

A Addison Airport - Pollution Prevention Plan
1998

CLARK



**SPILL PREVENTION CONTROL AND COUNTERMEASURES (SPCC)
PLAN**

Addison Airport Fuel Farm
Addison Road @ Roscoe Turner Street
Dallas, Texas 75248

Prepared for:

Addison Airport
4545 Claire Chennault
Dallas, Texas 75248

June 1998

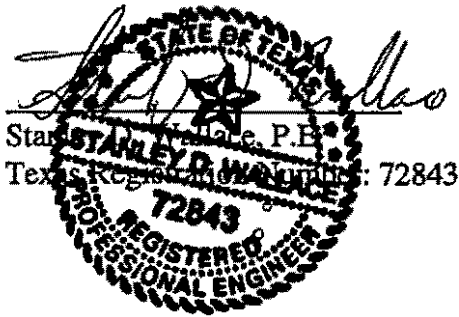
Prepared by:

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1420 Valwood Parkway, Suite 170
Carrollton, Texas 75006

ENGINEERING CERTIFICATION

I hereby certify that I have examined the Addison Airport Fuel Farm located near the intersection of Addison Road @ Roscoe Turner Street in Dallas, Texas, and being familiar with the provisions of 40 CFR, Part 112, attest that this SPCC plan has been prepared in accordance with good engineering practices.

I certify that this document was prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.



MANAGEMENT CERTIFICATION

NAME OF FACILITY: Addison Airport Fuel Farm
Addison Road @ Roscoe Turner Street
Dallas (Dallas County), Texas

FACILITY OWNER: Town of Addison
16801 Westgrove Road
Addison, Texas 75001

FACILITY OPERATORS: Mercury Air Center, Inc.
4400 Glenn Curtis
Dallas, Texas 75248

Millennium Jet Center, L.L.C.
4702 George Hattaway
Dallas, Texas 75248

Ari Ben Aviator, Inc.
4651 Airport Parkway
Dallas, Texas 75248

Million Air Dallas
4300 West Grove
Dallas, Texas 75248

R. Stern Limited Partnership
4553 Keller Springs Road
Dallas, Texas 75248

E.U.A. Air Support, Inc. / Mission Air
4500 Claire Chennault
Dallas, Texas 75248

Cherry-Air, Inc.
4584 Claire Chennault Road
Dallas, Texas 75248

MANAGEMENT CERTIFICATION (Continued)

This management of **Mercury Air Center, Inc.** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facilities operated by Mercury Air Center, Inc. at **4788 Roscoe Turner Street and 15409 Addison Road, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

This management of **Millennium Jet Center, L.L.C.** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facility operated by Millennium Jet Center, L.L.C. at **4788 Roscoe Turner Street, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

This management of **Ari Ben Aviator, Inc.** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facilities operated by Ari Ben Aviator, Inc. at **4788 Roscoe Turner Street, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

MANAGEMENT CERTIFICATION (Continued)

This management of **Million Air Dallas** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facilities operated by Million Air Dallas at **15409 Addison Road, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

This management of **R. Stern Limited Partnership** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facilities operated by R. Stern Limited Partnership at **15411 Addison Road, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

This management of **E.U.A. Air Support, Inc. / Mission Air** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facilities operated by E.U.A. Air Support, Inc. / Mission Air at **15407 Addison Road, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

MANAGEMENT CERTIFICATION (Continued)

This management of **Cherry-Air, Inc.** is committed to providing the manpower, equipment, facilities and materials required to establish precautionary measures and to expeditiously control and remove any oil discharged from the UST facilities operated by Cherry-Air, Inc. at **15405 Addison Road, Dallas, Texas.**

By signature, I certify that I have reviewed and approved this SPCC Plan and have authority to commit the resources required to implement it. The SPCC plan will be implemented as described herein.

Signature: _____

Name and Title: _____

**SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN
ADDISON AIRPORT FUEL FARM
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SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN

1. INTRODUCTION

1.1 Purpose

This Spill Prevention Control and Countermeasures Plan (SPCC Plan) has been prepared to conform to 40 CFR, Part 112, Oil Pollution Prevention. The SPCC Plan is to be used as a guidance document for preventing petroleum product releases from the Addison Airport fuel farm into or upon the waters of the State of Texas.

1.2 Applicability

A SPCC Plan is required for underground storage facilities that store oil and oil products in excess of 42,000 gallons. Oil is defined as "... oil of any kind in any form, including but not limited to petroleum, fuel oil, sludge, oil refuse, and oil mixed with water other than dredged spoil." This SPCC Plan addresses all requirements stipulated in 40 CFR, Part 112 and the State of Texas, Substance Spill Prevention and Control Act of 1975.

1.3 Plan Availability

The SPCC Plan has been prepared for the fuel farm located at the Addison Airport. The SPCC Plan covers each operator operating underground storage tanks located in the fuel farm. Each operator of a facility for which this SPCC plan covers is required to maintain a complete copy of the SPCC Plan at their place of business. The Plan must be made available to Environmental Protection Agency (EPA) or Texas Natural Resources Conservation Commission (TNRCC) personnel for onsite review anytime during normal working hours.

1.4 Plan Review

The owner or operator is required to review the SPCC Plan at least once every three years.

1.5 Plan Amendments

The SPCC Plan will be amended and re-certified whenever:

- (1) There is a change in facility design, construction, operation or maintenance that materially affects the facility's potential to discharge oil,
- (2) Required by the EPA or TNRCC after review of the SPCC plan, submitted because of a spill/release event, or
- (3) The three (3) year review indicates that a proven technological advance in prevention or control will significantly decrease the likelihood of a spill/release occurrence. Review and/or amendment dates must also be indicated on the SPCC Plan.

1.6 Submissions

The SPCC Plan and any amendments to the Plan must be submitted to the appropriate Federal and State agencies in the event of the facility having discharged more than 1,000 U.S. gallons of oil into navigable waters in a single spill/release event or having discharged oil in harmful quantities, into or upon navigable waters in two spill events within any twelve month period. Harmful quantities include those which violate applicable water quality standards or cause a film, sheen, or discoloration of the surface of the water or cause a sludge or emulsion to be deposited beneath the surface of the water.

Within 60 days of the occurrence of either of these two conditions, the operator must submit to both the EPA Regional Administrator and the TNRCC Regional Manager, the following information:

- (1) name of facility,
- (2) name(s) of the owner or operator of the facility,
- (3) location of the facility,
- (4) date of initial facility operation,
- (5) maximum storage or handling capacity of the facility and current normal daily throughput,
- (6) description of the facility, including maps, flow diagrams, and topographical maps,
- (7) a complete copy of the SPCC Plan including any amendments,
- (8) an explicit and definitive failure analysis of the system or subsystem causing the spill/release(s) to occur and which examines and provides the circumstance(s) responsible for said failure(s),
- (9) the corrective actions and/or countermeasures taken or contemplated to minimize the possibility of recurrence,
- (10) additional preventive measures taken or contemplated to minimize the possibility of recurrence,

- (11) such other information as the EPA Regional Administrator may reasonably require pertinent to the Plan or spill event(s). The TNRCC Regional Manager may review the information and make recommendations to the EPA.

2. GENERAL INFORMATION

- 2.1 Name of Facility:** Addison Airport Fuel Farm
- 2.2 Type of Facility:** Bulk Fuel Storage Facility
- 2.3 Location of Facility:** Addison Road @ Roscoe Turner Street
Dallas (Dallas County), Texas
- 2.4 Name and Address of Owner/Operator:**

Owner

Town of Addison
16801 Westgrove Road
Addison, Texas 75001

Facility Operators

Mercury Air Center, Inc.
4400 Glenn Curtis
Dallas, Texas 75248

Millennium Jet Center, L.L.C.
4702 George Hattaway
Dallas, Texas 75248

Ari Ben Aviator, Inc.
4651 Airport Parkway
Dallas, Texas 75248

Million Air Dallas
4300 West Grove
Dallas, Texas 75248

R. Stern Limited Partnership
4553 Keller Springs Road
Dallas, Texas 75248

E.U.A. Air Support, Inc. / Mission Air
4500 Claire Chennault
Dallas, Texas 75248

2.4 Name and Address of Owner/Operator (cont'd):

Cherry-Air, Inc.
4584 Claire Chennault Road
Dallas, Texas 75248

3. DESCRIPTION AND LOCATION OF OIL/FUEL STORAGE

The Addison Airport Fuel Farm is a bulk fuel storage facility utilized in airport fueling operations. The fuel farm consists of 29 underground storage tanks (USTs) in seven separate facilities. A total of seven UST operators store unleaded gasoline, aviation gasoline, and Jet A fuel in the USTs. A remote fuel dispenser is located on a concrete tarmac approximately 300 ft north-northwest of the fuel farm area.

3.1 Location of the Tanks

The Addison Airport Fuel Farm is located in the southeastern portion of the airport property, south of the intersection of Addison Road and Roscoe Turner Street in Dallas, Texas (Figure 1). The northern most UST installation is located approximately 60 ft south of the intersection of Addison Road and Roscoe Turner Street, with the southern most UST installation being located approximately 700 ft south of the intersection (Figure 2). For the purposes of this SPCC plan, the facilities will be identified as Facilities #1 -- #7.

Facility #1 is located approximately 60 ft south of the intersection of Roscoe Turner Street and Addison Road at 4788 Roscoe Turner Street, Dallas, Texas, (Figure 2, Photo 1). The facility contains eleven USTs operated by three separate operators. Two of the eleven USTs are 1,000 gallon steel sump tanks that are not in use. Millennium Jet Center, L.L.C. operates one 2,000 gallon unleaded gasoline tank, two 12,000 gallon aviation gasoline tanks, and two 12,000 gallon Jet A fuel tanks. Air-Ben Aviator, Inc. operates two 12,000 gallon aviation gasoline tanks. Mercury Air Center, Inc. operates one 12,000 gallon Jet A fuel tank and one 17,000 gallon Jet A fuel tank. A remote fuel dispenser located on a concrete tarmac approximately 300 ft north of the facility is connected by underground piping to the two 12,000 gallon aviation gasoline tanks operated by Millennium Jet Center, L.L.C. (Figure 2, Photo 2).

Facility #2 is located approximately 180 ft south of the intersection of Roscoe Turner Street and Addison Road at 15409 Addison Road, Dallas, Texas, (Figure 2, Photo 3). The facility consists of five USTs operated by Million Air Dallas. The facility contains one 5,000 gallon aviation gasoline tank; one 12,000 gallon aviation gasoline tank; and three 12,000 gallon Jet A fuel tanks.

Facility #3 is located approximately 280 ft south of the intersection of Roscoe Turner Street and Addison Road at 15411 Addison Road, Dallas, Texas, (Figure 2, Photo 4). The facility consists of two USTs operated by the R. Stern Limited Partnership. The facility contains two 12,000 gallon aviation gasoline tanks.

Facility #4 is located approximately 460 ft south of the intersection of Roscoe Turner Street and Addison Road at 15409 Addison Road, Dallas, Texas, (Figure 2, Photo 5). The facility consists of three USTs operated by Mercury Air Center, Inc. The facility contains one 4,000 gallon unleaded gasoline tank and two 12,000 gallon aviation gasoline tanks.

Facility #5 is located approximately 530 ft south of the intersection of Roscoe Turner Street and Addison Road at 15411 Addison Road, Dallas, Texas (Figure 2, Photo 6). The facility consists of six USTs operated by E.U.A. Air Support, Inc. / Mission Air. The facility contains one 4,000 gallon unleaded gasoline tank; two 12,000 gallon aviation gasoline tanks; and three 12,000 gallon Jet A fuel tanks. The USTs located in this facility are not currently in use and will require upgrades to meet current EPA and TNRCC regulations prior to returning to service.

Facility #6 is located approximately 590 ft south of the intersection of Roscoe Turner Street and Addison Road at 15409 Addison Road, Dallas, Texas (Figure 2, Photo 7). The facility consists of two USTs operated by the R. Stern Limited Partnership. The facility contains two 12,000 gallon Jet A fuel tanks.

Facility #7 is located approximately 690 ft south of the intersection of Roscoe Turner Street and Addison Road at 15405 Addison Road, Dallas, Texas (Figure 2, Photo 8). The facility consists of two USTs operated by Cherry Air. The facility contains two 12,000 gallon Jet A fuel tanks.

3.2 Date of Installation and/or Most Recent Tightness Test

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #1 were installed between 1957 and 1979. Two 12,000 gallon USTs containing aviation gasoline and the 17,000 gallon UST containing Jet A fuel were installed in 1957. Two 12,000 gallon USTs containing aviation gasoline and the 1,000 gallon sump tanks were installed in 1967. Three 12,000 gallon USTs containing Jet A were installed in 1979. According to airport personnel, all of the USTs in Facility #1 were tightness tested in 1998.

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #2 were installed in 1982. It has been reported that all of the USTs in Facility #2 were tightness tested in 1998.

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #3 were installed in 1982. It has been reported that all of the USTs in Facility #3 were tightness tested in 1998.

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #4 were installed in 1985. It has been reported that all of the USTs in Facility #4 were tightness tested in 1998.

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #5 were installed in 1982. It has been reported that all of the USTs in Facility #5 were not tightness tested in 1998, as they are currently not in use.

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #6 were installed in 1982. It has been reported that all of the USTs in Facility #6 were tightness tested in 1998.

According to the current TNRCC Underground Storage Tank Registration Form, USTs located in Facility #7 were installed in 1983. It has been reported that all of the USTs in Facility #4 were tightness tested in 1998.

3.3 Facility Transfer Operations

Unleaded gasoline, aviation gasoline, and Jet A fuel are delivered to USTs in the airport fuel farm by transport trucks. The transport trucks transfer fuel to each UST by a flexible hydrocarbon resistant hose connected to the fill neck of the UST. The fuel is then allowed to empty to the UST under the influence of gravity. Tanker trucks park in the gravel driveway that runs through the fuel farm area during the fuel transfer. Facilities #1, #2, and #3 are filled from the gravel driveway on the western side of each facility, while the USTs in Facilities #4, #5, #6, and #7 are filled from the driveway on the eastern side of each facility (Figure 2).

Aviation gasoline and Jet A fuel are transferred from USTs in the fuel farm to fueling trucks, which transport the fuel to aircraft on airport property. The USTs are connected to an above ground fuel pump which is connected to the fueling truck by a flexible hydrocarbon resistant hose. Product piping from the UST to the pump is under suction, with the hose between the pump and the fuel truck under pressure. Separate pumps are utilized for each type of aircraft fuel stored at each facility. A remote dispenser transfers aviation gasoline from USTs in the fuel farm to aircraft on the tarmac. The remote dispenser is connected to the USTs by pressurized below ground piping. The hose connecting the fill nozzle to the dispenser is under pressure. The line is connected to a sensitive leak detection system.

Facility #1 contains separate pumps for Jet A fuel and aviation gasoline, which are connected to the USTs by above ground piping. A pump used for Jet A fuel is located in the southwestern corner of the facility. This pump is connected to the two 12,000 gallon Jet A fuel tanks operated by Millennium Jet Center, L.L.C. Fuel trucks using this pump park in the driveway adjacent to the southwestern corner of the facility. One pump used for Jet A fuel and one pump used for aviation gasoline are located in the northeast corner of the facility. The Jet A fuel pump is connected to the 12,000 gallon Jet A fuel tank and the 17,000 gallon Jet A fuel tank operated by Mercury Air Center, Inc. The aviation gasoline pump is connected to the two 12,000 gallon aviation gasoline tanks operated by Ari-Ben Aviator, Inc. Fueling trucks using these pumps park in the gravel driveway on the eastern side of the facility. A fuel dispenser connected by underground metal piping to the 2,000 gallon unleaded gasoline tank operated by Millennium Jet Center, L.L.C. transfers unleaded gasoline to vehicles. The fill nozzle for the unleaded gasoline dispenser is connected to the dispenser by above ground piping to allow vehicles to fuel at the northwest corner of the facility. The remote fuel dispenser located on a concrete tarmac approximately 300 ft north-northwest of the facility is connected to the two 12,000 gallon aviation gasoline tanks operated by Millennium Jet Center, L.L.C. (Figure 2, Photo 2).

Facility #2 contains separate pumps for Jet A fuel and aviation gasoline, which are connected to the USTs by above ground piping. Both pumps are located on the western portion of the facility. Fuel trucks being loaded at the facility park in the driveway adjacent to the western side of the facility.

Facility #3 contains one pump for aviation gasoline. The pump is connected to the USTs by below ground piping. The pump is located on the western corner of the facility. Fueling trucks load in the gravel driveway on the western side of the facility.

Facility #4 contains one pump for aviation gasoline. The pump is connected to the USTs by above ground piping, and is located on the eastern portion of the facility. Fueling trucks load in the gravel driveway east of the facility. Unleaded gasoline is transferred from the unleaded gasoline UST to vehicles by an above ground fuel dispenser connected to the UST by underground metal piping. Vehicles fueled by the dispenser park in the gravel drive east of the facility.

Facility #5 contains separate pumps for Jet A fuel and aviation gasoline, which are connected to the USTs by above ground piping. Both pumps are located on the eastern portion of the facility. Fueling trucks load in the gravel driveway east of the facility. A fuel dispenser connected to the UST by underground metal piping transfers unleaded gasoline from the unleaded gasoline UST to vehicles. Vehicles using the unleaded gasoline dispenser load in the driveway east of the facility.

Facility #6 contains one pump for Jet A fuel. The pump is connected to the USTs by above ground piping, and is located on the eastern portion of the facility. Fueling trucks load in the gravel driveway east of the facility.

Facility #7 contains one pump for Jet A fuel. The pump is connected to the USTs by below ground piping, and is located on the eastern portion of the facility. Fueling trucks load in the gravel driveway east of the facility.

3.4 Spill Incidents

To date, no reportable quantity spills, as defined in 40 CFR, Part 112 have occurred at any of the UST facilities in the Addison Airport fuel farm.

3.5 Assessment of Potential Spills

Releases would impact the fuel farm area in the following manner:

An underground fuel line break or a ruptured fuel tank would release gasoline or Jet A fuel to the site subsurface. Subsurface soils would be impacted.

A surface spill to the gravel drive in the fuel farm could be caused by a ruptured above ground fuel or dispenser line, fuel truck line or component, or by overfilling a fueling truck. Triggering of the on / off switches or the safety emergency shutoff switches (if available) will shut down the fuel dispensing pumps, allowing no additional fuel to leave the UST or the dispenser pumps. Transport trucks designed with compartment tanks, with the largest compartment size being approximately 4,500 gallons, could release up to 4,500 gallons in a catastrophic tank failure. A hose failure on a transport truck could release fuel at approximately 200 gallons per minute or less to the gravel drive in the fuel farm.

3.6 Facility Drainage

Surface drainage on the gravel drive west of Facilities #1, #2, and #3 (Figure 3, Photo 9) is toward a shallow drainage ditch located approximately 40 ft west of the facilities at the farthest point. A six ft chain link fence and large concrete blocks border the eastern side of the drainage ditch. The drainage ditch leads to a below ground concrete culvert, which travels southeast beneath the gravel driveway to another shallow drainage ditch. This ditch flows south, eventually emptying to the Addison Road right of way and the storm sewer system. Surface drainage on the gravel drive east of Facility #1 is toward the boundary between Addison Airport property and the Addison Road right of way. The eastern boundaries of Facilities #2 and #3 are located on the border of Addison Airport property and the Addison Road right of way. Drainage on the eastern side of these facilities is toward the Addison Road right of way.

Surface drainage on the gravel drive east of Facilities #4, #5, and #6 (Figure 3, Photo 10) is toward the boundary of Addison Airport property and the Addison Road right of way. The gravel drive also drains to the south and enters the Addison Road right of way at the south approach to the fuel farm area. Drainage on the western side of Facilities #4, #5, and #6 is toward the southwest to an inlet of a below ground concrete culvert (Photo 12, Photo 13), which drains to a shallow drainage ditch located approximately 40 ft west of Facility #7 (Photo 15). Drainage on the eastern side of Facility #7 is to the east towards the Addison Road right of way. Drainage on the western side of Facility #7 is to the west toward the drainage ditch. The drainage ditch drains to the southwest portion of airport property, where it joins a main drainage channel leading to the Addison storm sewer system (Photo 14, Photo 15).

The driveway in the fuel farm does not have an impervious cover. This allows surface water to infiltrate the soil (Photos 1, 3, and 4). No concrete curbs or other drainage controls are present between the UST installations and gravel driveway with the Addison Road right of way, although a small ridge of soil in the right of way landscaping may act as a drainage control feature. Figure 3 displays the drainage pattern for the fuel farm area.

Surface drainage from the remote aviation gasoline dispenser located north of Facility #1 (Figure 3) is toward a shallow drainage ditch located approximately 100 ft west-southwest at its nearest point. The tarmac surrounding the dispenser is constructed of concrete, which does not allow surface water to infiltrate the soil. A grassy area on the edge of the tarmac controls the runoff of surface water and drainage (Photo 2), with a slight depression in the center of the grassy area directing runoff to the drainage ditch (Photo 11). Figure 3 displays the drainage pattern for the tarmac surrounding the remote dispenser. Pictures of the remote dispenser are included in Appendix A.

Drainage ditches located near the fuel farm area gather surface runoff, and direct runoff to either the storm sewer located in the Addison Road right of way, or to the storm sewer system located in the Lindbergh Road right of way near the southern end of the airport. The storm sewer system in the Addison Road right of way drains to White Rock Creek approximately 2,000 ft east of the airport. White Rock creek runs into White Rock Lake in Dallas, Texas. The drainage ditch gathering runoff from the tarmac surrounding the remote dispenser runs west to a main drainage channel for the airport. The main drainage channel runs to the southern end of airport property where it enters the storm sewer system located in the Lindbergh Road right of way. The storm sewer drains to Rawhide Creek located approximately 3,000 feet southwest of the airport (Figure 1).

4. SPILL PREVENTION AND CONTROL MEASURES

4.1 Volume Control

Fuel volumes will be inventoried at least once each working day or twice a day if fuel is being off loaded. Control is maintained on incoming, outgoing, and static volumes on a daily basis for each fuel tank. Daily fuel logs will be kept and reconciled monthly. Inventory reconciliation and tank gauging will be conducted in accordance with the procedures specified in 30 TAC 334.50, with complete and accurate inventory control records maintained as specified in 30 TAC 334.10.

