and meet the minimum requirements of the U.S. Department of Transportation Hazardous Materials Regulations. Appendix B to this Plan summarizes the Tank Truck Loading Procedure at this facility.

1.6 Proximity to Navigable Waters

The facility is located within the Bitter Creek watershed. The tanks are situated within a concrete containment basin meant to capture spills or overflow discharges. Additionally, the tanks are double steel-walled structures, reducing the risk of a discharge due to tank puncture considerably. The ground outside the containment area slopes in a general north western direction. The site plan in Figure A-1 in Appendix A shows the location of the facility relative to nearby waterways. The facility diagram included in Figure A-2 in Appendix A indicates the general direction of drainage. In the event of an uncontrolled discharge from the flowlines, or the tank battery areas, fuel would follow the natural topography of the site and flow into Bitter Creek. Bitter Creek meets with the Green River to the west just before the town of Green River. The river then flows in a general southern direction following Country Road 372.

1.7 Conformance with Applicable State and Local Requirements [112.7(j)]

The SPCC regulation at 40 CFR part 112 is more stringent than requirements from the state of Wyoming for this type of facility. This SPCC Plan was written to conform with 40 CFR part 112

requirements. All discharge notifications are made in compliance with local, state, and federal requirements.

PART II. SPILL RESPONSE AND REPORTING

40 CFR 112.7

2.1 Discharge Discovery and Reporting [112.7(a) (3)]

Several individuals and organizations must be contacted in the event of a fuel discharge. The Airport Director is responsible for ensuring that all required discharge notifications have been made. All discharges should be reported to the Airport Director. The summary table included in Appendix E to this SPCC Plan provides a list of agencies to be contacted under different circumstances. Discharges would typically be discovered during the inspections conducted at the facility in accordance with procedures set forth in Section 3.4.1 of this SPCC Plan, Table 3-3 and Table 3-4, and on the checklist of Appendix E. The Form included in Appendix E of this Plan summarizes the information that must be provided when reporting a discharge, including contact lists and phone numbers.

2.1.1 Verbal Notification Requirements (Local, State, and Federal (40 CFR part 110))

Instructions and phone numbers regarding reporting spills to the National Response Center, State and Local entities are listed in Appendix E and should be published in all buildings handling fuel operations at the facility.

Local notifications should be made in the following order:

- Call **911** in the case of a major fire, explosion, or other similar type situation
- For all emergencies and any major release of oil products:
 - Devon Brubaker, Airport Director, 307-705-7223

In the event of a discharge that threatens to result in an emergency condition, airport personnel must verbally notify the Sweetwater County Sheriff's Office (307-922-5300) immediately, and in no case later than *within one (1) hour* of the discovery of the discharge. An emergency condition is any condition that could reasonably be expected to endanger the health and safety of the public; cause significant adverse impact to the land, water, or air environment; or cause severe damage to property. This notification must be made regardless of the amount of the discharge.

Additionally, State and Local agencies will be notified for the following spills from regulated aboveground fuel storage tanks (includes fuel trucks):

- Petroleum releases of 25 gallons or more.
- Spills that cause a sheen on nearby surface waters.
- A reportable quantity of a CERCLA hazardous substance into the environment. The full list of lists can be found at: <https://www.epa.gov/epcra/consolidated-list-lists-under-epcracerclacaa-ss112r-august-2020-version>.
- A spill in violation of Clean Water Act 311(b)(3) (including oil or other hazardous substance discharge that may reach a water supply)

Contact the Wyoming Department of Environmental Quality, Water Quality Division within 24 hours. Spills or releases of hazardous substances from regulated storage tanks in excess of

reportable quantity (40 CFR Part 302.6) must be reported to the National Response Center and the local fire department immediately. This includes spills from fuel pumps. Owners/Operators of regulated storage tanks must contain and immediately clean up a spill or overflow of hazardous substance that is less than reportable quantity. Any release that has or may impact waters of the State (which includes surface water, ground water, dry gullies or storm sewers leading to surface water), no matter how small, must be reported to the Wyoming Department of Environmental Quality, Water Quality Division.

Wyoming Department of Environmental Quality, Division of Water Quality:

307.777.7501 (emergency 24/7) or 307.352.2559 (Rock Springs Regional Office during office hours), <https://deqspills.wyo.gov/home>

For all releases covered under 40 CFR 110, such as those which cause a sheen upon or discoloration of the surface of the water or adjoining shorelines, contact the **EPA's National Response Center Hotline (800-424-8802)**.

2.1.2 Written Notification Requirements (State and Federal (40 CFR part 112))

A written notification will be made to EPA for any single discharge of fuel to a navigable waters or adjoining shoreline waterway of more than 1,000 gallons, or for two discharges of 42 gallons of fuel to a waterway in any 12-month period. This written notification must be made within 60 days of the qualifying discharge, and a copy will be sent to the Wyoming Department of Environmental Quality (DEQ), which is the state agency in charge of oil pollution control activities. This reporting requirement is separate and in addition to reporting under 40 CFR part 110 discussed above.

For any discharge reported verbally, a written notification must also be sent to the DEQ and to the Sweetwater County Emergency Planning Committee (SCEPC), both within five (5) days of the qualifying discharge.

A written notification to the State Emergency Response Commission or SCEPC is required for a discharge of 100 lbs or more beyond the confines of the facility (equivalent to 13 gallons of fuel) within five (5) days of the qualifying discharge.

2.1.3 Submission of SPCC Information

Whenever the facility experiences a discharge into navigable waters of more than 1,000 gallons, or two discharges of 42 gallons or more within a 12-month period, Southwest Wyoming Regional Airport will provide information in writing to the EPA Region 6 office within 60 days of a qualifying discharge as described above. The required information is described in Appendix E of this SPCC Plan.

2.2 Spill Response Materials

Boom, sorbent, and other spill response materials are stored in the maintenance building next to the storage area and are accessible by Southwest Wyoming Regional Airport Personnel. The response equipment inventory for the facility includes:

- (4) Empty 55-gallons drums to hold contaminated material
- (100 pounds) "Oil-dry" loose absorbent material
- (3 boxes) Neoprene gloves
- (6 pairs) Vinyl/PVC pull-on overboots
- (3) Non-sparking shovels
- (3) Brooms
- (20) Sand bags

Additional equipment and material are also kept at the General Aviation Terminal Office. The inventory is checked monthly by Southwest Wyoming Regional Airport operations personnel to ensure that used material is replenished. Supplies and equipment may be ordered from:

- (1) Rocky Mountain Equipment Co. (800) 959-3000
- (1) Grainger Supply (800)-GRAINGER

2.3 Spill Mitigation Procedures

The following is a summary of actions that must be taken in the event of a discharge. It summarizes the distribution of responsibilities among individuals and describes procedures to follow in the event of a discharge. A complete outline of actions to be performed in the event of a discharge from flowlines reaching or threatening to reach navigable waters is included in the Airport Contingency Plan (see Appendix H of this SPCC Plan).

In the event of a discharge, Airport or contractor personnel shall be responsible for the following:

2.3.1 Shut Off Ignition Sources

Airport personnel must shut off all ignition sources, including motors, electrical circuits, and open flames. See Appendix F for more information about shut-off procedures.

2.3.2 Stop Fuel Flow

Airport personnel should determine the source of the discharge, and if safe to do so, immediately shut off the source of the discharge.

2.3.3 Stop the Spread of Fuel and Call the Airport Director

If safe to do so, airport personnel must use resources available at the facility (see spill response material and equipment listed in Section 2.2) to stop the spilled material from spreading. Measures that may be implemented, depending on the location and size of the discharge, include placing sorbent material or other barriers in the path of the discharge (e.g., sand bags), or constructing earthen berms or trenches.

In the event of a significant discharge, airport personnel must immediately contact the Airport Director, who may obtain assistance from authorized company contractors and direct the response and cleanup activities. Should a discharge reach Bitter Creek, only physical response and countermeasures should be employed, such as the construction of underflow dams,

installation of hard boom and sorbent boom, use of sorbent pads, and use of vacuum trucks to recover fuel and oily water from the creek. If water flow is low in the creek, construction of an underflow dam downstream and ahead of the spill flow may be advantageous. Sorbent material and/or boom should be placed immediately downstream of the dam to recover any sheen from the water. If water flow is normal in the creek, floating booms and sorbent boom will be deployed. Vacuum trucks may be utilized to remove fuel and oily water at dams and other access points. Crews should remove oiled vegetation and debris from the creek banks and place them in bags for later disposal. After removal of contaminated vegetation, creek banks should be flushed with water to remove free oil and help it flow down to dams and other access points where it can be recovered by vacuum truck. At no time shall any surfactants, dispersants, or other chemicals be used to remove oil from the creek.

2.3.4 Gather Spill Information

The Airport Director will ensure that the *Discharge Notification Form* is filled out and that notifications have been made to the appropriate authorities. The Airport Director may ask for assistance in gathering the spill information on the *Discharge Notification Form* (Appendix E) of this Plan:

- Reporter's name
- Exact location of the spill
- Date and time of spill discovery
- Material spilled (e.g., oil, produced water containing a reportable quantity of oil)
- Total volume spilled and total volume reaching or threatening navigable waters or adjoining shorelines
- Weather conditions
- Source of spill
- Actions being taken to stop, remove, and mitigate the effects of the discharge
- Whether an evacuation may be needed
- Spill impacts (injuries; damage; environmental media, e.g., air, waterway, groundwater)
- Names of individuals and/or organizations who have also been contacted

2.3.5 Notify Agencies Verbally

Some notifications must be completed *immediately* upon discovering the discharge. It is important to immediately contact the Airport Director so that timely notifications can be made. If the Airport Director is not available, or the Airport Director requests it, airport personnel must designate one person to begin notification. Section 2.1 of this Plan describes the required notifications to government agencies. The Notification List is included in Appendix E of this SPCC Plan. The Airport Director must also ensure that written notifications, if needed, are submitted to the appropriate agencies.

