

**Appendix A
Recommendations for Spill Prevention Control and Countermeasures,
and Stormwater Pollution Prevention Plan**

**Prepared by T-O Engineers
August, 2010**

STORMWATER POLLUTION PREVENTION AND SPILL PREVENTION CONTROL AND COUNTERMEASURES (SPCC) AT THE COEUR D'ALENE AIRPORT

Over recent years, stormwater pollution prevention and spill prevention control and countermeasures at airports have become significant environmental considerations facing airport sponsors in operating their airports. In many instances, state environmental agencies have authority over stormwater pollution prevention and SPCC regulations requirements. While many states have this authority, Idaho is still under the jurisdiction of EPA Region 10. As such industrial activities discharging stormwater into the water of the U.S., including airports, are bound by the EPA's Multi-Sector General Permit (MSGP) and National Pollution Discharge Elimination System (NPDES) requirements as well as the "SPCC Rule" (40 Code of Federal Regulation (CFR) part 112), which applies to aboveground oil storage facilities greater than 1,320 U.S. gallons or underground storage capacity greater than 42,000 gallons.

Currently, EPA regulations are only applicable where stormwater runoff and/or oil discharge from a spill is reasonably certain to enter into or upon navigable waters of the U.S. By definition, Coeur d'Alene Airport is not required to obtain an NPDES permit, formally prepare a Stormwater Pollution Prevention Plan (SWPPP), or maintain a Spill Prevention Control and Countermeasures plan (SPCC) because no runoff directly interacts with U.S. water bodies. This said, there are state and local requirements associated with activities on airport which need to be considered because stormwater and spills from the airport could interact with the local Rathdrum-Prairie Aquifer through the numerous drywells on-site.

As such, it is recommended Coeur d'Alene Airport be proactive in identifying and managing stormwater discharge and spill prevention measures. The following sections provide a brief overview of the conditions at the airport which may impact stormwater pollution prevention and SPCC.

STORMWATER POLLUTION PREVENTION

A primary mechanism used by airports to prevent stormwater pollution is the development of a Stormwater Pollution Prevention Plan (SWPPP). The primary purpose of a SWPPP is to identify potential pollutant sources and establish Best Management Practices (BMP) to prevent stormwater pollution. Although Coeur d'Alene Airport is not required to obtain an EPA NPDES permit or have a formal SWPPP, it is recommended the airport have procedures in place to limit and prevent any unnecessary discharges.

Potential pollutant sources at the Coeur d'Alene Airport are primarily those associated with aircraft and maintenance vehicle fueling activities and the de-icing of aircraft and airport pavement areas. Currently, the airport collects and treats stormwater in a series of Grassed Infiltration Areas (GIA). Once contained in a GIA, the stormwater is treated and directed into drywells. Numerous drainage basins exist on the airport, all of which are subject to stormwater runoff which may contain petroleum products if contaminated.

The majority of the drywells are located in GIA designed to provide filtration of the pollutants and settling of sediments prior to discharging into the drywells.

SPCC

Fueling activities are the primary source for spills on airports. An airport's Fixed Base Operator (FBO) or the airport owner itself often provides aircraft fueling services. Depending on the aircraft traffic mix, combinations of 100 low lead and 80 Octane Aviation gas (Avgas) and/or Jet-A fuel are usually provided for aircraft.

In 2009, approximately 687,977 gallons of fuel (Jet-A and AVGAS) was sold at the airport. Currently, all existing aircraft fueling facilities at the Coeur D'Alene Airport are privately owned, operated and maintained. The airport owns one diesel fuel and one automobile gasoline tanks at the airport maintenance facility for airport maintenance equipment purposes only. In 2009, the airport dispensed approximately 20,000 gallons of diesel fuel and 10,000 gallons of automobile gasoline.

There are currently two FBO's on the airport: Southfield Fuel and Resort Aviation. Both FBO's use mobile trucks as well to service aircraft at locations across the airport. Southfield Fuel also has a self-service fuel island. In addition, there are several individual private refuelers on airport. At this time, all entities are responsible for their own spill prevention control and countermeasures (SPCC) plans and preventative measures.

The storage tanks on the airport currently fall under the jurisdiction of either Panhandle Health District (PHD) or Idaho Department of Environmental Quality (DEQ), depending on whether they are above or below ground facilities. PHD governs all aboveground facilities; DEQ regulates all underground facilities. PHD's guidelines refer to IDAPA 40.01.01 400 for critical materials above and adjoining the Rathdrum-Prairie Aquifer. DEQ follows the IDAPA 58.01.07 for underground storage tank systems as well as 40 CFR Part 280

Because of the possibility of groundwater interactions and the importance of the aquifer, it is recommended that the Airport adopt a policy that, at a minimum, would require all fuel storage facilities to have written plans in place to prevent a spill from entering the drywells or interacting with groundwater.

APPENDIX

Stormwater Pollution Prevention and Spill Prevention Control and Countermeasure (SPCC) Overview and Recommendations

This appendix provides specific information and general recommendations relating to stormwater management and SPCC at the Coeur d'Alene Airport.