4.2 Procedures for the Receipt, Unloading and Loading of Materials

Tank truck loading/unloading procedures must meet the requirements and regulations established by the Department of Transportation. The following procedures will be followed:

- (1) A representative of the operator, who will check identification markings on the tank to ensure the correct product is being delivered, will meet tanker trucks entering the facilities.
- (2) The operator's representative will ensure that the spill containment sump valve on the tank is closed securely.
- (3) The representative of the operator will measure the fuel level in the UST with a graduated stick before and after unloading.
- (4) The driver shall park the vehicle in the unloading area and properly connect the hose attachment to the tank fill pipes.
- (5) The driver must remain with the transport throughout the off loading process.
- (6) Once the fluid has been transferred to the tank and the filling process completed, the driver must remove all hoses and attachments from the fill pipes, ensuring that fluid does not spill from them in the process.
- (7) The driver shall perform a final inventory and record the fluid volume on the inventory log sheet.
- (8) All fill pipes must be securely capped.
- (9) The driver will ensure that the outlets on the vehicle are closed properly before departing.

The following procedures will be followed for fuel truck loading and unloading:

- (1) Any fuel trucks used in loading and unloading will be inspected daily in accordance with Town of Addison Fuel Permit requirements.
- (2) A representative of the UST operator, who is properly trained in the use of the UST system, must operate fuel trucks entering the site for loading of fuel.
- (3) The operator shall park the vehicle in the loading area and properly connect the hose attachment to the fuel truck.
- (4) The operator's representative will ensure that all hose / pump connections are securely connected.
- (5) The operator's representative must remain with the fuel truck throughout the loading process.
- (6) Once the fluid has been transferred from the tank to the fuel truck, the operator's representative must remove all hoses and attachments from the fuel truck, ensuring that fluid does not spill from them in the process.
- (7) All hoses must be secured in an upright position and not allowed to spill any fluid remaining in the hose from the loading process.
- (8) The driver will ensure that the outlets/inlets on the fuel truck are closed properly before departing

4.3 Spill Prevention Equipment

The UST facilities located in the Addison Airport fuel farm area are equipped with equipment to minimize the potential of fuel releases from the UST systems. Each system is equipped differently. USTs are provided with ball floats or flow restriction devices that will automatically shut off or slow the flow into the tank when the fuel level reaches 90% of the tank capacity, or provided with an audible and visible alarm to alert the person responsible for the fuel delivery when the fuel level reaches 90% of the tank capacity. If an audible alarm system is utilized, the tank is also equipped with a valve or other device designed to automatically shut off the flow into the tank when the fuel level reaches 98% of the tank capacity. Fuel dispensers are equipped with automatic shutoff nozzles to prevent overfilling of vehicles or aircraft. Underground fuel lines are equipped with leak detection devices if they operate under pressure. USTs also are equipped with tight fill fittings and / or liquid tight sumps around fill necks. Emergency shutoffs or electrical breakers that may be utilized to shut off pumps in an emergency for each facility are located in areas with easy access. The facilities are equipped as follows:

Facility #1 – The 12,000 gallon USTs containing aviation gasoline are equipped with shut off valves. Two of these USTs have product piping which operate under pressure and are equipped with line leak detectors. The three 12,000 gallon USTs containing Jet A fuel are equipped with flow restrictor valves. One of these USTs is also equipped with an audible and visible level alarm and shut off valve. The 17,000 gallon UST containing Jet A fuel is equipped with a flow restrictor valve, audible and visible level alarm and shut off valve. The 2,000 gallon UST containing unleaded gasoline is equipped with a shut off valve and the gasoline dispenser connected to it has an automatic shutoff nozzle. The 1,000 gallon sump tanks are out of service and have not been provided with any spill prevention equipment. All USTs in the facility, with the exception of the 1,000 gallon sump tanks, are fitted with tight fill fittings and spill containment / liquid tight sumps. The pumps located in the northeastern corner of the facility have an emergency shutoff switch located on their pump control panel. The pump located in the southwestern corner of the facility does not have an emergency shutoff switch. Electrical breakers for all of the USTs in this facility are located approximately 15 ft east in a breaker box attached to the electrical service pole. The emergency shutoff switch for the remote dispenser is located adjacent to the fueling building located approximately 50 ft south of the dispenser. *Remote Dispenser*

Facility #2 – All USTs are equipped with an audible and visible level alarm and either shut off valves or flow restrictors. All USTs in the facility are fitted with tight fill fittings. Both fuel pumps located at the facility are equipped with emergency shutoff switches on their control panels. Electrical breakers for all of the USTs in this facility are located at the northeastern corner of the facility in a breaker box attached to the electrical service pole.

Facility #3 - All USTs in this facility are equipped with shut off valves or flow restrictors. All USTs in the facility are fitted with tight fill fittings and spill containment / liquid tight sumps. No emergency shutoff switches are located on the control panel for the pump, although electrical breakers for all of the USTs in this facility are located at the northeastern corner of Facility #2 in a breaker box attached to the electrical service pole.

Facility #4 – The 12,000 gallon USTs containing aviation gasoline are equipped with flow restrictor valves. The 4,000 gallon UST containing unleaded gasoline is equipped with a shut off valve and the gasoline dispenser connected to it has an automatic shutoff nozzle. No emergency shutoff switches are located on the control panel for the pump, although electrical breakers for all of the USTs in this facility are located 15 ft east of the facility in a breaker box attached to the electrical service pole.

Facility #5 – The USTs in the facility are not equipped with spill prevention devices. No emergency shutoff switches are located on the control panel for the pump, although electrical breakers for all of the USTs in this facility are located 15 ft east of the facility in a breaker box attached to the electrical service pole. The USTs located in this facility are not currently in use and will require upgrades to meet current EPA and TNRCC regulations prior to returning to service.

Facility #6 – Both USTs in this facility are equipped with shut off valves. Both USTs in the facility are fitted with tight fill fittings and spill containment / liquid tight sumps. No emergency shutoff switches are located on the control panel for the pump, although electrical breakers for all of the USTs in this facility are located 15 ft east of the facility in a breaker box attached to the electrical service pole.

Facility #7 – Both USTs in this facility are equipped with shut off valves. Both USTs in the facility are fitted with tight fill fittings and spill containment / liquid tight sumps. No emergency shutoff switches are located on the control panel for the pump, although electrical breakers for the USTs in this facility are located immediately south of the facility in a breaker box attached to the electrical service pole.

4.4 Preventive Maintenance Inspection of Fuel Storage/Dispensing Facilities

Each operator's maintenance personnel shall conduct a preventive maintenance inspection (PMI) on the UST facilities daily. Pumps, dispensers, piping, valves, and tanks shall be inspected for proper working order and leaks. This includes, among other things, the visual inspection of all accessible piping and dispensing equipment in the UST systems. The personnel conducting the PMI will notify their supervisor about any problems identified in order to make repairs to any equipment as soon as possible.

4.5 Spill Prevention Inspection

Each operator on a monthly basis will perform a spill prevention inspection. Appendix B contains a Spill Prevention Checklist to assist in the inspections. The completed checklist shall be filed as part of the Spill Management records.

4.6 Employee Training in Spill Prevention and Response

Operator personnel involved in fueling operations will be instructed in the operation and maintenance of equipment and applicable pollution control laws, rules, and regulations to prevent the discharge of oil/fuel. If personnel responsible for fueling equipment have not been instructed as described above, they may not operate fueling equipment. This training must be provided initially for all personnel involved in fueling operations, and will be updated on an annual basis to apprise personnel of changes that have occurred in the past year. New personnel involved in fueling operations who have not had the initial training will be provided with this training prior to taking part in fueling operations.

Each operator will also designate a person who will conduct spill prevention briefings at least twice per year for all employees who are involved with handling, receipt, storage, and/or cleanup of oil/fuel. These briefings will be used to explain the SPCC Plan and also describe known spill events or failures, malfunctioning components, recently developed precautionary measures, changes in relevant regulations, and spill response actions and equipment. The SPCC Plan will be updated as necessary and a copy will be kept at each UST facility.

Operators will also maintain documentation of training sessions and briefings conducted in association with the SPCC Plan for at least three years.

4.7 Testing and Inspection Procedures

USTs in each facility will be tightness tested annually in accordance with federal, state, and local regulations. Testing documentation and records will be kept on file with each UST facility operator for at least three years.

All personnel associated with the operation of the UST facilities in the Addison Airport fuel farm shall be trained in the inspection of UST equipment. Operator management shall be notified if deficiencies are observed, so that those may be addressed.

4.8 Security

A chain link security fence with locking gates encloses each UST facility. Fuel dispensing equipment at each facility is located inside the security fences. All control panels associated with dispensing equipment are also located inside the security fences, with additional locking on / off switches provided for additional security. Each facility is accessible for fuel dispensing 24 hours a day by authorized operator personnel. When the facilities are not in use, the power to the dispensing equipment will be turned off, with all locking mechanisms locked in the off position and the gates on the security fence locked shut. If emergency shutoff switches are not located on pump control panels, electrical breakers inside the electrical breaker panels may be used as an emergency shutoff. Breaker panels for all facilities are located outside the security fences. A six foot chain link security fence surrounds the tarmac where the remote dispenser is located. The tarmac and dispenser is accessible through an unmanned security gate with an automated security system. The emergency shutoff switch for the remote dispenser is located adjacent to the fueling building located approximately 50 ft south of the dispenser. Facility lighting is sufficient for discovery of spills occurring during hours of darkness and to minimize vandalism.

5. OIL/FUEL SPILL CONTINGENCY PLAN

This section contains the Oil/Fuel Spill Contingency Plan for the UST facilities located in the fuel farm area at Addison Airport in Dallas, Texas. The plan is designed to assist operator personnel and contractors in responding rapidly and effectively to fuel spills that may result from operations of the UST facilities.

5.1 Spill Containment Equipment

Hydrocarbon absorbent booms, socks, and pads will be stored at the fuel farm area in sufficient quantity to contain or prevent fuel spills from entering storm water inlets. The materials stored will be of sufficient size to cover storm water inlets that might be threatened in the event of a spill, or stop the spill in route to the storm water inlet.

Spill containment materials will be stored in small fenced compounds located in the common areas and will be available for use by all UST operators. The first compound is located at the northern end of Facility #2, and the second is located at the southern edge of Facility #6 (Figure 2). As these materials are for use by all operators, the initial cost of these materials will be shared equally by the UST operators. The operators, at their cost, will replenish any spill containment materials used in spill response.

5.2 Notification

In the event of a fuel spill at any of the UST facilities or at the remote fuel dispenser, the operator's on-scene personnel will immediately notify their supervisor. The supervisor will be notified of all petroleum spills, regardless of the spill size. If a spill cannot be immediately stopped, controlled, or contained by merely closing a valve or shutting down a pump, the next action to be taken by anyone discovering the spill is to evacuate all personnel not involved in cleanup of the spill from the immediate vicinity of the spill.

If the spill is less than five (5) gallons and it is contained on asphalt or concrete pavement, without any part of the spill entering drainage or storm sewer, pipes or ditches, notification of airport management is not required. However, cleanup of the spill is required. If the spill is greater than five (5) gallons, enters a storm sewer, moves off the property, or is on an area not covered by asphalt or concrete pavement, the operator will immediately notify the Addison Fire Department and airport management.

The operator responsible for the spill should notify the following people or departments:

- Airport Management
- Addison Fire Department in the event of a fire or if the spill is greater than 5 gallons, has a potential of migrating offsite, enters a storm sewer, or is on an area not covered by asphalt or concrete pavement.
- Local spill contractor if needed.
- Tank draining contractor if needed.
- Fuel Facility equipment repair contractor if needed.
- Electrician if needed.
- Operator's Environmental Consultant.

The operator responsible for the spill will notify the Texas Natural Resources Conservation Commission (TNRCC) within twenty-four (24) hours of the spill incident as required if the spill is over 25 gallons in volume.

5.3 Spill Response Organization

The on scene personnel for the operator will contact their supervisor. To ensure appropriate response to spills, the supervisor will assign a person or persons to perform his role in his absence. This person shall have the same responsibilities as the supervisor for implementing this SPCC Plan.

The supervisor will:

- Determine the cause or source of the spill and ensure that immediate response actions to stop the leak and control the spill have been, or are being, taken.
- Determine the spill size and assess hazard to personnel, buildings, and environment.
- Evacuate all non-essential personnel if necessary.
- Initiate oil/fuel containment action with the required manpower, equipment, and materials in accordance with the Response Action outlined below.

- Notify the Addison Fire Department in the event of a fire or if the spill is greater than 5 gallons, has a potential of migrating offsite, enters a storm sewer, or is on an area not covered by asphalt or concrete pavement.
- Notify Airport Management.
- Ensure that there is no smoking in the area of the spill.
- Alert neighbors if personal danger is possible or if the spill is not totally contained on the facility's property.
- Initiate cleanup and removal operations in accordance with the Response Action outlined below.
- Maintain a chronological log of events and communication during the spill incident, containment, and cleanup. Record times, names, conversations, instructions given and instructions received.
- Take photographs of the spill containment and cleanup activities.

5.4 Response Action

In the event of an oil/fuel spill at the UST facilities, the operator's personnel at the facility should take the following immediate response actions:

- Stop the leak, if possible (Emergency shut-off switch, closing valves, etc.).
- Call the Fire Department if appropriate.
- Evacuate non-essential personnel.
- Construct a dam around the spill using dry absorbent material or any other material available to prevent the spill from impacting adjacent properties, storm sewer, etc.
- Place plastic liners, containment booms or pillows over any of the storm sewer inlets in the pathway of the release.
- Prevent traffic from entering the spill area.
- Control access to the spill site.
- Ensure that no ignition sources are present or allowed into the spill area.

- Arrange with the environmental consultant for proper disposal of recovered product and obtain permits, as required.

5.5 Cleanup

If operator personnel cannot effectively perform a timely and thorough cleanup, an outside contractor will be called. The operator's environmental consultant should also be contacted for the collection of any soil or groundwater samples needed to confirm cleanup of the spill, and to assist in the proper characterization and handling of any wastes produced by cleanup activities. Contractor contact phone numbers are listed in Appendix E at the end of the Plan. The list of available contractors should be updated annually.

5.6 Documentation

Documentation of the spill incident is the responsibility of the operator and will include:

- Chronological log of events and communication during the incident.
- Description of response actions and their effectiveness.
- Photographs of the incident.
- Completion of the attached incident report (Appendix D).

5.7 Information to be Supplied and Recorded

A written record of all pertinent information given to the local, state, and federal agencies, and the agency responses are to be retained by the operator. The following must be included:

- Name, address, location, and telephone number of the Facility.
- Name, title, and telephone number of the person reporting the spill.
- Spill location within the Facility.
- Material spilled.
- Volume/quantity of spill.
- Action taken for containment and cleanup.
- Bodies of water/streams involved and the extent of actual/potential pollution.

- Alternate Facility contacts.
- A chronology of events occurred, including actions taken and explanations.

FIGURES

Figure 1 - USGS 7.5 Minute Addison, Texas Quadrangle

Figure 2 - Site Map

Figure 3 - Site Map Illustrating Site Drainage

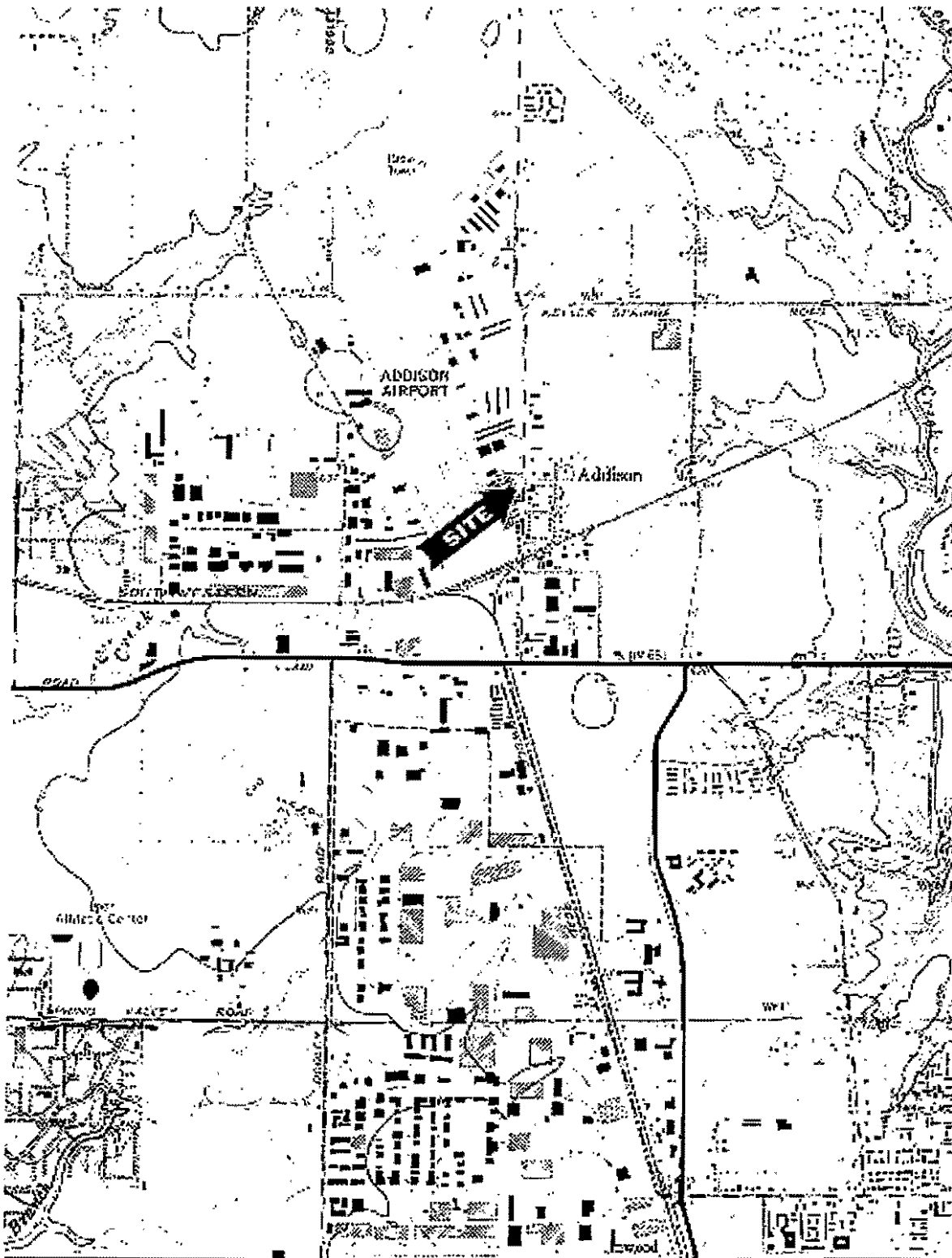
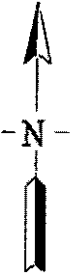


FIGURE 1. U.S.G.S. (7.5 MINUTE 1981) ADDISON, TX QUADRANGLE SHOWING TOPOGRAPHY, DRAINAGE, AND LAND USE IN THE VICINITY OF THE ADDISON AIRPORT FUEL FARM AREA, ROSCOE TURNER STREET @ ADDISON ROAD, DALLAS, TEXAS.



EA ENGINEERING,
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TECHNOLOGY, INC.

APPENDIX A
PHOTOGRAPHS

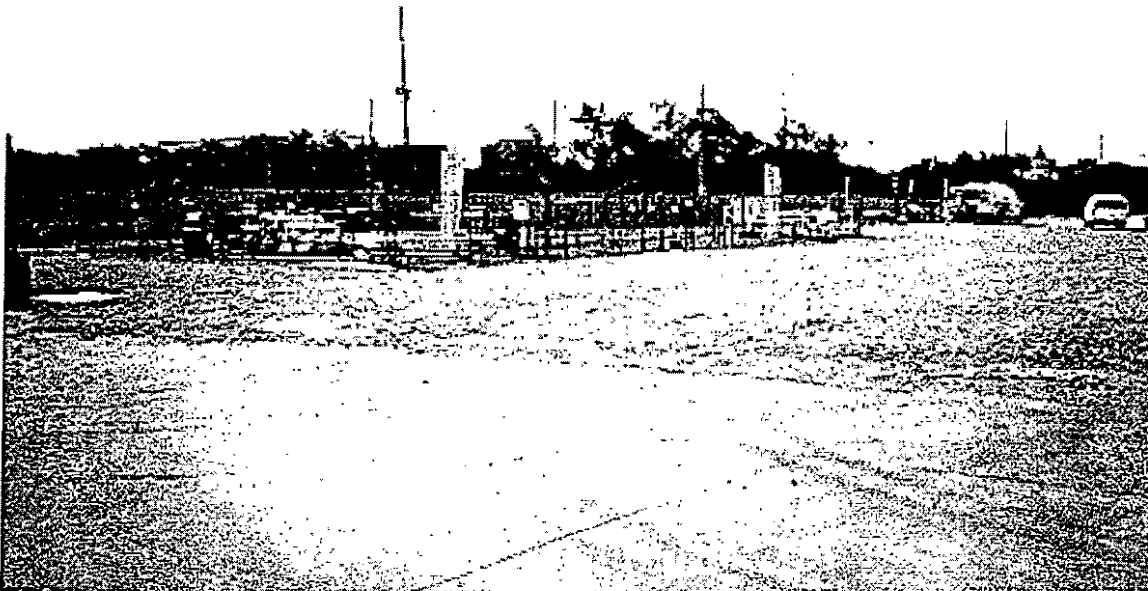


Photo 1: View of UST Facility #1. Fuel pumps are located in northeast and southwest corners, with the unleaded gasoline dispenser located on northern end of facility. Emergency shut off is located in electrical breaker box on power pole east of facility. View is to the southeast.



Photo 2: View of remote dispenser located on tarmac north of Facility #1. Emergency shutoff for dispenser located on control panel east of small building located in background. View is to the south.