2.4 Disposal Plan

The cleanup contractor will handle the disposal of any recovered product, contaminated soil, contaminated materials and equipment, decontamination solutions, sorbents, and spent chemicals collected during a response to a discharge incident.

Any recovered product that can be recycled will be separated and recycled. Any recovered product not deemed suitable for on-site recycling will be disposed of with the rest of the waste collected during the response efforts.

If the facility responds to a discharge without involvement of a cleanup contractor, Southwest Wyoming Regional Airport will contract a licensed transportation/disposal company to dispose of waste according to regulatory requirements. The Airport Director will characterize the waste and arrange for the use of certified waste containers.

All facility personnel handling hazardous wastes must have received both the initial 40-hour and annual 8-hour refresher training in the Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) of the Occupational Health and Safety Administration (OSHA). This training is included as part of the initial training received by all Airport personnel. Training records and certificates are kept at the Airport office.

PART III. SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PROVISIONS

40 CFR 112.7 and 112.9

3.1 Potential Discharge Volume and Direction of Flow [112.7(b)] and Containment [112.7(a) (3) (iii)]

Table 3-1, below, summarizes potential fuel discharge scenarios. If unimpeded, fuel would follow the site topography and reach Bitter Creek.

Table 3-1: Potential discharge volume and direction of flow

Source	Type of failure	Maximum Volume (gal)	Maximum Discharge Rate (gal/hr)	Direction of Flow	Containment
Storage Tanks					
Fuel Storage Tanks	Rupture due to lightning strike, seam failure	30,000	30,000	Northwest towards ditch/culvert.	Concrete catch basin
	Partial Failure of tanks	15,000	625	Northwest towards ditch/culvert.	
Flowlines and Piping					
Flowlines and Piping on Storage Tanks	Rupture/failure due to corrosion	15,000	625	Northwest towards ditch/culvert.	Concrete catch basin
	Pinhole leak, or leak at connection	50	2	Northwest towards ditch/culvert.	
Transfers and Loading Operations					
Transport truck loading hose	Rupture	7500	312	Northwest towards ditch/culvert.	Downslope berm/Absorbent
Offload line, connection	Leak	50	2	Northwest towards ditch/culvert.	Downslope berm/Absorbent
Transfer valve	Rupture, leak of valve packing	3	3	Northwest towards ditch/culvert.	Downslope berm/Absorbent

*Direction of flow only applicable if volume of spill exceeds the volume of the concrete catch basin.

3.2 Containment and Diversionary Structures [112.7(c) and 112.7(a) (3) (iii)]

The facility is configured to minimize the likelihood of a discharge reaching navigable waters. The following measures are provided:

- Secondary containment for the above-ground fuel storage tanks is provided by a newly constructed concrete slab and retaining wall catch basin. The concrete catch basin surrounds all four above ground tanks and measures 61.0 ft x 60.0 ft, with a 2.0 ft tall retaining wall. The new tanks are double-walled steel and should not require a secondary containment system, however, the catch basin has sufficient volume to contain oil should one of the tanks rupture.
- The tank truck loading area for the above ground fuel farm is flat but gently slopes to the west. The loading/unloading area has a concrete pad that will drain slowly to the southwest to a catch ditch that runs along the south edge of Highway 370. In the event of a spill during loading/unloading emergency shut off switches are located near the fueling area for each tank. Chemical absorbent and ditch berms will be used to cleanup and contain any spills occurring during loading/unloading activities.

These measures are described in more details in the following sections.

3.2.1 Fuel Facility Drainage [112.9(b)]

Facility drainage outside containment catch basin is designed to flow into drainage ditches located on the western and northern boundaries of the site. These ditches usually run dry. The ditches are visually examined by facility personnel on a daily basis during routine facility rounds, during formal monthly inspections, and after rain events, to detect any discoloration or staining that would indicate the presence of fuel from small leaks within the facility. Any accumulation of fuel is promptly removed and disposed off site. Formal monthly inspections are documented.

Discharges occurring during transfer operations will flow into the drainage ditch located at the facility.

3.2.2 Secondary Containment for Bulk Storage Containers [112.9(c) (2)]

The new storage tanks are double-walled steel containers and should not require a secondary containment system. Should a rupture of both tank walls occur the tanks are positioned inside a concrete catch basin. This secondary containment capacity is equivalent to 182 percent of the capacity of the largest tank within the containment area. The amount of freeboard also exceeds the amount of precipitation anticipated at this facility, which is estimated to average 3.5 inches for a 24-hour, 25-year storm, based on data from the Southwest Wyoming Regional Airport. Details of the capacity calculation are provided in Table 3-2.

Table 3-2: Catch basin capacity calculations

Concrete Catch Basin Capacity	
Basin height	2 ft
Basin dimensions	61 ft x 60 ft = 3,660 ft ²
Tank footprint	Negligible (Tanks above freeboard height)
Net volume	2 ft x 3,660 = 7,320 ft ³ = 54,753 gallons
Ratio to largest tank	54,753 / 30,000 = 182%
Corresponding Amount of Freeboard	
100% of tank volume	30,000 gallons = 4,011 ft ³
Net area	61.0 x 60.0 ft = 3,660 ft ²
Minimum basin height for 100% of tank volume	4,011 ft ³ / 3,660 ft ² = 1.1 ft
Freeboard	2 ft – 1.1 ft = 0.9 ft

The catch basin will capture any accidental spills from loading/unloading operations or overflow. A butterfly valve coupler was installed in the wall of the catch basin at the lowest elevation point to allow for pumping/removal of any excessive oil spill from the containers.

3.2.3 Practicability of Secondary Containment [112.7(d)]

Flowlines adjacent to the storage tanks are located within the catch basin, and therefore have secondary containment.

Other measures listed under 40 CFR 112.7(c) such as the use of sorbents are also impracticable as means of secondary containment since the volumes involved may exceed the sorbent capacity.

Because secondary containment for flowlines outside of the tank facility is impracticable, Southwest Wyoming Regional Airport has provided with this plan additional elements required under 40 CFR 112.7(d), including:

- A written commitment of manpower, equipment, and materials required to expeditiously control and remove any quantity of fuel discharged that may be harmful (see Appendix G).
- An Oil Spill Contingency Plan following the provisions of 40 CFR 109 (see Appendix H).

3.3 Other Spill Prevention Measures

3.3.1 Bulk Storage Containers Overflow Prevention [112.9(c) (4)]

The storage tanks are designed with a fail-safe system to prevent discharge, as follows:

- All tanks within the new fuel farm contain audial and visual overflow alarms used to alert Airport personnel to overflow events. Both the Jet and AvGas fueling skids are equipped with a Scully system preventing overfilling. All systems are additionally equipped with automatic shot-off valves.

3.3.2 Transfer Operations [112.9(d)]

All aboveground valves and piping associated with transfer operations are inspected daily by the pumper and/or tank truck driver, as described in Section 3.4 of this Plan. The inspection procedure includes observing flange joints, valve glands and bodies, drip pans, and pipe supports. The conditions of the pumping boxes, and bleeder and gauge valves, are inspected monthly.

3.4 Inspections, Tests, and Records [112.7(e)]

This Plan outlines procedures for inspecting the facility equipment in accordance with SPCC requirements. Records of inspections performed as described in this Plan and signed by the appropriate supervisor are a part of this Plan, and are maintained with this Plan at the Airport office for a minimum of three years. The reports include a description of the inspection procedure, the date of inspection, whether drainage of accumulated rainwater was required, and the inspector's signature.

The program established in this SPCC Plan for regular inspection of all fuel storage tanks and related transfer equipment follows the American Petroleum Institute's *Recommended Practice for Setting Maintenance, Inspection, Operation, and Repair of Tanks in Production Service* (API RP 12R1, Fifth Edition, August 1997). Each container is inspected monthly by airport operation personnel as described in this Plan section and following the checklist provided in Appendix C of this SPCC Plan. The monthly inspection is aimed at identifying signs of deterioration and maintenance needs, including the foundation and support of each container. Any leak from tank seams, gaskets, rivets, and bolts is promptly corrected. This Plan also describes provisions for monitoring the integrity of flowlines through a combination of monthly visual inspections and periodic pressure testing or through the use of an alternate technology.

The inspection program is comprised of informal daily examinations, monthly scheduled inspections, and periodic condition inspections. Additional inspections and/or examinations are performed whenever an operation alert, malfunction, shell leak, or potential bottom leak is reported following a scheduled examination. Written examination/inspection procedures and monthly examination/inspection reports are signed by the airport inspector and are maintained at the airport office for a period of at least three years.

3.4.1 Daily Examinations

The facility is visited daily by airport operations personnel. The daily visual examination consists of a walk through of the tanks for leaks and proper operation. They examine all aboveground valves, fittings, gauges, and flowline piping. Personnel inspect pumps to verify proper function and check for damage and leakage. They look for accumulation of water within the tank battery berms and verify the condition and position of valves. The storage tanks are gauged every day. A daily production report is maintained. All malfunctions, improper operation of equipment, evidence of leakage, stained or discolored soil, etc. are logged and communicated to the Southwest Wyoming Regional Airport Director.

