Spill Prevention Control and Countermeasures Plan

McCarran International Airport
5757 Wayne Newton Boulevard
Las Vegas, Nevada 89119

Clark County Department of Aviation
P.O. Box 11005
Las Vegas, Nevada 89111

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Acronyms

AST	aboveground storage tank
BMP	best management practice
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
DOA	Clark County Department of Aviation
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FCC	Flood Control Channel
gpm	Gallons per minute
MIA	McCarran International Airport
NDEP	Nevada Department of Environmental Protection
NPDES	National Pollution Discharge Elimination System
NRC	National Response Center
OSHA	Occupational Safety and Health Administration
RCRA	Resource Conservation and Recovery Act
SPCC	Spill Prevention Control and Countermeasure

1.0 Introduction

The purpose of the McCarran International Airport (MIA) Spill Prevention, Control, and Countermeasure (SPCC) plan is to ensure that the facility is in compliance with the requirements set forth in the 40 Code of Federal Regulations (CFR), Part §112 Oil Pollution Prevention.

40 CFR Part §112 requires any facility with more than 1,320-gallons of aboveground storage capacity to prepare and implement a SPCC plan. Part §112.1 establishes applicability and identifies facilities that are excluded from the requirements. MIA does not meet both of the exclusion requirements and thus is required to prepare and implement a SPCC plan and program to prevent the discharge of oils to navigable waters.

This Spill Prevention Control and Countermeasure (SPCC) Plan outlines the procedures, methods, and equipment used at MIA by Department of Aviation (DOA) personnel in order to conform with the United States Environmental Protection Agency (EPA) standards for oil spill prevention control and countermeasures and to comply with inspection, reporting, training, and record keeping requirements.

As required by Parts §112.4 and §112.5, the SPCC Plan will be amended when:

- There is a change in the facility design or operation;
- If a determination is made either by the EPA Regional Administrator or by the DOA Environmental, Safety, and Risk Management (ES&RM) Section that the SPCC Plan is no longer effective; or
- At any time the potential for discharge is altered.

This program is not applicable to tenants and contractors conducting business at MIA as they are not owned nor are they operated by DOA. However, as the property owner, DOA requires any tenants or contractors storing oil in quantities large enough to require the preparation of a SPCC Plan to establish and maintain their own plan. Therefore, these areas are not included in this Plan. The ES&RM requests and maintains copies of tenant and contractor SPCC plans.

The facility is owned by Clark County and is managed by DOA personnel. The DOA ES&RM Section is responsible for ensuring this program is implemented at the property. As stated above, tenants and contractors at MIA are required to comply with 40 CFR Part 112 when applicable. This compliance is verified through regular inspections of the tenant and contractor areas.

The facility complies with all requirements as specified in the Code of Federal Regulations (CFR), 40 CFR Part 112, as discussed throughout this Plan. This Plan will be implemented by November 10, 2010. A table cross-referencing the requirements in 40 CFR Part 112 with the page number of the provision in this SPCC Plan is provided in Appendix A.

2.0 Facility Description

2.1 Facility Information

MIA is located at 5757 Wayne Newton Boulevard in Las Vegas, Nevada as shown in the Location Map included in Appendix B. MIA encompasses approximately 1,849-acres, which consist of approximately 901-acres of paved surface, 910-acres of landscaping and undeveloped surfaces, and 38-acres of structures. The structures include, but not limited to, Terminal 1, A-Gates, B-Gates, C-Gates, Terminal 1 Central Plant, Terminal 2, D-Gates, Terminal 3, Terminal 3 Central Plant, Airfield Maintenance Shop/Warehouse, Warehouse Annex, two GSE Buildings, a fueling/car wash area, Administration Building, three Parking Garages, Cargo facility, and multiple privately owned hangar structures.

MIA currently has a total of one-hundred and five (105) gates. These are divided as follows: A-Gates sixteen (16) gates, B-Gates seventeen (17) gates, C-Gates nineteen (19) gates, D-Gates forty-five (45) gates, Terminal 2 eight (8) gates, and Terminal 3 fourteen (14) gates. Terminal 1 has two associated parking structures and Terminal 3 had one associated parking structure. A drawing showing the locations of structures at MIA is included with Appendix B.

2.2 Facility Contact Information

Facility Name:	McCarran International Airport
Facility Street Address:	5757 Wayne Newton Boulevard Las Vegas, Nevada 89119
Facility Mailing Address:	Post Office Box 11005 Las Vegas, Nevada 89111
Facility Phone Number:	(702) 261-5525
Owner Name:	Clark County Department of Aviation (DOA)
Owner Address:	Post Office Box 11005 Las Vegas, Nevada 89111
Operator Company Name:	DOA
Operator Company Address:	Post Office Box 11005 Las Vegas, Nevada 89111

2.3 Facility Response Coordinator

The Facility Response Coordinator is responsible for the Spill Prevention Program, including training for employees who handle oil and the awareness and coordination with management. The Facility Response Coordinator also is responsible for coordinating and leading spill response, spill response training, management approvals, and ensuring that the necessary equipment, materials, and outside services are available. The Facility Response Coordinator is also responsible for making the determination of the applicability of Part §112.4 (a) reporting requirements. Releases more than 1,000-gallons in a single discharge or 42-gallons in each of two discharges within a 12-month period must be reported to the EPA Regional Administrator within 60-days. If a release must be reported to the EPA Regional Administrator based on the requirements located in Part §112.4 (a).

Facility Response Coordinator:	ES&RM Administrator
Working Hours Phone Number:	(702) 261-5692
24-Hour Airport Spill Emergency:	(702) 261-5125
First Alternate:	Environmental Coordinator
Working Hours Phone Number:	(702) 261-5166
24-Hour Airport Spill Emergency:	(702) 261-5125

2.4 Facility Storage

The current operations at MIA include, but are not limited to commercial aviation; general aviation; cargo operations; aircraft maintenance; aircraft fueling and defueling operations; ground support equipment maintenance and fueling; aircraft washing; ramp and building maintenance; DOA vehicle washing and fueling; and baggage conveyor belt system maintenance. Of these activities, DOA personnel are responsible for airfield and building maintenance activities, maintenance of conveyor belt systems, and DOA vehicle washing and refueling. Airfield maintenance includes the use of hot-mix asphalt equipment and pesticide application equipment. Neither of these are included in this plan as they are excluded per Parts §112.1(d) (8) and §112.1(d) (10), respectively. All other activities are conducted by tenants and contractors and are therefore not covered by this SPCC Plan.

All bulk storage containers at MIA will contain only materials that are compatible with the construction of the container and stored in conditions that are appropriate for the materials stored. Spill pallets will be sufficient to contain the entire capacity of the largest single container with enough additional capacity to accommodate precipitation. Any accumulation of liquids in container storage areas will promptly be inspected and removed. If an oily sheen or other evidence of a release is present, the liquids will be pumped from the containment into compatible containers pending analysis for storage and disposal. A drawing indicating DOA storage areas for products associated with these activities is included in Appendix B.

2.4.1 Facility Storage Tanks

There are thirty-five (35) above ground storage tanks (ASTs) that contain greater than 50-gallons including day tanks associated with oil-filled equipment. All but one of these contains diesel fuel. The remaining AST contains unleaded fuel. In addition, the facility has nine (9) underground storage tanks (USTs). All of which contain diesel fuel. A table

showing the thirty-five ASTs, a description of the tank, size, and contents is included in Appendix A. A drawing showing the locations of the ASTs and USTs is included in Appendix B. The USTs are shown on the drawings per Part §112.7(a) (3) although they are excluded from the regulations per Part §112.1(d) (4).