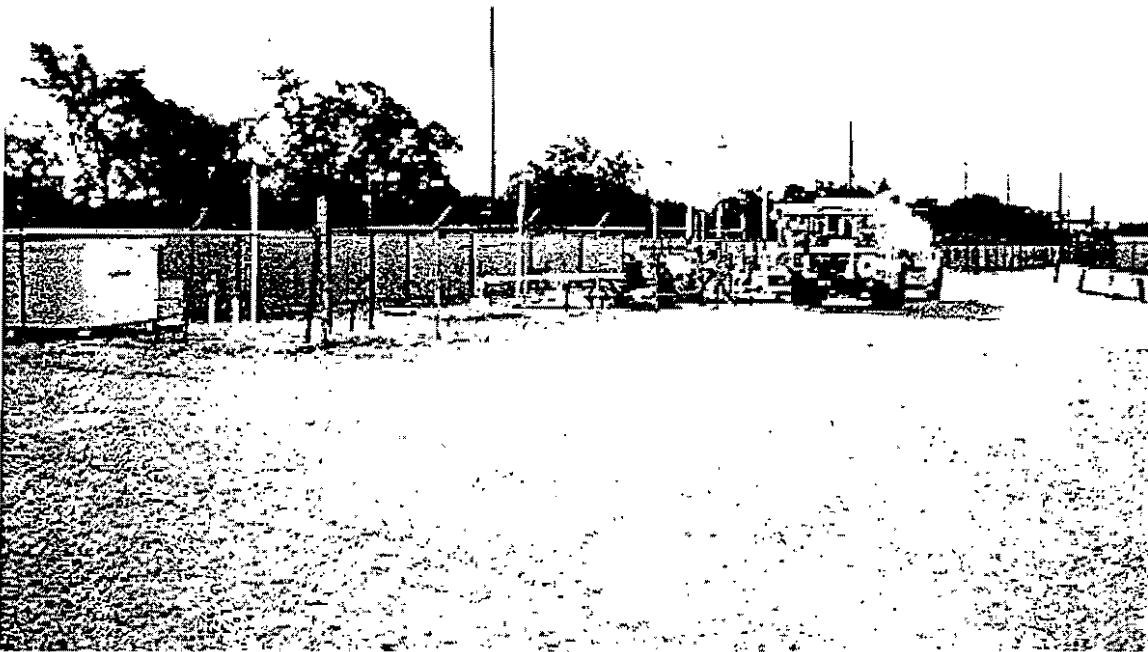


Photo 3: View of Facility #2. Fuel pump located on western side of the facility. Emergency shut off are located on pump control panels inside fence and in electrical breaker box on power pole located at the northeastern corner of facility (not shown).



Photo 4: View of Facility #3. Fuel pump is located on the western side of facility. Emergency shut off is located in electrical breaker box on power pole located at the northeastern corner of Facility #2 (not shown).



Photo 5: View of Facility #4. Fuel pump and unleaded gasoline dispenser are located on eastern side of the facility. Emergency shut off is located in breaker box on power pole located on eastern side of driveway, east of the facility (not shown). View is to the east.



Photo 6: View of Facility #5. Fuel pump is located on the eastern side of the facility. Emergency shut off is located in the electrical breaker box on power pole located on eastern side of driveway, east of the facility (not shown). View is to the east.

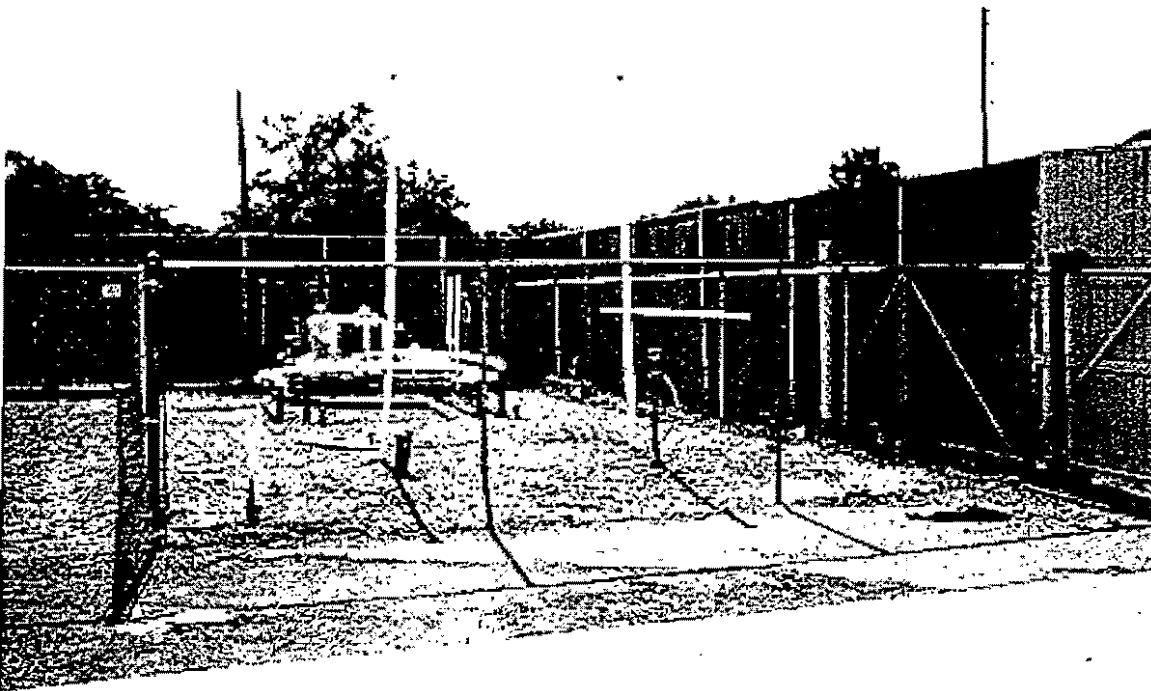


Photo 7: View of Facility #6. Fuel pump is located on the eastern side of the facility. Emergency shut off is located in the electrical breaker box on power pole located on eastern side of driveway, east of the facility (not shown). View is to the east.

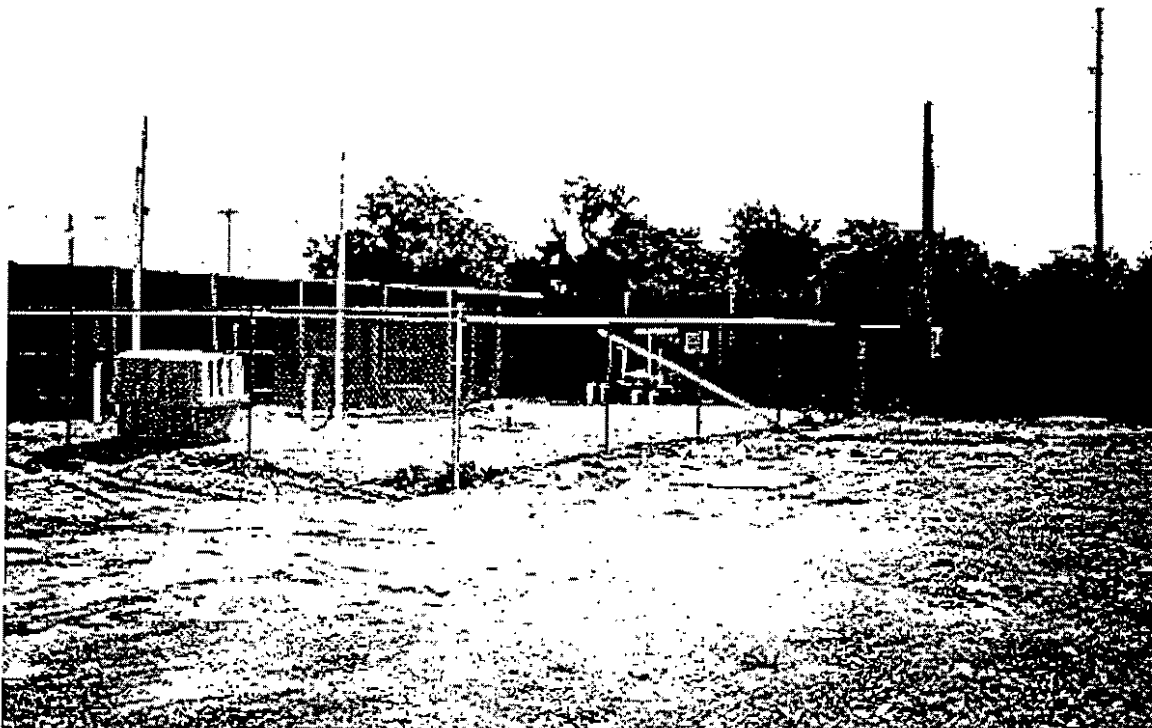


Photo 8: View of Facility #7. Fuel pump is located on the eastern side of the facility. Emergency shut off is located in the electrical breaker box on power pole located at the southeastern corner of the facility. View is to the northeast.



Photo 9: View of drainage ditch located west of Facilities #1, #2, and #3. The ditch flows to another drainage ditch located along the Addison Road right of way south of Facilities #2 and #3, and east of Facilities #4, #5, and #6. View is to the south.



Photo 10: View of gravel drive and drainage ditch located adjacent to Addison Road right of way. Ditch is located south of Facilities #2 & #3, and east of Facilities #4, #5, and #6. The ditch flows south to the Addison Road right of way. The ditch is connected to the drainage ditch located to the west of Facilities #1, #2, and #3. View is to the south. Note: Emergency shutoffs for Facilities #4, #5, and #6 located on power poles on east side of gravel drive.



Photo 11: View of drainage ditch located west of remote dispenser. The ditch drains to a main drainage channel that flows to the southern end of the airport and enters the storm sewer system in the Lindberg Road right of way. View is to the west.

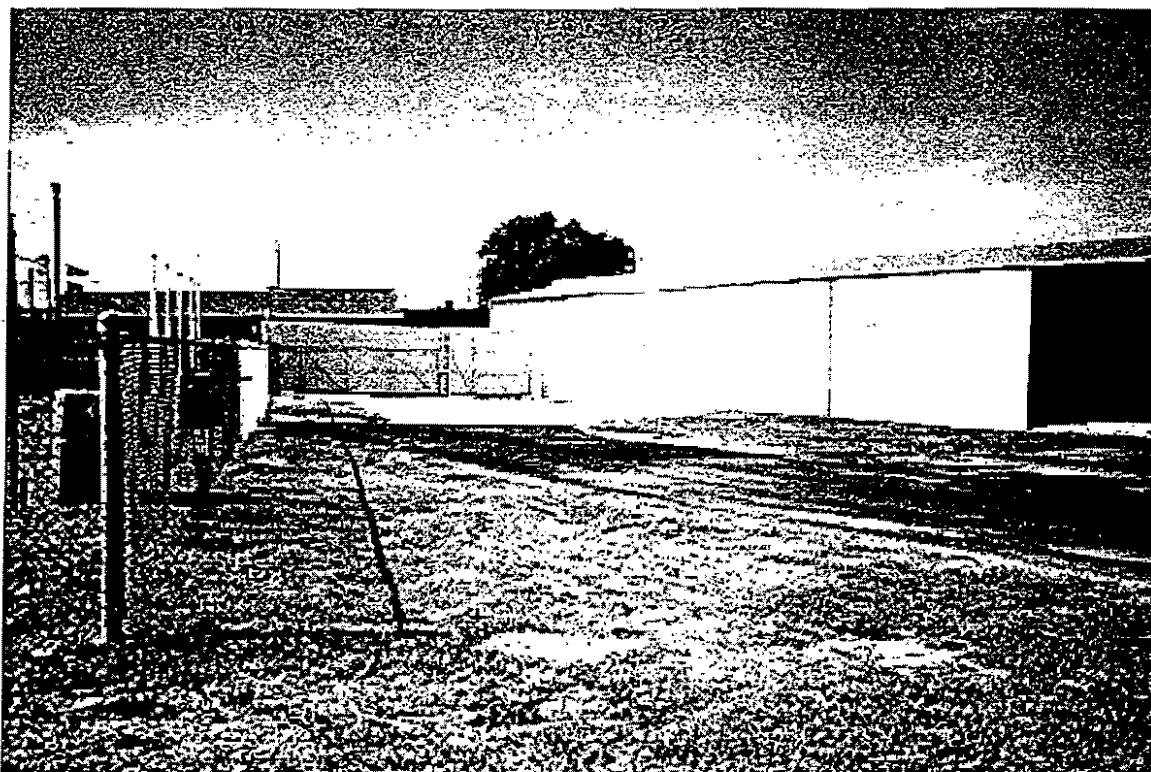


Photo 12: View of low area located west of Facilities #4, #5, and #6. This area drains to the entrance of a concrete culvert on the west side of the fence shown in the background of the photo. The culvert drains to a drainage ditch located west of Facility #7. View is to the south.

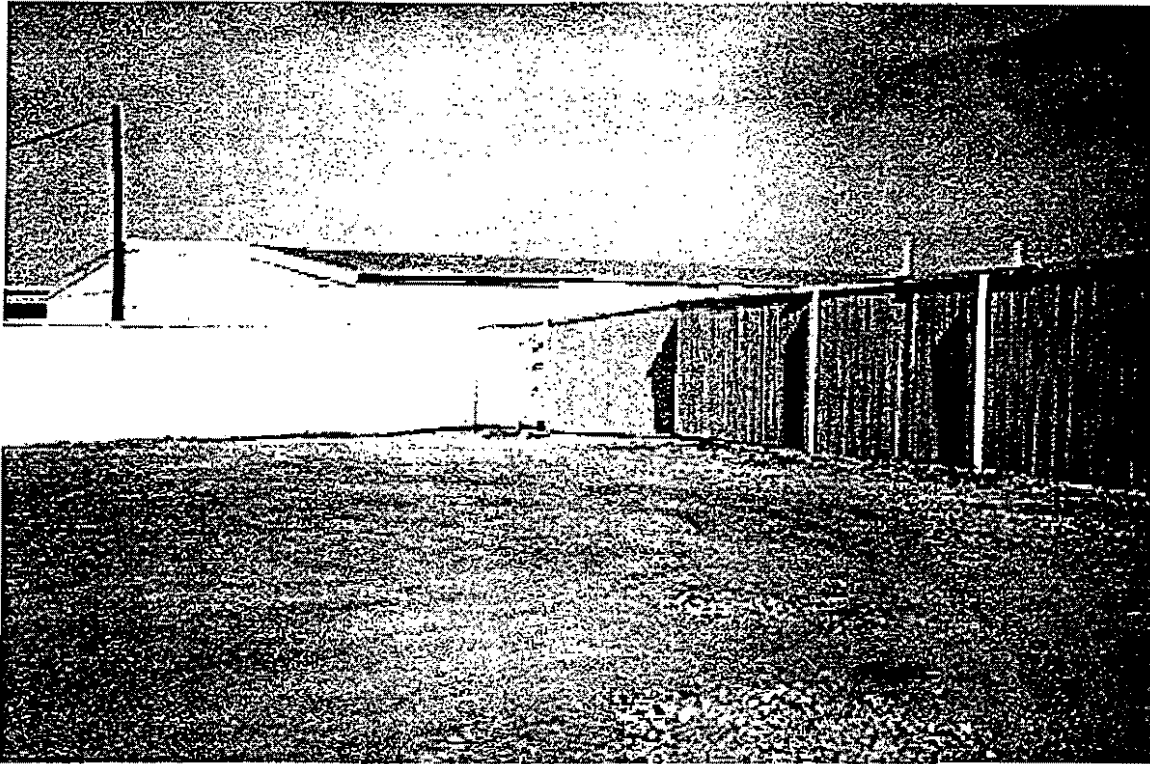


Photo 13: View of area that receives drainage from low area west of Facilities #4, #5, and #6. The concrete culvert entrance is located inside the fenced storage area on the left portion of the photo. The culvert drains to drainage ditch located west of Facility #7. View is to the northwest.



Photo 14: View of drainage ditch located west of Facility #7. The ditch receives drainage from the area surrounding the facility as well as from a culvert that drains the area west of Facilities #4, #5, and #6. The ditch flows west to another drainage ditch. View is to the west.



Photo 15: View of drainage ditch that receives flow from ditch located west of Facility #7. The ditch flows to the southern end of airport property and enters the storm sewer system located in the Lindberg Road right of way. View is to the south.

APPENDIX B

SPILL PREVENTION INSPECTION CHECKLIST

SPILL PREVENTION CHECKLIST

The following should be inspected on a monthly basis:

Containment Equipment	Date of Inspection	Initials of Inspector	Action Needed	Action Taken
Pumps				
Valves				
Piping				
Absorbent Materials				
Facility Drainage Access				
Evidence of Spills/Leaks				
Tank Areas				
Hoses				
Signs				
Caps/Vents				
Dispensers				
Pad Areas				
Tanks				
Piping				
Valves				
Fittings				
Pumps				

APPENDIX C

SAFETY MANUAL

SPILLAGE CLEAN-UP AND DISPOSAL PROCEDURE

HAZARDOUS MATERIALS Spillage and Clean-Up and Disposal

- PURPOSE** To describe the action to be taken to clean up and dispose of spills of light and heavy petroleum products.
- GENERAL** All spills of light or heavy petroleum products whether large or small must be contained immediately and the proper authorities must be notified.
- LIGHT OILS** Light oil products are generally vehicle and aviation gasoline, kerosene, diesel fuel, Jet A fuel, and fuel additives.
- If the spill is not too large, an absorbent material can be used. (Due to the rapid rate of evaporation of gasoline, small spills will usually evaporate/dissipate.)
- After the spill is absorbed, the contaminated absorbent material must be placed in a 4 mil., or heavier, plastic bag. These bags must then be disposed of at a state approved hazardous waste Facility, according to the EPA Small Generator Law.
- If the spill is large and enters a separator system or dry wells, contact a clean-up agency that has vacuum equipped trucks for removal and disposal.
- HEAVY OILS** Included in this category are lube oils and #6 heating oil used in boilers.
- These products are to be picked up by using an ADSORBENT material. Adsorbent means the product does not absorb, but clings to the material used which is hydrophobic polyfilm (looks like cheerleader "pom poms").
- After adsorbing the product, the contaminated adsorbent material must be placed in containers, pails, tanks, drums, etc., or in 4 mil. or heavier plastic bags. This must be done immediately after use or the hazardous material will release from the adsorbent material and create a larger spill.
- Disposal of the contaminated adsorbent materials must be handled the same as the contaminated absorbent materials described above.

APPENDIX D
SPILL INCIDENT REPORT

SPILL INCIDENT REPORT

DESCRIBE INCIDENT: (Include all facts relating to the cause of the incident; stopping, containing and clean-up of spill, and contacts/conversations with outside agencies.)

INCIDENT DATE: _____ TIME: _____

REPORT DATE: _____ TIME: _____

FACILITY NAME: _____ DISTRICT: _____

ADDRESS: (street, county, state) _____

PERSON REPORTING: _____ PHONE: _____

MGR. IN CHARGE AT SCENE: _____ PHONE: _____

STORAGE CAPACITY

(IN GALLONS) Gasoline _____ AvGas _____

Jet A _____ Other _____

PRODUCT SPILLED: _____ APPROX. GALLONS: _____

TOPPED DATE: _____ TIME: _____

How Discovered: _____

Extent of actual or potential water pollution: _____

Nearest body of water or tributary: _____ Distance: _____

Any part of spill enter drainage or sanitary sewers, pipes or ditches? _____

Spill contained on premises? _____

Spill contained on an asphalt or concrete pavement area? _____

TNRCC NOTIFICATION INFORMATION

CONTRACTORS, Federal/State/County/City Agencies notified of incident: _____

CONTRACTOR/AGENCY REPRESENTATIVE: _____

DATE: _____

PHONE: _____

Extent of injuries, if any: _____

Steps being taken or proposed to contain and clean up spill: _____

Possible hazards to human health or the environment: _____

APPENDIX E

EMERGENCY TELEPHONE NUMBERS

EMERGENCY NOTIFICATION TELEPHONE NUMBERS

TITLE	NAME	TELEPHONE
AATI Director of Operations and Maintenance	Zane Ryan, Brandon Griesel	(972) 248-7733
Fire Department	Addison Fire Department	911
Tank Draining Company	U.S. Filter	(214) 637-6264
Tank Draining Company	Cactus Vac Truck Service	(972) 446-0200
Environmental Protection Agency		(214) 665-2222
National Response Center		(800) 424-8802
Texas Natural Resources Conservation Commission		(817) 469-6750



**ADDISON MUNICIPAL AIRPORT STORM WATER POLLUTION
PREVENTION PLAN (SWPPP)**

Prepared for:

Addison Municipal Airport
Addison, Texas

August 1998

Prepared by:

EA Engineering, Science and Technology
1420 Valwood Parkway, Suite 170
Carrollton, Texas 75006

Addison Municipal Airport Storm Water Pollution Prevention Plan (SWPPP)

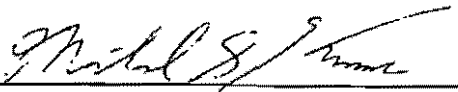
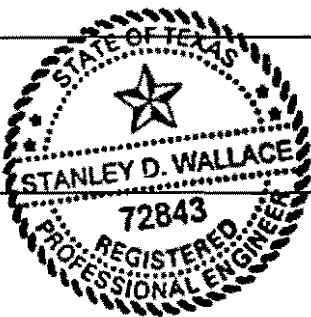
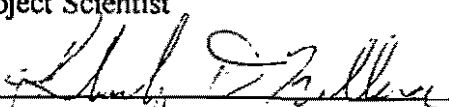
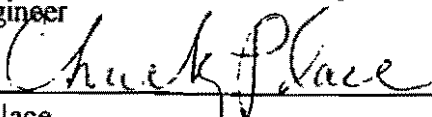
August, 1998

Prepared for:

Addison Municipal Airport

Prepared by:

EA Engineering, Science, and Technology, Inc.
1420 Valwood Parkway
Suite 170
Carrollton, Texas 75006
(972) 484-1420

 _____ Michael Krause Project Scientist		8/19/98 _____ Date
 _____ Stanley D. Wallace, P.E. Senior Engineer		8/19/98 _____ Date
 _____ Chuck J. Place Project Manager		8/19/98 _____ Date

**ADDISON MUNICIPAL AIRPORT
SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN
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Table 2 Potential Pollutant Sources and Site-Specific Best Management Practices
Table 3 Summary of Exposed Materials Identified During Facility Inspections

FIGURES

Figure 1 – Airport Layout Plan
Figure 2 - Site Drainage

APPENDICES

Appendix A – Inspection Checklist

STORM WATER POLLUTION PREVENTION PLAN

1. INTRODUCTION

1.1 Purpose

This Storm Water Pollution Prevention Plan (SWPPP) has been prepared in response to requirements of the U.S. Environmental Protection Agency (EPA) final National Pollutant Discharge Elimination System Storm Water Multi-Sector General Permit for Industrial Activities (multi-sector permit). The final permit is contained in 60 FR 51109-51319. Addison Municipal Airport has obtained a multi-sector general permit from the EPA for storm water discharges. Most of the tenants at the airport have submitted Notice of Intents (NOIs) to be co-permittees on this permit.