Potential Pollutant Sources and Description of Facilities

- Aircraft are refueled anywhere on the airport aprons by mobile tank trucks which are filled at consolidated underground fuel farm storage facilities or by aboveground fuel storage tanks as well. Refueling of aircraft from a self-serve station takes place also. Normal refueling and fuel storage methods aim to prevent contact of fuels with stormwater; however, small amounts (less than 200 milliliters) may be spilled on airport aprons during aircraft pre-flight safety checks to determine if fuel tanks contain any water.
- Tanker truck delivery transfers and mobile tank truck refueling occur within the designated fuel areas at both FBO locations.
- Aircraft maintenance takes place primarily indoors at the FBO's and at some private hangars. Used oils and solvents are stored by each tenant separately in approved containers until an independent commercial disposal company retrieves the used oil. The airport has a 110 gallon used oil storage tank for their personal maintenance and use.
- De-icing of both aircraft and airport pavement

Following is a detailed description of facilities and activities that present potential pollutant/spill sources at the airport.

1. Southfield Fuel FBO – Southfield Fuel FBO has two (2) 15,000 gallon underground tanks, one for Avgas and one for Jet-A fuel. There are four dispensers, two for overwing loading and two for service truck loading. Mobile Trucks are used to service aircraft as well. The fueling area is centered on a concrete apron with an entrapment and an oil/water separator. All aircraft and servicing vehicles load fuel while on the concrete apron. There is an automatic shutoff button adjacent to the dispenser in case of emergency. Also, the FBO operator has leak detection alarms in the business office.
2. Resort Aviation FBO – Resort Aviation FBO is a commercial fueling facility using four (4) underground fuel tanks – 2 Avgas (11,000 gallon and 4,000 gallon) and 2 Jet-A (15,000 gallon and 12,000 gallon). There is no fueling station for aircraft; four (4) fuel trucks are used to supply aircraft. The trucks are filled on a concrete apron. All trucks are equipped with emergency shutoff switches and contain spill kits as well.

3. Panhandle Helicopter – Panhandle Helicopter has an 11,000 gallon aboveground tank used for fueling their private fleet of helicopters. No public fueling is available. They have a concrete fueling apron that drains toward an oil/water separator.
4. Aerostar – Aerostar has three (3) 10,000 gallon underground fuel tanks. They use one for dispensing; the other two are used for storage and transferring of fuel to the dispenser tank. They do not have public access to the fuel. The fueling area is an asphalt apron.
5. Idaho Forest Industries (IFI)/Riley Creek Lumber – A 12,000 gallon underground Jet-A fuel tank is used as a joint fuel facility for these companies. No fuel is for sale to the public. The fueling area is an asphalt apron.
6. Hagadone – Hagadone has a 12,000 gallon underground Jet-A fuel tank. It is for private aviation use only. The fueling area is an asphalt apron.
7. Coeur d’Alene Airport Maintenance Facility – The maintenance facility has a 1,000 gallon aboveground diesel fuel tank and a 550 gallon gasoline tank. These tanks are used to fuel maintenance equipment such as loaders and tractors. They are located in on a concrete fueling pad. These facilities are not available to the public.
8. Airport De-icing - Airport pavement surfaces are de-iced by the airport. Aircraft de-icing occurs at both FBO facilities as well. Empire airlines performed de-icing activities in the past but no longer provide this service. In the winter of 2009-2010, a total of 200 gallons of Type 1 propylene was used on the airport. During harsh winters, the total Type 1 used usually is between 300-500 gallons.

Refer to Exhibit 1 for facility locations at the Coeur d’Alene Airport.

Stormwater Pollution Prevention Overview and Recommendations

LEAK/SPILL HISTORY

In approximately 1995, there was a reported fuel spill near Resort Aviation from a mobile fuel truck, discharging approximately 150 gallons. The site was excavated and remediated according to airport personnel. No other significant spill or leaks have been reported at the airport in recent years.

DRAINAGE BASINS AND DISCHARGE

No wetlands exist on the airport and no wetlands in the vicinity are known to receive discharge from the airport.

79 drainage basins with stormwater management systems exist on the airport property. Stormwater is collected in the drainage swales before it flows into a series of drywells. The airport has a total of 97 drywells as shown on Exhibits 2 and 2A. This total does not include all private lot drywells or drainage basins.

RISK IDENTIFICATION AND ASSESSMENT

Fuel Storage Facilities: Please see Potential Pollutant Sources above as well as Appendix 1 for a detailed description of fuel storage facilities on Coeur d'Alene Airport.

De-icing Activities: De-icing of pavement areas takes place during the winter months typically between November and March. Pavement de-icing agent (urea) is delivered and stored in 2,000 lb bags on wooden pallets in the maintenance and storage facilities. It comes in granular form and is prepared with water only immediately prior to use. The airport uses a truck mounted granular broadcaster. Areas likely to be contaminated with de-icing agents are the pavements of the primary runway and taxiways. Any run-off will be captured in drywells with little or no stormwater contamination.

Aircraft de-icing occurs at the FBO's when needed using Type 1 propylene, as described above. This occurs generally between the months of November and March. Quantities used vary between 200-500 gallons, depending on the need. Based on operator discussions, Idaho Department of Environmental Quality (DEQ) and Panhandle Health District (PHD) do not require formal tracking of the propylene until at least two operations per week with 300+ gallons of use were occurring.