2.4.2 Facility Oil-Filled Operating Equipment Information

MIA has oil-filled operating equipment that are subject to the Part 40 CFR Part 112 regulation. These include fifty-four (54) hydraulic elevators and two (2) electrical transformers. None of this equipment is located in vehicle traffic areas and all are built to applicable codes. All of the equipment is located indoors and spills resulting from the oil-filled operating equipment would be contained inside the building. However, the equipment meets the criteria established in Part §112.7 (k) (1) and therefore will be inspected regularly to detect equipment failure or discharges in lieu of secondary containment.

MIA has an elevator maintenance contractor on-site at all times. The contractor conducts regular inspections of the oil-filled elevator equipment as required by their contract. DOA electricians are also on-site 24-hours and perform all maintenance activities related to the electrical transformers. The DOA electrical personnel open and inspect the two electrical transformers on a quarterly basis. In addition to the regular equipment inspections described above, this SPCC Plan provides response procedures that apply to this equipment should a release occur. A table showing the above oil-filled operating equipment is included in Appendix A. A drawing showing the locations of the equipment is included in Appendix B.

2.4.3 Facility Miscellaneous Container Storage Information

MIA's oil storage facilities include mobile shop-built containers, such as 55-gallon drums that are stored off the ground on pallets with integral secondary containment and are visually inspected at least monthly. In addition to the above listed containers, small quantities (typically less than 55 gallons) of oil products are found throughout the facility. Maintenance and other areas may contain small quantities of products such as lubricating oils, hydraulic oils, solvents, paints, and cleaners. However, based on the volumes associated with these small quantities, there is a low likelihood that these materials will be discharged outside of the facility.

2.5 Facility Drainage

Facility drainage pathways and on-site storm water detention basins at MIA are illustrated on the Facility Drainage Map included in Appendix B and discussed in various sections of this plan. There are five main outfalls in which these pathways and basins discharge. These include the Bermuda Flood Control Channel, the Rawhide Flood Control Channel, the Hacienda Avenue storm drain system, and two flow into the Clark County storm drain system on Eastern Avenue and Russell Road.

All oil ASTs are either shop fabricated, double-walled, and equipped with high liquid level alarms and pump shutoffs or have berms to prevent migration of spills to the storm drain system. Drainage in bermed areas is restricted by valves or has no outlet. Spills occurring outside the berms would flow to one of four main outfalls on the property.

2.6 Facility Compliance

The facility complies with all requirements as specified in 40 CFR Part 112, as discussed throughout this plan. This plan will be implemented by November 10, 2011. A table cross-referencing the requirements in 40 CFR Part 112 with the corresponding section number of the provision in this SPCC Plan is included in Appendix A as required by Part §112.7. Compliance measures and any deviations from these requirements are discussed in the following subsections.

2.6.1 Integrity Testing of Small Containers

Federal spill prevention regulations require that tanks and containers with a volume of 55 gallons or greater be periodically tested for integrity (40 CFR Part §112.8(c) (6)). The integrity-testing requirement includes both visual testing and a second testing technique. MIA believes that visual inspection alone provides environmental protection equivalent to the federal integrity testing requirement because these small mobile containers are onsite for a period of time considerably shorter than the typical integrity testing interval for steel tanks of 10 years. Because these mobile containers are expected to be onsite for less than 10 years and because MIA provides secondary containment for these containers, MIA will not assess integrity of small mobile containers by a method other than visual inspection.

2.6.2 Secondary Containment of Storage Tanks

Several aboveground storage tanks (ASTs) have controls that are expected to provide environmental protection equivalent to secondary containment. These ASTs are shop-built, double-walled, and equipped with high-liquid-level alarms and automatic pump shutoffs or flow restrictors. EPA guidance titled "Use of Alternative Secondary Containment Measures at Facilities Regulated under the Oil Pollution Prevention Regulation (40 CFR Part 112)" (OSWER 9360.8-38) has indicated that these controls satisfy not only the secondary containment requirements of Part §112.7(c), but also the bulk storage secondary containment requirements found at Part §112.8(c)(2).

Operating equipment such as transformers and generator day tanks are not subject to the secondary containment requirement. Leaks from this equipment will be contained using absorbent materials.

3.0 Fault Analysis and Spill Prevention

All tanks onsite are failsafe engineered to avoid spills. The ASTs are either double-walled and equipped with high-liquid-level alarms, pump cutoffs, and flow restrictors, or have berms to provide secondary containment. This section summarizes the assessment of whether there is reasonable potential for major equipment failures that would result in releases of oil or petroleum products offsite. None of the major equipment failures assessed has a reasonable potential to cause a discharge or oil or petroleum products to off-site navigable waters. The locations of all ASTs and USTs are shown on the drawing included in Appendix A.

This section summarizes the potential causes of releases and associated in-place preventive controls. Spills and releases are most likely to result from equipment failure or operator error.

1. Operator error during loading/unloading or refueling operations. Potential errors include overfilling of containers or tanks, not disconnecting lines prior to vehicle departure, drain valves being left open, or fill valves or ports being left open, thereby allowing precipitation to enter so that the tank or container overflows. Specific procedures have been developed to

minimize potential operating errors that might result in a spill. These procedures include regular periodic inspections of tanks, valves, and hoses; equipping fueling vehicles and/or tank locations with spill kits; and on-the-job training for correct fueling procedures. A discharge of the entire contents of a tank truck (~1800 gallons) is highly unlikely because of these precautions, and because trained personnel are on hand during all fueling transfers. Spills due to operator error are likely to be very small in nature, consisting of minimal drips and spills that occur during regular fueling operation. These spills will be contained by absorbent stored on the truck and/or the tank location. It is unlikely that these small spills would impact off-site navigable waters because of their size and because drainage channels leading off-site are far from areas where fueling operations take place. In addition, the terrain around the tanks is flat, and liquid in the area tends to puddle rather than flow quickly to drainage channels.

2. Rupture of piping, pressure fittings, or tanks. The potential for a release to result from rupture of piping, pressure fittings, or tanks is minimized by using storage tanks and containers constructed of materials that are compatible with the material and conditions of storage. ASTs are either double-walled with high-liquid-level alarms or have berms surrounding the tank. Aboveground piping only contains oil when the pumps are on and someone is available to shut off the pump in the case of a problem. The rate and quantity of release would depend on the location of the rupture. To minimize the potential for a significant release, regular inspections and maintenance are performed, and noted problems are addressed in a timely manner by repair, replacement, or removal of equipment from service. Because of these precautions, a discharge of this type is unlikely. Small leaks may occur before being detected by personnel during visual inspections, but these discharges should not impact off-site navigable waters.

3. Puncture of tank/containers or associated piping by heavy equipment. Operators of equipment and vehicles are well trained in operating large equipment on the facility. Tanks are highly visible by size, signage, and protective paint color. Tanks in areas accessible to vehicle traffic are protected by traffic bollards and/or curbing or berms. In the event of night traffic, sufficient lighting is provided to make containers, tanks, and piping visible. Large tanks are double-walled, providing strength to resist an impact from vehicular or equipment traffic. Small, single-walled tanks or containers such as 55-gallon drums are stored away from high-traffic areas on spill containment pallets with integral secondary containment. If a drum were knocked over or punctured by equipment, spills will not migrate far from the immediate area of the damaged drum since the terrain near the drum storage area is flat.

4.0 Discharge Prevention

As a measure to provide quick access to pertinent spill response information, descriptions of the storage units and the spill prevention measures are listed in the tables included in Appendix A. Locations of ASTs and storage areas are shown on the drawings attached in Appendix B.

4.1 Secondary Containment of Tanks and Piping

All tanks provide for environmental protection equivalent to secondary containment. This protection is either in the form of dikes or berms, or as double walls as described in Section 1.3.2.