Dischargers subject to the multi-sector permit are required to prepare and implement a SWPPP. The objectives of this SWPPP are to (1) identify potential sources of pollution that may reasonably be expected to affect the quality of storm water discharges associated with industrial activity, (2) describe and ensure the implementation of practices that are used to reduce the pollutants in storm water discharges associated with industrial activity, and (3) ensure compliance with regulatory requirements.

1.2 Site Description

Addison Municipal Airport is located twelve miles north of downtown Dallas. The airport is one of the busiest general aviation airports in the country, averaging over 160,000 takeoffs and landings per year on a single runway.

The airport is aligned along a north/south transect, paralleling Addison Road to the east and Midway Road to the west. The total area of the airport is approximately 365 acres, of which approximately eighty percent is covered by impervious surfaces (either buildings or pavement). A site map showing the overall airport layout and the locations of the tenants are shown on Figure 1.

1.3 Plan Availability

A copy of the SWPPP will be maintained by each multi-sector permit copermittee. The plan will be maintained for a minimum of one year after the permit expires.

1.4 Plan Review and Amendment

This plan will be reviewed annually by the Pollution Prevention Team. The plan will be amended whenever there is a change in operation, maintenance or construction at the airport. The plan will be amended to identify changes in tenants.

1.5 Comprehensive Site Compliance Evaluation

It is a requirement of the permit that a comprehensive compliance evaluation of the facility be conducted once per year (Part XI.S.3.(4)) This evaluation provides a basis for assessing the overall effectiveness of this SWPPP and is to be used to verify that the SWPPP is accurate or that it needs to be updated to reflect current conditions. The facility will be inspected to include the following:

- Assessment of good housekeeping practices;
- Areas identified for preventive maintenance and routine inspection;
- Storm water drainage areas for evidence of pollutants entering the drainage system;
- Visual inspection of storm water outfalls for color, foam, outfall staining, visible sheens, and dry weather flow;
- Evaluation of the effectiveness of measures to reduce pollutant loadings and whether additional measures are needed;
- Evaluation of structural measures, sediment controls, and other storm water management practices to ensure effective operation; and
- Equipment needed to implement the SWPPP, such as spill response equipment.

A report summarizing the scope of the evaluation, personnel making the evaluation, the date(s) of the evaluation, major observations relating to the implementation of the SWPPP, and corrective actions taken as described in the preceding paragraph shall be made and retained as part of the SWPPP for at least 3 years from the date of the evaluation. The report shall identify any incidents of noncompliance. If no incidents of noncompliance are noted the report shall contain a certification that the facility is in compliance with the SWPPP and the permit. The certification shall be signed by a responsible corporate officer of the airport and shall contain the following certification:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

If required, the SWPPP must be revised as needed within two weeks of the inspection. Any necessary changes must be implemented within twelve weeks of the inspection (Part XI.S.3.(4)(b)).

2. POLLUTION PREVENTION TEAM

Mr. Greg Wulfers is the Assistant Director of Operations. His pollution prevention responsibilities include coordinating plan development and implementation; coordinating training programs; noting tenant and/or activity changes; conducting site inspections; maintaining records and inspection reports; and revising the SWPPP as needed.

Each tenant shall identify a person who will be responsible for implementing the SWPPP for their respective facility.

EA Engineering, Science and Technology completed the site assessment and prepared the plan under the direction of AATI. EA will provide support as requested by AATI. Mr. Stan Wallace, P.E. will serve as the point of contact for EA.

3. SITE ASSESSMENT

3.1 Drainage

Surface water runoff from Addison Municipal Airport is collected in storm drains and ditches located around the airport. The storm sewer system is owned and operated by the Town of Addison. Discharges from the airport storm sewers eventually drain into one of three creeks: Hutton Branch in Carrollton, Rawhide Creek in Farmers Branch, or White Rock Creek in Dallas.

The drainage areas on the airport, along with the airport inflows and outfalls are shown on attached Figure 1. The majority of the airport drains to the outfall located on the western side of the airport. Water from the grassy northern area, the eastern developed area north of Taxiway U, the runway and taxiways north of Taxiway E, and the western developed area north of Taxiway E (off airport activities) all drain to this outfall. After leaving the airport property this water runs into Hutton Branch approximately three miles west of the airport. This area receives offsite inflow on the north side of the airport and on the northeast side. Approximately 49% of this drainage area is impervious.

Drainage from the southern part of the airport is collected in storm drains which discharge to surface ditches located southeast and southwest of the runway. These surface ditches convey stormwater off of the airport property to the south. This drainage eventually ends up in Rawhide Creek approximately 3,000 ft southwest of the airport. This area drains the south end of the runway, the tenants south of Airport Parkway (except for the Fire Department), and off airport activities located west of Taxiway B. Approximately 54% of this drainage area is impervious.

Water from the eastern side of the airport between Taxiways E and U runs east via surface drainage to Addison Road where it is collected in the storm drains and conveyed to White Rock Creek approximately 2,000 ft east of the airport. Approximately 84% of this drainage area is impervious.

A small area on the western side of the airport (Co-op Hangars A, B, and C) drains via surface drainage offsite where it is collected in the Addison storm sewer system and conveyed to Rawhide Creek. Approximately 100% of this drainage area is impervious.

3.2 Non-Stormwater Discharge

A drainage study was conducted at the airport in January 1998 to determine if the floor drains in the hangars were connected to the storm or sanitary sewer systems. It was determined that most of the drains were collected to the sanitary sewer. However, drains from the following facilities were determined to be connected to the storm sewer:

<u>Tenant</u>	<u>Location on Site Map</u>
Classic Aviation	Building # 16A on site map
R. Stern (ADS Aircraft)	Building # 23 on site map
AATI Maintenance Shop	Building #12 on site map
T-Hangar (City)	Building #19 on site map

The outfalls from the storm drains were inspected on 15 May 1998. The southwest outfall was dry. The southeast outfall had a small flow. The reason for this dry weather flow was not determined. Once all of the floor drains have been plugged or routed to the sanitary sewer this flow should be investigated again. Additionally, a significant flow was observed from the west outfall, however, significant inflows to the airport were observed on both the north and east sides of the airport that lead to this outfall. These inflows from outside the airport property are probably the source of the dry weather flow from the airport.

The following are typically allowable non-storm water discharges:

- Discharges from fire fighting activities
- Fire hydrant flushings
- Potable water sources including waterline flushings
- Irrigation drainage
- Lawn watering
- Uncontaminated ground water
- Foundation or footing drains where flows are not contaminated with process materials
- Discharges from springs
- Routine exterior building washdown which does not use detergents or other compounds
- Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred and where detergents are not used
- Air-conditioning condensate

3.3 Significant Spills and Leaks

During a previous investigation of the airport, Camp, Dresser, and McKee identified spills that had been reported at the airport. This spills are summarized in Table 1.

4. SITE INSPECTIONS

4.1 Methodology

In late 1997/early 1998 questionnaires were distributed to the airport tenants. These questionnaires requested information about the facility operations, potential pollutant sources and existing best management practices (BMPs). The information from these questionnaires was used as a basis for on-site inspections.

Between May 26 through 29, 1998 the tenant facilities at the airport were inspected by personnel from Addison Airport of Texas, Inc. (AATI) and EA Engineering, Science and Technology (EA). The purposes of this inspection were to (1) identify what activities the tenants were performing, (2) identify where these activities were being conducted, (3) identify potential pollution causing activities, and (4) identify material stored or used on-site. Inspection results were recorded on a standardized checklist and were provided to AATI under a separate cover. A blank copy of the checklist used is included in Appendix A.

4.2 Potential Pollution Causing Activities

The following activities occurring at Addison Municipal Airport were identified as potentially causing storm water pollution:

- 4.2.1 **Aircraft and vehicle fueling.** Fueling at Addison Municipal Airport is conducted primarily via fuel trucks. Several of the tenants operate fuel trucks that load fuel from the underground storage tanks and transport it to the aircraft. Fueling is conducted outdoors due to fire code requirements and is conducted by most of the hangars on the airport. A single self service fuel pump is located just north of the fuel farm location on the east side of the airport. Aircraft fueling could potentially release fuels due to spills and leaks that happen during fuel delivery, spills caused by topping off tanks, or by overfills or accidents involving the fuel truck or airplane. Some of the operators provide fuel for ground vehicles, which has similar storm water contamination potential.
- 4.2.2 **Aircraft, vehicle and equipment maintenance.** The majority of the tenants at the airport perform maintenance on aircraft and/or aircraft components. Many of the tenants perform maintenance on their own vehicles and equipment. Many activities associated with aircraft maintenance can generate wastes that could possibly contaminate storm water if not properly handled. During engine repair and service, parts may be cleaned using solvents or degreasers; fuel, oil or other materials may be spilled during the replacement of fluids; fluids may drip from parked aircraft; greasy rags, oil filters, air filters, batteries, and waste coolant, oil, degreasers, etc. are generated.

-
- 4.2.3 Aircraft painting.** One tenant, Omniflight, had a large paint booth in their facility. Other tenants had smaller paint booths. Painting operations can contaminate storm water during painting and paint removal, sanding or paint stripping or due to spilled paint or paint thinner.
- 4.2.4 Aircraft and vehicle washing.** Several tenants indicated that they washed or had aircraft washed at their facilities. Vehicles were observed being washed during the inspection. Wash water can contain high concentrations of oil and grease, phosphates, and high suspended solid loads (these and other potentially harmful substances can pollute storm water when deposited on the ground where they can be picked up by rainfall runoff). Washwater is considered a process wastewater and needs to be covered by an National Pollutant Discharge Elimination System (NPDES) permit if it conducted outdoors or if washwater is discharged directly to the ground or storm water drains.
- 4.2.5 Chemical storage.** Storage of chemicals could potentially contaminate storm water if spilled or leaked. Leaks may occur due to external corrosion or structural failure, improper installation of storage facilities, spills and overfills due to operator error, failure of piping systems, or leaks or spills when transferring chemicals. Most of the tenants at the airport stored chemicals.
- 4.2.6 Equipment degreasing/washing.** Many of the tenants had parts washers used to clean small parts using solvents. The solvents or cleaning solutions could contaminate storm water if improperly handled.
- 4.2.7 Aircraft storage.** Leaking oil, hydraulic fluids, fuel, etc. from stored aircraft could contaminate stormwater.
- 4.2.8 Fuel storage.** Six fuel farms are located at the airport. All fuel is stored in underground storage tanks. Spills or leaks can occur during fuel delivery, from leaks in piping systems, or from leaking storage tanks.
- 4.2.9 Floor washdown.** Periodically hangar floors are washed down. The residue on the floors may contain fuels, oil, or other chemicals that could contaminate storm water.
- 4.2.10 Pesticide/herbicide usage.** Addison Airport of Texas, Inc. uses pesticides and herbicides on the airport. These materials can contaminate storm water if improperly stored or applied.
- 4.2.11 Deicing.** Chemicals used for deicing aircraft and runways can be significant sources of storm water pollution. None of the tenants at the airport indicated that they performed any deicing operations.

4.2.12 Manufacturing. One of the tenants, Keith Products, listed manufacturing as one of the on-site industrial activities. Depending upon what is being manufactured and the type and location of the process, manufacturing could provide a source of storm water contamination.

4.3 INSPECTION RESULTS

A listing of the tenants inspected, the potential pollutant-causing activities they are conducting and the activity-specific BMPs for these activities are shown on Table 2. In addition to the site-specific BMPs the tenants shall also implement the general BMPs identified in Chapter 5. The activity-specific BMPs are described in Chapter 6. A listing of the exposed materials identified during the inspections are shown on Table 3.

5. GENERAL BEST MANAGEMENT PRACTICES

The following best management practices have been identified. These are applicable to most of the tenants at Addison Municipal Airport regardless of the activities being performed.

5.1 Good Housekeeping

Good housekeeping practices are designed to maintain a clean and orderly work environment. This reduces the possibility of accidental spills caused by mishandling of chemicals and equipment and should reduce safety hazards. Well maintained material and chemical storage areas will reduce the possibility of storm water mixing with pollutants. Therefore, good housekeeping must be practiced at all locations including those that are indoors.

- Maintain dry and clean floors and ground surfaces by using brooms, shovels, vacuum cleaners, or cleaning machines;
- Regularly pick up and dispose of garbage and waste material;
- Clean those areas that flow to a storm drain by means other than hosing down (e.g. mopping, absorbents);
- Routinely inspect the dumpsters to verify that they are covered;
- Routinely inspect and replace material placed in containment dikes, which may have lost its effectiveness to absorb spills or leaks;
- Ensure that spill cleanup procedures are understood by personnel;
- Routinely inspect for leaks or conditions that could lead to discharges of pollutants that may contaminate storm water;
- Use drip pans under leaking vehicles or equipment;
- Inspect drip pans and secondary containment areas after each rainfall (if necessary, empty after checking that the storm water is not contaminated);
- Inspect for improper disposal of materials down or the presence of non-storm water in storm drains;
- Remove hoses to discourage outside washing;
- Make personnel aware that some materials are not suitable for outdoor storage (e.g. batteries), limit the length of time material is stored outdoors, and consolidate areas for outdoor storage;
- Use locks for valves, gates, faucets, and pumps to limit their use;
- Provide adequate aisle space to facilitate material transfer and easy access for inspections;
- Store containers, drums, and bags away from direct traffic routes to prevent accidental spills;
- Stack containers according to manufacturer's instructions to avoid damaging the

- containers from improper weight distribution;
- Store containers on pallets or similar devices to prevent corrosion of the containers which can result when containers come in contact with moisture on the ground;
- Identify all chemical substances present in the workplace;
- Label all containers;
- Incorporate information sessions on good housekeeping practices into the facility's employee training program;
- Discuss good housekeeping at employee meetings;
- Post bulletin boards with updated good housekeeping procedures, tips and reminders.

5.2 Preventive Maintenance

Preventive maintenance consists of the inspection of equipment, operational systems, outdoor storage tanks, and storm water management devices (e.g. oil/water separators) to ensure that they are being adequately maintained to minimize the potential for failure. The preventive maintenance program is limited to equipment and systems whose breakdown or failure could result in discharges of contaminants to storm drains.

- Schedule routine preventive maintenance inspections for storm water pollution prevention equipment (oil/water separators, sand traps, etc.)
- Promptly repair or replace defective equipment found during inspections and testing;
- Maintain records on preventive maintenance.

5.3 Visual Inspections

Routine inspections should be conducted to ensure that the elements of the SWPPP are in place and working properly. The potential pollutant sources identified in Table 2 should be inspected on a monthly basis.

- Identify qualified personnel who will inspect plant equipment and areas at appropriate intervals;
- Track results of inspections to ensure that appropriate actions are taken;
- Maintain records of all inspections.

5.4 Spill Prevention and Response

Spill prevention and response procedures have been developed for the airport as part of the Spill Prevention, Control and Countermeasures (SPCC) Plan (EA, 1998) and the Spill Response Plan (EA, 1998). Copies of these plans should be kept at the applicable tenant offices and should be reviewed by the personnel involved. These plans apply primarily to the fuel handling tenants at

the airport. Other tenants dealing with smaller quantities of oil or chemicals should:

- Identify procedures used for cleaning up spills and inform personnel about these procedures;
- Provide the appropriate spill clean-up equipment to personnel
- Report spills in accordance with Spill Response Plan.

5.5 Training

Employees should be trained on pollution prevention as part of their initial employee orientation training and after any release of oil or chemicals. The training should include:

- Spill response procedures;
- Good housekeeping procedures
- Prohibiting the pouring of non-storm water materials into storm drains;
- Material handling procedures and storage requirements;
- Not using running water to wash down fuel dispensing, maintenance, or other areas where spills or leaks have occurred;
- Prompt clean up of spilled materials to prevent contamination of runoff;
- Identifying locations for brooms, vacuums, absorbents, foams, neutralizing agents, and other good housekeeping and spill-response equipment;
- Checking aircraft, vehicles, and equipment for leaking fluids and using drip pans or absorbents to collect fluids from unavoidable leaks;
- Instruction on securing drums and containers and checking for leaks and spills.

6. ACTIVITY SPECIFIC BEST MANAGEMENT PRACTICES

The following BMPs are applicable to the tenants performing the designated activities.

6.1 BMPs for fueling stations.

- Install spill and overflow protection;
- Use dry cleanup methods for the fuel area (do not hose down spills);
- Use proper petroleum spill control;
- Fuel trucks shall carry absorbent materials/booms to clean up minor releases or to contain larger releases until additional materials can be obtained.

6.2 BMPs for vehicle and equipment maintenance

- Check for leaking oil and fluids;
- Drain oil filters before disposal or recycling;
- Don't pour liquid waste down the drains
- Recycle engine fluids and batteries;
- Segregate and label wastes;
- Use drip pans to collect fluids dripping from aircraft, vehicles, or equipment.

6.3 BMPs for vehicle and equipment washing

- Use designated cleaning areas, either inside hangars with floor drains connected to sanitary sewer or containerize wash water and dispose of properly.

6.4 BMPs for liquid storage in above-ground tanks

- Install overflow protection devices;
- Install protective guards around tanks and piping if exposed to traffic areas;
- Clearly tag or label valves to reduce human error;
- Inspect tank system regularly;
- Install secondary containment

6.5 BMPs for chemical/petroleum container storage

- Containers shall be compatible with the material being stored;
- Properly label containers;
- Use smaller containers whenever possible;
- Store materials indoors if possible. Large containers, 55 gallon drums and larger, shall be provided with secondary containment or stored away from exterior doors, unsealed walls, or floor drains. Drums without secondary containment shall be placed on pallets to prevent corrosion and to allow inspection;
- Containers stored outdoors shall be provided with secondary containment. The secondary containment shall be large enough to contain the largest container in storage

and shall be covered to prevent the accumulation of rainfall.

- Outdoor storage areas shall be inspected on a weekly basis day. Leaks shall be promptly removed and the leaking containers replaced.

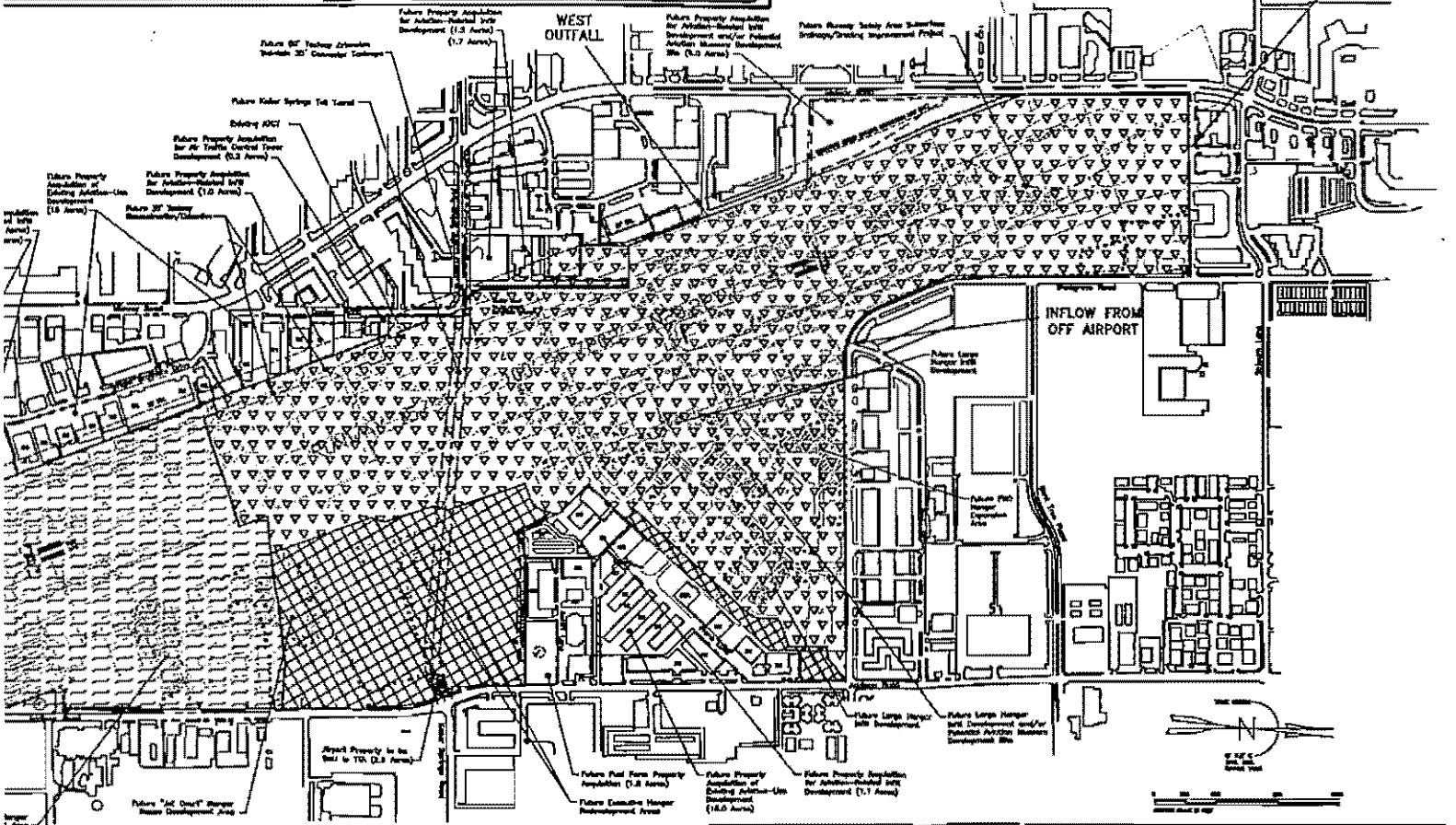
FIGURES

Figure 1 – Airport Layout Plan

Figure 2 - Site Drainage

BUILDING LEGEND

1. West wing	17. Airport	34. West wing	51. West wing	68. West wing	85. West wing
2. West wing	18. Airport	35. West wing	52. West wing	69. West wing	86. West wing
3. West wing	19. Airport	36. West wing	53. West wing	70. West wing	87. West wing
4. West wing	20. Airport	37. West wing	54. West wing	71. West wing	88. West wing
5. West wing	21. Airport	38. West wing	55. West wing	72. West wing	89. West wing
6. West wing	22. Airport	39. West wing	56. West wing	73. West wing	90. West wing
7. West wing	23. Airport	40. West wing	57. West wing	74. West wing	91. West wing
8. West wing	24. Airport	41. West wing	58. West wing	75. West wing	92. West wing
9. West wing	25. Airport	42. West wing	59. West wing	76. West wing	93. West wing
10. West wing	26. Airport	43. West wing	60. West wing	77. West wing	94. West wing
11. West wing	27. Airport	44. West wing	61. West wing	78. West wing	95. West wing
12. West wing	28. Airport	45. West wing	62. West wing	79. West wing	96. West wing
13. West wing	29. Airport	46. West wing	63. West wing	80. West wing	97. West wing
14. West wing	30. Airport	47. West wing	64. West wing	81. West wing	98. West wing
15. West wing	31. Airport	48. West wing	65. West wing	82. West wing	99. West wing
16. West wing	32. Airport	49. West wing	66. West wing	83. West wing	100. West wing



LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING FOOTPRINT LINE	---	---
AIRPORT PROPERTY LINE	---	---
TORNS	---	---
ABANDON CHANNEL	---	---
PLANNED FUTURE ZONE	---	---
BUILDINGS	---	---
LANDFIELD FOOTPRINT	---	---
FIELD BOUNDARY	---	---
BOUNDARY BOUNDARY	---	---
LIGHTED WIND CORNER & SEGMENTED CHAIR	---	---
FUTURE APPROACH FROM BOUNDARY (PLAN)	---	---
PLANNED AND EXISTING MONTE (FIELD)	---	---
VISUAL APPROACH BOUNDARY (PLAN)	---	---
UNPAVED LANE (ENHANCED VISIBILITY LIGHTS)	---	---
RELIEFIVE BOUNDARY AND LEFT-OFF AND EAST	---	---
BOUNDARY	---	---

Referenced from Barnard Dunkelberg & Company
Tulsa, Oklahoma

ADDISON AIRPORT
ADDISON, TEXAS

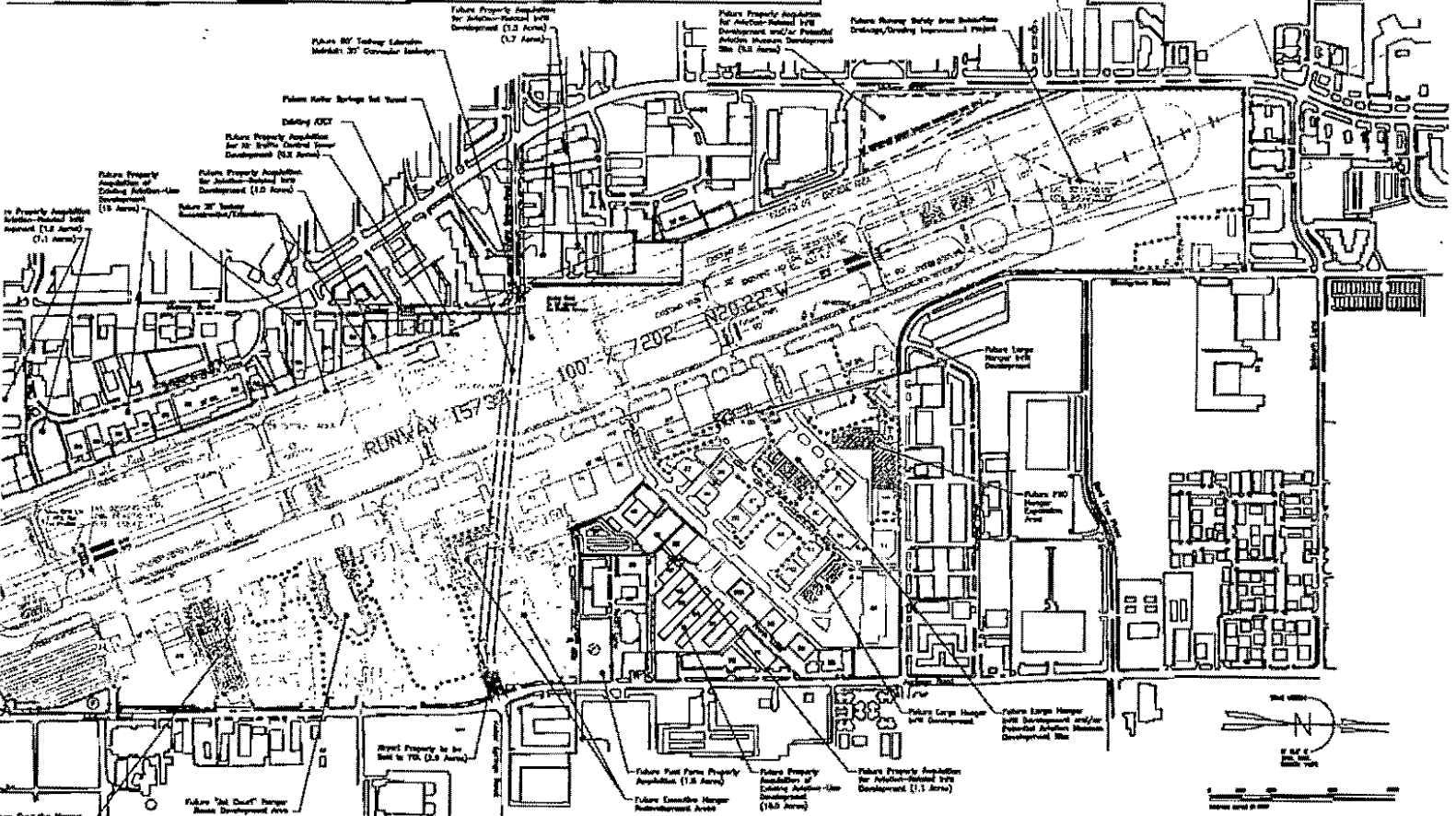
SITE DRAINAGE

EA ENGINEERING, SCIENCE, AND TECHNOLOGY

DATE: JUNE, 1988
PAGE: 1 OF 2

BUILDING LEGEND

NO.	SYMBOL	DESCRIPTION	NO.	SYMBOL	DESCRIPTION	NO.	SYMBOL	DESCRIPTION
1	[Symbol]	Terminal Building	21	[Symbol]	Control Tower	41	[Symbol]	Runway
2	[Symbol]	Passenger Building	22	[Symbol]	Office Building	42	[Symbol]	Taxiway
3	[Symbol]	Warehouse	23	[Symbol]	Hangar	43	[Symbol]	Grass
4	[Symbol]	Storage Building	24	[Symbol]	Garage	44	[Symbol]	Water
5	[Symbol]	Administration Building	25	[Symbol]	Shop	45	[Symbol]	Asphalt
6	[Symbol]	Restaurant	26	[Symbol]	Warehouse	46	[Symbol]	Concrete
7	[Symbol]	Hotel	27	[Symbol]	Warehouse	47	[Symbol]	Gravel
8	[Symbol]	Office Building	28	[Symbol]	Warehouse	48	[Symbol]	Lighting
9	[Symbol]	Warehouse	29	[Symbol]	Warehouse	49	[Symbol]	Drainage
10	[Symbol]	Warehouse	30	[Symbol]	Warehouse	50	[Symbol]	Other
11	[Symbol]	Warehouse	31	[Symbol]	Warehouse			
12	[Symbol]	Warehouse	32	[Symbol]	Warehouse			
13	[Symbol]	Warehouse	33	[Symbol]	Warehouse			
14	[Symbol]	Warehouse	34	[Symbol]	Warehouse			
15	[Symbol]	Warehouse	35	[Symbol]	Warehouse			
16	[Symbol]	Warehouse	36	[Symbol]	Warehouse			
17	[Symbol]	Warehouse	37	[Symbol]	Warehouse			
18	[Symbol]	Warehouse	38	[Symbol]	Warehouse			
19	[Symbol]	Warehouse	39	[Symbol]	Warehouse			
20	[Symbol]	Warehouse	40	[Symbol]	Warehouse			



ITEM	DESIGN	PLATE
BOUNDARY RESTRICTION LINE	—	10
AIRPORT PROPERTY LINE	—	11
ADVISORY ELEMENT	—	12
PLANNING RESTRICTION TYPE	—	13
BLUE CARDS	—	14
AIRFIELD PAVEMENT	—	15
GRASS	—	16
ASPHALT	—	17
LIGHTED SAND STRIPS & MARKED CHALK	—	18
PERMANENT APPROACH PAVEMENT (D.R.P.)	—	19
SLABBY END ELEVATION LIGHTS (D.R.P.)	—	20
MARSH APPROACH SLIP (D.R.P.)	—	21
TURFED LIGHT (REPLACE) SANDS (D.R.P.)	—	22
RELOCATED TOWER AND LIGHT-ON AREA (D.R.P.)	—	23
ENCLOSURE	—	24

Referenced from Barnard Dunkelberg & Co
Tulsa, Oklahoma

ADDISON AIRPORT
ADDISON, TEXAS

AIRPORT LAYOUT PLAN

EA EA ENGINEERING,
SCIENCE, AND
TECHNOLOGY

TABLES

Table 1 – Spill Response Locations

Table 2 – Potential Pollutant Sources and Site-Specific Best Management Practices

Table 3 – Summary of Exposed Materials Identified During Facility Inspections

TABLE 1 SPILL RESPONSE LOCATIONS

Spill Number	Date	Spill Description	Location of Spill
1	1/11/88	5 gallons of waste oil and grease – intentionally dumped into drainage ditch.	Addison Airport – North End of Hangar. The discharger was identified as Addison Air Center (exact location unknown)
2	3/1/91	200 gallon Jet A spill – underground storage tank was overfilled during static testing	15600 Addison Road (Main City Fuel Farm)
3	12/5/94	155 gallon AvGas fuel spill – Fuel truck driver backed into drainage channel	Drainage channel north of Millionaire FBO building
4	2/2/94	Paint related materials were dumped into dumpsters and on land surface	Skyworks Aviation (located along the southern boundary of the eastern toll tunnel construction area)
5	2/16/94	Small fuel leak from helicopter crash.	Millionaire apron area
6	7/16/94	40 gallon jet fuel spill – Employee overfilled fuel transport truck	Millionaire fuel farm
7	1/8/97	150 gallon fuel spill from landing accident	Unknown – near one end of the runway
8	1/18/97	3 gallon Jet A fuel spill	Unknown – somewhere on taxiway-runway. AATI indicated that this accident occurred on the main runway across from the Collins hangars
9	11/24/97	150 gallon fuel spill – underground tank was overfilled	Addison Aviation (Cherry Air) fuel farm
10	11/26/97	Minor fuel leak from plane following landing accident	Main runway
11	11/27/97	Fuel spill from damaged wing on crashed aircraft	Av Group apron area

TABLE 2 POTENTIAL POLLUTANT SOURCES AND SITE-SPECIFIC BEST MANAGEMENT PRACTICES

Tenant	Potential Pollutant Sources	Site Specific Best Management Practices
Addison Airport of Texas, Inc.	<ul style="list-style-type: none"> • Equipment maintenance conducted inside hangar. • Equipment storage conducted inside hangar. • Vehicle maintenance conducted inside hangar. • Chemical storage conducted inside hangar, hangar is subject to flooding. • Floor drain connected to storm sewer. • Pesticide/Herbicide usage on airport. 	<ul style="list-style-type: none"> • Place drums inside secondary containment, smaller containers on shelves. • Plug or reroute floor drain to sanitary sewer. • Follow manufacturer's guidelines for herbicide/pesticide application. • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
ADS Aircraft Services, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance inside hangar. • Chemical storage inside hangar. • Aircraft washing performed outdoors. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs. • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Aero Restorations	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical storage inside hangar near door. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
Air-O Specialist	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical storage inside hangar. • Aircraft washed indoors • Floor wash down • Outdoor Apron Wash Down 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Properly dispose of floor wash down water.
All American Aviation	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical storage inside hangar. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
American Flyers	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Aircraft washing conducted inside hangar. • Chemicals stored in shop next to hangar. • Floor wash down 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Ameristar Jet Charter, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemicals stored inside hangar. Waste oil stored outdoors in drums in overpacks. • Equipment maintenance conducted inside hangar. • Equipment storage 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
AZAir, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical storage inside hangar. • Aircraft storage • Aircraft washing outside. • 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs

TABLE 2 POTENTIAL POLLUTANT SOURCES AND SITE-SPECIFIC BEST MANAGEMENT PRACTICES

Tenant	Potential Pollutant Sources	Site Specific Best Management Practices
Bonded Inspections, Inc.	<ul style="list-style-type: none"> • Parts inspection • Chemical storage inside. 	<ul style="list-style-type: none"> • Follow chemical/petroleum container storage BMPs
Cavanaugh Flight Museum	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangars. • Aircraft washing conducted outdoors. • Aircraft storage • Oil storage outside. Some in secondary containment others without. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Cherry-Air, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical Storage inside hangar or covered with secondary containment. • Aircraft fueling • Fuel storage in Fuel Farm #7 (2-12,000 gal Jet A USTs) • Empty drums stored at north end of building 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs • Dispose of or cover unneeded drums.
Details Aircraft Cleaning and Supply (DACs)	<ul style="list-style-type: none"> • Outside aircraft washing using containment boom/vacuun. • Indoor storage of degreaser, soap and 20 gal gasoline. 	<ul style="list-style-type: none"> • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
DFW Aero Mechanix, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical storage – mineral spirits stored inside hangar, degreaser, waste oil, and soap stored outdoors in drums and AST. • Equipment degreasing/washing using parts washer 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
DSC Communications Corporation	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar • Aircraft washing inside hangar • Chemical Storage inside hangar. • Equipment degreasing/washing using parts washer • Equipment storage • Floor wash down 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Properly dispose of floor wash down water.
E.U.A. Air Support	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar. • Fuel storage – one 4,000 gal gasoline, two 12,000 gal aviation gasoline, and three 12,000 gal Jet A USTs in Fuel farm #4. Not currently in use. Sump fuel drums inside drum container. • Aircraft fueling. Not currently in operation. • Chemical storage inside hangar. • Aircraft washing outside. • Unidentified drum located behind building. 	<ul style="list-style-type: none"> • Install spill and overflow protection. • Follow fueling station BMPs when fueling operations resume. • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Work with AATI and Interjet to characterize and dispose of unmarked drum.

TABLE 2 POTENTIAL POLLUTANT SOURCES AND SITE-SPECIFIC BEST MANAGEMENT PRACTICES

Tenant	Potential Pollutant Sources	Site Specific Best Management Practices
Flight Line (Associated Air)	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar • Chemical storage inside hangar. Waste oil stored in shed with numerous empty drums. • Aircraft washing performed outside. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Frito-Lay, Inc. Hut (Carnel Property Management)	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar. • Aircraft washing inside hangar. • Chemical storage inside hangar • Equipment degreasing/washing (Safety Kleen) • Equipment maintenance • Equipment storage • Floor wash down • Vehicle maintenance • Aircraft storage 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Properly dispose of floor wash down water.
Henley's Aircraft Services, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar. • Chemical storage inside hangar • Aircraft washing outside 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Interjet (Aquila, Inc.)	<ul style="list-style-type: none"> • Aircraft rental • Aircraft washing outdoors • Aircraft storage • Chemical storage – small quantities indoors • Unmarked drum between Interject and EUA 	<ul style="list-style-type: none"> • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Work with AATI and EUA to characterize and dispose of unmarked drum
JSF Aviation Services	<ul style="list-style-type: none"> • Aircraft maintenance (structural) • Chemical storage – small quantities on shelves indoors 	<ul style="list-style-type: none"> • Follow chemical/petroleum container storage BMPs
Keith Products, Inc.	<ul style="list-style-type: none"> • Manufacturing - aircraft air conditioners. Conducted indoors. • Chemical storage – process tank and chemical drums stored outdoors. 	<ul style="list-style-type: none"> • Follow chemical/petroleum container storage BMPs • Follow liquid storage in aboveground tanks BMPs
Lennox International, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar • Aircraft washing performed inside hangar • Aircraft storage • Automobile storage • Waste fuel and oil stored inside hangar 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Martinaire, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar • Aircraft washing performed inside hangar • Cargo handling 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs

TABLE 2 POTENTIAL POLLUTANT SOURCES AND SITE-SPECIFIC BEST MANAGEMENT PRACTICES

Tenant	Potential Pollutant Sources	Site Specific Best Management Practices
Martinaire, Inc. (cont.)	<ul style="list-style-type: none"> • Equipment maintenance inside shop • Chemicals stored inside hangar • Equipment storage 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Mercury Air Center	<ul style="list-style-type: none"> • Aircraft fueling • Fuel storage – one 4,000 gal unleaded and two 12,000 gal aviation gas tanks in fuel farm #4, one 12,000 and one 17,000 Jet A tanks in fuel farm #1. Sump fuels with secondary containment. Fuel trucks park next to storm drains. • Soil staining behind fuel truck parking area. • Aircraft storage 	<ul style="list-style-type: none"> • Follow fueling station BMPs • Follow chemical/petroleum container storage BMPs • Excavate and dispose of stained soils. • Place blocks behind fuel truck parking area to properly position trucks. • Position spill response equipment near fuel truck parking area.
Millennium Jet Center, L.L.C.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Aircraft washing performed inside hangar. • Fuel storage – one 2,000 gal unleaded gas, two 12,000 gal aviation gas and two 12,000 gal Jet A USTs in Fuel farm #1. Sump fuel in drum within overpack. • Aircraft fueling • Chemical storage inside on secondary containment. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow fueling station BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Place blocks behind fuel truck parking area to prevent backing trucks into creek. • Position spill response equipment near fuel truck parking area.
Million Air	<ul style="list-style-type: none"> • Aircraft fueling - Fuel trucks parked next to creek. • Fuel storage – one 5,000 and one 12,000 gal aviation gas and three 12,000 gal Jet A USTs in Fuel Farm 2. Sump fuel in exposed drum. • Aircraft maintenance conducted inside hangar. • Chemical storage outside, some inside containment some without. • Equipment degreasing/washing using Safety Kleen parts washer. • Equipment maintenance conducted inside shop. • Equipment storage • Automobile washing being conducted outside. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow fueling station BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs
Mission Aire IV	<ul style="list-style-type: none"> • Under Construction 	
Monarch Air	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar. • Batteries stored on floor • Aircraft washing performed outdoors. • Chemical storage inside hangar on dollies. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs

TABLE 2 POTENTIAL POLLUTANT SOURCES AND SITE-SPECIFIC BEST MANAGEMENT PRACTICES

Tenant	Potential Pollutant Sources	Site Specific Best Management Practices
North Texas Aircraft Services, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance performed inside hangar. • Chemical storage inside with secondary containment. • Equipment maintenance conducted indoors. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
OmniFlight Helicopters, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Aircraft painting/stripping - paint booth inside hangar • Aircraft washing conducted outside. • Chemical storage outdoors –covered with secondary containment • Fuel storage – 500 gal in double walled AST 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Periodically clean and properly dispose of residue in paint booth.
Pizza Hut (Carmel Property Management)	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Small quantities of oil, thinner and soap kept indoors. • Aircraft storage 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
Pratt & Whitney Engine Services, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Chemical storage inside on secondary containment • Floor wash down 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs • Properly dispose of floor wash down water.
Redman Investments	<ul style="list-style-type: none"> • Aircraft storage 	
RSP Management Services, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar • Chemical storage inside hangar • Soil staining in alley along building 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs • Excavate and remove soil stains
R. Stern FBO Limited Partnership	<ul style="list-style-type: none"> • Aircraft fueling • Aircraft storage • Fuel storage –two 12,000 gal aviation gas USTs in fuel farm #3 and two 12,000 gal Jet A USTs in fuel farm #6. Sump fuel in drum inside overpack. • Unmarked drums inside hangar near floor drain • Floor drain connected to storm sewer. • Drums and paints from previous tenant left in north end. 	<ul style="list-style-type: none"> • Follow fueling station BMPs • Plug floor drain or reroute to sanitary sewer. • Follow chemical/petroleum container storage BMPs • Work with AATI to remove drums/paints from previous tenant.
Sierra Mike, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Used oil, solvents, soaps stored inside. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs
Skytech Aviation, Inc.	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Equipment maintenance conducted inside hangar. • Equipment storage 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs • Follow liquid storage in above ground tanks BMPs

TABLE 2 POTENTIAL POLLUTANT SOURCES AND SITE-SPECIFIC BEST MANAGEMENT PRACTICES

Tenant	Potential Pollutant Sources	Site Specific Best Management Practices
Skytech Aviation, Inc. (cont.)	<ul style="list-style-type: none"> • Chemical storage in drums inside. One 250 gal waste oil tank in outside AST- to be removed soon • Floor wash down • Vehicle maintenance conducted inside hangar. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs • Follow liquid storage in above ground tanks BMPs
Town of Addison	<ul style="list-style-type: none"> • Vehicle maintenance conducted inside • Pesticide/Herbicide Usage • Fuel storage –one 10,000 and one 6,000 gal gasoline and one 1,000 gal waste oil USTs • Chemical storage inside • Vehicle washing conducted outside. 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs. • Follow fueling station BMPs. • Follow vehicle and equipment washing BMPs • Follow chemical/petroleum container storage BMPs • Follow manufacturer's recommendations when applying pesticides/herbicides.
Viper Aerospace Corporation (Cragin 4)	<ul style="list-style-type: none"> • Aircraft maintenance conducted inside hangar. • Equipment maintenance conducted inside. • Equipment storage • Chemical storage some stored indoors, used oil and used oil filters stored in outside drums. • Floor wash down – quarterly 	<ul style="list-style-type: none"> • Follow vehicle and equipment maintenance BMPs • Follow chemical/petroleum container storage BMPs • Properly dispose of floor wash down water.

TABLE 3 SUMMARY OF EXPOSED MATERIALS IDENTIFIED DURING FACILITY INSPECTIONS.