Maintenance Activities: Numerous lubricants for airport vehicle maintenance are stored in various quantities up to 55 gallons in the airport equipment maintenance facility. Because these materials are stored indoors, there is very little likelihood of contamination of stormwater. Aircraft maintenance also takes place primarily indoors; therefore, there is very little likelihood of contamination of stormwater from these activities. Selected solvents, paints, oils etc. are used during aircraft maintenance activities, these are typically used indoors. Aircraft are occasionally serviced outdoors on the aprons.

During these times, there is a slight potential for stormwater contamination from dripped materials.

Waste Disposal Practices: Wastes generated at the airport are limited to used oils and solvents, used engine and aircraft parts, and general refuse. Airport tenants are required to manage, handle, and properly dispose of their wastes. A commercial waste disposal company comes to the airport to assist tenants in disposal of these agents as needed.

General refuse is disposed of in dumpsters which have lids to prevent any contamination with stormwater. Therefore there is very little opportunity for contamination of stormwater.

Airport Maintenance: Herbicides are applied annually within the Airport's property and around light fixtures to prevent plant growth. Fertilizers, weed killers, soil sterilants and pest control chemicals will be properly labeled and stored indoors or outdoors in a covered area to avoid stormwater contamination. Also, such chemicals are not applied within a 48 hour time period of forecasted precipitation.

PREVENTIVE MAINTENANCE

Preventative maintenance includes the regular inspection and testing of equipment and operational systems. The inspections will uncover problematic conditions such as cracks or slow leaks which could cause breakdowns or failures that result in the discharge of pollutants to storm sewers or surface waters. The preventative maintenance program should prevent breakdowns and failures by adjustment, repair or replacement of equipment. Airport facilities and the storm water drainage system will be inspected on a biannual basis by airport personnel. If any deficiencies are found, they are quickly corrected. The purpose of the inspections will be to determine the condition of the system and to maintain its functionality. Currently, there is no preventative maintenance schedule for Coeur d'Alene Airport.

GOOD HOUSEKEEPING

Good housekeeping practices require a consistent cleaning and maintenance schedule. Housekeeping is separated into two categories; operational and maintenance techniques and material storage and inventory practices. If these practices are adhered to on a consistent basis, there is a decreased chance for spills occurring at any of the airport's facilities. Following are good housekeeping practices that are performed by the airport.

Operations and Maintenance Practices

- Garbage and waste materials are collected in closed-lid containers and picked up regularly.
- Waste oils are disposed of in drums or containers designated for such purpose.
- Inlets to the storm drainage system will be marked with warning signs where practical, and repaired/re-painted as needed.
- Snow removal and emergency vehicles, or any other maintenance vehicles that may sit in one location for long duration of time, will be stored indoors when possible to avoid any unnoticed oil leaks.
- Pollution prevention measures and BMPs can be found in section 3.5.
- Fertilizers and herbicides used on the airport are applied using only those quantities that are required.

Material Storage and Inventory

- The airport's used waste oil tank shall be emptied frequently enough to ensure that it never reaches capacity. Privately owned waste oil tank owners will be encouraged to follow similar practices, and all tanks are checked during biannual inspections. These areas are kept free of trash and spilled oil.
- Only transfer the amount of aviation fuel needed in the mobile fuel trucks. Unless the trucks are in operation, they should remain empty.
- Where practical, refuse and waste storage will take place indoors in a safe and sanitary fashion.
- All refuse dumpsters will be equipped with functional lids, preventing rainwater from entering into them.
- Storage containers, drums, etc., must be stored away from direct traffic routes to prevent accidental spills.
- Empty drums must be covered or disposed of to prevent collection of rainwater.
- Steel drums or containers will be stored on pallets or similar devices (above ground) to prevent corrosion of the containers which can result when they come in contact with ground moisture.

- All chemical substances present at the airport will be identified. A list will be maintained as appropriate by tenants of all substances used in the workplace, including MSDS for each.
- All chemical containers must be labeled to show the name and type of substance, stock number, expiration date, health hazards, including reactivity, corrosivity, ignitability, toxicity, handling suggestions, and first aid information.

BEST MANAGEMENT PRACTICES (BMPS)

The following BMPs represent the most relevant and compatible with operations at the Coeur d'Alene Airport. Included are BMPs derived from the EPA, State of Idaho Department of Environmental Quality Catalog of Stormwater Best Management Practices for Cities and Counties and other effective state stormwater pollution prevention sources.

Cover for Materials and Equipment

Partial or total enclosure of materials, equipment, process operations or activities. Such covering prevents stormwater from coming into contact with potential pollutants and reduces material loss from wind.

De-Icing

Care is taken that the amount of de-icing agent applied is appropriate to the need. The actual quantity of de-icing agent applied remains at the discretion of the applicator. Quantities are not limited at the expense of flight safety. Urea is selected for use to de-ice runway and primary taxiway pavement surfaces.

Fuel Pump Facilities, Permanent Above Ground Fuel Facility Protection, & Small Tank Storage Area Protection

Automatic Shut-Off Mechanisms – Automatic shut off mechanisms will be utilized in the form of dead-man switches on both the 100LL Avgas and Jet-A tanks, minimizing the possibility of any spills from an overflow. Additionally, all tanks for aviation fuel, unleaded gasoline and diesel fuel will have overfill protection systems.