Table 3-3: Scope of daily examinations

Facility Area	Item	Observations
Storage Tanks	Leaks	Tank liquid level gauged Drip marks, leaks from weld seams, base of tank Puddles containing spilled or leak material Corrosion, especially at base (pitting, flaking) Cracks in metal Excessive soil or vegetation buildup against base
	Foundation problems	Cracks Puddles containing spilled or leaked material Settling Gaps at base
	Flowlines problems	Evidence of leaks, especially at connections/collars Corrosion (pitting, flaking) Settling Evidence of stored material seepage from valves or seals
Pumps	Leaks	Leaks at seals, flowlines, valves, hoses Puddles containing spilled or leaked material Corrosion

3.4.2 Monthly Inspections

The monthly inspection covers the flowlines, and all processing equipment. It also includes verifying the proper functioning of all detection devices, including high-level sensors on fuel storage tanks. Storage tanks are inspected for signs of deterioration, leaks, or accumulation of fuel inside the containment area, or other signs that maintenance or repairs are needed. The secondary containment area is checked for proper drainage, general conditions, evidence of fuel, or signs of leakage. The monthly inspection also involves visually inspecting all aboveground valves and pipelines and noting the general condition of items such as transfer hoses, flange joints, expansion joints, valve glands and bodies, catch pans, pipeline supports, pumping boxes, bleeder and gauge valves, locking of valves, and metal surfaces. The checklist provided in Appendix C is used during monthly inspections. These inspections are performed in accordance with written procedures such as API standards (e.g., API RP 12R1), engineering specifications, and maintenance schedule developed by the equipment manufacturers.

All safety devices are tested quarterly by a third party inspector. The tests are recorded and the results are maintained with this Plan at the Airport office. Testing of the safety devices is conducted in accordance with guidelines API RP-14C published by the American Petroleum Institute, or in accordance with instructions from the device's manufacturer. Written test procedures are kept at the offices of the third party testing company and are available upon request.

Twice a year, facility personnel drive to the pre-established response staging areas located at three different points along Bitter Creek (see Oil Spill Contingency Plan in Appendix H) to ensure that the dirt/gravel roads are accessible using Airport vehicles and that the Oil Spill Contingency Plan can be implemented in the event of a discharge from flowlines reaching the Creek.

Table 3-4 summarizes the scope of monthly inspections performed by airport personnel.

Table 3-4: Scope of monthly inspections

Facility Area	Equipment	Inspection Item
Fuel Farm	Storage tanks	Leakage, gaskets, hatches Tank liquid level checked Tank welds in good condition Vacuum vents Overflow lines Piping, valves, and bull plugs Corrosion, paint condition Pressure / level safety devices* Emergency shut-down system(s)* Pressure relief valves*
	Area	Berm and curbing Presence of contaminated/stained soil Excessive vegetation Equipment protectors and signs Engine drip pans and sumps General housekeeping
Truck Loading	Offload lines, drip pans, valves, catchment berm	Valve closed and in good condition Cap or bull plug at end of offload line/connection Sign of fuel or standing water in drip pan(s) Sign of fuel or standing water in catchment berm Sign of fuel in surrounding area
	Production equipment	Gauges (pressure, temperature, and liquid level) Pressure / level safety devices* Emergency shut-down system(s)* Pressure relief valves*
	Road and Airport Ditches	Evidence/puddles of crude fuel and/or produced water
Other	Chemicals, Fuels and Lube Fuels	Storage conditions
Response staging areas	Area	Road practicable by Airport vehicle Area clear of excessive vegetation
* Tested quarterly by third party inspection company.		

3.4.3 Periodic Condition Inspection of Bulk Storage Containers

A condition inspection of bulk storage containers is performed by a qualified inspector according to the schedule, as detailed in Table 3-5.

Table 3-5: Schedule of periodic condition inspection of bulk storage containers

Tank	Year Built	Last Inspection	Next inspection by
#1	2020	12/01/20	12/01/21
#2	2020	12/01/20	12/01/21
#3	2020	12/01/20	12/01/21
#4	2020	12/01/20	12/01/21

* Dates for subsequent external inspections must follow the recommendations of the certified inspector, not to exceed three-quarters of the predicted shell/roof deck corrosion rate life, or maximum of 15 years.

3.4.4 Brittle Fracture Evaluation [112.7(i)]

At the present time, none of the bulk storage containers at this site were airport-erected, and therefore no brittle fracture evaluation is required.

3.4.5 Flowline Maintenance Program [112.9(d)(3)]

Because the facility is relying on a contingency plan to address discharges that occur outside the catch basin, the flowline maintenance program is specifically implemented to maintain the integrity of the primary container (in this case piping) to minimize releases of fuel from this part of the production facility. The facility's gathering lines and flowlines are configured, inspected monthly for leaks at connections and on each joint, corrosion (pitting, flaking), and maintained to minimize the potential for a discharge as summarized in Table 3-6. Records of integrity inspections, leak tests, and part replacements are kept at the facility for at least three years (integrity test results are kept for ten years).

Table 3-6: Components of flowline maintenance program

Component	Measures/Activities
Configuration	<ul style="list-style-type: none">• Pumps are equipped with low-pressure shut-off systems that detect pressure drops and minimize spill volume in the event of a flowline leak.• Flowlines are identified on facility maps and are marked in the Airport to facilitate access and inspection by facility personnel. Flowline maps and airport tags indicate the location of shutdown devices and valves that may be used to isolate portions of the flowline.• The flowlines and appurtenances (valves, flange joints, supports) can be visually observed for signs of leakage, deterioration, or other damage.
Inspection	<ul style="list-style-type: none">• Lines are visually inspected for leaks and corrosion as part of the monthly rounds by airport personnel, as discussed in Section 3.4 above.• The buried portions of flowlines are coated/wrapped and visually observed for damage or coating condition whenever they are repaired, replaced, or otherwise exposed.• Every five years, flowlines are tested using ultrasonic techniques to determine remaining wall thickness and mechanical integrity. Copies of test results are maintained at the facility for ten years to allow comparison of successive tests.

Maintenance	<ul style="list-style-type: none"> Any leak in the flowline or appurtenances is promptly addressed by isolating the damaged portion and repairing or replacing the faulty piece of equipment. Southwest Wyoming Regional Airport does not accept pipe clamps and screw-in plugs as forms of repair. Any portion of a flowline that fails the mechanical integrity test is repaired and retested, or replaced.
-------------	---

3.5 Personnel, Training, and Discharge Prevention Procedures [112.7(f)]

The Airport Director has been designated as the point of contact for all fuel discharge prevention and response at this facility.

All Southwest Wyoming Regional Airport personnel receive training on proper handling of fuel products and procedures to respond to a fuel discharge prior to entering any Southwest Wyoming Regional Airport production facility. The training ensures that all facility personnel understand the procedures described in this SPCC Plan and are informed of the requirements under applicable pollution control laws, rules and regulations. All Southwest Wyoming Regional Airport personnel also receive operations level hazmat training.

Southwest Wyoming Regional Airport ensures that all contractor personnel are familiar with the facility operations, safety procedures, and spill prevention and control procedures described in this Plan prior to working at the facility. All contractors working at the facility receive a copy of this SPCC Plan.

Southwest Wyoming Regional Airport management holds briefings with Airport operations personnel (including contractor personnel as appropriate) at least once a year, as described below.

3.5.1 Spill Prevention Briefing

The Airport Director conducts Spill Prevention Briefings annually to ensure adequate understanding and effective implementation of this SPCC Plan. These briefings highlight and describe known spill events or failures, malfunctioning components, and recently developed precautionary measures. The briefings are conducted in conjunction with the company safety meetings. Sign-in sheets, which include the topics of discussion at each meeting, are maintained with this Plan at the Southwest Wyoming Regional Airport office. A *Discharge Prevention Briefing Log* form is provided in Appendix D to this Plan and is used to document the briefings. The scheduled annual briefing includes a review of Southwest Wyoming Regional Airport policies and procedures relating to spill prevention, control, cleanup, and reporting; procedures for routine handling of products (e.g., loading, unloading, transfers); SPCC inspections and spill prevention procedures; spill reporting procedures; spill response; and recovery, disposal, and treatment of spilled material.

Personnel are instructed in operation and maintenance of equipment to prevent the discharge of fuel, and in applicable federal, state, and local pollution laws, rules, and regulations. Facility operators and other personnel have an opportunity during the briefings to share

recommendations concerning health, safety, and environmental issues encountered during facility operations.

The general outline of the briefings is as follows:

- Responsibilities of personnel and Designated Person Accountable for Spill Prevention;
- Spill prevention regulations and requirements;
- Spill prevention procedures;
- Spill reporting and cleanup procedures;
- History/cause of known spill events;
- Equipment failures and operational issues;
- Recently developed measures/procedures;
- Proper equipment operation and maintenance; and
- Procedures for draining rainwater from berms.

3.5.2 Contractor Instructions

In order that there will be no misunderstanding on joint and respective duties and responsibilities to perform work in a safe manner, contractor personnel also receive instructions on the procedures outlined in this SPCC Plan.

All contractual agreements between Southwest Wyoming Regional Airport and contractors specifically state:

Personnel must, at all times, act in a manner to preserve life and property, and prevent pollution of the environment by proper use of the facility's prevention and containment systems to prevent hydrocarbon and hazardous material spills. No pollutant, regardless of the volume, is to be disposed of onto the ground or water, or allowed to drain into the ground or water. Federal regulations impose substantial fines and/or imprisonment for willful pollution of navigable waters. Failure to report accidental pollution at this facility, or elsewhere, can be cause for equally severe penalties to be imposed by federal regulations. To this end, all personnel must comply with every requirement of this SPCC Plan, as well as taking necessary actions to preserve life, and property, and to prevent pollution of the environment. It is the contractor's (or subcontractor's) responsibility to maintain his equipment in good working order and in compliance with this SPCC Plan. The contractor (or subcontractor) is also responsible for the familiarity and compliance of his personnel with this SPCC Plan. Contractor and subcontractor personnel must secure permission from the Airport Director for Southwest Wyoming Regional Airport before commencing any work on any facility. They must immediately advise the Airport Director of any hazardous or abnormal condition so that the Airport Director can take corrective measures.