All buried piping installed or replaced after August 16, 2002 is wrapped or coated and satisfies corrosion protection standards for piping (40 CFR Part 281). Aboveground piping is properly

supported and inspected regularly. Piping accessible to vehicles is clearly labeled with warning signs.

4.2 Prevention Standards for Oil Storage Tanks

General spill prevention standards for oil storage include the following activities:

1. All aboveground oil storage tanks are to be visually inspected on a regular basis for leaks by the responsible personnel in accordance to the inspection schedule included in Appendix A.
2. All aboveground oil storage tanks are to be subjected to integrity testing at least once every 10 years.
3. All aboveground oil storage tanks are equipped with direct-reading gauges and have venting capacity suitable for the fill and withdrawal rates.
4. All aboveground oil valves, pipelines, and pump units are to be visually inspected at the same time as the associated tank for leaks by the responsible personnel.
5. No tanks or compartments will be filled without checking reserves prior to commencing the filling operation.
6. No pump operations will function, or continue to function, unless attended constantly during their operation.
7. At appropriate locations, warning signs are displayed to remind personnel to check that lines are disconnected before vehicle departures.
8. All aboveground oil storage tanks have at least one of the following: (1) high liquid level alarms, (2) high liquid level pump cutoff devices, (3) direct audible or code signal communication between the container gauge and the pumping station, or (4) a fast response system for determining the liquid level of each bulk storage container.
9. All leaks and spills are to be reported immediately to the DOA Control Center. The DOA Control Center is staffed and operated 24-hours a day.
10. Visible discharges are promptly corrected and any faulty equipment causing the discharge is replaced. Any accumulations of oil in diked areas is promptly removed by DOA personnel or a licensed contractor.
11. A running log is to be maintained on maintenance repairs performed on the oil storage systems and related piping.
12. Instructions relating to oil spill prevention and countermeasure procedures are posted conspicuously at appropriate locations.
13. Mobile or portable oil storage containers are stored in areas with secondary containment. Tank trucks are stored on-site, but are owned, operated, and maintained by tenants. Small portable oil storage containers (55-gallon drums) are stored on spill containment pallets with integral secondary containment.
14. Where applicable, vehicle traffic is warned of size restrictions to avoid damage to aboveground or underground piping.

5.0 Spill Response Plan

This section includes spill response measures for responding to onsite spill events. Procedures and contact information for reporting spills are also included.

5.1 Initial Response Measures and Spill Reporting

Spill reporting requirements at MIA do not have a threshold amount. ALL spills must be responded to and reported. The following actions will be the initial response to any spill or release at the facility. These steps do not provide the necessary actions for remediation of a major release, but they do provide guidance to minimize potential damage resulting from a release. The intent of this Plan is to provide appropriate guidance for response to spills of petroleum products and hazardous substances. However, this Plan may not address all compliance issues for spills covered by regulations mandated by laws other than the Clean Water Act (for example, Resource Conservation and Recovery Act [RCRA]; Comprehensive Environmental Response, Compensation, and Liability Act [CERCLA]; or state requirements). These guidelines should be followed to the extent possible and practical.

Action Checklist:

1. IF AT ALL POSSIBLE, IMMEDIATELY STOP THE SOURCE OF THE SPILL. Close the valve, shut down pumping, or take whatever actions are possible to stop any release. If conditions are hazardous (for example, fire or potential explosion), do not approach.

2. Call the Airport Control Center at **(702) 261-5125.** The Airport Control Center will contact the Facility Response Coordinator, Airside Operations Coordinator, and appropriate emergency response personnel. If the Facility Response Coordinator is unavailable, the alternate listed below will be contacted.

Facility Response Coordinator:	ES&RM Administrator
Working Hours Phone Number:	(702) 261-5692
24-Hour Airport Spill Emergency:	(702) 261-5125
First Alternate:	Environmental Coordinator
Working Hours Phone Number:	(702) 261-5166
24-Hour Airport Spill Emergency:	(702) 261-5125

3. Notify the area or shift supervisor as soon as possible.

4. If safety is not an issue, call other nearby employees for assistance in stopping the release.

5. When the Facility Response Coordinator (or alternate) arrives, all other response actions are to be under his or her direction. The Facility Response Coordinator (or alternate) will then determine the necessary response actions, including whether evacuation of parts or all of the facility is necessary for employee safety. In general, the Facility Response Coordinator (or alternate) will be required to direct the containment of the release and decide on alternate source control if the source of the release was not controlled by the person(s) discovering it.

6. The release should be confined to the smallest area possible.

7. Use booms or sandbags, dig small trenches, or place absorbent pads to stop the spread.

8. Take immediate action to prevent the spill from reaching offsite or surface waters.

9. Place booms or pads, dig a diversion ditch, or use soil to form a berm.

10. If the release reaches water, attempt to place booms to contain the release, or, if necessary, block drainage downstream of the spill to prevent further discharge.

11. Upon completion of response actions, the responsible party must complete the MIA Spill Reporting Form and return the completed form to the DOA Environmental Coordinator within 24-hours of the release. A copy of the MIA Spill Reporting Form is attached in Appendix C.

12. All spills of petroleum products greater than or equal to twenty-five (25) gallons or if the release impacts three (3) cubic yards of soil must be reported immediately by contacting the following:

Airport Control Center **24-Hour Phone Number:** (702) 261-5125

The Airport Control Center will contact the following:

- Clark County Fire Department
- FAA Air Traffic Control Tower
- Airport Operations Coordinator
- Facility Response Coordinator

A list of DOA emergency equipment, materials, and the locations where they are stored is provided in Appendix C.

The Facility Response Coordinator (or alternate) must determine if the spill is reportable to local, state, and federal authorities. The following chart lists the type and quantity of materials that trigger reporting requirements.

	Requirement	
Spilled Material	**Trigger***	**Type of Report**
Gasoline, oil, or other petroleum product	Any amount	Written report to CCDOA
	25 gallons or if the amount contaminates 3 cubic yards of soil	Written report to CCDOA and oral report to NDEP
	1,000 gallons	Written report to CCDOA, oral report to NDEP and NRC; written follow-up report to government agencies
	Second spill of 42 gallons or more within 12 calendar months	Written report to CCDOA, written report to state and federal agencies
	Any spill that affects water quality or puts a sheen on navigable water	Written report to CCDOA, oral and written report to state and federal agencies

*Reportable quantities are based on a 100 percent solution of the material.

If it is determined that an oral spill report is required, the Facility Response Coordinator (or alternate) immediately must contact the following for reporting.

- EPA National Response Center (NRC)
- Nevada Division of Environmental Protection (NDEP)

If any of the listed agencies are contacted, provide as much of the following information as possible. Under all circumstances, provide only factual information. DO NOT SPECULATE. A form that can help you collect and report the required information is provided in Appendix C. The form requests the following information:

- Exact facility address and phone number
- Date and time of the spill
- Type of material spilled (e.g., Fuel Oil No. 2)
- Estimated quantity spilled
- Estimated quantity entering navigable waters (not facility drainage)
- Source of spill
- Description of affected area (for example, spill covered dirt area 80 feet long by 20 feet wide and 20 feet of concrete drainage channel)
- Cause of the spill
- Injuries or damages
- Corrective actions taken
- Whether evacuation is needed
- Names of other parties contacted
- Names of other parties to be contacted

If oral reporting to NDEP is required, the Facility Response Coordinator (or alternate) should submit the information located on the NDEP Spill Report Form to NDEP within 24-hours. A copy of the NDEP Spill Report Form is attached in Appendix C.

If a written report is required, the Facility Response Coordinator (or alternate) should submit the following information to the NRC within 60 days.