Traffic Barriers – The fuel facilities, self serve fueling station, and all above ground fuel transmission lines will be protected by concrete filled steel bollards or other similar means. All fuel tanks are located within the secured airport property decreasing the likelihood for vehicle related incidents.

Fuel Spill Containment Facility – Secondary containment for all fueling activities and equipment is provided. Additionally, all fuel storage tanks located in the fuel farm facility are double walled steel tanks, which provide for individual secondary containment of each tank. All exposed piping/fuel transmission lines that are part of the

individual tank systems are located within integrated areas which provide for either secondary containment basins beneath the piping, overhead shelter, or both. Oil/water separators (if in use) will be inspected and maintained per manufacturer's specifications.

Covered Disposal Bins – Trash receptacles located in the fuel farm and self serve fueling areas are covered.

Mobile Tanker Protection

Automatic Shut-Off Mechanisms – Over wing nozzles on mobile tank trucks will utilize a dead-man type nozzle, which must be held open at all times by the operator to produce flow, which minimizes the potential for a spill from overflowing aircraft fuel tanks from unattended nozzles.

Employee Training – Employees are educated on the proper use of fuel dispensers and mobile tank truck operations by their employers during initial training, and on recurring basis in accordance with the tenant's training program.

Spill Response Information – Tenants and their employees are provided with copies of the airport's spill prevention and response procedures. Emergency spill response kits are located on each mobile tank truck.

Mobile Tank Truck Parking – Mobile tank trucks are parked on paved surfaces or adjacent to paved surfaces when not in use.

Aircraft Maintenance Activities

Hangar Use – Most repairs involving exchange of fluids and lubricants and/or painting take place indoors.

Used Oil Storage – All tenants are responsible for properly disposing their waste oils. The airport uses a 110 gallon waste oil bin for use with their maintenance operations.

Drip Pans – When aircraft maintenance or repairs are performed outdoors by the FBO or tenants, the use of weighted drip pans placed beneath the work areas to collect any liquids dripped or spilled are encouraged.

Oils/Lubricants/Paint Storage

Oil Storage Area – Waste oil tanks will be located in a dedicated storage area. Other miscellaneous 55 gallon drums of waste oil, solvents, and other materials will be stored inside this area as well.

Oil Tank Elevation – Waste oil tanks will be elevated. Storage of 55 gallon drums made of steel will be done on pallets.

Oil Tank Lids – Lids on all waste oil tanks and 55 gallon drums are required to be securely closed at all times to prevent stormwater from entering inside them.

Spill Response Cleanup Materials – Materials for cleaning up spills are located in several accessible locations including the airport maintenance facility, the airport fire station, on-board at least one airport rescue vehicle, on-board all mobile tank trucks, and at other various tenant locations.

Paint Storage – Paints and thinners are stored indoors and/or in enclosed areas which prohibit contact with stormwater.

Used Oil Recycling – Used oils are collected by private contractors for recycling before the waste oil containers they are stored in reach capacity.

Aircraft Parts Storage – Aircraft parts stored at the airport outdoors are generally drained of oils and fluids, and are located on pallets and covered.

Parked Aircraft – Oil and fluids which have leaked from parked aircraft are cleaned up using absorbent materials at appropriate intervals.

Aircraft Washing and Servicing

Detergent Selection – Only biodegradable phosphate free detergents are recommended for aircraft washing.

Solvents – Solvents and thinners are prohibited from being used outdoors where they can drip onto the ground and mix with stormwater.

Lavatory Cart Services – Lavatory services are performed by the FBO on the airport. Sewage disposal from the lavatory cart is into the sanitary sewer system or collected by a private pumping company.

Automobile Operations

Automotive fueling activities take place on the airport for airport vehicles only. No commercial fueling is conducted. BMPs covering these activities are discussed within the description of the selected BMPs noted above.

Automotive Wash Activities

Indoor Washing – Automobiles are washed indoors whenever possible. Outdoor washing of vehicles generally takes place at locations where water can evaporate before entering into the stormwater system.

Detergent Selection – Only biodegradable phosphate free detergents are recommended for automobile washing.

Sediment and Erosion Control

Sediment and erosion control is conducted primarily through cover practices, and in some limited areas, through structural BMPs. Permanent seeding and vegetative cover is provided on airfield areas. Most hangars include landscape cover including seeding, sod, and plantings. In those limited areas where erosion is/has been a concern, structural BMPs are used to control the erosion, including, riprap, erosion fencing, and hay bales.

Non-Stormwater Discharge Testing

Inlets and grates are observed for non-stormwater run-off during normal business hours during dry weather. Most of the physical stormwater system which exists today has been constructed new or has been re-constructed through numerous airport construction projects, which ensured that there were no illicit connections to the system. The topography and grade of airport terrain directs stormwater runoff from industrial areas to numerous drywells located throughout airport property.

INSPECTION PROGRAM

It is recommended that a regular inspection be carried out by airport personnel or authorized representatives. Comprehensive inspections of the following equipment shall be conducted on a biannual basis.