APPENDIX A: Facility Diagrams

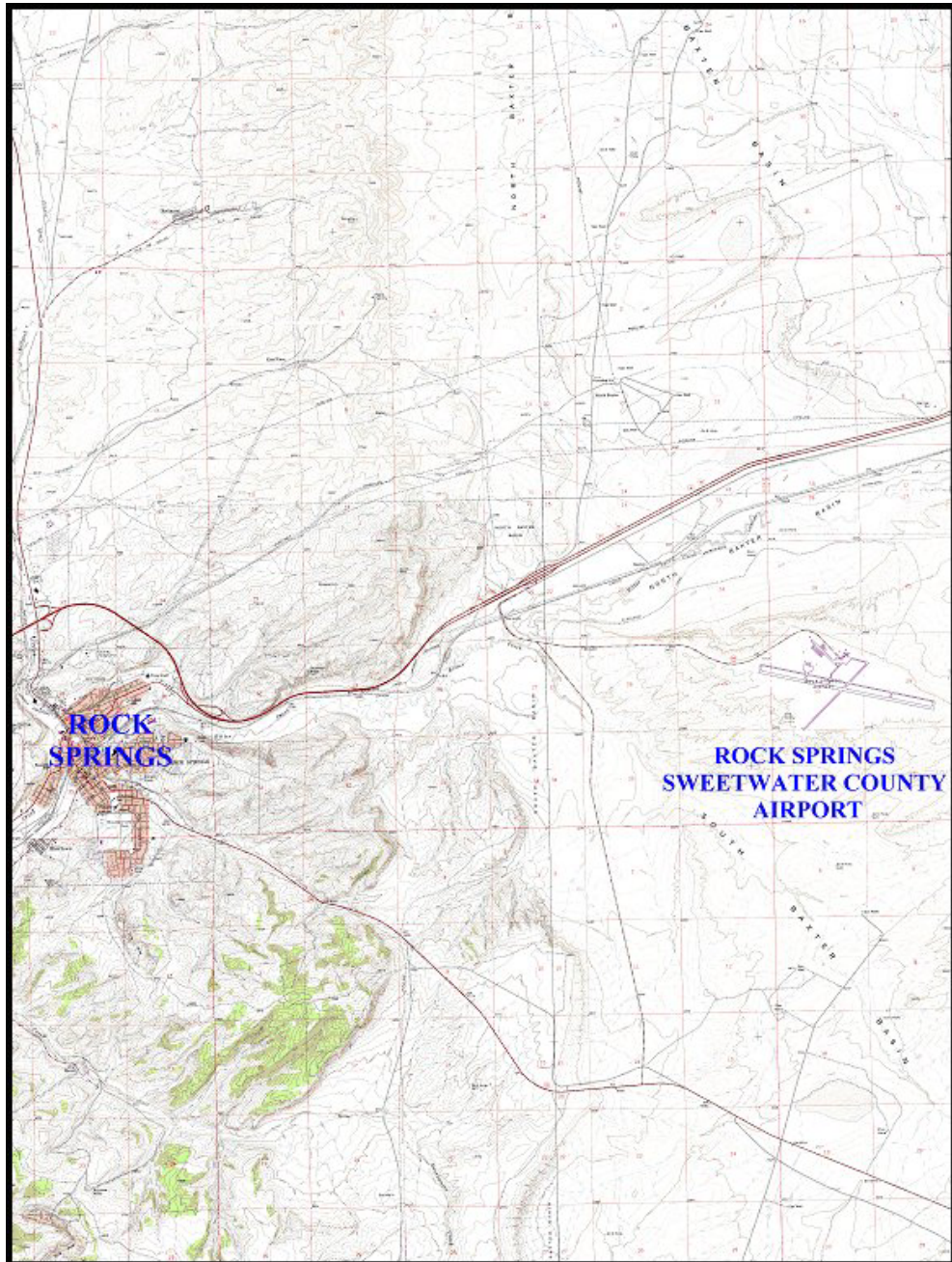


Figure A-1: Site Plan

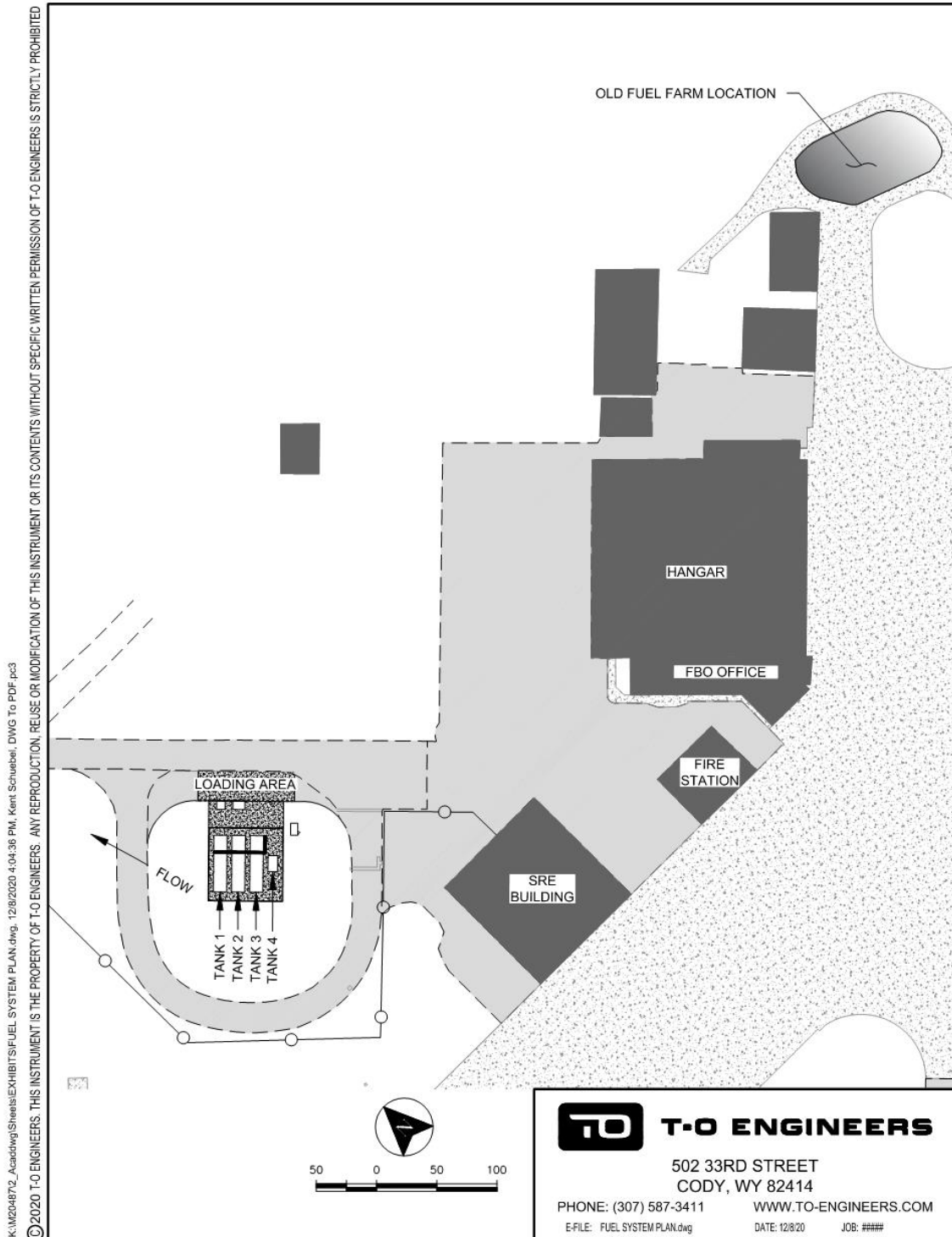


Figure A-2: Facility Diagram

APPENDIX B: Tank Truck Loading Procedures

Loading Tank Truck

Make sure the vehicle tank is properly vented before starting to load or unload. If you are not certain that the trailer is properly vented, you must contact your supervisor and request permission to open the trailer dome before starting to load or unload.

To Load from Storage Tank to Tank Truck

- Attach ground cable or bonding clamp to trailer.
- Use wheel chocks or other similar barrier to prevent premature departure.
- Hook up load hose and open all appropriate valves from storage tank to trailer entry.
- Disengage clutch and place pump in load position.
- Release clutch slowly.
- Adjust throttle to proper engine RPM.
- When trailer is loaded to appropriate level, slow engine speed.
- Close valve to storage tank.
- Loosen loading hose to allow enough air to drain loading hose dry.
- Ensure that drips from the hose drain into the spill bucket at the loading area.
- Disconnect loading hose completely, close load valve, plug and fasten securely.
- Close belly valve on trailer.
- Disconnect ground cable.
- Promptly clean up any spilled fuel.
- Inspect lowermost drains and valves of the vehicle for discharges/leaks and ensure that they are tightened, adjusted, or replaced as needed to prevent discharges while vehicle is in transit.

APPENDIX C: Monthly Inspection Checklist

Further description and comments, if needed, should be provided on a separate sheet of paper and attached to this sheet. Any item answered "YES" needs to be promptly reported, repaired, or replaced, as it may result in non-compliance with regulatory requirements. Records are maintained with the SPCC Plan at the Southwest Wyoming Regional Airport office.