- Name and address of the facility
- Name and address of the owner/operator
- Name and address of the registered agent, if any
- Date of initial facility operation
- National Pollutant Discharge Elimination System (NPDES) permit number
- Maximum and average daily storage and handling capacity of the facility
- Description of the facility, including maps and a flow diagram of the facility oil handling units
- Current copy of the SPCC Plan
- Date of spill
- Quantity and type of material spilled

- Cause of spill or release
- Corrective action(s) taken
- Measure(s) taken to minimize recurrence

Copies of notifications filed with the NRC and NDEP will be maintained for 3 years in the record copy of this SPCC Plan. A blank spill report form is provided in Appendix C.

5.2 Remedial Action

Because potential spills can be of a widely varied nature, the range of remedial actions will vary. For small spills, leaks, or drips, the remedial action may be as simple as removing the contaminated absorbent material and placing it in an approved container for subsequent offsite treatment or disposal. Small spills caused by MIA employees are cleaned up by the employee or other DOA personnel. Tenants causing spills are responsible for remediating their own spills. All spills regardless of responsible party or size of spill must be reported to the Airport Control Center at (702) 261-5125. In addition, the MIA Spill Reporting Form must be completed and returned to the DOA Environmental Coordinator within 24-hours.

A large spill, on the other hand, could result in an extensive cleanup of soil, groundwater, and surface water and may be beyond the immediately available facility resources. Contaminated water should be treated to applicable standards prior to discharge. Remediation of large spills will be handled by a licensed contractor.

6.0 Inspections, Tests, and Records

The main objective of the inspection and testing program is to uncover conditions that could cause breakdowns or failures that could affect the environment and to have a system to adjust, repair, or replace equipment.

6.1 Inspections

The inspection program focuses on site security, safety, emergency equipment, and environmental monitoring systems. Qualified and trained individuals assigned the responsibility to detect any unsafe conditions at the facility and prevent adverse consequences implement the inspection program. The designated individuals have the training and authority to perform the following actions:

- Implement a required inspection
- Perform necessary evaluations and hazard assessments
- Recommend appropriate corrective or remedial actions

The sections below describe inspections conducted at MIA. MIA has no completely buried metallic tanks not covered by 40 CFR Part 280, therefore no inspections of USTs are required by 40 CFR 112.

6.1.1 Tank Trucks

Tank trucks are owned, operated, and maintained by tenants at MIA. However, DOA personnel inspect tenant areas on a quarterly basis. DOA personnel visually inspect tank trucks at that time for leak and drips. In addition, DOA requires tenants storing oil in quantities large enough to require the preparation of a SPCC Plan to establish and maintain their own plan.

6.1.2 Storage Tanks

The above ground storage tanks are visually inspected on a regular basis, as specified in the storage tank table included in Appendix A. The inspection schedule, whether weekly, monthly, or quarterly, is based on the tank size, location, and spill prevention measures associated with the tank. Inspections conducted on the storage tanks encompass the tank; associated piping, valves, and appurtenances; foundations; supports; and other components that could potentially be a source or cause of a release. If any damage is found during the inspection, corrective action is taken promptly to repair or remedy the problem. Integrity testing of the tanks, valves, and piping will be conducted on a regular schedule and whenever material repairs are made per Part §112.8(c)(6).

6.1.3 Piping

Visual inspections of aboveground piping, appurtenances, and valves are conducted with the tank inspections. If buried piping if it is exposed for any reason, it is inspected carefully for signs of deterioration. Integrity testing of buried piping is conducted simultaneously with the storage tanks. If any damage is found during either inspections or testing, corrective action is taken promptly to repair the problem.

6.1.4 Containers

Containers, such as 55-gallon drums, utilized by the facility are expected to have a minimal risk of internal corrosion and failure. These containers are generally stored indoors, stored so that all sides are visible, must be closed when not in use, and generally are not on-site long enough for deterioration to occur. Therefore, there is a low likelihood that these materials will be discharged outside of the facility. As such, these containers are visually inspected on a quarterly basis. If any damage is found, corrective action is taken promptly to repair the problem.

6.1.5 Stormwater

After a storm event, water that has accumulated in secondary containment or diked areas will be inspected. If an oily sheen or other evidence of a release is not present, the water will be released from containment onto the ground or into the stormwater drainage system. If an oily sheen is noted, the water will not be released but will be pumped from the containment into compatible containers pending storage and disposal. The amount of contaminated stormwater removed will be recorded in the electronic database and will be available for review upon request.

6.2 Integrity Testing

Integrity testing of tanks, supports, foundations, and containment units is performed at least once every 10 years, taking into account tank design and using such techniques as hydrostatic testing, pressure testing, or a system of nondestructive shell thickness testing. In addition, integrity testing will be performed when material repairs are done.

Containers, such as 55-gallon drums, used by the facility are expected to have minimal risk of internal corrosion and failure. These containers will be inspected at least quarterly and are stored so that all sides are visible (i.e., the container has no contact with the ground). If the container starts to degrade (e.g., begins to rust), the contents of the container will be transferred to a new drum compatible with the material. These controls are expected to provide environmental protection equivalent to integrity testing.

6.3 Brittle Fracture

No ASTs at MIA were field constructed. Therefore, the brittle fracture evaluation requirements specified in 40 CFR Part §112.7(i) do not apply.

6.4 Testing of Liquid Level Sensing Devices

Liquid-level sensing devices on tanks are tested regularly to ensure accurate gauging of fuel levels.

6.5 Record Keeping

Formal inspections are conducted following the intervals listed in the storage tank table included in Appendix A. Formal inspections are documented via an electronic database managed by the ES&RM Section. Documentation of corrective actions taken as a result of inspections will be maintained in the electronic database.

All records generated with this Plan (spill notifications, integrity testing results, repair records, and training records) are maintained by the ES&RM Section for a minimum of 3 years. These records are stored electronically and are available for review upon request.

7.0 Personnel Training

The Facility Response Coordinator is responsible for discharge prevention at MIA. All CCDOA employees are required to take an Environmental Awareness Training course once every two years. The Environmental Awareness Training course covers material including:

- The contents of this SPCC Plan
- The laws and regulations regarding spills, releases, and pollution control
- Stormwater pollution prevention
- Material storage and handling
- What to do in the event of a discharge
- Good housekeeping
- Best management practices (BMPs)
- The operation and maintenance of equipment to prevent discharges
- General facility operations
- Recently developed precautionary measures

Spill prevention and response training is conducted at least once every 2 years. Informal briefings take place at monthly staff meetings to update employees on changes in the regulations, laws, or in-house procedures.

The ES&RM Section maintains all personnel training records for a minimum of 3 years. These records are stored electronically and are available for review upon request.

8.0 Security

To prevent a spill or release from being caused by accidental or unknown entry or vandalism, several security measures have been taken as noted below.

- MIA is fully fenced and gated, with access card-controlled at all times.
- The facility is manned 24-hours a day.
- The perimeter of MIA is inspected three times a day.
- Construction areas are fenced and manned.
- Direct outward flow valves on containment structures are locked in the closed position when nonoperating or in standby.
- Lighting is installed to ensure spills occurring during hours of darkness are discovered and to prevent spills occurring through acts of vandalism.
- The starter control on all oil pumps is locked in the "off" position or located at a site accessible only to authorized personnel when the pumps are in a non-operating or standby status.
- Pipe terminations and connections are capped or blank-flanged when not in service or when in standby service for more than 6 months.

9.0 Loading and Unloading

Although MIA does not own or operate the tank trucks or loading/unloading racks located on the facility, MIA requires that the loading and unloading of tank trucks, as well as vehicle refueling procedures, include the spill prevention requirements described below.