1. Fuel farm facilities, including tanks, all connections and fittings, fuel spill containment apparatus, and mobile tank trucks.
2. Used oil and materials storage facilities, including used oil tanks and drums.
3. Storm drainage systems, including inlets, outlets etc.
4. All structural BMPs will be inspected to ensure proper maintenance has occurred, and that they are fully functional.
5. Inspections will ensure that all items included in good housekeeping practices are fully implemented and maintained.

RECORD KEEPING AND INTERNAL REPORTING PROCEDURES

It is recommended that records of biannual inspections, follow-up inspections, documentation to tenants concerning stormwater or BMP concerns/communications, employee training, records of any incident involving spills, leaks or other events and other relevant records be maintained and kept at the office of the Airport Manager.

SPILL RESPONSE/SPCC RECOMMENDATIONS

Following the recommendations above relating to stormwater pollution prevention should help in reducing the risk of a spill at the airport. Following are additional recommendations for spill response procedures as well as additional SPCC recommendations based on Federal Regulation 40 CFR 112, are the following:

SPILL RESPONSE PROCEDURES

Aviation fuel spills could occur from the following sources or operations identified in Potential Pollutants section above. Below are examples of fueling activities where a chance of spill is increased and the recommended response procedures to mitigate the spill.

- While unloading aviation fuels into the bulk fuel storage tanks from commercial rated petroleum product tanker trucks. All mobile refueling equipment should be supplied with fuel spill clean-up kits.

Immediate actions:

1. Verify any containment pad drain valves are closed.
 2. Attempt to stop leak from truck using emergency shutoff valve.
 3. Notify airport staff if spill appears to be over 1 gallon. Additional qualified individuals should be contacted if necessary (i.e. Fire Department).
 4. Notify qualified individual of minor fuel spills and obtain absorbent material.
 5. Do not move the tanker truck until the leak is repaired or directed by the airport and the spill is cleaned up.
 6. Complete a spill record and provide a copy to the appropriate authority.
 7. Make notifications to the Federal, State, EPA, and local authorities as necessary.
- Overflow, spills, broken piping or tank rupture in the contained bulk fuel storage area.

Immediate actions:

1. If aviation fuel product is visible in the tank containment area, immediately push the Emergency Shutoff switch for system pumps.
2. Close all tank valves.
3. Verify the containment area drain valve is closed.

4. Notify airport staff if spill appears to be over 1 gallon. Additional qualified individuals should be contacted if necessary (i.e. Fire Department).
 5. Complete a spill record and provide a copy to the appropriate authority.
 6. Make notifications to the Federal, State, EPA, and local authorities as necessary.
- While dispensing aviation fuels into airport refueling trucks at the facility dispensing stand. All mobile refueling equipment should be supplied with fuel spill clean-up kits.

Immediate actions:

1. Push the Emergency Shutoff Switch for system pumps.
 2. Attempt to stop leak from truck using manifold shutoff valves.
 3. Notify airport staff if spill appears to be over 1 gallon. Additional qualified individuals should be contacted if necessary (i.e. Fire Department).
 4. Do not move the refueling truck until directed by the airport or Fire Department, or until the spill is cleaned up.
 5. Complete a spill record and provide a copy to the SWPPP Administrator.
 6. Make notifications to the Federal, State, EPA, and local authorities as necessary.
- While refueling aircraft on any aircraft parking apron, taxi lane or area from the airport refueling trucks. All mobile refueling equipment should be supplied with fuel spill clean-up kits.

Immediate actions.

1. Release the Dead Man Switch and push the Emergency Shut- Off Switch for the truck mounted pump.
2. Determine if the leak is coming from the aircraft or the refueling truck, or if it is spilled product from hose handling.
3. If from the truck, attempt to stop leak from truck using manifold shut off valves, otherwise move the truck from the refueling truck parking area or the dispensing pad to contain the leak.
4. If from the aircraft, re-check fuel tank level to verify the leak is not overflow and if not, notify the airport and Fire Department and aircraft owner of the fuel leak, and also indicate “fuel leak, aircraft not airworthy” on the delivery receipt.

5. Notify airport staff if spill appears to be over 1 gallon. Additional qualified individuals should be contacted if necessary (i.e. Fire Department).
 6. Notify qualified individual of minor fuel spills and obtain absorbent material.
 7. Do not move the refueling truck until directed by the airport or Fire Department or until the small spill is cleaned up.
 8. Complete a spill record and provide a copy to the appropriate authority.
 9. Make notifications to the Federal, State, EPA, and local authorities as necessary.
- In the FBO refueling truck parking area.

Immediate actions.

1. Attempt to stop leak from truck using shut off valves.
2. Notify airport staff if spill appears to be over 1 gallon. Additional qualified individuals should be contacted if necessary (i.e. Fire Department).
3. Notify qualified individual of minor fuel spills and obtain absorbent material.
4. Do not move refueling truck until directed by airport or Fire Department or until the small spill is cleaned up.
5. Complete a spill record and provide a copy to the appropriate authority.
6. Make notifications to the Federal, State, EPA, and local authorities as necessary.