Date: _____

Signature: _____

	Yes	No	Description & Comments (Note tank/equipment ID)
Storage tanks and Separation Equipment			
<i>Tank surfaces show signs of leakage</i>			
<i>Tanks show signs of damage, rust, or deterioration</i>			
<i>Bolts, rivets or seams are damaged</i>			
<i>Aboveground tank supports are deteriorated or buckled</i>			
<i>Aboveground tank foundations have eroded or settled</i>			
<i>Gaskets are leaking</i>			
<i>Level gauges or alarms are inoperative</i>			
<i>Vents are obstructed</i>			
<i>Thief hatch and vent valve does not seal air tight</i>			
<i>Containment berm shows discoloration or stains</i>			
<i>Berm is breached or eroded or has vegetation</i>			
<i>Berm drainage valves are open/broken</i>			
<i>Tank area clear of trash and vegetation</i>			
<i>Equipment protectors, labels, or signs are missing</i>			
Piping/Flowlines and Related Equipment			
<i>Valve seals or gaskets are leaking.</i>			
<i>Pipelines or supports are damaged or deteriorated.</i>			
<i>Buried pipelines are exposed.</i>			
Transfer equipment			
<i>Loading/unloading lines are damaged or deteriorated.</i>			
<i>Connections are not capped or blank-flanged</i>			
<i>Secondary containment is damaged or stained</i>			
Response Kit Inventory			
<i>Discharge response material is missing or damaged or needs replacement</i>			

Additional Remarks (attach sheet as needed):

APPENDIX D: Discharge Prevention Briefing Log

[illegible]

APPENDIX E: Discharge Notification Procedures

Circumstances, instructions, and phone numbers for reporting a discharge to the National Response Center and other federal, state, and local agencies, and to other affected parties, are provided below. They are also posted at the facility in the storage shed containing the discharge response equipment. Note that any discharge to water must be reported immediately to the National Response Center.

Airport Director, Devon Brubaker (24 hours) (307) 705-7223

Local Emergency (fire, explosion, or other hazards) (307) 350-0723

Agency / Organization	Agency Contact	Circumstances	When to Notify
<i>Federal Agencies</i>			
National Response Center	1-800-424-8802	Discharge reaching navigable waters.	Immediately (verbal)
EPA Region VIII (Hotline)	1-800-424-8802		
EPA Region VIII Regional Administrator	USA EPA, Region 8 1595 Wynkoop St., Denver, CO 80202	Discharge 1,000 gallons or more; or second discharge of 42 gallons or more over a 12-month period.	Immediately (verbal) Written notification within 60 days (see Section 2.1 of this Plan)
<i>State Agencies</i>			
Wyoming Department of Environmental Quality, Office of Environmental Compliance	Wyoming Environmental Hazardous Spill hotline – 307-777-7501 https://deqspills.wyo.gov/home	Discharges that pose emergency conditions, regardless of the volume discharged.	Within 1 hour of discovery (verbal). Written notification to be made within 5 days.
		1) Release exceeding 24-hour reportable quantity. 2) Impact to areas beyond the facility's confines.	Within 1 hour of discovery (verbal). Written notification to be made within 5 days.
		Discharges that do not pose emergency conditions.	Within 24 hours of discovery (verbal). Written notification within 7 working days.

<i>Local Agencies</i>			
Sweetwater County Sheriff	307) 922-5300	Any discharge of 100 lbs or more that occurs beyond the boundaries of the facility, including to the air.	Immediately (verbal) Written notification within 7 days.
Sweetwater County Fire Department	911 (307) 922-5360	1) Injury requiring hospitalization or fatality. 2) Fire, explosion, or other impact that could affect public safety.	Immediately (verbal)

The person reporting the discharge must provide the following information:

- Name, location, organization, and telephone number;
- Name and address of the owner/operator;
- Date and time of the incident;
- Location of the incident;
- Source and cause of discharge;
- Types of material(s) discharged;
- Total quantity of materials discharged;
- Quantity discharged in harmful quantity (to navigable waters or adjoining shorelines);
- Danger or threat posed by the release or discharge;
- Description of all affected media (e.g., water, soil);
- Number and types of injuries (if any) and damaged caused;
- Weather conditions;
- Actions used to stop, remove, and mitigate effects of the discharge;
- Whether an evacuation is needed;
- Name of individuals and/or organizations contacted; and
- Any other information that may help emergency personnel respond to the incident.

Whenever the facility discharges more than 1,000 gallons of fuel in a single event, or discharges more than 42 gallons of fuel in each of two discharge incidents within a 12-month period, the Manager of Airport Operations must provide the following information to the U.S. Environmental Protection Agency's Regional Administrator within 60 days:

- Name of the facility;
- Name of the owner or operator;
- Location of the facility;
- Maximum storage or handling capacity and normal daily throughput;
- Corrective actions and countermeasures taken, including a description of equipment repairs and replacements;
- Description of facility, including maps, flow diagrams, and topographical maps;

- Cause of the discharge(s) to navigable waters, including a failure analysis of the system and subsystems in which the failure occurred; and
- Additional preventive measures taken or contemplated to minimize possibility of recurrence

Discharge Notification Form

*** Notification must not be delayed if information or individuals are not available.

Facility: Southwest Wyoming Regional Airport Fuel Farm Facility
Highway 370 Building 468, Rock Springs, Wyoming 82902

Description of Discharge		
Date/time	Release date: Release time: Duration:	Discovery date: Discovery time:
Reporting Individual	Name: Tel. #:	
Location of discharge	Latitude: Longitude:	Description:
Equipment source	G piping G flowline G unknown G stock, flare	Description: Equipment ID:
Product	G fuel G oil G other*	* Describe other:
Appearance and description		
Environmental conditions	Wind direction: Wind speed:	Rainfall: Current:
Impacts		
Quantity	Released:	Recovered:
Receiving medium	G water** G land G other (describe):	G Release confined to company property. G Release outside company property. ** If water, indicate extent and body of water:
Describe circumstances of the release		
Assessment of impacts and remedial actions		
Disposal method for recovered material		
Action taken to prevent incident from reoccurring		
Safety issues	G Injuries G Fatalities G Evacuation	

Notifications		
Agency	Name	Date/time reported & Comments
Company Spill Response Coordinator		
National Response Center 1-800-424-8802		
State police		
Sweetwater County Response Commission		
oil spill removal organization/cleanup contractor		

APPENDIX F: Equipment Shut-Off Procedures

Source	Action
Manifold, transfer pumps or hose failure	Shut off transfer pumps.
Tank overflow	Close header/manifold or appropriate valve(s)
Tank failure	Close inlet valve to the storage tanks.
Flowline rupture	Close nearest valve to the rupture site to stop the flow of fuel.
Flowline leak	Immediately close the nearest valve to stop the flow of fuel to the leaking section.
Explosion or fire	Immediately evacuate personnel from the area until the danger is over. If possible, close all manifold valves. If the fire is small enough such that it is safe to do so, attempt to extinguish with fire extinguishers available on site.
Equipment failure	Immediately close the nearest valve to stop the flow of fuel into the leaking area.

APPENDIX G: Written Commitment of Manpower, Equipment and Materials

In addition to implementing the preventive measures described in this Plan, Southwest Wyoming Regional Airport will also specifically:

- In the event of a discharge:
 - Make available all trained Airport personnel to perform response actions
 - Collaborate fully with local, state, and federal authorities on response and cleanup operations
- Maintain all on-site oil spill control equipment described in this Plan and in the attached Oil Spill Contingency Plan. The equipment is estimated to contain fuel spills of up to 500 gallons.
- Maintain all communications equipment in operating condition at all times.
- Ensure that staging areas to be used in the event of a discharge to Bitter Creek are accessible by Airport vehicles.
- Review the adequacy of on-site and third-party response capacity with pre-established response/cleanup contractors on an annual basis and update response/cleanup contractor list as necessary.
- Maintain formal agreements/contracts with response and cleanup contractors who will provide assistance in responding to an oil discharge and/or completing cleanup (see contract agreements maintained separately at the Southwest Wyoming Regional Airport office and lists of associated equipment and response contractor personnel capabilities).

Authorized Facility Representative: Devon Brubaker

Signature:

Title:

Airport Director

APPENDIX H: Oil Spill Contingency Plan

PART I Introduction

1.1 Purpose and Scope

This Oil Spill Contingency Plan is prepared in accordance with 40 CFR 112.7(d) to address areas of the facility where secondary containment is impracticable, as documented in the facility Spill Prevention, Control, and Countermeasure (SPCC) Plan.

The purpose of this Oil Spill Contingency Plan ("Contingency Plan") is to define procedures and tactics for responding to discharges of oil into navigable waters or adjoining shorelines of the United States, originating more specifically from flowlines at the Southwest Wyoming Regional Airport Fuel Farm Facility. The Contingency Plan is implemented whenever a discharge of oil has reached, or threatens, navigable waters or adjoining shorelines.

The objective of procedures described in this Contingency Plan is to protect the public, airport personnel, and other responders during oil discharges. In addition, the Plan is intended to minimize damage to the environment, natural resources, and facility installations from a discharge of oil. This Oil Spill Contingency Plan complements the prevention and control measures presented in the facility's SPCC Plan by addressing areas of the facility that have inadequate secondary containment and impacts that may result from a discharge from these areas. The facility implements a detailed and stringent flowline maintenance program to prevent leaks from the primary system.

This Oil Spill Contingency Plan follows the content and organization of 40 CFR part 109 and describes the distribution of responsibilities and basic procedures for responding to an oil discharge and performing cleanup operations.

1.2 Resources at Risk

The Southwest Wyoming Regional Airport Facility is located approximately 10 miles East of Rock Springs, Wyoming within the Bitter Creek watershed (see Figure B-1 in Appendix B). The waterway closest to the facility is Bitter Creek, which flows approximately 1 mile to the northeast of the facility. The facility diagram included in Appendix B (Figure B-2) indicates the location of the oil extraction and storage areas. Ground cover at the facility consists of compacted soil, gravel, and low lying vegetation. The natural topography of the land is graded in a northeast direction, and all surface drainage from the facility therefore flows towards Bitter Creek. The slope is relatively mild at the facility but steepens greatly to the bottom of the bluff.

Fuel Farm storage consists of 4 separate steel tanks. A drainage ditch runs along the access road to the northwest of the tank battery and along Highway 370. The ditch eventually flows into Bitter Creek. Given the direction of surface drainage, a discharge from any of the storage tanks could reach Bitter Creek, either directly or via the drainage ditch, and from there, flow westward to the Green River.

