



Spill Prevention Control and Countermeasures Plan (SPCC) Template

This plan meets the requirements of the SPCC guidelines in 40 CFR 112 (U.S. Environmental Protection Agency's Oil Pollution Prevention and Response regulation) as follows and augments the Air Methods Aviation Fuel Management Program.

Base Lead:	NA
Base Location:	Crete, NE
Program Name:	STARCARE

Section One: Base Information

Base Location:	Crete, NE		
Street Address:	2429 County Road F		
City:	Crete	State: NE	Zip Code: 68333
Phone Number:	402-418-8265		

Section Two: Local Facility Responsible Person

Name:	Anthony Fitzgerald
Title:	City Board
Date:	04/06/2023

Section Three: Management Approval

The SPCC Plan for this facility will be implemented as described herein.

NOTE The management-approval section will be completed by the assigned Air Methods regional aviation director or regional maintenance director who is approving the plan.

Signature:	<i>Joel D. Hernley</i>
Name:	Joel Hernley
Title:	Regional Aviation Director
Date:	5/22/2023

Section Four: Local Emergency Phone Numbers

Agency	Primary Number	Alternate Number
Fire Department	402-826-4311	
Anthony Fitzgerald	402-641-9224	
Blaine Spanjer	402-440-3153	
Mike Kalkwarf	402-826-4313	



Section Five: SPCC Plan Annual Review by Local Staff

Date Reviewed	Reviewed by	Signature

Section Six: Schematic of Fuel Facility – Attachment A

Attachment A is a schematic (produced by the local facility responsible person) that shows tank locations, loading and offloading areas, drainage systems, refueling vehicle operations areas, and the containment system.

Section Seven: Spill Experience – Attachment B

This facility has not experienced any spill events within the 12 months preceding this date: 03/28/2023. If, however, a spill has occurred, Attachment B identifies the date of occurrence, type of spill, amount, action taken, cost of cleanup, and any prevention measures taken to avoid future spills.

Section Eight: Potential Spills (40 CFR 112.7(b))

The possible modes of failure or accident in which fuel could be spilled from this facility are as follows:

Transport Truck Receipt: There is a potential for spillage from the transport truck to the fuel farm if the unloading hose is severed, if the coupling connection to the fuel farm disengages, if the fuel farm overfills, or if unforeseen situations occur. The tank truck unloading procedures meet the minimum requirements and regulations established by the Department of Transportation.

Fuel is delivered to the [base name] facility by commercial carrier transport truck.

Maximum deliveries are NA gallons.

Minimum transport receipts are NA gallons.

Rate of Flow: The maximum rate of flow, if an unloading system is accidentally broken off, is NA gallons per minute. Spillage due to tank truck overfill **would** ☐ **would not** ☐ be expected to occur at this rate.

Total Quantity: The maximum volume of fuel that could be discharged is NA gallons. Transport trucks are equipped with controls to limit fuel spills.

Direction of Flow: In the event of a fuel spill, describe the direction the fuel would flow. NA



Fuel Farm Operations: Potential for spills from the fuel farm tank(s) could occur if a tank is ruptured, ancillary piping is broken, filter failure, pipe joint failure, or if an unforeseen situation occurs. A diagram of the fuel farm facility is located in Attachment A.

Description of above-ground tanks and containment systems: NA airport owned and operated

Tank Capacities: NA

Description of containment, monitoring, and control procedures: Spill kit inside hanger door approximately 50 feet

Rate of Flow: The maximum rate of flow if the fuel farm is ruptured is NA gallons per minute.

Total Quantity: The total quantity of fuel that could be discharged is NA gallons. The total quantity per tank is NA gallons.

Refueler Operations (Refueling Unit): Potential for spills from the operation of refueling vehicle equipment could occur if a tank is ruptured, ancillary piping is broken, filter failure, pipe joint failure, hose rupture, or if an unforeseen situation occurs. A diagram of the operations area of the refueling vehicle equipment is located in Attachment A.

Refueler (Unit) Capacities and Products, in U.S. gallons:

Unit Capacity: 750 **Product Type (Fuel):** JET A

Description of containment, monitoring, and control procedures: Spill Kit inside hanger door 50 feet away, with HAZ mat socks, Haz mat pillows, bonded pads, safety PPE. Should spill occur fuel should flow towards the drain depicted on Attachment A. Refueling unit is maintained IAW AMC Fuel Mgmt Program Manual. As such it is monitored and inspected daily for leaks and serviceability.

Rate of Flow: The maximum rate of flow if a refueling vehicle is ruptured is 17 gallons per minute.

Total Quantity: The total quantity of fuel that could be discharged is 750 gallons. The total quantity per refueling-vehicle tank is 750 gallons.

Self-Serve and Fueling Directly from Fuel Farm Operations: Potential for spills from the fuel farm tank(s) could occur if a tank is ruptured, ancillary piping is broken, filter failure, pipe joint failure, hose failure, or if unforeseen situations occur. A diagram / picture of the fuel farm facility is located in Attachment A.

Description of above-ground tanks and containment systems: NA Airport owned and operated

Tank Capacities: NA

Description of containment, monitoring, and control procedures: Spill Kit in AMC hanger

Rate of Flow: The maximum rate of flow if the fuel farm is ruptured is NA gallons per minute.

Total Quantity: The total quantity of fuel that could be discharged is NA gallons. The total quantity per tank is gallons.



Section Nine: Containment, Drainage, Control, and Diversionary Structures (40 CFR 112.7(c))

The following secondary containment and diversionary structures prevent discharges from reaching a navigable watercourse (complete for all areas that apply).

Means of Containment:

Transport Truck Receipts: NA

Fuel Farm Operations: Spill Kits inside AMC Hangar

Refueling Vehicle Operations: Spill Kits inside AMC Hangar

Fuel Farm Direct-Serve Systems: NA

Section Ten: Demonstration of Impracticability (40 CFR 112.7(d))

Section Eleven: Specific Requirements (40 CFR 112.7(e))

Bulk Storage Tanks (fuel farm)

Tank Materials: NA

Underground/Above-Ground Tanks – Protection, Inspections, and Control Devices:

Tank Testing and Recording (performed by whom, and when it was performed):

Spill Prevention Devices:

Leaks:

Section Twelve: Transport Truck Unloading

Procedures: Follow the procedures in the *Aviation Fuel Management Program Manual*.

Section Thirteen: Inspection and Records

The following records and procedures are kept in the attachments at the end of this plan:

- Attachment A – Schematic of Fuel Facility
- Attachment B – SPCC Spill Experience
- Attachment C – Spill Prevention Briefing (a description of the event, if a spill occurs)

Section Fourteen: Security

The facility is ☐ is not ☒ fully fenced, and entrance gates are ☐ are not ☒ closed and locked when unattended. Starter controls for the fuel farm are normally off. The controls are accessible by authorized personnel only.

Section Fifteen: Training

The SPCC plan is part of an overall Aviation Fuel Management Program. Personnel undergo continuous training on safety and fuel quality during regular safety meetings. Spill prevention meetings are held at least once a year as required. When determined necessary by the SPCC, contractors, general use tenants, and temporary personnel will be informed about the facility spill prevention plan

Section Sixteen: SPCC Plan Review

The SPCC Plan will be reviewed by the local facility staff at least annually.

Section Seventeen: Spill Control and Containment Materials

The following materials are kept on site to assist in the control and containment of a fuel spill. List such material as booms, curtain walls, absorbent materials, skimmers, pads, dispersants, and emulsifiers.

Pads and absorbant materials included in SPILL KIT L90894G