Tenant	Description of Exposed Significant Material	Quantity Exposed (units)	Location (as indicated on the site map)	Method of Storage or Disposal (e.g. pile, drum, tank)	Comments
Addison Airport of Texas, Inc.	Vegetation Controller HB-20C	110 gal	Bldg. 12	Drum	Materials are stored inside hangar but the hangar floods during intense rainfall events exposing materials to stormwater.
	Waste Oil	110 gal	Bldg. 12	Drum	
	Mystok JT-6 Grease	120 lbs	Bldg. 12	Buckets	
	Grease Containers	9 gal	Bldg. 12	Cans	
	Motor Oil	250 gal	Bldg. 12	AST	
	Waste Oil	250 gal	Bldg. 12	AST	
	Grease	35 gal	Bldg. 12	Bucket	
	Waste Oil	55 gal	Bldg. 12	Drum	
	Paint Containers	10 gal	Bldg. 12	Buckets	
	PermaBlack 30	200 gal	Bldg. 12	AST	
Air-O Specialists	Waste Oil	55 gal	Bldg. 38	Drum	CDM report noted that a waste oil drum stored outside. It has been moved inside the hangar.
Ameristar Jet Charter, Inc.	Waste Oil	110 gal	Bldg. 44	Drums	Drums are stored outdoors inside overpack.
Cavanaugh Flight Museum	Oil	165 gal	Outside Bldg. 60	Drums	Oil drums are stored outdoors in safety drums. The remaining drums are exposed with secondary containment.
	Hydraulic Fluid	165 gal	Outside Bldg. 60	Drums	
	Waste Oil	275 gal	Outside Bldg. 60	Drums	
	Fuel	110 gal	Outside Bldg. 60	Drums	
	Oil/Water separator	200 gal	Outside Bldg. 60	Drums	
	Hydraulic Oil	55 gal	Outside Bldg. 60	Drum	
	Jet A Fuel	55 gal	Outside Bldg. 60	Drum	
	Mineral Spirits	55 gal	Outside Bldg. 60	Drum	
	Unknown	55 gal	Outside Bldg. 60	Drum	
Cherry-Air, Inc.	Jet A	24000 gal	Fuel farm #7	UST	Jet fuel in UST. Drums stored outdoors at fuel farm in overpacks. Drums outside building are exposed without secondary containment.
	Sump fuel	110 gal	Fuel farm #7	Drums	
	HTP-1150	185 gal	Outside Bldg. 63	Drums	
DFW Aero Mechanix, Inc.	Degreaser	55 gal	Bldg. 65	Drum	Drums exposed without secondary containment.
	Waste Oil	200 gal	Bldg. 65	Tank	
	Soap	55 gal	Bldg. 65	Drum	

TABLE 3 SUMMARY OF EXPOSED MATERIALS IDENTIFIED DURING FACILITY INSPECTIONS.

Tenant	Description of Exposed Significant Material	Quantity Exposed (units)	Location (as indicated on the site map)	Method of Storage or Disposal (e.g. pile, drum, tank)	Comments
E.U.A. Air Support	Unleaded gas	4000 gal	Fuel farm #5	UST	Fuel in USTs. Drums outdoors in overpack.
	Aviation gas	24000 gal	Fuel farm #5	UST	
	Jet A	36000 gal	Fuel farm #5	UST	
	Mixed fuel	110 gal	Fuel farm #5	Drum	
Keith Products, Inc.	Aerodite Aluminum	150 gal	Outside Bldg. 57	AST	Tank and drum exposed without secondary containment.
	MEK	55 gal	Outside Bldg. 57	Drum	
	Waste Oil	55 gal	Outside Bldg. 57	Drum	
	Waste Paint	55 gal	Outside Bldg. 57	Drum	
Mercury Air Center	Unleaded gasoline	4000 gal	Fuel Farm #4	UST	Fuel in USTs. Drums stored outside in overpacks.
	Aviation gas	24000 gal	Fuel Farm #4	UST	
	Waste fuel	110 gal	Fuel Farm #4	Drums	
	Waste fuel	110 gal	Fuel farm #4	Drums	
	Jet A	29000 gal	Fuel farm #1	UST	
Millenium Jet Center, L.L.C. (AV Group)	Unleaded gas	2000 gal	Fuel farm #1	UST	Fuel stored in USTs. Drum outdoors in overpack.
	Aviation gas	24000 gal	Fuel farm #1	UST	
	Jet A	24000 gal	Fuel farm #1	UST	
	Waste fuel	55 gal	Fuel farm #1	Drum	
Million Air	Degreaser	55 gal	Behind Bldg. 69	Drum	Fuel in USTs. Some drums covered inside secondary containment. Other drums exposed without secondary containment.
	Hydraulic Oil	10 gal	Behind Bldg. 69	Bucket	
	Alkaline Cleaner	10 gal	Behind Bldg. 69	Bucket	
	Oil	165 gal	Behind Bldg. 69	Drums	
	Fuel	55 gal	Behind Bldg. 69	Drum	
	Methanol	55 gal	Behind Bldg. 69	Drum	
	MEK	55 gal	Behind Bldg. 69	Drum	
	Isopropanol	55 gal	Behind Bldg. 69	Drum	
	Water methanol	55 gal	Behind Bldg. 69	Drum	
	Indust. Cleaner	55 gal	Behind Bldg. 69	Drum	
	Waste Oil	55 gal	Behind Bldg. 69	Drum	
	Spill Residue	275 gal	Behind Bldg. 69	Drums	
	Sump gas	110 gal	In front of Bldg. 70	Drums	
	Oil	5 gal	In front of Bldg. 70	Plastic container	
Aviation gas	11000 gal	Fuel farm #2	UST		
Jet A	36000 gal	Fuel farm #2	UST		

TABLE 3 SUMMARY OF EXPOSED MATERIALS IDENTIFIED DURING FACILITY INSPECTIONS.

Tenant	Description of Exposed Significant Material	Quantity Exposed (units)	Location (as indicated on the site map)	Method of Storage or Disposal (e.g. pile, drum, tank)	Comments
Million Air (cont.)	Sump fuel	55 gal	Fuel farm #2	Drum	Fuel in USTs. Some drums covered inside secondary containment. Other drums exposed without secondary containment.
Omniflight Helicopters, Inc.	Used filters	55 gal	Bldg. 9	Drum	Jet A is a double-walled AST. Drums are covered on secondary containment.
	Waste oil	110 gal	Bldg. 9	Drums	
	Industrial cleaner	10 gal	Bldg. 9	Bucket	
	Waste fuel	110 gal	Bldg. 9	Drums	
	Jet A	500 gal	Bldg. 9	AST	
	MEK	110 gal	Bldg. 9	Drums	
	Waste solvent	5 gal	Bldg. 9	Bucket	
R. Stern FBO Limited Partnership	Aviation gas	24000 gal	Fuel farm #3	UST	Fuel in USTs. Sump fuel outdoors inside overpacks. Unmarked drum is stored inside near floor drain to stormsewer.
	Jet A	24000 gal	Fuel farm #6	UST	
	Unmarked drums	825 gal	Inside hangar	Drums	
	Sump fuel	55 gal	Fuel farm #3	Drum	
Skytech Aviation, Inc.	Waste oil	250 gal	Bldg. 5A	AST	AST is stored outdoors without secondary containment.
Town of Addison	Gasoline	10000 gal	Service Center	UST	Fuel stored in USTs.
	Gasoline	6000 gal	Service Center	UST	
	Waste Oil	1000 gal	Service Center	UST	
Viper Aerospace Corporation (Cragin 4)	Used Oil Filters	55 gal	Bldg. 4	Drum	Drums exposed without secondary containment.
	Used oil	55 gal	Bldg. 4	Drum	

APPENDIX

Facility: _____

Inspector: _____ Inspection Date: _____

Facility Name: _____

Facility Street Address: _____

Mailing Address: _____

Corporate Address: _____

SIC Codes: _____

Contact Name: _____ Title: _____

Phone Number: _____

Emergency Contact: _____ Title: _____

Phone Number: _____

Type of Facility: _____

Operating Schedule: _____

Does the facility conduct deicing? _____

Facility: _____

INSPECTION CHECKLIST

Check Applicable Operations

Potential Exposure to Stormwater

	Yes	No
<input type="checkbox"/> Loading operations	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Unloading operations	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Outdoor processing	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Dust/particulate generating process	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Onsite waste disposal	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Onsite waste storage	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Fueling stations	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Vehicle and equipment maintenance and/or cleaning area	<input type="checkbox"/>	<input type="checkbox"/>

Check any observed:

- Corroded drums or drums without plugs or covers
- Drums not labeled or improperly labeled
- Corroded or damaged tanks, tank supports, or tank drain valves
- Torn bags or bags exposed to rain water
- Corroded or leaking pipes
- Leaking or improperly closed valves and valve fittings
- Leaking pumps and/or hose connections
- Broken or cracked dikes, walls or other physical barriers designed to prevent storm water from reaching stored materials
- Windblown dry chemicals
- Improperly maintained or overloaded dry chemical conveying systems
- Signs of poor housekeeping (cluttered walkways, unswept floors, uncovered material, etc.)
- Spots, pools, puddles or other traces of oil, grease, or other chemicals on the ground
- Discoloration, residue, or corrosion on roof or around work area vent pipes or drains
- Areas where absorbent material is regularly used
- Open containers, stacked drums, shelving too small, etc. to indicate poor storage procedures

Facility: _____

INSPECTION CHECKLIST (cont)

List any non-storm water discharges into storm water collection system: _____

NPDES permits for above discharges: _____ Yes _____ No

If yes, list Permit Numbers: _____

Facility: _____

INSPECTION NOTES

Chemical Storage _____

Fueling Storage: _____

Maintenance Areas: _____

Washing Areas: _____

Outdoor Processing: _____

Other: _____



LETTER OF TRANSMITTAL

Public Works / Engineering
16801 Westgrove • P.O. Box 9010
Addison, Texas 75001-9010
Telephone: (972) 450-2871 • Fax: (972) 450-2837

DATE	5-24-01	JOB NO.
ATTENTION		
RE:	Addison Airport	

TO Mark Acaredo

GENTLEMAN:

WE ARE SENDING YOU

- Shop Drawings
- Copy of letter
- Attached
- Prints
- Change order
- Under separate cover via _____ the following items:
- Plans
- Samples
- Specifications
- _____

COPIES	DATE	NO.	DESCRIPTION
1			3-14-01 letter from TNRCC to Sam Stuart
1			Airport Storm Water Pollution Prevention Plan
1			Airport Spill Response Plan
1			Airport Spill Prevention Control & Countermeasures Plan

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19_____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS I received this info from EA Engineering Science & Technology. ~~I have not made any copies.~~ I have made a copy for my files

COPY TO Chris Terry
Mike Murphy

SIGNED: Jim

If enclosures are not as noted, please notify us at once.

Darci Neuzil

Jim -

Fyi, copying SWPPP and
spill response plan. Please
call w/ questions. I will
forward NCI to you when
completed.

Thanks, Darci



Spill Response Plan (SRP)

Addison Municipal Airport Addison, Texas

Prepared For:

**Addison Municipal Airport
4545 Claire Chennault
Addison, Texas 75248**

Prepared By:

**EA Engineering, Science, and Technology
1420 Valwood Parkway
Carrollton, TX 75006**

August 1998

**ADDISON MUNICIPAL AIRPORT
SRP PLAN
CERTIFICATION**

Designated Person Responsible for Spill Response Prevention

Each tenant conducting operations at the airport involving fuel, oil, or chemicals will designate one person who is thoroughly familiar with this SRP and its requirements. This SRP has been prepared in accordance with federal regulations contained in 40 CFR 109 (*Criteria for State, Local and Regional Oil Removal Contingency Plans*) and 40 CFR 112, Appendix E (*Oil Pollution Prevention – Determination and Evaluation of Required Response Plan Resources for Facility Response Plans*).

Addison Municipal Airport Management Approval

Full approval is extended by management at a level with authority to commit the necessary resources for oil spill prevention and countermeasures.

Jan Stult
Signature

8/21/98
Date

President - AAT 1
Title

Professional Engineer Certification

I hereby certify that I have reviewed the reports and plans and discussed the report preparation with experienced environmental personnel, and being familiar with the provisions of 40 CFR 109 and 40 CFR 112, Appendix E, attest that this SRP has been prepared in accordance with good engineering practices.

Stanley D. Wallace
Signature

8/19/98
Date

REGISTERED PROFESSIONAL ENGINEER
Title

72843
Registration Number

TX
State

**Addison Municipal Airport
Spill Response Plan Site Information**

Owner/Operator of the Facility: Town of Addison

Facility Name: Addison Municipal Airport

Facility Address: 4505 Claire Chennault
Addison, TX 75248

Facility Phone Number: (972) 248-7733

Latitude: 32° 58' 59"

Longitude: 96° 50' 82"

SIC Code: 4581

Largest Oil Storage Tank Capacity: 17,000 Gallons (Underground), Jet A Fuel

Maximum Oil Storage Capacity: Approximately 308,000 Gallons

Number of Oil Storage Tanks: 34

Worst Case Discharge Amount: 4,500 Gallons

Facility Distance to Navigable Waters: The nearest river or creek is approximately 2,000 feet to the east of the airport.

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1. OVERVIEW

The objective of this Spill Response Plan (SRP) is to determine the resources needed and actions to be taken in the event of an oil, fuel, or chemical spill at the Addison Municipal Airport, Dallas, Texas. This SRP has been prepared in accordance with federal regulations 40 CFR 109 (*Criteria for State, Local and Regional Oil Removal Contingency Plans*) and 40 CFR 112, Appendix E (*Oil Pollution Prevention – Determination and Evaluation of Required Response Plan Resources for Facility Response Plans*). This SRP also includes a *Spill Prevention Control and Countermeasures (SPCC) Plan* in Appendix A, which describes the procedures to prevent, control and/or mitigate releases of oil and other petroleum substances to the environment from the fuel farm area of the airport. The management authority for the purposes of this SRP is the manager of each UST operator and or airport tenant conducting operations involving the use of oil, fuel, or chemicals. This plan will be implemented when signed by the management authority.

The federal regulations contained in 40 CFR 109 and 40 CFR 112 are provided to assist private concerns along with State, local, and regional agencies in the development of oil pollution prevention and oil removal contingency plans. The guidelines establish minimum criteria for the development and implementation of contingency plans by State and local governments in consultation with private interests to insure timely, efficient, coordinated and effective action to minimize damage resulting from oil and chemical discharges.

The SRP was prepared in accordance with good engineering practices, and addresses the oil removal contingency plan criteria outlined in 40 CFR 109 and 40 CFR 112. The SRP will be reviewed at least every three years and updated to reflect changes in the airport itself and activities conducted at the airport.

1.1 FACILITY INFORMATION

Facility Name:	Addison Municipal Airport
Location:	Addison (Dallas County), Texas
Latitude:	32° 58' 59"
Longitude:	96° 50' 82"
Facility Owner/Operator:	Town of Addison
Total Oil/Fuel Storage Capacity:	308,000 gallons

1.2 QUALIFIED INDIVIDUAL

Each UST operator and /or airport tenant conducting operations involving the use of oil, fuel, or chemicals must have a designated qualified individual that is responsible for oil and chemical spill prevention, and implementation of the SRP. This individual is also responsible for the implementation of the SPCC plan if he is the operator of USTs located in the airport fuel farm.

The qualified individual is responsible for reviewing the SRP, and ensuring that the resources needed to carry out the plan are available, that personnel are appropriately trained to carry out the plan, and that proper record keeping is maintained according to the requirements of this plan.

A complete copy of this SRP will be maintained by the qualified individual at all times and will be available for review by regulatory agencies during normal working hours.

1.3 ENVIRONMENTAL SETTING

Addison Municipal Airport is located twelve miles north of downtown Dallas. The airport is one of the busiest general aviation airports in the country, averaging over 160,000 takeoffs and landings per year on a single runway.

The airport is aligned along a north/south transect, paralleling Addison Road to the east and Midway Road to the west. The total area of the airport is approximately 365 acres, of which approximately sixty percent is covered by impervious surfaces (either buildings or pavement). The site consists of expansive paved surfaces (ramps, taxiways, runways, and parking lots), gravel-covered areas, grass-covered areas, drainage channels, and permanent and temporary structures. A site map showing the overall airport layout and the locations of the tenants are shown on Figure 1.

The airport lies in the Blackland Prairie physiographic province. A flat to gently undulating surface that slopes gently to the east characterizes the Blackland Prairie. The topographic gradient at Addison Airport is approximately thirty feet in relative elevation difference. The highest area is located centrally on the west side of the airport, west of Runway 33-15, at approximately 650 feet above mean sea level (msl). The lowest area is located along a drainage feature that runs northeast-southwest, north of Runway 33-15, at approximately 620 feet msl.

The Woodbine formation is recognized as the first true aquifer beneath the airport and is classified as a minor aquifer system in Dallas County. The regional flow within the confined aquifer is typically to the southeast.

Because of the environmental setting of Addison Municipal Airport and the spill containment measures in place, it would require a very large spill to present a serious environmental risk. The reason for this is the spill pathway leading from the largest area of oil storage, the tank farm, does not lead to surface water or sensitive environments. Instead, a spill would be contained underground in the southeastern area of the airport, and would be contained within the airport. A prime objective, in addition to personnel protection, is to keep any release of oil, fuel, or chemicals from reaching any of the surface water on or near Addison Municipal Airport.

2. EMERGENCY RESPONSE CAPABILITIES

2.1 REQUIRED NOTIFICATIONS PHONE LIST

The following table provides telephone numbers to be called in an emergency:

Agency	Telephone Number	Jurisdiction
Addison Fire Department Pager Non-Emergency Number	911 (972) 249-2040 (972) 249-1111	Will be notified in the event of a fire or if the spill is greater than 5 gallons in volume and has the potential to migrate off site, enter a storm sewer, or is located in an area not covered by concrete or asphalt.
Addison Police Department Pager Non-Emergency Number	911 (972) 249-2040 (972) 249-1111	Will be notified at the discretion of the Qualified Individual.
Addison Municipal Airport Management	(214) 322-8167	Will be notified in the event of any oil, fuel, or chemical spill, fire or if the spill has the potential to migrate off site, enter a storm sewer, or is located in an area not covered by concrete or asphalt.
Control Tower	(972) 293-3725	Will be notified at the discretion of the Qualified Individual.
National Response Center	(800) 424-8802	Will be notified if the spill exceeds a reportable quantity.
Environmental Protection Agency, Region VI 24-hr reporting number Region VI Regional Response Team	(214) 665-6595 (214) 665-2222	Will be notified if the spill exceeds a reportable quantity (Reportable Quantity for EPA is 1,000 gal.)
Texas Natural Resources Conservation Commission	(817) 469-6750	Will be notified within 24 hours if a spill is greater than 25 gallons in volume.

The spill incident report form is found in Appendix C of this report. This form is a guide to what information should be collected when notifying a regulatory agency of a spill event. Spill notification should not be delayed by gathering all of the information on the checklist, although all of the information must be in the process of being collected from the time spill notification occurs, and should be completed as soon as possible.

2.2 RESPONSE EQUIPMENT

HEAVY EQUIPMENT

Addison Municipal Airport maintains equipment that may be utilized during spill response situations or in the cleanup phase. A partial list of equipment that may be utilized is listed below:

Equipment	Quantity	Location	Contact
Dump Truck (10 yard)	1	Maintenance Shed	Airport Director of Operations and Maintenance
Backhoe w/Loader	1	Maintenance Shed	Airport Director of Operations and Maintenance
Truck, Cargo (½ Ton)	2	Maintenance Shed	Airport Director of Operations and Maintenance

OTHER EQUIPMENT

Tenants conducting operations involving oil, fuel, or chemicals will store hydrocarbon and chemical absorbent booms, socks, and pads in sufficient quantity to contain spills or prevent spills from entering storm water inlets or ditches. The materials stored will be of sufficient size to cover storm water inlets that might be threatened in the event of a spill, or stop the spill in route to the storm water inlet. Each tenant conducting operations involving the use of oil, fuel, or chemicals will maintain the supplies for their own use at their permanent facility location. The supplies will be kept in locations easily accessed by all personnel. Tenants conducting aircraft fueling operations from mobile fueling trucks will also maintain a supply of hydrocarbon absorbent materials and / or pads for use in fueling trucks at all times.

Hydrocarbon absorbent booms, socks, and pads will be stored at the fuel farm area in sufficient quantity to contain or prevent fuel spills from entering storm water inlets. The materials stored will be of sufficient size to cover storm water inlets that might be threatened in the event of a spill, or stop the spill in route to the storm water inlet. Spill containment materials will be stored in small fenced compounds located in the common areas and will be available for use by all UST operators. The first compound is located at the northern end of Facility #2, and the second is located at the southern edge of Facility #6 (Figure 2). As these materials are for use by all operators, the initial cost of these materials will be shared equally by the UST operators. The operators, at their cost, will replenish any spill containment materials used in spill response.

2.3 RESPONSE PERSONNEL

Tenant personnel responsible for the spill will be the first responders to oil, fuel, and chemical spills. If the spill is of a volume greater than 5 gallons in volume and has the potential to migrate off site, enter a storm sewer, or is located in an area not covered by concrete or asphalt, Addison Fire Department personnel should be called as the initial responders. Addison Municipal Airport management should also be notified. The Addison Police Department and local medical agencies should be called if deemed necessary by the Qualified Individual.

2.4 EVACUATION PLAN

Evacuation Procedures

- Evacuate non-essential personnel from the spill area.
- Notify the Addison Fire Department if appropriate.
- Notify the Qualified Individual.
- Prevent traffic from entering spill area.
- Control access to the spill site.

2.5 RESPONSIBILITIES

Tenant Personnel

- Notify the Qualified Individual and appropriate people and departments (Section 6.1)
- Determine the type of substance and quantity of spill.
- If the substance is in large quantity, notify the Addison Fire Department and Addison Municipal Airport management.
- Stop the leak if possible.
- Construct a dam around the spill using dry absorbent material or any other material (i.e. soil) available to prevent the spill from impacting adjacent properties, storm sewer, etc.
- Initiate evacuation, if necessary.
- Maintain an Incident Log to record details of spill incidents and submit to Addison Municipal Airport Management.

Addison Municipal Airport Management

- Respond to all spill events reported at airport facilities.
- Maintain an Incident Log to record details of all spill incidents at airport facilities.

3. HAZARD EVALUATION

3.1 HAZARD IDENTIFICATION

The Addison Municipal Airport Fuel Farm is a bulk fuel storage facility utilized in airport fueling operations. The fuel farm consists of 29 underground storage tanks (USTs) in seven separate facilities. A total of seven UST operators store unleaded gasoline, aviation gasoline, and Jet A fuel in the USTs. A remote fuel dispenser is located on a concrete tarmac approximately 300 ft north-northwest of the fuel farm area. Three USTs are also located at the Town of Addison service center located on the airport property.

Most tenants store fuels, oils, and chemicals onsite. These are stored in 55 gallon steel drums or smaller containers, or in small volume Above Ground Storage Tanks (ASTs). Table 3-1 contains information on storage tanks (UST and AST) located at the Addison Airport.