9.1 Spill Prevention

Secondary containment is currently not provided at a level capable of containing the entire contents of a fuel truck compartment. Sorbent materials are kept on hand during tank truck unloading and are used to contain spills, should they occur. Wheel chocks are used to prevent tank truck departure before complete disconnection of oil transfer lines. Tank truck drains are inspected for leaks prior to vehicle departure.

9.2 Fueling Procedures

Fuel is delivered by vendors. Tank refueling from fuel trucks as well as vehicle refueling procedures from tanks include the spill prevention and safety requirements described below.

9.2.1 Tanks

1. Check the "dead-man" switch (automatic shutoff) to make sure it is operational.
2. Fueling vehicles must be equipped with spill response kits.
3. Be sure the tank trailer/tank car is accurately spotted, brakes are set, and wheels are blocked.

4. The driver must remain with the vehicle during the entire loading or unloading period.
5. No flame of any kind is permitted near the tank trailer or within the vapor area around the tank trailer. Smoking is strictly forbidden within this area. Only spark-proof tools are to be used.
6. Periodically check hoses associated with fuel dispensing for leaks and tears.
7. Operate appropriate vapor-recovery equipment at gasoline dispensing sites.
8. Make sure the tank being loaded is vented before connecting the loading line.
9. Read the level indicator or visually inspect the receiving tank to be sure that sufficient space is available to receive the material being transferred.
10. Attach the ground strap to the bumper of the tank trailer, if required. Place catch pans in position under the tank trailer connections as needed to catch any liquid that may leak during the transfer. A quick drainage system should be used for tank truck loading and unloading areas. The containment system should be designed to hold at least the maximum capacity of any single compartment of a tank truck that is loading or unloading at the facility.
11. Remove the tank trailer/tank car unloading line closure carefully. If significant leakage occurs, contact your supervisor for instructions.
12. Be sure connections between dispensing and receiving tanks are secured before opening the valves for liquid transfer.
13. Start pump and check to be sure there is no leakage at any of the connections or anywhere along the transfer lines. If a leak is present, immediately stop the pump, shut the valves, and repair the leak.
14. After liquid has been transferred, stop pump, close all valves, disconnect loading or unloading line, replace closures on unloading lines, inspect the lowermost drain and all outlets of vehicle for leakage and correct as necessary, and release tank truck/tank car.
15. Use absorbent materials and spot cleaning for small spills; do not hose the area unless the spill is collected by a vacuum vehicle and disposed through a permitted connection to an approved treatment facility. At no time is a spill to be swept or rinsed into a storm drain.

9.2.3 Vehicles

1. Park adjacent to the pump.
   - Leave enough space to walk between the pump and the vehicle.
   - If there is any evidence that fuel has been spilled on the ground, immediately notify the Airport Control Center.
2. Check the dispenser hoses for cracks, holes, or leaks. If you notice any problems, notify the Airport Control Center before refueling.
3. THE DRIVER MUST REMAIN WITH THE VEHICLE—AT THE FILL PORT—AT ALL TIMES while fuel is being dispensed. The driver shall not use

handheld radios or cellular phones while fueling vehicles. YOU WILL BE CONSIDERED NEGLIGENT IF:

- YOU LEAVE THE VEHICLE DURING REFUELING.
- YOU FAIL TO REPORT A RELEASE.

If material is spilled during refueling (no matter how little):

- Stop refueling and shut down pumps.
- Immediately report the release by calling the Airport Control Center.
- Follow the posted spill response measures.
- Do not continue refueling or move truck until cleared by one of the following:
  - Airport Control Center (702) 261-5125
  - Airside Operations Coordinator (702) 261-5705
  - ES&RM Administrator (702) 261-5692

4. When have you completed refueling:
   - Turn off pump.
   - Replace dispenser.
   - Log the amount of fuel used.

10.0 Facility Response Plans

Part §112.20(e) of the facility response plan regulation requires that all facilities regulated by the Oil Pollution Prevention Regulation (40 CFR Part 112) submit a Facility Response Plan to EPA if it has oil storage capacity greater than:

1. 42,000-gallons and transfers oil over water to or from vessels, or

2. 1,000,000-gallons and meets one of the four sensitivity criteria

These facilities are classified as "substantial harm" facilities. Any facility that is required to prepare a SPCC Plan and does not meet the criteria above must complete a self-certification verifying this fact. The Certification of Applicability of the Substantial Harm Criteria form is attached as Appendix D. MIA does not meet the criteria to be designated as a "substantial harm" facility and therefore is not required to have a facility response plan.

11.0 State Requirements

Nevada Division of Environmental Protection requirements are not more stringent than that of 40 CFR Part 112.

12.0 Other Requirements

The intent of this SPCC Plan is to provide appropriate guidance for response to spills of oil and oil products. However, this plan may not address all compliance issues for spills covered by regulations mandated by laws other than the Clean Water Act (for example,

RCRA, CERCLA, or state requirements). These guidelines should be followed to the extent possible and practical.

13.0 Plan Reviews and Certifications

13.1 Management Approval

DOA supports this SPCC Plan for MIA fully. The DOA will ensure implementation this Plan and amend it as needed due to expansions, modifications, and improvements at MIA. In addition, DOA commits the manpower, equipment, and other necessary materials required to expeditiously control and remove any quantity of oil discharged that may be harmful.

Name: Chuck Giesler, ES&M Administrator

Signature: _____

Date: 12/27/11

13.2 Engineer Certification

I hereby attest that:

1. I am familiar with the requirements of 40 CFR Part 112;
2. I have or my agent has visited and examined the facility;
3. This SPCC Plan has been prepared in accordance with good engineering practices, including consideration of applicable industry standards, and with the requirements of 40 CFR Part 112;
4. Procedures for required inspections and testing have been established; and
5. This plan is adequate for the facility.

Name/Title of Certifying Engineer: Darryl Segawa
Sr. Civil Engineer

State: Nevada

License Number: 016964

Expiration Date: 06/30/2012

Signature: _____

Certification Date: 1/3/12

Certification for Updated Plans

Name/Title of
Certifying Engineer: _____

_____

Registration Number: _____

Signature: _____

Certification Date: _____

13.3 Review History

This SPCC Plan will be reviewed and evaluated once every 5 years by the ES&RM Section. The review will be documented, and, if required, the Plan will be amended within 6 months of the review.

This SPCC Plan is to be amended whenever there is a change in facility design, construction, operation, or maintenance procedure that materially affects the potential for an oil spill. This SPCC Plan is to be amended within 6 months of the change, and all technical amendments to this SPCC will be reviewed and certified by a Professional Engineer and certified in the Section above.

The MIA Facility Response Coordinator will document completion of the reviews and evaluations of this SPCC Plan required to be performed every 5 years by signing the following statement:

Date		Facility Response Coordinator	Revisions Summary	Pages Affected
	I have completed review and evaluation of this SPCC Plan for MIA and will (will not) amend the Plan as a result.			
	I have completed review and evaluation of this SPCC Plan for MIA and will (will not) amend the Plan as a result.			