Additional recommendations from Federal Regulation 40 CFR 112:

1. *Facility Contact Information*: It is important that in the event of a spill, emergency contact information is readily available for both the facility operator as well as Airport personnel, National Response Center, cleanup contractors, and any other Federal, state, or local agency who must be contacted. One person should be designated in charge and accountable for spill prevention.
2. *Facility Diagram*: Describe the physical layout of the facility in the form of a diagram marking the locations and contents of each container, including transfer stations and connecting pipes. The plan should also address:
 - A. discharge and drainage controls such as secondary containment
 - B. procedures to control a spill

C. countermeasures for spill discovery

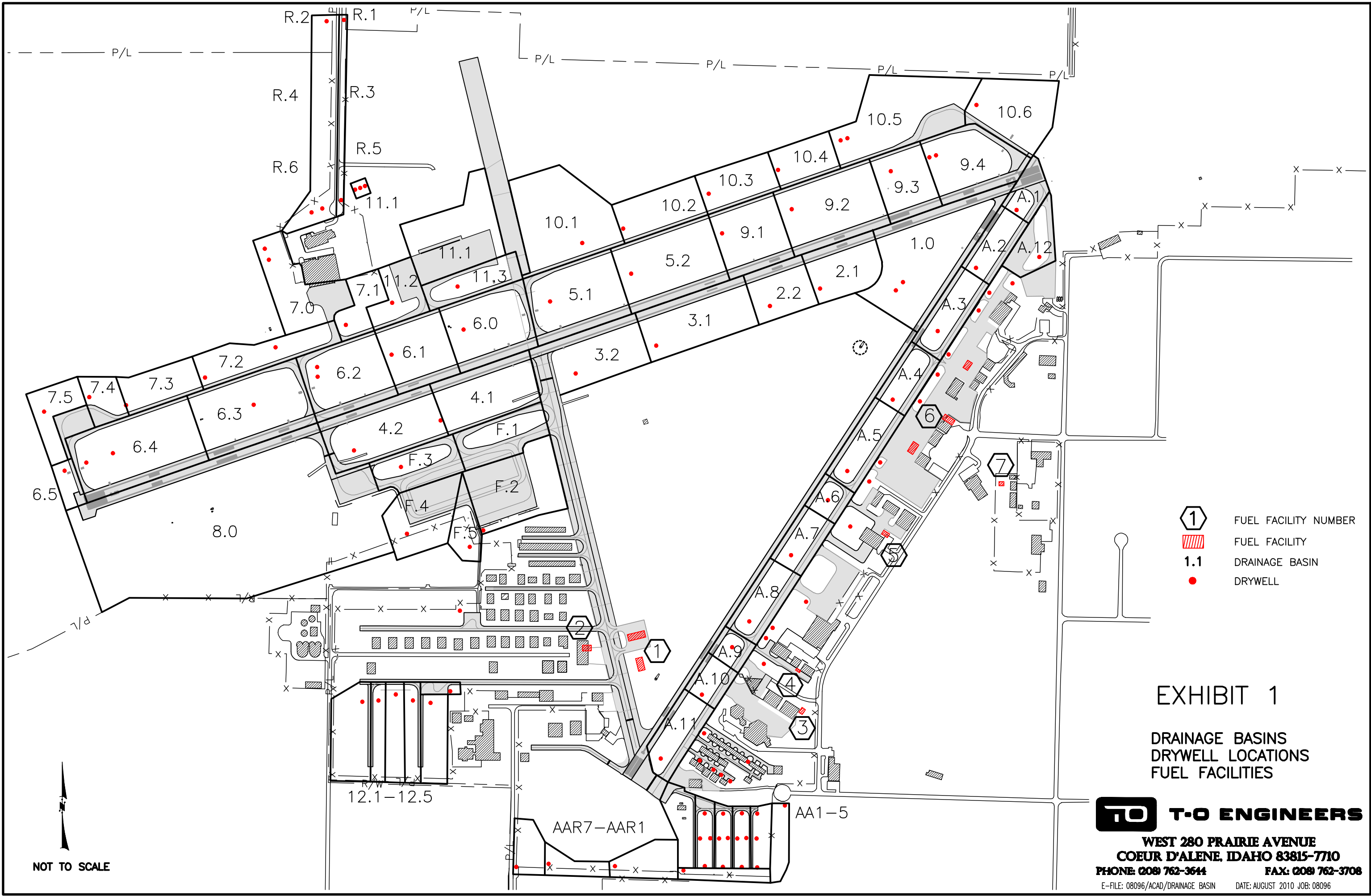
3. Potential Equipment Failures: By evaluating the system to determine where possible failures may occur, the operators will be able to properly prepare for these events were they to occur, decreasing the response time and effectiveness. Provide a rate of flow, direction of flow, and total quantity of possible spill.
4. Containment Diversionary Structures: Provide a description of what measures are in place in addition to primary containment to contain a spill.
5. Spill Contingency Plan: Provide a written document for situations
6. Written Commitment of Support Materials: Provide a written commitment of personnel, equipment, and materials necessary to control, contain, and remove contaminated debris because of a spill.
7. Inspections, Tests, and Records: Perform inspections and tests as necessary. Keep records of these inspections and tests as appropriate.
8. Training: Train all personnel associated with the facility in proper handling, maintenance of the equipment to prevent spills. They should be trained in spill protocol, pollution control laws, and general facility operations. Spill prevention meetings involving all personnel involved with the fuel facility should be conducted annually, at a minimum.
9. Tanker Offload/Truck Upload: Provide written procedures describing preventative measures taken during offload/upload process to prevent spills.
10. Security: Describe security measures in place to prevent vandalism or other malicious acts that could result in a spill.