Bitter Creek is not used as a public drinking water supply, although animals grazing on the nearby land are often seen drinking from Bitter Creek when not dry. There are no residences within the immediate vicinity of the facility. The closest residence is located 8 miles to the west of the site, downstream on Bitter Creek. The closest residence upstream from the site is located 3 miles away. Southwest Wyoming Regional Airport will coordinate with the City of Rock Springs fire and/or police departments and with its neighbors to provide the appropriate warnings in the event of a discharge that could affect public health and safety.

1.3 Risk Assessment

The Fuel Storage system consists of four above ground steel tanks, three 30,000 gallon tanks and one 4,000 gallon tank. A concrete slab under the tanks and a 2 ft tall concrete wall were constructed around the fuel storage system as a means of secondary containment in the event of a discharge event from one of the steel tanks.

The total daily fueling rate at the facility varies, but can reach as much as 1,700 gallons of fuel per day. The facility is used almost daily. For planning purposes, the worst-case discharge is therefore the volume of oil within the storage facility plus 24 hours of fueling.

A discharge of this quantity of oil could potentially reach Bitter Creek. The velocity of oil over land is estimated, based on a simple calculation of flow over grazeland, at approximately 0.1 feet/second. Considering the distance between the storage facility and Bitter Creek (1 mile) and the 500-foot elevation gradient, the oil, if unimpeded, could reach Bitter Creek in as little as 2 hours. The water current in Bitter Creek averages approximately 0.1 feet/second during high stages. Over a 24-hour period, the oil could travel approximately 12 miles downstream from the release point. The Green River, which is located approximately 15 miles downstream west of the tank storage area, could therefore possibly be affected by a discharge.

1.4 Response Strategy

Southwest Wyoming Regional Airport personnel and contractors are equipped and trained to respond to certain “minor discharges” confined within the facility. Minor discharges can generally be described as those where the quantity of product discharged is small, the discharged material can be easily stopped and controlled, the discharge is localized, and the product is not likely to seep into groundwater or reach surface water or adjoining shorelines. Procedures for responding to these minor discharges are covered in the SPCC Plan.

This Contingency Plan addresses all discharge incidents, including those that affect navigable waters or during which the oil cannot be safely controlled by facility personnel and confined within the boundaries of the facility. Response to such incidents may necessitate the assistance of outside contractors or other responders to prevent imminent impact to navigable waters.

PART II

Spill Discovery and Response

2.1 Distribution of Responsibilities

Southwest Wyoming Regional Airport has the primary responsibility for providing the initial response to oil discharge incidents originating from its facility. To accomplish this, Southwest Wyoming Regional Airport has designated the Airport Director, Devon Brubaker, as the qualified oil discharge Response Coordinator (RC) in the event of an oil discharge.

The RC plays a central coordinating role in any emergency situation. The RC has the authority to commit the necessary services and equipment to respond to the discharge and to request assistance from Rock Springs fire and/or police departments, contractors, or other responders, as appropriate.

The RC will direct notifications and initial response actions in accordance with training and capabilities. In the event of a fire or emergency situation that threatens the health and safety of those present at the site, the RC will direct evacuations and contact the fire and police departments.

In the event of an emergency involving outside response agencies, the RC's primary responsibility is to provide information regarding the characteristics of the materials and equipment involved and to provide access to Southwest Wyoming Regional Airport resources as requested. The RC shall also take necessary measures to control the flow of people, emergency equipment, and supplies and obtain the support of the Rock Springs Police Department as needed to maintain control of the site. These controls may be necessary to minimize injuries and confusion.

Finally, the RC serves as the coordinator for radio communications by acquiring all essential information and ensuring clear communication of information to emergency response personnel. The RC has access to reference material at the airport office either as printed material or on computer files that can further assist the response activities.

Whenever circumstances permit, the RC transmits assessments and recommendations to Southwest Wyoming Regional Airport Senior Management for direction. Senior Management is the Airport Board.

In the event that the Airport Director is not available, the responsibility and authority for initiating a response to a discharge rests with the most senior Southwest Wyoming Regional Airport employee on site at the time the discharge is discovered (Crew Lead) or with the contractor Airport Supervisor (or next person in command) if contractor personnel are the only personnel on site.

2.2 Response Activities

In the event of a discharge, the first priority is to stop the product flow and to shut off all ignition sources, followed by the containment, control, and mitigation of the discharge. This Contingency Plan breaks actions to be performed to respond to an oil discharge into different phases, described in greater detail in the checklists below.

2.2.1 Discharge Discovery and Source Control

Minor Discharge. A minor discharge (i.e., small volume leak from flowlines or other equipment) will be discovered by Southwest Wyoming Regional Airport personnel or by contractor personnel during scheduled daily or monthly visits to the facility. Aboveground flowlines and tanks are visually inspected formally once a month during the normal inspection rounds.

Major Discharge. A more severe and sudden discharge will trigger the automatic shut down of the pumping units and will affect fueling. The impact will be detected during the daily visit to the storage area by Southwest Wyoming Regional Airport or contractor personnel. The maximum amount of time until a major discharge is detected can be up to 24 hours.

Notifications to the National Response Center, Wyoming authorities, and Rock Springs Emergency Committee must occur immediately upon discovery of reportable discharges.

Completed	Actions
	Immediately report the discharge to the RC, providing the following information: <ul style="list-style-type: none">• Exact location;• Material involved;• Quantity involved;• Topographic and environmental conditions;• Circumstances that may hinder response; and• Injuries, if any.
	Turn off all sources of ignition.
	Turn off lift pumps that charge or provide flow to the tanks.
	Locate the break.
	If safe to do so, isolate the affected section by closing off the closest valves upstream and downstream from the break.

2.2.2 Assessment and Notifications

Completed	Actions
	Investigate the discharge to assess the actual or potential threat to human health or the environment: <ul style="list-style-type: none">• Location of the discharge relative to receiving waterbodies;• Quantity of spilled material;• Ambient conditions (temperature, rain);• Other contributing factors such as fire or explosion hazards; and• Sensitive receptors downstream.
	Request outside assistance from local emergency responders, as needed.
	Evaluate the need to evacuate facility and evacuate employees, as needed.
	Notify the fire/police departments and Emergency Committee to assess whether community evacuation is needed.
	Notify immediately: <ol style="list-style-type: none">1. 9112. National Response Center3. Response contractor(s)4. Emergency Committee5. State authorities
	Communicate with neighboring property owners regarding the discharge and actions taken to mitigate the damage.
	If the oil reaches (or threatens to reach) the Green River, notify the local fire/police departments to limit access to the river until the oil has been contained and recovered. Additionally, notify downstream water users of the spill and of actions that will be taken to protect these downstream receptors.

2.2.3 Control and Recovery

The RC directs the initial control of the oil flow by airport and other contractor personnel. The actions taken will depend on whether the oil has reached water or is still on land. All effort will be made to prevent oil from reaching any water.

If the oil has not yet reached water:

Completed	Actions
	Deploy sand bags and absorbent socks downgradient from the oil, or erect temporary barriers such as trenches or mounds to prevent the oil from flowing towards Bitter Creek.
	Implement land based response actions (countermeasure) such as digging temporary containment pits, ponds, or curbs to prevent the flow of oil into the river.
	Deploy absorbent sock and sorbent material along the shoreline to prevent oil from entering waters.

If the oil has reached water:

Completed	Actions
	Contact cleanup contractor(s).
	Deploy sand bags and absorbent socks downgradient from the oil, or erect temporary barriers such as trenches or mounds to prevent the oil from flowing down Bitter Creek.
	Control oil flow on the ground by placing absorbent socks and other sorbent material or physical barriers (e.g., "kitty litter," sandbags, earthen berm, trenches) across the oil flow path.

2.2.4 Disposal of Recovered Product and Contaminated Response Material

The RC ensures that all contaminated materials classified as hazardous waste are disposed of in accordance with all applicable solid and hazardous waste regulations.

Completed	Actions
	Place any recovered product that can be recycled into a separate tank to be separated and recycled.
	Dispose of recovered product not suitable for on-site recycling with the rest of the waste collected during the response efforts.
	Collect all debris in properly labeled waste containers (impervious bags, drums, or buckets).
	Dispose of contaminated material in accordance with all applicable solid and hazardous waste regulations using a licensed waste hauler and disposal facility, after appropriately characterizing the material for collection and disposal.
	Dispose of all contaminated response material within 2 weeks of the discharge.

2.2.5 Termination

The RC ensures that cleanup has been completed and that the contaminated area has been treated or mitigated according to the applicable regulations and state/federal cleanup action levels. The RC collaborates with the local, state and federal authorities regarding the assessment of damages.

Completed	Actions
	Ensure that all repairs to the defective equipment or flowline section have been completed.
	Review circumstances that led to the discharge and take all necessary precautions to prevent a recurrence.
	Evaluate the effectiveness of the response activities and make adjustments as necessary to response procedures and personnel training.
	Carry out personnel and contractor debriefings as necessary to emphasize prevention measures or to communicate changes in operations or response procedures.
	<p>Submit any required follow-up reports to the authorities.</p> <p><i>40 CFR 112.4(a)</i> In the case where the discharge (as defined in 40 CFR 112.1(b)) was greater than 1,000 gallons or was the second discharge (as defined in 40 CFR 112.1(b)) of 42 gallons or more within any 12-month period, the RC is responsible for submitting the required information within 60 days to the EPA Regional Administrator following the procedures outlined in Appendix B.</p> <p>Within 30 days of the discharge, the RC will convene an incident critique including all appropriate persons that responded to the spill. The goal of the incident critique is to discuss lessons learned, the efficacy of the Contingency Plan and its implementation, and coordination of the plan/RC and other state and local plans.</p> <p>Within 60 days of the critique, the Contingency Plan will be updated (as needed) to incorporate the results, findings, and suggestions developed during the critique.</p>

2.3 Discharge Notification

Instructions and phone numbers for reporting a discharge to the National Response Center and other federal, state, and local authorities are provided in Appendix A to this Plan. *Any discharge to water must be reported immediately to the National Response Center.* The Response Coordinator must ensure that details of the discharge are recorded on the Discharge Notification Form provided in Appendix C.