3.2 VULNERABILITY ANALYSIS

Fuel spills from mobile sources could conceivably occur at any location on airport property. Unleaded gasoline, aviation gasoline, and Jet A fuel are delivered to USTs in the airport fuel farm by transport trucks. The transfer of fuel to the USTs could potentially impact the fuel farm area by a ruptured above ground fuel or dispenser line, fuel truck line or component, or by overfilling a fueling truck. Transport trucks designed with compartment tanks, with the largest compartment size being approximately 4,500 gallons, could release up to 4,500 gallons in a catastrophic tank failure. A hose failure on a transport truck could release fuel at approximately 200 gallons per minute or less to the gravel drive in the fuel farm.

Aviation gasoline and Jet A fuel are transferred from USTs in the fuel farm to fueling trucks, which transport the fuel to aircraft on airport property. Aircraft fueling could potentially release fuels due to spills and leaks that happen during fuel delivery, spills caused by topping off tanks, or by overfills or accidents involving the fuel truck or airplane. Some of the operators provide fuel for ground vehicles, which has similar spill potential.

Chemical spills could also occur at any location on airport property. The largest container for chemicals being stored on airport property is a 250 gallon AST, although most chemical storage is in 55 gallon steel drums. The largest conceivable spill from a single container could be up to 250 gallons, which could be to a storm drain or impervious surface at tenant locations.

TABLE 3-1. BULK OIL STORAGE

Tenant	Contents	Quantity (Gal)	Method of Storage	Location (as indicated on the sitemap)
Addison Airport of Texas, Inc.	Motor Oil	250	AST	Bldg. 12
	Waste Oil	250	AST	Bldg. 12
Ari Ben Aviator, Inc	Aviation Gasoline	12,000	UST	Fuel farm, #1
	Aviation Gasoline	12,000	UST	Fuel farm, #1
Cherry-Air, Inc.	Jet A	24,000	UST	Fuel farm, #7
E.U.A. Air Support	Unleaded gasoline	4,000	UST	Fuel farm, #5
	Aviation gasoline	24,000	UST	Fuel farm, #5
	Jet A	36,000	UST	Fuel farm, #5
Mercury Air Center	Unleaded gasoline	4,000	UST	Fuel farm, #4
	Aviation gasoline	24,000	UST	Fuel farm, #4
	Jet A	29,000	UST	Fuel farm, #1
Millennium Jet Center, L.L.C. (AV Group)	Unleaded gasoline	2,000	UST	Fuel farm, #1
	Aviation gasoline	24,000	UST	Fuel farm, #1
	Jet A	24,000	UST	Fuel farm, #1
Million Air	Aviation gasoline	11,000	UST	Fuel farm, #2
	Jet A	36,000	UST	Fuel farm, #2
Omniflight Helicopters, Inc.	Jet A	500	AST	Bldg. 9
R. Stern F.B.O. Limited Partnership	Aviation gasoline	24,000	UST	Fuel farm, #3
	Jet A	24,000	UST	Fuel farm, #6
Skytech Aviation, Inc.	Waste oil	250	AST	Bldg. 5A
Town of Addison	Gasoline	10,000	UST	Service Center
	Gasoline	6,000	UST	Service Center
	Waste Oil	1,000	UST	Service Center

3.3 OIL OPERATIONS

Many tenant operations involve fueling or maintaining aircraft. Fuel and oil are stored in bulk at several locations located on airport property. The locations of the bulk storage areas are below:

Buildings

Building 12

There are two 250 gallon ASTs located at the maintenance shop operated by Addison Municipal Airport maintenance personnel, one containing motor oil and the other waste oil. The ASTs are stored inside the building and without secondary containment.

Building 9

Omniflight Helicopters, Inc. stores Jet A fuel in one 250 gallon AST. The AST is located outside and without secondary containment.

Building 5A

Skytech Aviation, Inc. stored waste oil in one 250 gallon AST. The AST is apparently empty and is stored outside. Skytech indicated the AST will be removed from the facility and disposed of properly.

Service Center

There are three USTs located at the Town of Addison service center, two gasoline tanks that are 10,000 and 6,000 gallons, and one 1,000 gallon waste oil tank. The USTs are used for fueling and maintenance of vehicles and equipment operated by Town of Addison employees.

Fire Department

There are two USTs at the Town of Addison Central Fire Station located on airport property. One 2,000 gallon diesel UST and one 10,000 gallon gasoline UST used for fueling and of vehicles and equipment operated by the fire station.

Fuel Farm

The Addison Municipal Airport Fuel Farm is a bulk fuel storage facility utilized in airport fueling operations. The fuel farm consists of 29 USTs in seven separate facilities. A total of seven UST operators store unleaded gasoline, aviation gasoline, and Jet A fuel in the USTs. A remote fuel dispenser is located on a concrete tarmac approximately 300 ft north-northwest of the fuel farm area.

The Addison Municipal Airport Fuel Farm is located in the southeastern portion of the airport property, south of the intersection of Addison Road and Roscoe Turner Street in Dallas, Texas. The northern most UST installation is located approximately 60 ft south of the intersection of Addison Road and Roscoe Turner Street, with the southern most UST installation being located approximately 700 ft south of the intersection (Figure 3-1). For the purposes of this SRP plan, the facilities will be identified as Facilities #1 – #7.

Facility #1 is located approximately 60 ft south of the intersection of Roscoe Turner Street and Addison Road at 4788 Roscoe Turner Street, Dallas, Texas, (Figure 2, Photo 1). The facility contains eleven USTs operated by three separate operators. Two of the eleven USTs are 1,000 gallon steel sump tanks that are not in use. Millennium Jet Center, L.L.C. operates one 2,000 gallon unleaded gasoline tank, two 12,000 gallon aviation gasoline tanks, and two 12,000 gallon Jet A fuel tanks. Ari-Ben Aviator, Inc. operates two 12,000 gallon aviation gasoline tanks. Mercury Air Center, Inc. operates one 12,000 gallon Jet A fuel tank and one 17,000 gallon Jet A fuel tank. A remote fuel dispenser located on a concrete tarmac approximately 300 ft north of the facility is connected by underground piping to the two 12,000 gallon aviation gasoline tanks operated by Millennium Jet Center, L.L.C. (Figure 3-1).

Facility #2 is located approximately 180 ft south of the intersection of Roscoe Turner Street and Addison Road at 15409 Addison Road, Dallas, Texas, (Figure 3-1). The facility consists of five USTs operated by Million Air Dallas. The facility contains one 5,000 gallon aviation gasoline tank; one 12,000 gallon aviation gasoline tank; and three 12,000 gallon Jet A fuel tanks.

Facility #3 is located approximately 280 ft south of the intersection of Roscoe Turner Street and Addison Road at 15411 Addison Road, Dallas, Texas, (Figure 3-1). The facility consists of two USTs operated by the R. Stern Limited Partnership. The facility contains two 12,000 gallon aviation gasoline tanks.

Facility #4 is located approximately 460 ft south of the intersection of Roscoe Turner Street and Addison Road at 15409 Addison Road, Dallas, Texas, (Figure 3-1). The facility consists of three USTs operated by Mercury Air Center, Inc. The facility contains one 4,000 gallon unleaded gasoline tank and two 12,000 gallon aviation gasoline tanks.

Facility #5 is located approximately 530 ft south of the intersection of Roscoe Turner Street and Addison Road at 15411 Addison Road, Dallas, Texas (Figure 3-1). The facility consists of six USTs operated by E.U.A. Air Support, Inc./Mission Air. The facility contains one 4,000 gallon unleaded gasoline tank; two 12,000 gallon aviation gasoline tanks; and three 12,000 gallon Jet A fuel tanks. The USTs located in this facility are not currently in use and will require upgrades to meet current EPA and TNRCC regulations prior to returning to service.

Facility #6 is located approximately 590 ft south of the intersection of Roscoe Turner Street and Addison Road at 15409 Addison Road, Dallas, Texas (Figure 3-1). The facility consists of two USTs operated by the R. Stern Limited Partnership. The facility contains two 12,000 gallon Jet A fuel tanks.

Facility #7 is located approximately 690 ft south of the intersection of Roscoe Turner Street and Addison Road at 15405 Addison Road, Dallas, Texas (Figure 3-1). The facility consists of two USTs operated by Cherry Air. The facility contains two 12,000 gallon Jet A fuel tanks.

3.4 OIL SPILL HISTORY

During a previous investigation of the airport, Camp, Dresser, and McKee identified spills that had been reported at the airport. These spills are summarized in Table 3-2. To date, no reportable quantity spills, as defined in 40 CFR, Part 112 have occurred at any of the UST facilities in the Addison Municipal Airport fuel farm.

TABLE 3-2. SPILL RESPONSE LOCATIONS

Spill Number	Date	Spill Description	Location of Spill
1	1/11/88	5 gallons of waste oil and grease – intentionally dumped into drainage ditch.	Addison Airport – North End of Hangar. The discharger was identified as Addison Air Center (exact location unknown)
2	3/1/91	200 gallon Jet A spill – underground storage tank was overfilled during static testing	15600 Addison Road (Main AATI Fuel Farm)
3	12/5/94	155 gallon AvGas fuel spill – Fuel truck driver backed into drainage channel	Drainage channel north of Millionaire FBO building
4	2/2/94	Paint related materials were dumped into dumpsters and on land surface	Skyworks Aviation (located along the southern boundary of the eastern toll tunnel construction area)
5	2/16/94	Small fuel leak from helicopter crash.	Millionaire apron area
6	7/16/94	40 gallon jet fuel spill – Employee overfilled fuel transport truck	Millionaire fuel farm
7	1/8/97	150 gallon fuel spill from landing accident	Unknown – near one end of the runway
8	1/18/97	3 gallon Jet A fuel spill	Unknown – somewhere on taxiway-runway. AATI indicated that this accident occurred on the main runway across from the Collins hangars
9	11/24/97	150 gallon fuel spill – underground tank was overfilled	Addison Aviation (Cherry Air) fuel farm
10	11/26/97	Minor fuel leak from plane following landing accident	Main runway
11	11/27/97	Fuel spill from damaged wing on crashed aircraft	Av Group apron area

3.5 CHEMICAL OPERATIONS

TABLE 3-3. BULK CHEMICAL STORAGE

Tenant	Contents	Quantity (Gal)	Method of Storage	Location (as indicated on the site map)
Addison Airport of Texas, Inc.	PermaBlack	250	AST	Bldg. 12
Keith Products, Inc.	Aerodite Aluminum	150	AST	Outside Bldg. 57

Building 12

There is a 250 gallon AST located at the maintenance shop operated by Addison Airport maintenance personnel containing PermaBlack. The ASTs is stored inside the building and without secondary containment.

Building 9

Keith Products, Inc. stores Aerodite Aluminum in one 150 gallon AST. The AST is located outside and without secondary containment.

Other tenants store chemicals in quantities of 55 gallons or less.

4. RESPONSE PLANNING LEVELS

4.1 SMALL AND MEDIUM DISCHARGES

Small or medium discharges of oil could occur from any of the USTs, ASTs, drums or other small quantity containers located at Addison Airport, and also from mobile sources, such as fuel transport trucks. Small discharges are assumed as spills less than 450 gallons (40 CFR, Part 112, Appendix E, Paragraph 3.1). Medium discharges are assumed as spills greater than 450 gallons and less than or equal to 4,500 gallons (40 CFR, Part 112, Appendix, Paragraph 4.1). There have been numerous small discharges of oil at Addison Airport in the previous three years.

Currently, there are 4 storage tanks that are equal to or less than 450 gallons in size (Tables 3-1, 3-2). All of the USTs at the fuel farm are larger than 450 gallon in size (Table 3-1). The capacity of the USTs listed in this table coincides with sizes greater than a medium spill, although a small and medium spill could still occur from one of these tanks.

Another possible scenario is the discharge of 4,500 gallons of oil from the rupture of a fuel truck. This type of spill could potentially happen on or adjacent to any of the roadways located at the facility. The stormwater sewer drainage, or pipes or ditches could potentially be affected under this scenario.

4.2 WORST CASE DISCHARGE

The worst case discharge volume at Addison Municipal Airport is a 4,500 gallon release of fuel from a fuel transport truck. Transport trucks could release up to 4,500 gallons in a catastrophic tank failure. A hose failure on a transport truck could release fuel at approximately 200 gallons per minute or less to the gravel drive in the fuel farm. Fueling trucks transporting fuel to aircraft on airport property have similar fuel carrying capacities, which could result in a discharge of similar volume in the event of an accident or catastrophic tank failure. This type of spill could potentially happen on or adjacent to any of the roadways located at the facility. The stormwater sewer drainage, or pipes, or ditches could potentially be affected under this scenario.

5. DISCHARGE DETECTION SYSTEMS

Each facility's UST system in the fuel farm is equipped differently. USTs are provided with ball floats or flow restriction devices that will automatically shut off or slow the flow into the tank when the fuel level reaches 90% of the tank capacity, or provided with an audible and visible alarm to alert the person responsible for the fuel delivery when the fuel level reaches 90% of the tank capacity. If an audible alarm system is utilized, the tank is also equipped with a valve or other device designed to automatically shut off the flow into the tank when the fuel level reaches 98% of the tank capacity. Fuel dispensers are equipped with automatic shutoff nozzles to prevent overfilling of vehicles or aircraft. Underground fuel lines are equipped with leak detection devices if they operate under pressure. USTs also are equipped with tight fill fittings and/or liquid tight sumps around fill necks. Emergency shutoffs or electrical breakers that may be utilized to shut off pumps in an emergency for each facility are located in areas with easy access.

The leak detection systems at the Addison Airport fuel farm are in operation 24 hours a day.

6. PLAN IMPLEMENTATION

6.1 RESPONSE ACTION IMPLEMENTATION

The execution of the SRP Plan is divided into three phases: Discovery and Initial Notification, Emergency Response, and Post Emergency Cleanup and Restoration.

1. DISCOVERY AND INITIAL NOTIFICATION: This phase begins when a spill of oil, fuel, or chemical is discovered and ends when operator responsible for the spill notifies the appropriate people or department. Individuals discovering a spill should take the following actions (the order of actions will depend on the situation at the scene):

- Determine (without additional personal exposure) the substance that has been spilled. The facility Material Safety Data Sheets (MSDS) should be used for this determination if other personnel on the scene are not familiar with the substance.
- Notify the Qualified Individual.
- Stop the spread of the spill if this is possible without risk of personal injury.
- Initiate evacuation, if necessary.
- Restrict entry/warn people to stay out of spill area.
- Restrict all sources of ignition when flammable substances are involved.

The tenant responsible for the spill should notify the following people or departments:

- Qualified Individual (Tenant)
- Airport Municipal Airport Management.
- Addison Fire Department in the event of a fire or if the spill is greater than 5 gallons, has a potential of migrating offsite, enters a storm sewer, or is on an area not covered by asphalt or concrete pavement.
- Local spill contractor if needed.
- Tank draining contractor if needed.
- Fuel Facility equipment repair contractor if needed.
- Electrician if needed.
- Tenant's Environmental Consultant.

2. EMERGENCY RESPONSE: This phase begins when the operator's personnel at the facility determine an emergency response is required and ends when the spill has been brought under control and danger to personnel and property has been minimized. In the event of an oil/fuel spill at the UST operator or tenant facilities, the operator's personnel at the facility should take the following immediate response actions:

- Stop the leak, if possible (Emergency shut-off switch, closing valves, etc.).
- Call the Fire Department if appropriate.
- Construct a dam around the spill using dry absorbent material or any other material available to prevent the spill from impacting adjacent properties, storm sewer, etc.
- Place plastic liners, containment booms or pillows over any of the storm sewer inlets in the pathway of the release.
- Prevent traffic from entering the spill area.
- Control access to the spill site.
- Ensure that no ignition sources are present or allowed into the spill area.
- Initiate cleanup and removal actions.
- Call spill contractor and request vacuum truck to remove spilled product, if necessary.

3. POST EMERGENCY CLEANUP AND RESTORATION: This phase begins when the area is safe for personnel to begin or continue containment and cleanup efforts. The time to complete this phase may range from a few minutes to several days depending on the extent of the spill and the required site cleanup. The following actions should be taken in this phase:

- Confine the spill as close to the source as practical and if at all possible prevent spills from entering a waterway or exiting airport property. The person(s) responsible for this task is the Qualified Individual.
- Initiate clean up and disposal actions. Contaminated media will be collected to the maximum extent possible and disposed of in accordance with applicable environmental regulations. The organization responsible for the spill will normally be responsible for these actions.
- If operator personnel cannot effectively perform a timely and thorough cleanup, an outside contractor will be called. The operator's environmental consultant should also be contacted for the collection of any soil or groundwater samples needed to confirm cleanup of the spill, and to assist in the proper characterization and handling of any wastes produced by cleanup activities. The list of available contractors should be updated annually.
- Arrange with the environmental consultant for proper disposal of recovered product and obtain permits, as required.
- The operator responsible for the spill will notify the Texas Natural Resources Conservation Commission (TNRCC) within twenty-four (24) hours of the spill incident as required if the spill is over 25 gallons in volume.

6.1.1 Small Spill Scenario

A small discharge is defined as any discharge volume less than 450 gallons.

6.1.2 Medium Spill Scenario

A medium discharge is defined as any discharge volume between 450 or equal to or less than 4,500 gallons in size.

6.1.3 Worst Case Scenario

A facility owner or operator must identify sufficient response resources available, by contract or other approved means to respond to a worst case discharge of oil. At Addison Municipal Airport, the worst case planning discharge is 4,500 gallons.

6.2 DRAINAGE PLANNING

The requirement for containment and drainage planning are different for each of the four drainage basins. The following sections discuss the required containment and drainage planning for each of the drainage basins.

6.2.1 Total Area

Surface water runoff from Addison Municipal Airport is collected in storm drains and ditches located around the airport. The storm sewer system is owned and operated by the Town of Addison. Discharge from the airport storm sewers eventually drains into one of three creeks: Hutton Branch in Carrollton, Rawhide Creek in Farmers Branch, or White Rock Creek in Dallas. The drainage areas on the airport, along with the airport inflows and outfalls are shown on attached Figure 2.

North

The majority of the airport drains to the outfall located on the western side of the airport. Water from the grassy northern area, the eastern developed area north of Taxiway U, the runway and taxiways north of Taxiway E, and the western developed area north of Taxiway E (off airport activities) all drain to this outfall. After leaving the airport property this water runs into Hutton Branch approximately three miles west of the airport. This area receives offsite inflow from off the airport both on the north side of the airport and on the northeast side. Approximately 49% of this drainage area is impervious.

South

Drainage from the southern part of the airport is collected in storm drains which discharge to surface ditches located southeast and southwest of the runway. These surface ditches convey stormwater off of the airport property to the south. This drainage eventually ends up in Rawhide Creek approximately 3,000 ft southwest of the airport. This area drains the south end of the runway, the tenants south of Airport Parkway (except for the Fire Department), and off airport activities located west of Taxiway B. Approximately 54% of this drainage area is impervious.

East

Water from the eastern side of the airport between Taxiways E and U runs east via surface drainage to Addison Road where it is collected in the storm drains and conveyed to White Rock Creek approximately 2,000 ft east of the airport. Approximately 84% of this drainage area is impervious.

West

A small area on the western side of the airport (Co-op Hangars A, B, and C) drains via surface drainage offsite where it is collected in the Addison storm sewer system and conveyed to Rawhide Creek. Approximately 100% of this drainage area is impervious.

6.2.2 Fuel Farm

The drainage area of the fuel farm is shown on the attached Figure 3. Surface drainage on the gravel drive west of Facilities #1, #2, and #3 is toward a shallow drainage ditch located approximately 40 ft west of the facilities at the farthest point. A six ft chain link fence and large concrete blocks border the eastern side of the drainage ditch. The drainage ditch leads to a below ground concrete culvert, which travels southeast beneath the gravel driveway to another shallow drainage ditch. This ditch flows south, eventually emptying to the Addison Road right of way and the storm sewer system. Surface drainage on the gravel drive east of Facility #1 is toward the boundary between Addison Airport property and the Addison Road right of way. The eastern boundaries of Facilities #2 and #3 are located on the border of Addison Airport property and the Addison Road right of way. Drainage on the eastern side of these facilities is toward the Addison Road right of way.

Surface drainage on the gravel drive east of Facilities #4, #5, and #6 is toward the boundary of Addison Municipal Airport property and the Addison Road right of way. The gravel drive also drains to the south and enters the Addison Road right of way at the south approach to the fuel farm area. Drainage on the western side of Facilities #4, #5, and #6 is toward the southwest to an inlet of a below ground concrete culvert, which drains to a shallow drainage ditch located approximately 40 ft west of Facility #7. Drainage on the eastern side of Facility #7 is to the east towards the Addison Road right of way. Drainage on the western side of Facility #7 is to the west toward the drainage ditch. The drainage ditch drains to the southwest portion of airport property, where it joins a main drainage channel leading to the Addison storm sewer system.

The driveway in the fuel farm does not have an impervious cover. This allows surface water to infiltrate the soil. No concrete curbs or other drainage controls are present between the UST installations and gravel driveway with the Addison Road right of way, although a small ridge of soil in the right of way landscaping may act as a drainage control feature. Figure 3 displays the drainage pattern for the fuel farm area.

Surface drainage from the remote aviation gasoline dispenser located north of Facility #1 (Figure 3) is toward a shallow drainage ditch located approximately 100 ft west-southwest at its nearest point. The tarmac surrounding the dispenser is constructed of concrete, which does not allow surface water to infiltrate the soil. A grassy area on the edge of the tarmac controls the runoff of surface water and drainage, with a slight depression in the center of the grassy area directing runoff to the drainage ditch. Figure 3 displays the drainage pattern for the tarmac surrounding the remote dispenser.

Drainage ditches located near the fuel farm area gather surface runoff, and direct runoff to either the storm sewer located in the Addison Road right of way, or to the storm sewer system located in the Lindbergh Road right of way near the southern end of the airport. The storm sewer system in the Addison Road right of way drains to White Rock Creek approximately 2,000 ft east of the airport. White Rock creek runs into White Rock Lake in Dallas, Texas. The drainage ditch gathering runoff from the tarmac surrounding the remote dispenser runs west to a main drainage channel for the airport. The main drainage channel runs to the southern end of airport property where it enters the storm sewer system located in the Lindbergh Road right of way. The storm sewer drains to Rawhide Creek located approximately 3,000 feet southwest of the airport.