APPENDIX A

TABLES

Table 1
Storage Tank Listing

Map ID #	Name	Location	Size	Contents
1	North 40 Fueling	North 40	4,000/ 6,000	unleaded/ diesel
2	West Vault Generator Supply Tank	Airfield	500	diesel
3	East Vault Generator Day Tank	Airfield	100	diesel
3	East Vault Generator Supply Tank	Airfield	500	diesel
4	T1 Central Plant Generator Supply Tank	Terminal 1 Central Plant	250	diesel
5	South Vault Generator Supply Tank	Airfield	500	diesel
6	Admin Building Generator Supply Tank	Administration Bldg, Level 1	1000	diesel
7	D-Tram Generator Day Tank	West GSE Bldg, Level 1	1,500	diesel
8	D-Tram Generator Supply Tank	West GSE Bldg, Level 1	3,000	diesel
9	Airside Operation Generator Supply Tank	Airside Operations Bldg, Level 1	360	diesel
10	ARFF Station Fueling	ARFF Station, **UST**	2,000	unleaded
11	ARFF Station Used Oil Tank	ARFF Station, **UST**	500	used oil
12	ARFF Station Generator Supply Tank	ARFF Station, **UST**	600	diesel
13	ARFF Station Generator Day Tank	ARFF Station, Level 1	30	diesel
14	T3 Central Plant Generator 1 Supply Tank	Terminal 3 Central Plant	1,500	diesel
14	T3 Central Plant Generator 2 Supply Tank	Terminal 3 Central Plant	1,500	diesel
14	T3 Central Plant Generator 3 Supply Tank	Terminal 3 Central Plant	1,500	diesel
14	T3 Central Plant Generator 4 Supply Tank	Terminal 3 Central Plant	1,500	diesel
15	CIT Generator-Day Tank	Terminal 2, Roof	240	diesel
16	CIT Generator Supply Tank	Terminal 2, **UST**	700	diesel
17	T2 IAB Generator Day Tank	Terminal 2, Level 1	185	diesel
18	East Penthouse Generator Day Tank	Terminal 1, Level 7 Silver Garage	30	diesel
19	Center Penthouse Generator Day Tank	Terminal 1, Level 7 Silver Garage	30	diesel
20	Substation 10 Generator Day Tank	Terminal 1, Level 6 Silver Garage	100	diesel
21	West Penthouse Generator Day Tank	Terminal 1, Level 7 Silver Garage	30	diesel
22	0-Level Loading Dock	Terminal 1, 0-Level	10,000	diesel
23	Substation 2 Generator Day Tank	Terminal 1, 0-Level	25	diesel
24	Gold Garage Supply Tank	Terminal 1, 0-Level	500	diesel
25	Substation 1 Day Tank	Terminal 1, 0-Level	25	diesel
26	C-Gates Tram Generator Day Tank	Terminal 1, 0-Level	50	diesel
27	North Y Generator Day Tank	A-Gates, Level 1	30	diesel
27	North Y Generator Supply Tank	A-Gates, **UST**	600	diesel
28	Gate A-10 Generator Supply Tank	A-Gates, Level 1	400	diesel
29	Ticketing Generator Day Tank	Terminal 1, Level 1	150	diesel
30	Rotunda Generator Day Tank	Terminal 1, Level 1	65	diesel
31	Rotunda Generator Supply Tank	Terminal 1, Level 1	1,000	diesel
32	Ticketing Generator Supply Tank	Terminal 1, Level 1	1,000	diesel
33	South Y Generator Day Tank	B-Gates, Level 1	30	diesel
33	South Y Generator Supply Tank	B-Gates, **UST**	600	diesel
34	C-Security Annex Generator Supply Tank	C-Gates Security Annex, Level 1	200	diesel
35	C-Gates Generator Supply Tank	C-Gates, **UST**	1,500	diesel
36	C-Gates Generator Day Tank	C-Gates, Level 1	30	diesel
37	SW D-Gates Generator Day Tank	D-Gates, Level 1	500	diesel
37	SW D-Gates Generator Supply Tank	D-Gates, Level 1	3,000	diesel
38	NW D-Gates Generator Supply Tank	D-Gates, **UST**	600	diesel
39	NW D-Gates Generator Day Tank	D-Gates, Level 1	50	diesel
40	Great Hall D Gates Generator Supply Tank	D-Gates, Level 1	3,000	diesel
41	Great Hall D Gates Generator-Day Tank	D-Gates, Level 1	500	diesel
42	NE D-Gates Generator Supply Tank	D-Gates, **UST**	600	diesel
43	NE D-Gates Generator Day Tank	D-Gates, Level 1	75	diesel
44	SE D-Gates Generator - Day Tank	D-Gates, Level 1	500	diesel
44	SE D-Gates Generator Supply Tank	D-Gates, Level 1	3,000	diesel
*	T1 Central Plant Generator Supply Tank	Terminal 1 Central Plant	1,100	diesel

*Not installed

Table 2
Qualifying Storage Tanks

Map ID#	Name	Size	Contents	Inspection Frequency	Spill Prevention Measures	
3	East Vault Generator Day Tank	100	diesel	monthly	Inside Bldg	Secondary Containment
5	South Vault Generator Supply Tank	500	diesel	monthly	Secondary Containment	Double-walled
6	Admin Building Generator Supply Tank	996	diesel	monthly	Inside Bldg	Part of generator
7	D-Tram Generator Day Tank	1,500	diesel	monthly	Part of generator	Reinforced with 3/4" Steel
9	Airside Operation Generator Supply Tank	360	diesel	monthly	Inside Bldg	Part of generator
15	CIT Generator-Day Tank	240	diesel	monthly	Secondary Containment	Located on roof
20	Substation 10 Generator Day Tank	100	diesel	monthly	Secondary Containment	Inside Bldg
24	Gold Garage Supply Tank	500	diesel	monthly	Inside Bldg	Part of generator
29	Ticketing Generator Day Tank	150	diesel	monthly	Inside Bldg	Secondary Containment
30	Rotunda Generator Day Tank	65	diesel	monthly	Inside Bldg	Containment
34	C-Security Annex Generator Supply Tank	200	diesel	monthly	Inside Bldg	Part of generator
37	SW D-Gates Generator Day Tank	500	diesel	monthly	Inside Bldg	Double-walled
41	Great Hall D Gates Generator-Day Tank	500	diesel	monthly	Inside Bldg	Secondary Containment
43	NE D-Gates Generator Day Tank	75	diesel	monthly	Inside Bldg	Double-walled
44	SE D-Gates Generator - Day Tank	500	diesel	monthly	Inside Bldg	Double-walled
1	North 40 Fueling	4,000/ 6,000	unleaded/ diesel	weekly	Secondary Containment	Alarm/ Shut-Offs/ Flow Restrictors
2	West Vault Generator Supply Tank	500	diesel	weekly	Double-walled	
3	East Vault Generator Supply Tank	500	diesel	weekly	Double-walled	
4	T1 Central Plant Generator Supply Tank	250	diesel	weekly	Double-walled	
8	D-Tram Generator Supply Tank	3,000	diesel	weekly	Secondary Containment	Double-walled
14	T3 Central Plant Generator 1 Supply Tank	1,500	diesel	weekly	Part of generator	
14	T3 Central Plant Generator 2 Supply Tank	1,500	diesel	weekly	Part of generator	
14	T3 Central Plant Generator 3 Supply Tank	1,500	diesel	weekly	Part of generator	
14	T3 Central Plant Generator 4 Supply Tank	1,500	diesel	weekly	Part of generator	
17	T2 IAB Generator Day Tank	185	diesel	weekly	Part of generator	
22	0-Level Loading Dock	10,000	diesel	weekly	Double-walled Vault	Alarm/ Shut-Offs/ Flow Restrictors
28	Gate A-10 Generator Supply Tank	400	diesel	weekly	Part of generator	
31	Rotunda Generator Supply Tank	1,000	diesel	weekly	Double-walled	
32	Ticketing Generator Supply Tank	1,000	diesel	weekly	Double-walled	
37	SW Gates Generator Supply Tank	3,000	diesel	weekly	Double-walled	Alarm/ Shut-Offs/ Flow Restrictors
40	Great Hall D Gates Generator Supply Tank	3,000	diesel	weekly	Double-walled	Alarm/ Shut-Offs/ Flow Restrictors
44	SE D-Gates Generator Supply Tank	3,000	diesel	weekly	Double-walled	Alarm/ Shut-Offs/ Flow Restrictors
NA	T1 Central Plant Generator Supply Tank	1,100	diesel	weekly	Part of generator	Not Installed Yet

* *Inspection frequency was determined by the size of the tank or the lack of secondary containment.*

All tanks are shop-built.