It is recommended that spill prevention procedures be prepared specifically for each fueling facility at the airport. In many instances, fuel suppliers are now requiring fuel vendors to have such a plan in place. The airport should verify if this is the case.

The information included in this chapter provides good, basic recommendations for addressing stormwater pollution prevention and SPCC at the Coeur d'Alene Airport. As environmental requirements continue to evolve, airport staff should remain proactive in their efforts to understand and address new local, state and federal requirements that may impact the operation of the airport and its tenants.

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

-  FUEL FACILITY NUMBER
-  FUEL FACILITY
-  DRAINAGE BASIN
-  DRYWELL

EXHIBIT 1

DRAINAGE BASINS
DRYWELL LOCATIONS
FUEL FACILITIES

T-O ENGINEERS
 WEST 280 PRAIRIE AVENUE
 COEUR D'ALENE, IDAHO 83815-7710
 PHONE: (208) 762-3644 FAX: (208) 762-3708
 E-FILE: 08096/ACAD/DRAINAGE BASIN DATE: AUGUST 2010 JOB: 08096

NOT TO SCALE

EXHIBIT 2

Airport Basins and Drywells Coeur d'Alene Airport

Basin No.	Basin Description	No. of Drywells	Drywell Description	Installation Date
A.1	10-foot swale, T/W A Sta. 58 to 61 (Between R/W and T/W)	1	Double Barrel	1995
A.2	10-foot swale, T/W A Sta. 53 to 58 (Between R/W and T/W)	1	Double Barrel	1995
A.3	10-foot swale, T/W A Sta. 48+50 to 53 (Between R/W and T/W)	1	Double Barrel	1995
A.4	10-foot swale, T/W A Sta. 42 to 47+50 (Between R/W and T/W)	1	Double Barrel	1995
A.5	10-foot swale, T/W A Sta. 37 to 42 (Between R/W and T/W)	1	Double Barrel	1995
A.6	10-foot swale, T/W A Sta. 32 to 36 (Between R/W and T/W)	1	Double Barrel	1995
A.7	10-foot swale, T/W A Sta. 28 to 32 (Between R/W and T/W)	1	Double Barrel	1995
A.8	10-foot swale, T/W A Sta. 23+50 to 28 (Between R/W and T/W)	1	Double Barrel	1995
A.9	10-foot swale, T/W A Sta. 19+25 to 22+50 (Between R/W and T/W)	1	Double Barrel	1995
A.10	10-foot swale, T/W A Sta. 15+50 to 19+25 (Between R/W and T/W)	1	Double Barrel	1995
A.11	10-foot swale, T/W A Sta. 12 to 15+50 (Between R/W and T/W)	1	Double Barrel	1995
A.12	Swale, T/W A & R/W 23 Hold Apron	1	Double Barrel	1995
AA.1	T/L AA Development Area, West of AA-1, 8-foot swale	1 D, 1 S		2009
AA.2	T/L AA Development Area, between AA-1 & AA-2, 7-foot swale	4	Single Barrel	2009
AA.3	T/L AA Development Area, between AA-2 & AA-3, 7-foot swale	4	Single Barrel	2009
AA.4	T/L AA Development Area, between AA-3 & AA-4, 7-foot swale	4	Single Barrel	2009
AA.5	T/L AA Development Area, east of AA-4, 7-foot swale	3	Single Barrel	2009
AA.6	T/L AA Development Area, North of AA, triangular swale	1 D, 1 S	-----	2009
AAR.1	Service Road (Miles?), West of Road, 7-foot swale	-----	-----	2009
AAR.2	Service Road (Miles?), East of Road, 2-foot swale	1	Single Barrel	2009
AAR.3	Service Road (Miles?), North of Road, 2-foot swale	1	Single Barrel	2009
AAR.4	Service Road (Miles?), North of Road, 2-foot swale	1	Single Barrel	2009
AAR.5	Service Road (Miles?), North of Road, 2-foot swale	1	Single Barrel	2009
AAR.6	Service Road (Miles?), North of Road, 2-foot swale	1	Single Barrel	2009
AAR.7	Service Road (Miles?), North of Road, 2-foot swale	1	Single Barrel	2009
D1.1	Taxiway D-1, east of Bypass Apron, 5-foot swale	1	Double Barrel	2002
D1.2	Reworked under Taxilane D1-A and D1-B Construction	-----	-----	-----
D2.1	Taxiway D-2, North of Bypass Apron, 10-foot swale	1	Double Barrel	2002
F.1	10-foot Swale, between southwest apron and Taxiway F	0	Inlet to Ditch	1998
F.2	17-foot Swale, South side of southwest apron	1	Double Barrel	1998
F.3	14-foot Swale, between SW Apron and T/W F (Phase II Apron)	1	Double Barrel	2000
F.4	4-foot Swale south of Phase II South Apron	1	Double Barrel	2000
F.5	Swale at Southeast Corner of Phase II Apron	1	Double Barrel	2000
R.1	Northeast of Atlas, south of int. w. Lanc. 2' swale, sta. 0 to 16	1	Double Barrel	2004
R.2	Northwest of Atlas, south of int. w/ Lanc. 2' swale, sta. 0 to 16	1	Double Barrel	2004
R.3	East along Atlas, 2' swale, sta. 16 to 21	1	Double Barrel	2004
R.4	West along Atlas, 2' swale, sta. 16 to 21	1	Double Barrel	2004
R.5	East along Atlas, 2' swale, sta. 21 to 37	1	Double Barrel	2004
R.6	West along Atlas, 2' swale, sta. 21 to 37	2	Double Barrel	2004
1	40-foot swale curved in triangle area formed by R/W's	2	Double Barrel	2001
2.1	12-foot swale south of R/W 5-23 - Sta. 66 to 71	1	Double Barrel	2001
2.2	12-foot swale south of R/W 5-23 - Sta. 61 to 66	1	Double Barrel	2001
3.1	16-foot swale south of R/W 5-23 - Sta 53 to 61	1	Double Barrel	2001
3.2	16-foot swale south of R/W 5-23 - Sta 46 to 53	1	Double Barrel	2001
4.1	14-foot swale south of R/W5-23 - Sta 36+50 to 43+50	1	Double Barrel	2001
4.2	14-foot swale south of R/W5-23 - Sta 29 to 36+50	1	Double Barrel	2001