7. SELF-INSPECTION

7.1 FACILITY SELF-INSPECTION

This SRP includes a spill prevention checklist and a spill incident report form (Appendices 2 and 3). Observations should be recorded on a monthly basis and maintained for a period of at least three years.

7.1.1 UST Inspections

Each UST operator's maintenance personnel shall conduct a preventive maintenance inspection (PMI) on the UST facilities daily. Pumps, dispensers, piping, valves, and tanks shall be inspected for proper working order and leaks. This includes, among other things, the visual inspection of all accessible piping and dispensing equipment in the UST systems. The personnel conducting the PMI will notify their supervisor about any problems identified in order to make repairs to any equipment as soon as possible.

7.1.2 AST and Drum Inspections

Tenant personnel will inspect equipment, operational systems, storage tanks, and storage drums to ensure that they are maintained and working properly. Most of the tenants at the airport store chemicals. Qualified personnel who will inspect equipment and storage areas will notify their supervisor about any problems identified in order to make repairs as soon as possible.

Items to be checked shall include:

Tanks and Drums

- drip marks
- discoloration
- leaked material
- cracks
- localized dead vegetation if stored on a soil surface

Piping

- leaked material
- discoloration
- corrosion
- bowing of pipe between supports
- leakage at valves or seals
- localized dead vegetation if stored on a soil surface

7.1.3 Response Supplies / Equipment Inspections

Response supplies / equipment for oil and chemical spills shall be inventoried and inspected on at least a quarterly basis using the checklist provided. The response equipment should be checked for accessibility, operational condition, last time used, and the present age and expected replacement date. Observations should be recorded and records of the quarterly inspections shall be kept for three years.

7.1.4 Secondary Containment Inspections

Secondary containment structures for ASTs and drums stored by the tenants shall be inspected on at least a monthly basis for cracks, discoloration, presence of spilled or leaked material, corrosion, and valve condition. Observations should be recorded and records of the inspections shall be kept for three years.

7.2 Addison Municipal Airport Inspections

Addison Municipal Airport Personnel on a regular basis will conduct inspections of UST facilities located on the airport property. In the event that deficiencies are noted, the qualified individual will be contacted about correcting the deficiencies, and both parties will agree a time frame for correction of the deficiencies.

8. SECURITY SYSTEMS

A chain link security fence with locking gates encloses each UST facility at the fuel farm, where the majority of oil is stored at the airport. Fuel dispensing equipment at each facility is located inside the security fences. All control panels associated with dispensing equipment are also located inside the security fences, with additional locking on / off switches provided for additional security. Each facility is accessible for fuel dispensing 24 hours a day by authorized operator personnel. When the facilities are not in use, the power to the dispensing equipment will be turned off, with all locking mechanisms locked in the off position and the gates on the security fence locked shut. If emergency shutoff switches are not located on pump control panels, electrical breakers inside the electrical breaker panels may be used as an emergency shutoff. Breaker panels for all facilities are located outside the security fences. A six foot chain link security fence surrounds the tarmac where the remote dispenser is located. The tarmac and dispenser is accessible through an unmanned security gate with an automated security system. The emergency shutoff switch for the remote dispenser is located adjacent to the fueling building located approximately 50 ft south of the dispenser. Facility lighting is sufficient for discovery of spills occurring during hours of darkness and to minimize vandalism.

A chain link security fence with locking gates surrounds the buildings, aircraft and associated airport property. Airport property is accessible through an unmanned security gate with an automated security system. The tenants occupying the facilities with oil and chemical storage have adequate lighting to detect a spill, if one occurred. Tenants shall maintain adequate security systems around their UST systems, chemical storage areas, and hangars.

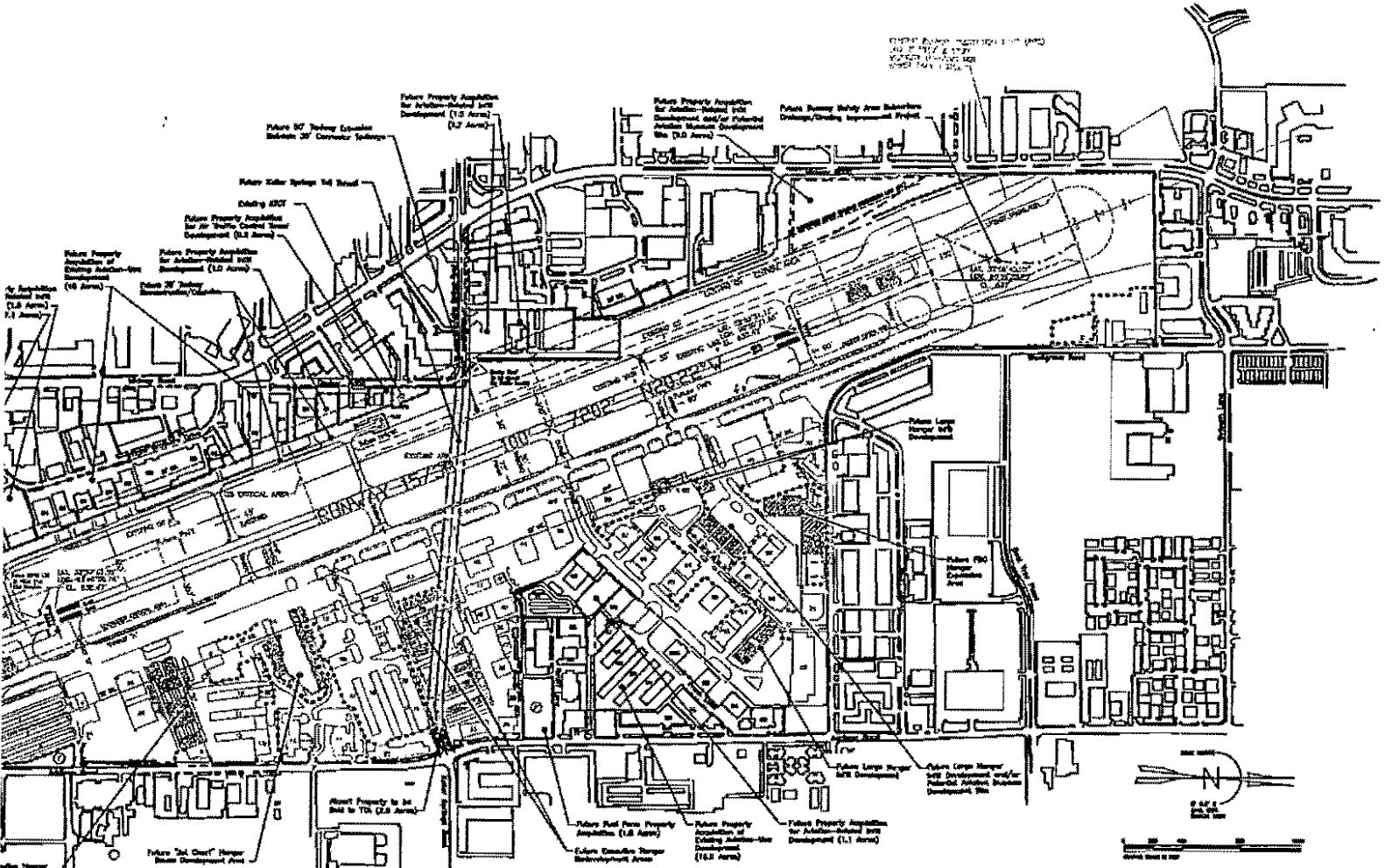
FIGURES

Figure 1 – Airport Layout Plan

Figure 2 – Site Drainage

Figure 3 - Site Map Illustrating Drainage in Fuel Farm Area

OR BUILDING LEGEND



LAYOUT PLAN LEGEND

ITEM	EXISTING	PLANNED
BUILDING RESTRICTION LINE	---	---
PROPERTY PROPERTY LINE	---	---
FENCE	---	---
LANDSCAPE BOUNDARY	---	---
SLURRY PREVENTION BOUNDARY	---	---
BUILDING	---	---
LANDFILL BOUNDARY	---	---
PUMP STATION	---	---
STREET LIGHT	---	---
TRUCKING BOUNDARY	---	---
TRUCKING BOUNDARY WITH 10' BUFFERED CHALK	---	---
TRUCKING APPROACH FROM BOUNDARY POINT	---	---
SLURRY AND CURBWAY LIGHTS (SLLS)	---	---
TRUCK APPROACH SLURRY BOUNDARY (SAB)	---	---
TRUCKING LANE (TRUCKING BOUNDARY)	---	---
TRUCKING BOUNDARY AND LEFT-OFF AREA (LTA)	---	---
TRUCKING	---	---

Referenced from Barnard Dunkelberg & Comp
Tulsa, Oklahoma

ADDISON AIRPORT
ADDISON, TEXAS

AIRPORT LAYOUT PLAN

EA EA ENGINEERING,
SCIENCE, AND
TECHNOLOGY

BUILDING LEGEND

#	WORK ON SHEET	TOP ELEVATION	WORK ON SHEET	TOP ELEVATION	WORK ON SHEET	TOP ELEVATION	WORK ON SHEET	TOP ELEVATION	WORK ON SHEET	TOP ELEVATION
29.	PAVO AIRPORT (1982)	884.7	37. DICKSON BLD. BRIDGE	887.7	82. CHERRY DR. BLD.	873.7	88. WESTPARK AIR FLDS.	883.7	92. Future Remains	883.7
30.	HEZ & HERR (1982)	884.7	38. FRICKLEY BRIDGE	887.7	83. COBLE BRIDGE	873.7	89. JACOBS LIGHTS	883.7	93. Future T-Three	883.7
31.	FLAP/ASPH BRIDGE/LENS	884.7	39. FRICKLEY BRIDGE	887.7	84. METZ BRIDGE	873.7	90. 102-101 PAVES	883.7	94. Future Large No	883.7
32.	AMERICAN FLIGHT	884.7	40. FRICKLEY BRIDGE	887.7	85. BROWN BRIDGE	873.7	91. JACOBS ONE ONE CORNER	883.7		
33.	BY BOX	884.7	41. FRICKLEY BRIDGE	887.7	86. BRIDLEY	873.7	92. BRIDGE TOL	883.7		
34.	LEASER BRIDGE	884.7	42. CHERRY DR. BRIDGE	887.7	87. JACOBS BRIDGE BY BOX INC.	873.7	93. BRIDGE TOWERS	883.7		
35.	102-101 BRIDGE	884.7	43. CHERRY DR. BRIDGE	887.7	88. WELLS BRIDGE/STREET QUARTER OFFICE	873.7	94. BRIDGE/STREET	883.7		
36.	102-101 BRIDGE	884.7	44. FRICKLEY BRIDGE	887.7	89. WELLS BRIDGE	873.7	95. J. B. WOODRUFF BRIDGE	883.7		
37.	102-101 BRIDGE	884.7	45. FRICKLEY BRIDGE	887.7	90. 102-101 BRIDGE C	873.7	96. BRIDGE BRIDGE	883.7		
38.	102-101 BRIDGE	884.7	46. FRICKLEY BRIDGE	887.7	91. 102-101 BRIDGE D	873.7	97. BRIDGE BRIDGE	883.7		
39.	102-101 BRIDGE	884.7	47. FRICKLEY BRIDGE	887.7	92. 102-101 BRIDGE E	873.7	98. BRIDGE BRIDGE	883.7		
40.	102-101 BRIDGE	884.7	48. FRICKLEY BRIDGE	887.7	93. 102-101 BRIDGE F	873.7	99. BRIDGE BRIDGE	883.7		
41.	102-101 BRIDGE	884.7	49. FRICKLEY BRIDGE	887.7	94. 102-101 BRIDGE G	873.7	100. BRIDGE BRIDGE	883.7		
42.	102-101 BRIDGE	884.7	50. FRICKLEY BRIDGE	887.7	95. 102-101 BRIDGE H	873.7	101. BRIDGE BRIDGE	883.7		
43.	102-101 BRIDGE	884.7	51. FRICKLEY BRIDGE	887.7	96. 102-101 BRIDGE I	873.7	102. BRIDGE BRIDGE	883.7		
44.	102-101 BRIDGE	884.7	52. FRICKLEY BRIDGE	887.7	97. 102-101 BRIDGE J	873.7	103. BRIDGE BRIDGE	883.7		
45.	102-101 BRIDGE	884.7	53. FRICKLEY BRIDGE	887.7	98. 102-101 BRIDGE K	873.7	104. BRIDGE BRIDGE	883.7		
46.	102-101 BRIDGE	884.7	54. FRICKLEY BRIDGE	887.7	99. 102-101 BRIDGE L	873.7	105. BRIDGE BRIDGE	883.7		
47.	102-101 BRIDGE	884.7	55. FRICKLEY BRIDGE	887.7	100. 102-101 BRIDGE M	873.7	106. BRIDGE BRIDGE	883.7		
48.	102-101 BRIDGE	884.7	56. FRICKLEY BRIDGE	887.7	101. 102-101 BRIDGE N	873.7	107. BRIDGE BRIDGE	883.7		
49.	102-101 BRIDGE	884.7	57. FRICKLEY BRIDGE	887.7	102. 102-101 BRIDGE O	873.7	108. BRIDGE BRIDGE	883.7		
50.	102-101 BRIDGE	884.7	58. FRICKLEY BRIDGE	887.7	103. 102-101 BRIDGE P	873.7	109. BRIDGE BRIDGE	883.7		
51.	102-101 BRIDGE	884.7	59. FRICKLEY BRIDGE	887.7	104. 102-101 BRIDGE Q	873.7	110. BRIDGE BRIDGE	883.7		
52.	102-101 BRIDGE	884.7	60. FRICKLEY BRIDGE	887.7	105. 102-101 BRIDGE R	873.7	111. BRIDGE BRIDGE	883.7		
53.	102-101 BRIDGE	884.7	61. FRICKLEY BRIDGE	887.7	106. 102-101 BRIDGE S	873.7	112. BRIDGE BRIDGE	883.7		
54.	102-101 BRIDGE	884.7	62. FRICKLEY BRIDGE	887.7	107. 102-101 BRIDGE T	873.7	113. BRIDGE BRIDGE	883.7		
55.	102-101 BRIDGE	884.7	63. FRICKLEY BRIDGE	887.7	108. 102-101 BRIDGE U	873.7	114. BRIDGE BRIDGE	883.7		
56.	102-101 BRIDGE	884.7	64. FRICKLEY BRIDGE	887.7	109. 102-101 BRIDGE V	873.7	115. BRIDGE BRIDGE	883.7		
57.	102-101 BRIDGE	884.7	65. FRICKLEY BRIDGE	887.7	110. 102-101 BRIDGE W	873.7	116. BRIDGE BRIDGE	883.7		
58.	102-101 BRIDGE	884.7	66. FRICKLEY BRIDGE	887.7	111. 102-101 BRIDGE X	873.7	117. BRIDGE BRIDGE	883.7		
59.	102-101 BRIDGE	884.7	67. FRICKLEY BRIDGE	887.7	112. 102-101 BRIDGE Y	873.7	118. BRIDGE BRIDGE	883.7		
60.	102-101 BRIDGE	884.7	68. FRICKLEY BRIDGE	887.7	113. 102-101 BRIDGE Z	873.7	119. BRIDGE BRIDGE	883.7		

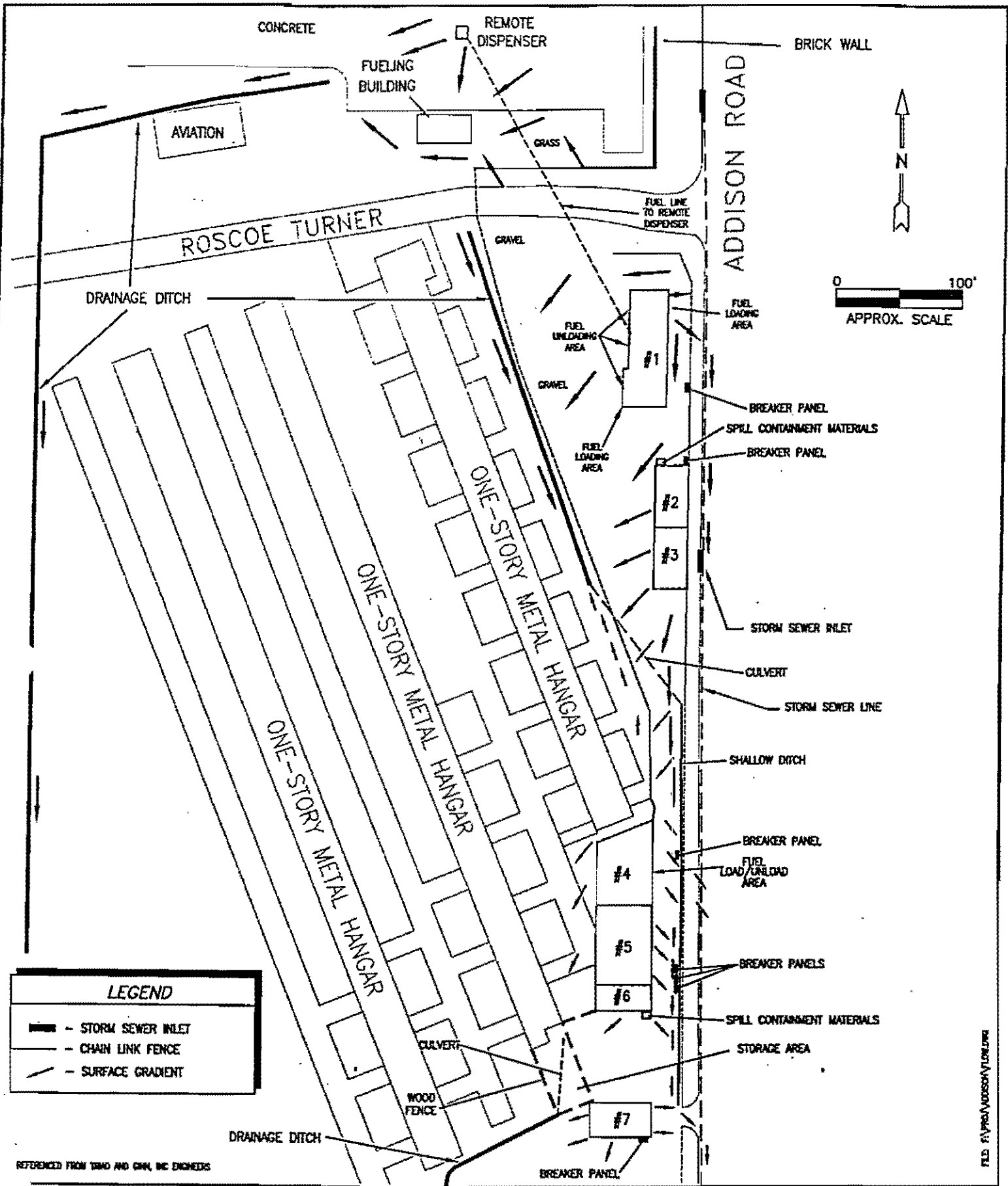
LAYOUT PLAN LEGEND		
ITEM	SYMBOL	PLAN
BUILDING FOOTPRINT LINE	—	—
PROPERTY PROPERTY LINE	—	—
POLE	—	—
AVIATION EMBLEM	—	—
MARKED PROTECTION ZONE	—	—
BUILDING	—	—
AVIATION PROPERTY	—	—
TRAIL SIGNAGE	—	—
INDICATED BRIDGE	—	—
LIGHTED BRIDGE CONE & BEACONED CONE	—	—
AVIATION APPROACH FROM INDICATED CONE	—	—
AVIATION END INDICATED LIGHTS (CONE)	—	—
AVIATION APPROACH FROM INDICATED CONE	—	—
AVIATION LIGHTS (SQUARE BEACONED LIGHT)	—	—
AVIATION LIGHTS (SQUARE BEACONED LIGHT)	—	—
AVIATION LIGHTS (SQUARE BEACONED LIGHT)	—	—
AVIATION LIGHTS (SQUARE BEACONED LIGHT)	—	—
AVIATION LIGHTS (SQUARE BEACONED LIGHT)	—	—
AVIATION LIGHTS (SQUARE BEACONED LIGHT)	—	—

Referenced from Barnard Dunkelberg & Tulsa, Oklahoma

ADDISON AIRPORT
ADDISON, TEXAS

BUILDING LEGEND

EA EA ENGINEERING, SCIENCE, AND TECHNOLOGY



REFERENCED FROM TDM AND CML, INC ENGINEERS



ADDISON AIRPORT
FUEL FARM
ADDISON, TEXAS

SITE MAP SHOWING DRAINAGE

PROJECT MGR TF	DESIGNED BY	DRAWN BY LAH	CHECKED BY	SCALE 1" = 100'	DATE 06-02-98	PROJECT NO 13457.01	FIGURE 3
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APPENDIX A

SPILL PREVENTION CONTROL AND COUNTERMEASURES (SPCC) PLAN

APPENDIX B

SPILL PREVENTION INSPECTION CHECKLIST

SPILL PREVENTION CHECKLIST

The following should be inspected on a monthly basis:

Containment Equipment	Date of Inspection	Initials of Inspector	Action Needed	Action Taken
Pumps				
Valves				
Piping				
Absorbent Materials				
Facility Drainage Access				
Evidence of Spills/Leaks				
Tank Areas				
Hoses				
Signs				
Caps/Vents				
Dispensers				
Pad Areas				
Tanks				
Piping				
Valves				
Fittings				
Pumps				

APPENDIX C

SPILL INCIDENT REPORT

SPILL INCIDENT REPORT

DESCRIBE INCIDENT: (Include all facts relating to the cause of the incident; stopping, containing and clean-up of spill, and contacts/conversations with outside agencies.)

INCIDENT DATE: _____ TIME: _____

REPORT DATE: _____ TIME: _____

FACILITY NAME: _____ DISTRICT: _____

ADDRESS: (street, county, state) _____

PERSON REPORTING: _____ PHONE: _____

MGR. IN CHARGE AT SCENE: _____ PHONE: _____

STORAGE CAPACITY
(IN GALLONS) Gasoline _____ AvGas _____
Jet A _____ Other _____

PRODUCT SPILLED: _____ APPROX. GALLONS: _____

TOPPED DATE: _____ TIME: _____

How Discovered: _____

Extent of actual or potential water pollution: _____

Nearest body of water or tributary: _____ Distance: _____

Any part of spill enter drainage or sanitary sewers, pipes or ditches? _____

Spill contained on premises? _____

Spill contained on an asphalt or concrete pavement area? _____