If the discharge qualifies under 40 CFR part 112 (see Appendix C for conditions), the RC is responsible for ensuring that all pertinent information is provided to the EPA Regional Administrator.

PART III

Response Resources and Preparedness Activities

3.1 Equipment, Supplies, Services, and Manpower

Boom, sorbent, and other spill response materials are stored in the maintenance building next to the storage area and are accessible by Southwest Wyoming Regional Airport Personnel. The response equipment inventory for the facility includes:

- | | |
|--------------|--|
| (4) | Empty 55-gallons drums to hold contaminated material |
| (100 pounds) | "Oil-dry" loose absorbent material |
| (3 boxes) | Neoprene gloves |
| (6 pairs) | Vinyl/PVC pull-on overboots |
| (3) | Non-sparking shovels |
| (3) | Brooms |
| (21) | Sand bags |

This material is sufficient to respond to most minor discharges occurring at the facility and to initially contain a major discharge while waiting for additional material or support from outside contractors. The inventory is verified on a monthly basis during the scheduled facility inspection by designated personnel and is replenished as needed.

Additional material and equipment is kept at Southwest Wyoming Regional Airport's Terminal office. This additional material includes empty storage drums, absorbent socks and booms, containment booms, sand bags, personal protective gear, etc. It also includes all necessary communication equipment to coordinate response activities (cell phones, two-way radios). The Airport Office serves as the response operation center during a response.

Southwest Wyoming Regional Airport has all employees trained and available to respond to an oil discharge. All employees are familiar with the facility layout, location of spill response equipment and staging areas, and response strategies, and with the SPCC and Oil Spill Contingency Plans for this facility. All have received training in the deployment of response material and handling of hazardous waste (HAZWOPER) and have attended the required refresher courses.

To respond to larger discharges and ensure the removal and disposal of cleanup debris, Southwest Wyoming Regional Airport has established agreements with cleanup contractors. Contact information is provided in Appendix A. This contractor has immediate access to an assortment of equipment and materials, including mechanical recovery equipment for use on water and on land, small boats, floating booms, and large waste containers. The contractor has sufficient response equipment to contain and recover the maximum possible discharge of 4,000 gallons. The cleanup contractors are able to respond *within 4 hours* of receiving a verbal request from the Southwest Wyoming Regional Airport. Southwest Wyoming Regional Airport also discusses response capacity needs on an annual basis with the contractor to ensure that sufficient equipment and material are available to respond to a potential 4,000 gallon discharge.

3.2 Access to Receiving Waterbody

Bitter Creek would be the first waterbody affected in the event of a discharge. From there, the oil would flow into the Green River. The response strategy consists of: (1) deploying response equipment at various points downstream from the oil plume to prevent its migration; and (2) deploying sand bags as a protective measure for an irrigation water intake and other downstream sensitive receptors.

Vehicular access to Bitter Creek is essential to ensure that the response equipment can be effectively deployed to contain oil at various points along the waterway and prevent further migration of the oil towards the Green River.

Access points have been established along Bitter Creek to provide sufficient cleared land for a staging area from which Southwest Wyoming Regional Airport or contractor personnel can deploy response equipment, and recover and store spilled oil. Twice a year, as part of the monthly inspection of the facility, Southwest Wyoming Regional Airport personnel drive to each access point and make sure that it remains accessible (e.g., vegetation is not overgrown and the dirt trail is not impassable for an airport vehicle). The respective property owners have agreed to allow access to Southwest Wyoming Regional Airport's personnel and contractors for response and maintenance purposes. Although no further approval is needed prior to the deployment of response equipment, the RC will contact the property owners as necessary to inform them of activities being carried out.

If necessary, an access points are also available along the Green River located in the city of Rock Springs and Green River. Coordination with the Rock Springs police/fire departments is necessary to stage equipment at access points.

3.3 Communications and Control

A central coordination center will be set up at the airport office in the event of a discharge. The airport office is equipped with a variety of fixed and mobile communication equipment (telephone, fax, cell phones, two-way radios, and computers) to ensure continuous communication with Southwest Wyoming Regional Airport management, responders, authorities, and other interested parties.

Communications equipment includes:

- **Portable hand-held radios.** Southwest Wyoming Regional Airport maintains a two-way base station and eight portable radio units. These radio units are kept at the airport office as part of the response equipment. Local emergency responders have been provided with the response frequencies that will be used during an incident.
- **Cell phones.** Each airport vehicle and the RC are provided with a cell phone. The RC and/or his alternate (Site Supervisor when the Airport Director is not "on call") can be reached by cell phone 7 days a week, 24 hours a day.

- **Additional equipment.** Additional equipment will be obtained from cleanup contractors in the event that more communications equipment is necessary.

The RC is responsible for communicating the status of the response operations and for sharing relevant information with involved parties, including local, state, and federal authorities.

In the event that local response agencies, Wyoming authorities, or a federal On Site Coordinator (OSC) assumes Incident Command, the RC will function as the facility representative in the Unified Command structure.

3.4 Training Exercises and Updating Procedures

Southwest Wyoming Regional Airport has established and maintains an ongoing training program to ensure that Southwest Wyoming Regional Airport personnel responding to oil discharges are properly trained and that all necessary equipment is available to them. The program includes on-the-job training on the proper deployment of response equipment and periodic practice drills during which airport personnel are asked to deploy equipment and material in response to a simulated discharge. The RC is responsible for implementing and evaluating employee preparedness training.

Following a response to an oil discharge, the RC will evaluate the actions taken and identify procedural areas where improvements are needed. The RC will conduct a briefing with airport personnel, contractors, and local emergency responders to discuss lessons learned and will integrate the outcome of the discussion in subsequent SPCC briefings and employee training seminars. As necessary, the RC will amend this Contingency Plan or the SPCC Plan to reflect changes made to the facility equipment and procedures. A Professional Engineer will certify any technical amendment to the SPCC Plan.

APPENDIX A

EMERGENCY CONTACTS

Facility Operations

Name	Title	Telephone	Address
Devon Brubaker	Airport Director	307-705-7223	P.O. Box 1987
Shannon Lucero		801-860-3312	P.O. Box 1987
Ops Supervisor	Supervisor	307-352-6888	P.O. Box 1987

Local Emergency Responders

Name	Telephone	Address
Fire	307-352-1475 or 911	600 College Drive, Rock Springs, WY 82901
Police Departments	307-352-1575 or 911	221 C Street, Rock Springs, WY 82901
Memorial Hospital	307-362-3711	1200 College Drive, Rock Springs, WY 82901

Cleanup Contractor

Name	Telephone	Address
D & L Excavating	307-350-6642	903 Rosewood Drive, Rock Springs, WY 82901