Table 3
Weekly Tank Inspection Checklist

Date: _____ Inspected by: _____

Description		Tanks					Foundation					Piping			
Map ID#	Name	Drip Marks	Tank Discoloration	Leaked Material	Corrosion	Cracks	Gaps	Discoloration	Settling	Cracks	Other Damage	Droplets	Corrosion	Bowing	Valve/Seal Seepage
1	North 40 Fueling	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
2	West Vault Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
3	East Vault Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
4	T1 CP Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
8	D-Tram Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
14	T3 CP Generator 1 Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
14	T3 CP Generator 2 Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
14	T3 CP Generator 3 Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
14	T3 CP Generator 4 Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
17	T2 IAB Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
22	0-Level Loading Dock	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
28	Gate A-10 Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
31	Rotunda Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
32	Ticketing Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
37	SW Gates Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
40	Great Hall Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
44	SE D-Gates Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
*	T1 CP Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N

*Not installed yet

COMMENTS: _____

Table 4
Monthly Tank Inspection Checklist

Date: _____ Inspected by: _____

Description		Tanks					Foundation					Piping			
Map ID#	Name	Drip Marks	Tank Discoloration	Leaked Material	Corrosion	Cracks	Gaps	Discoloration	Settling	Cracks	Other Damage	Droplets	Corrosion	Bowing	Valve/Seal Seepage
3	East Vault Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
5	South Vault Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
6	Admin Bldg Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
7	D-Tram Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
9	Airside Ops Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
15	CIT Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
20	Substation 10 Gen. Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
24	Gold Garage Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
29	Ticketing Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
30	Rotunda Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
34	C-Sec. Annex Gen. Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
37	SW Gates Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
41	Great Hall Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
43	NE D-Gates Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N
44	SE D-Gates Generator Tank	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N	Y / N

COMMENTS: _____

Table 5
Cross-Reference Table

40 CFR Part 112 Regulation	Description of Regulation	Location in Plan
§ 112.1	**General Applicability**	**Section 1.0**
§ 112.2	**Definitions**	**N/A**
§ 112.3	**Requirement to Prepare SPCC Plan**	**Section 1.0**
§ 112.4	**Authority of Regional Administrator/Regulatory Level Release Reporting Requirements**	**Sections 1.0 & 5.0**
§ 112.5	**Requirement to Amend SPCC Plan**	**Section 1.0**
§ 112.6	**Not Applicable - MIA is not a Qualified Facility**	**N/A**
§ 112.7	**General requirements for SPCC Plans for all facilities and all oil types**	
§ 112.7 (a)	(1) Discussion of facility's conformance with the requirements	Sections 1.0 & 2.6
	(2) Discussion of any deviations from the requirements	Section 2.6
	(3) Facility layout and diagram requirements	Drawings & Section 2.0
	(i) Description of the contents and capacities of containers	Section 2.4
	(ii) Discharge prevention measures	Section 4.0 & 9.0
	(iii) Discharge control structures and procedures	Section 4.0
	(iv) Countermeasures for discovery, response, and clean up	Section 5.0
	(v) Methods of disposal of recovered materials	Section 5.0
	(vi) Emergency contact information	Section 2.3
	(4) Discharge reporting procedures	Section 5.0
	(5) Discharge response procedures	Section 5.0 & App C
§ 112.7 (b)	Fault analysis	Section 3.0
§ 112.7 (c)	Containment or diversionary structures	Section 4.0
§ 112.7 (d)	Impracticability of discharge prevention measures	N/A
§ 112.7 (e)	Inspections, tests, and records	Section 2.3
§ 112.7 (f)	Employee training and discharge-prevention procedures	Section 6.0
§ 112.7 (g)	Security	Section 8.0
§ 112.7 (h)	Not Applicable - MIA does not own or operate any Tank car and tank truck loading/unloading racks	N/A
§ 112.7 (i)	Brittle fracture evaluation requirements	Section 6.3
§ 112.7 (j)	Conformance with state requirements	Section 11.0
§ 112.7 (k)	Qualified oil-filled operational equipment	Section 2.5
§ 112.8	**Requirements for onshore facilities**	
§ 112.8 (a)	Meet requirements of § 112.7	See above
§ 112.8 (b)	Facility drainage	Section 2.5
§ 112.8 (c)	Bulk storage containers	Section 2.4
§ 112.8 (d)	Facility transfer operations, pumping, and facility process	Section 9.0
§ 112.9	**Not Applicable - Requirements for production facilities**	**N/A**
§ 112.10	**Not Applicable - Requirements for drilling and workover facilities**	**N/A**
§ 112.11	**Not Applicable - Requirements for drilling, production, or workover facilities**	**N/A**
§ 112.12	**Not Applicable - Requirements for non-petroleum oils**	**N/A**
§ 112.13-§112.15	**[Reserved]**	**N/A**
§ 112.20-§112.21	**Facility Rsponse Plans - MIA does not meet the Substantial Harm Criteria per Appendix C to Part 112**	**N/A**

Table 6
Oil-Filled Operational Equipment

Map ID#	Name	Location	Equipment Type	Spill Prevention Measures	
1	A-1	T1-NC-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
2	A-3	T1-BHS-N3-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
3	B-1	T1-SC-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
4	B-2	T1-SC-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
5	B-3	T1-BHS-N4-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
6	C-1	T1-S1-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
7	C-2	T1-S1-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
8	C-3	T1-S1-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
9	C-4	T1-S1-EL\4	Elevator	24-Hr On-site Personnel	Regular visual inspections
10	C-5	T1-S1EL\5	Elevator	24-Hr On-site Personnel	Regular visual inspections
11	C-6	T1-S1-EL\6	Elevator	24-Hr On-site Personnel	Regular visual inspections
12	CAX-1	T1-CAX-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
13	CAX-2	T1-SKY-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
14	CAX-3	T1-SKY-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
15	CT-1	T1-BR-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
16	CT-2	T1-BR-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
17	CT-3	T1-BR-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
18	CT-4	T1-TBN-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
19	CT-5	T1-TBS-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
20	CT-6	T1-TBC-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
21	CT-7	T1-TBC-EL\4	Elevator	24-Hr On-site Personnel	Regular visual inspections
22	CT-11	T1-BCN-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
23	CT-14	T1-BCS-EL\5	Elevator	24-Hr On-site Personnel	Regular visual inspections
24	CT-15	T1-BCN-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
25	CT-18	T1-BCS-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
26	CT-19	T1-BCS-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
27	CT-20	T1-BCS-EL\4	Elevator	24-Hr On-site Personnel	Regular visual inspections
28	CT-21	T1-BCS-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
29	D-1	S2-RA-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
30	D-2	S2-RA-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
31	D-3	S2-RA-EL\4	Elevator	24-Hr On-site Personnel	Regular visual inspections
32	D-5	S2-RA-EL\5	Elevator	24-Hr On-site Personnel	Regular visual inspections
33	D-6	S2-RA-EL\6	Elevator	24-Hr On-site Personnel	Regular visual inspections
34	DNE-1	S2-NE-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
35	DNE-2	S2-NE-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
36	DNE-3	S2-NE-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
37	DSE-1	S2-SE-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
38	DSE-2	S2-SE-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
39	DSE-3	S2-SE-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
40	DSW-1	S2-SW-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
41	DSW-2	S2-SW-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
42	DSW-3	S2-SW-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
43	DNW-1	S2-NW-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
44	DNW-2	S2-NW-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
45	DNW-3	S2-NW-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
46	DNW-3	S2-NW-EL\4	Elevator	24-Hr On-site Personnel	Regular visual inspections
47	CIT-1	T2-IAB-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
48	CIT-2	T2-CIT-EL\4	Elevator	24-Hr On-site Personnel	Regular visual inspections
49	CIT-3	T2-CIT-EL\3	Elevator	24-Hr On-site Personnel	Regular visual inspections
50	CIT-4	T2-CIT-EL\2	Elevator	24-Hr On-site Personnel	Regular visual inspections
51	CIT-5	T2-CIT-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
52	CIT-6	T2-BHS-N6-EL\1	Elevator	24-Hr On-site Personnel	Regular visual inspections
53	HR-1	T1 Central Plant	Elevator	24-Hr On-site Personnel	Regular visual inspections
54	CUP-1	T3 Central Plant	Elevator	24-Hr On-site Personnel	Regular visual inspections
55	C-Gates Tram Substation	T1-BCS-L0-530A	Transformer	24-Hr On-site Personnel	Regular visual inspections
56	C-Gates Tram Substation	T1-BCS-L0-530A	Transformer	24-Hr On-site Personnel	Regular visual inspections