EXHIBIT 2

Airport Basins and Drywells Coeur d'Alene Airport

Basin No.	Basin Description	No. of Drywells	Drywell Description	Installation Date
5.1	16-foot swale north of R/W5-23 - Sta 47 to 53	1	Double Barrel	2001
5.2	16-foot swale north of R/W5-23 - Sta 53 to 60	1	Double Barrel	2001
6.0	Between T/W N and R/W 5-23 - Sta. 40 to 44, natural swale	1	Double Barrel	2004
6.1	Between T/W N and R/W 5-23 - Sta. 34+75 to 40, natural swale	1	Double Barrel	2004
6.2	Between T/W N and R/W 5-23 - Sta. 29 to 34+75, 20-foot swale	2	Double Barrel	2004
6.3	Between T/W N and R/W 5-23 - Sta. 20 to 27, natural swale	1	Double Barrel	2004
6.4	Between T/W N and R/W 5-23 - Sta. 11 to 20, 40-foot swale	2	Double Barrel	2004
6.5	West of T/W H- Sta. 9+50, 20-foot swale	1	Double Barrel	2004
7.0	Empire Swale West of Building and Parking Area	2	Single Barrel	2004
7.1	North of T/W N - Sta. 32 to 39, 20-foot swale	1	Double Barrel	2004
7.2	North of T/W N - Sta. 21 to 30+50, 20-foot swale	1	Double Barrel	2004
7.3	North of T/W N - Sta. 15 to 21, 20-foot swale	1	Double Barrel	2004
7.4	North of T/W N - Sta. 13 to 15, 20-foot swale	1	Double Barrel	2004
7.5	North of T/W N and Hold Apron- Sta. 6+50 to 13, 20-foot swale	1	Double Barrel	2004
8.0	T/W D, 1/2 T/W G Hold and Area to Big Ditch	-----	-----	1940
9.1	20-foot swale south of T/W N, Sta. 24 to 29 East of T/W D	1	Double Barrel	2005
9.2	20-foot swale south of T/W N, Sta. 29 to 37 East of T/W D	1	Double Barrel	2005
9.3	30-foot swale south of T/W N, Sta. 37 to 40 east of T/W D	1	Double Barrel	2005
9.4	30-foot swale south of T/W N, Sta. 40 to 42.5 east of T/W D	2	Double Barrel	2005
10.1	20-foot swale north of T/W N, Sta. 11 to 17 East of T/W D	1	Double Barrel	2005
10.2	20-foot swale north of T/W N, Sta. 17 to 23 East of T/W D	1	Double Barrel	2005
10.3	20-foot swale north of T/W N, Sta. 23 to 29 East of T/W D	1	Double Barrel	2005
10.4	20-foot swale north of T/W N, Sta. 29 to 34 East of T/W D	1	Double Barrel	2005
10.5	40-foot swale north of T/W N, Sta. 34 to 39 East of T/W D	2	Double Barrel	2005
10.6	30-foot swale northeast and parallel to T/W L	1	Double Barrel	2005
11.1	Northside Apron with Slotted Drain, Swale 29,300 sft	3	Double Barrel	2006
11.2	Northside Apron west of apron, 30-foot swale	1	Double Barrel	2006
11.3	Northside Apron south of apron, 20-foot swale (North of T/W N)	1	Double Barrel	2006
12.1	West edge of T/L D-1B, 6-foot Swale	1	Double Barrel	2007
12.2	East edge of T/L D-1B, 6-foot Swale	1	Double Barrel	2007
12.3	Along Malibu Court, 2-foot Swale along each side of road	1	Double Barrel	2007
12.4	West edge of T/L D-1A, 6-foot Swale	1	Double Barrel	2007
12.5	East edge of T/L D-1A and Bypass Apron, 6-foot Swale and rect.	1	Double Barrel	2007