APPENDIX B: Facility Diagrams

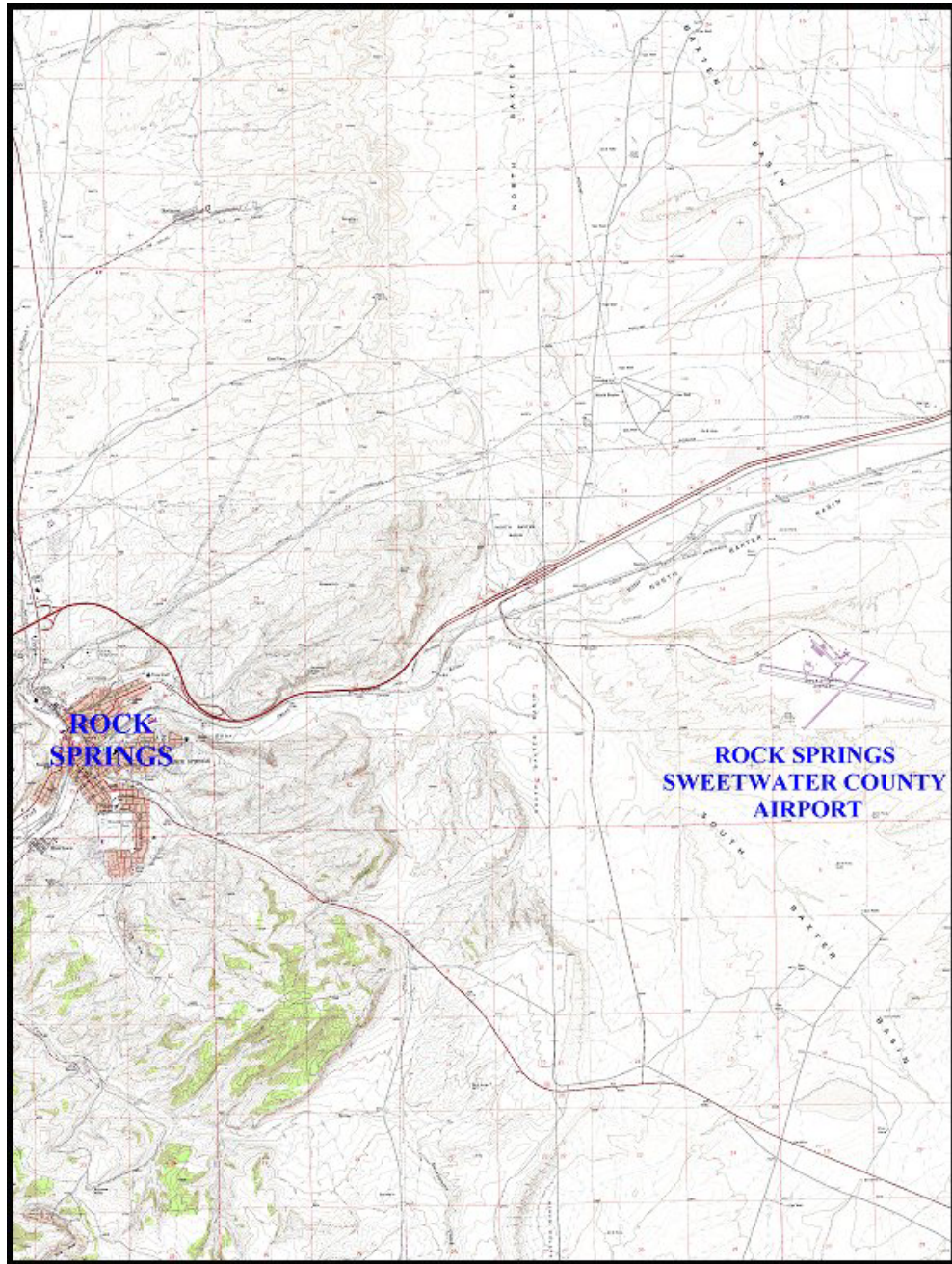


Figure B-1: Site Plan

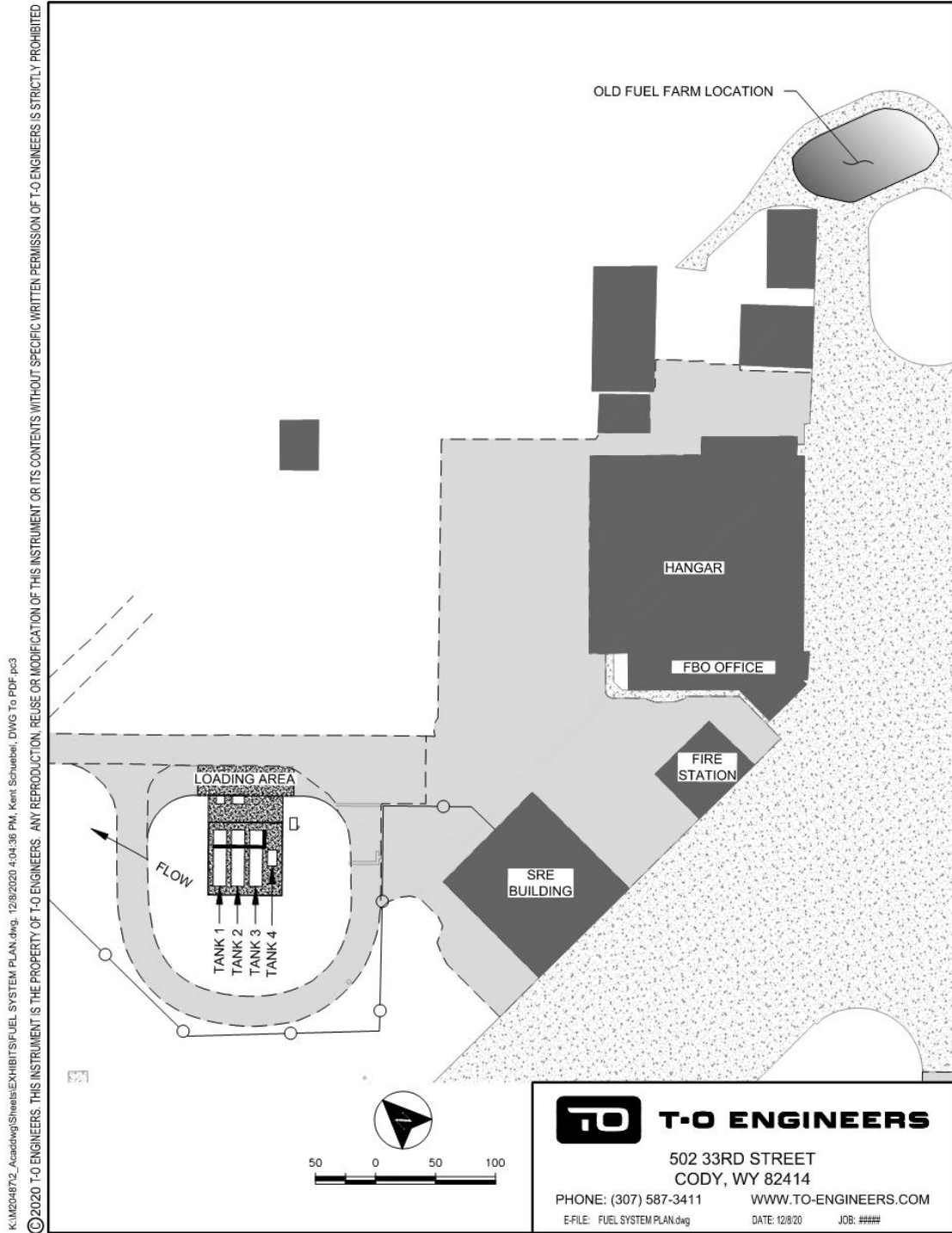


Figure B-2: Facility Diagram

APPENDIX C: Discharge Notification Procedures

Circumstances, instructions, and phone numbers for reporting a discharge to the National Response Center and other federal, state, and local agencies, and to other affected parties, are provided below. They are also posted at the facility in the storage shed containing the discharge response equipment. Note that any discharge to water must be reported immediately to the National Response Center.

Airport Director, Devon Brubaker (24 hours)

(307) 705-7223

Local Emergency (fire, explosion, or other hazards)

(307) 350-0723

Agency / Organization	Agency Contact	Circumstances	When to Notify
<i>Federal Agencies</i>			
National Response Center	1-800-424-8802	Discharge reaching navigable waters.	Immediately (verbal)
EPA Region VI (Hotline)	1-800-887-6063		Immediately (verbal)
EPA Region VI Regional Administrator	First Interstate Bank Tower at Fountain Place 1445 Ross Avenue, 12 th floor, Suite 1200 Dallas TX 75202	Discharge 1,000 gallons or more; or second discharge of 42 gallons or more over a 12-month period.	Written notification within 60 days (see Section 2.1 of this Plan)
<i>State Agencies</i>			
Office of State Police, Transportation and Environmental Safety Section, Hazardous Materials Hotline		1) Injury requiring hospitalization or fatality. 2) Fire, explosion, or other impact that could affect public safety. 3) Release exceeding 24-hour reportable quantity. 4) Impact to areas beyond the facility's confines.	Immediately (verbal) Written notification to be made within 5 days.
Office of State Police, Transportation and Environmental Safety Section, Hazardous Materials Hotline		Discharges that pose emergency conditions, regardless of the volume discharged.	Within 1 hour of discovery (verbal). Written notification within 7 working days.
Wyoming Department of Environmental Quality, Office of Environmental Compliance		Discharges that do not pose emergency conditions.	Within 24 hours of discovery (verbal). Written notification within 7 working days.

<i>Local Agencies</i>			
Sweetwater County Emergency Planning Committee		Any discharge of 100 lbs or more that occurs beyond the boundaries of the facility, including to the air.	Immediately (verbal) Written notification within 7 days.
<i>Others</i>			
Response/cleanup contractors	D & L Excavating 307-350-6642	Any discharge that exceeds the capacity of facility personnel to respond and cleanup.	As needed

The person reporting the discharge must provide the following information:

- Name, location, organization, and telephone number;
- Name and address of the owner/operator;
- Date and time of the incident;
- Location of the incident;
- Source and cause of discharge;
- Types of material(s) discharged;
- Total quantity of materials discharged;
- Quantity discharged in harmful quantity (to navigable waters or adjoining shorelines);
- Danger or threat posed by the release or discharge;
- Description of all affected media (e.g., water, soil);
- Number and types of injuries (if any) and damaged caused;
- Weather conditions;
- Actions used to stop, remove, and mitigate effects of the discharge;
- Whether an evacuation is needed;
- Name of individuals and/or organizations contacted; and
- Any other information that may help emergency personnel respond to the incident.

Whenever the facility discharges more than 1,000 gallons of fuel in a single event, or discharges more than 42 gallons of fuel in each of two discharge incidents within a 12-month period, the Manager of Airport Operations must provide the following information to the U.S. Environmental Protection Agency's Regional Administrator within 60 days:

- Name of the facility;
- Name of the owner or operator;
- Location of the facility;
- Maximum storage or handling capacity and normal daily throughput;
- Corrective actions and countermeasures taken, including a description of equipment repairs and replacements;
- Description of facility, including maps, flow diagrams, and topographical maps;
- Cause of the discharge(s) to navigable waters, including a failure analysis of the system and subsystems in which the failure occurred; and
- Additional preventive measures taken or contemplated to minimize possibility of recurrence

Discharge Notification Form

*** Notification must not be delayed if information or individuals are not available.

Facility: Southwest Wyoming Regional Airport Fuel Farm Facility
Highway 370 Building 468, Rock Springs, Wyoming 82902

Description of Discharge		
Date/time	Release date: Release time: Duration:	Discovery date: Discovery time:
Reporting Individual	Name: Tel. #:	
Location of discharge	Latitude: Longitude:	Description:
Equipment source	G piping G flowline G unknown G stock, flare	Description: Equipment ID:
Product	G fuel G oil G other*	* Describe other:
Appearance and description		
Environmental conditions	Wind direction: Wind speed:	Rainfall: Current:
Impacts		
Quantity	Released:	Recovered:
Receiving medium	G water** G land G other (describe):	G Release confined to company property. G Release outside company property. ** If water, indicate extent and body of water:
Describe circumstances of the release		
Assessment of impacts and remedial actions		
Disposal method for recovered material		
Action taken to prevent incident from reoccurring		
Safety issues	G Injuries G Fatalities G Evacuation	

Notifications		
Agency	Name	Date/time reported & Comments
Company Spill Response Coordinator		
National Response Center 1-800-424-8802		
State police		
Sweetwater County Response Commission		
oil spill removal organization/cleanup contractor		