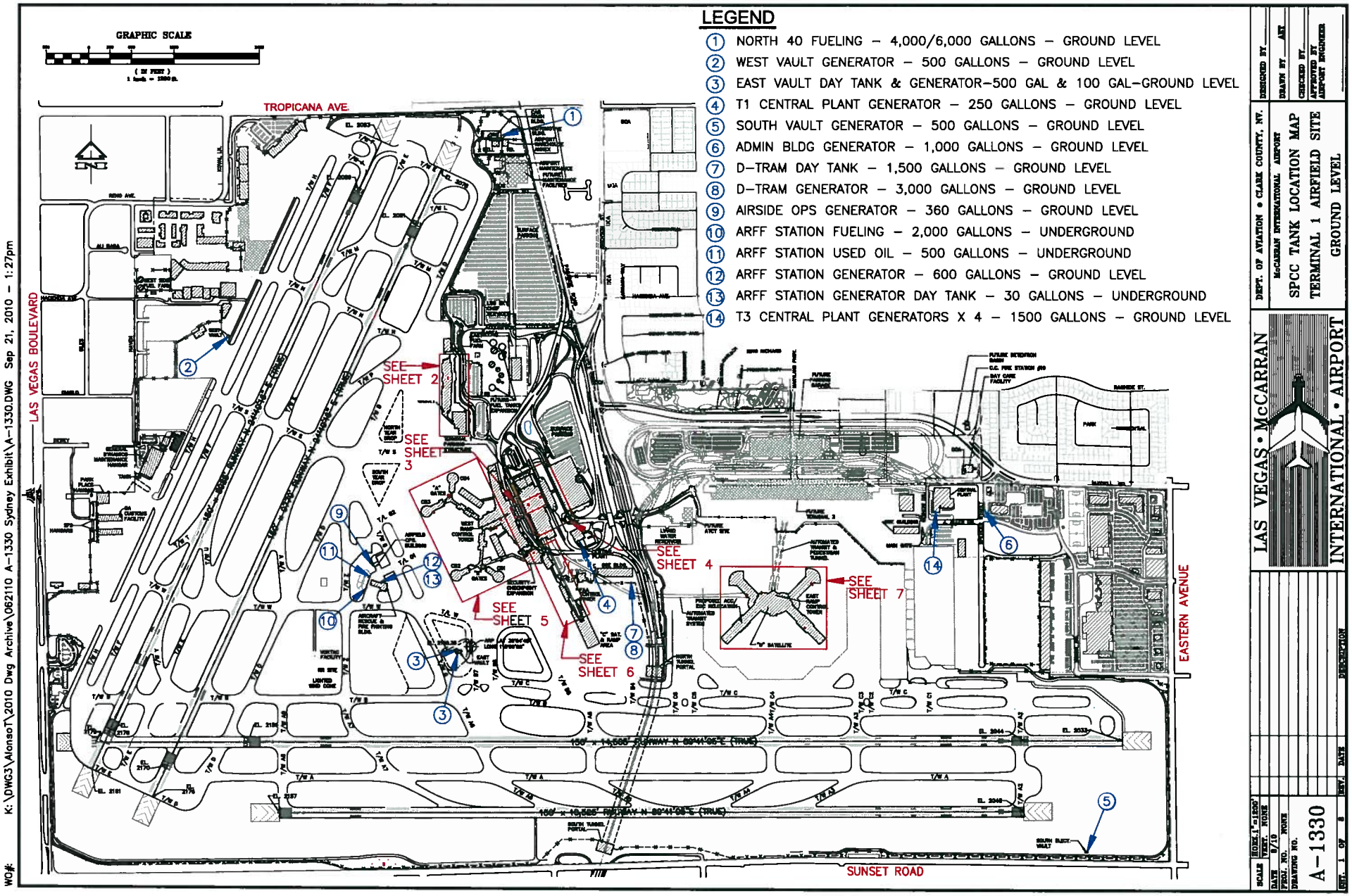
APPENDIX B

DRAWINGS

McCarran International Airport
Structure Location Drawing

McCarran International Airport
Storage Area Location Drawing
(Excludes Storage Tanks & Oil-Filled Operational Equipment)

Storage Tank Drawings


GRAPHIC SCALE
(IN FEET)
1 inch = 1200 ft.
LEGEND
1 NORTH 40 FUELING – 4,000/6,000 GALLONS – GROUND LEVEL
2 WEST VAULT GENERATOR – 500 GALLONS – GROUND LEVEL
3 EAST VAULT DAY TANK & GENERATOR–500 GAL & 100 GAL–GROUND LEVEL
4 T1 CENTRAL PLANT GENERATOR – 250 GALLONS – GROUND LEVEL
5 SOUTH VAULT GENERATOR – 500 GALLONS – GROUND LEVEL
6 ADMIN BLDG GENERATOR – 1,000 GALLONS – GROUND LEVEL
7 D–TRAM DAY TANK – 1,500 GALLONS – GROUND LEVEL
8 D–TRAM GENERATOR – 3,000 GALLONS – GROUND LEVEL
9 AIRSIDE OPS GENERATOR – 360 GALLONS – GROUND LEVEL
10 ARFF STATION FUELING – 2,000 GALLONS – UNDERGROUND
11 ARFF STATION USED OIL – 500 GALLONS – UNDERGROUND
12 ARFF STATION GENERATOR – 600 GALLONS – GROUND LEVEL
13 ARFF STATION GENERATOR DAY TANK – 30 GALLONS – UNDERGROUND
14 T3 CENTRAL PLANT GENERATORS X 4 – 1500 GALLONS – GROUND LEVEL
TROPICANA AVE.
LAS VEGAS BOULEVARD
EASTERN AVENUE
SUNSET ROAD
SEE SHEET 2
SEE SHEET 3
SEE SHEET 4
SEE SHEET 5
SEE SHEET 6
SEE SHEET 7
150' x 14,505' RUNWAY N 89°41'05"E (TRUE)
DEPT. OF AVIATION • CLARK COUNTY, NV.
McCARRAN INTERNATIONAL AIRPORT
SPCC TANK LOCATION MAP
TERMINAL 1 AIRFIELD SITE
GROUND LEVEL
LAS VEGAS • McCARRAN
INTERNATIONAL • AIRPORT
DESIGNED BY
DRAWN BY ANT
CHECKED BY
APPROVED BY AIRPORT ENGINEER
SCALE HOR. 1"=1200'
VERT. NONE
DATE 9/10
PROJ. NO. NONE
DRAWING NO.
A-1330
SHT. 1 OF 8
NO. DATE DESCRIPTION
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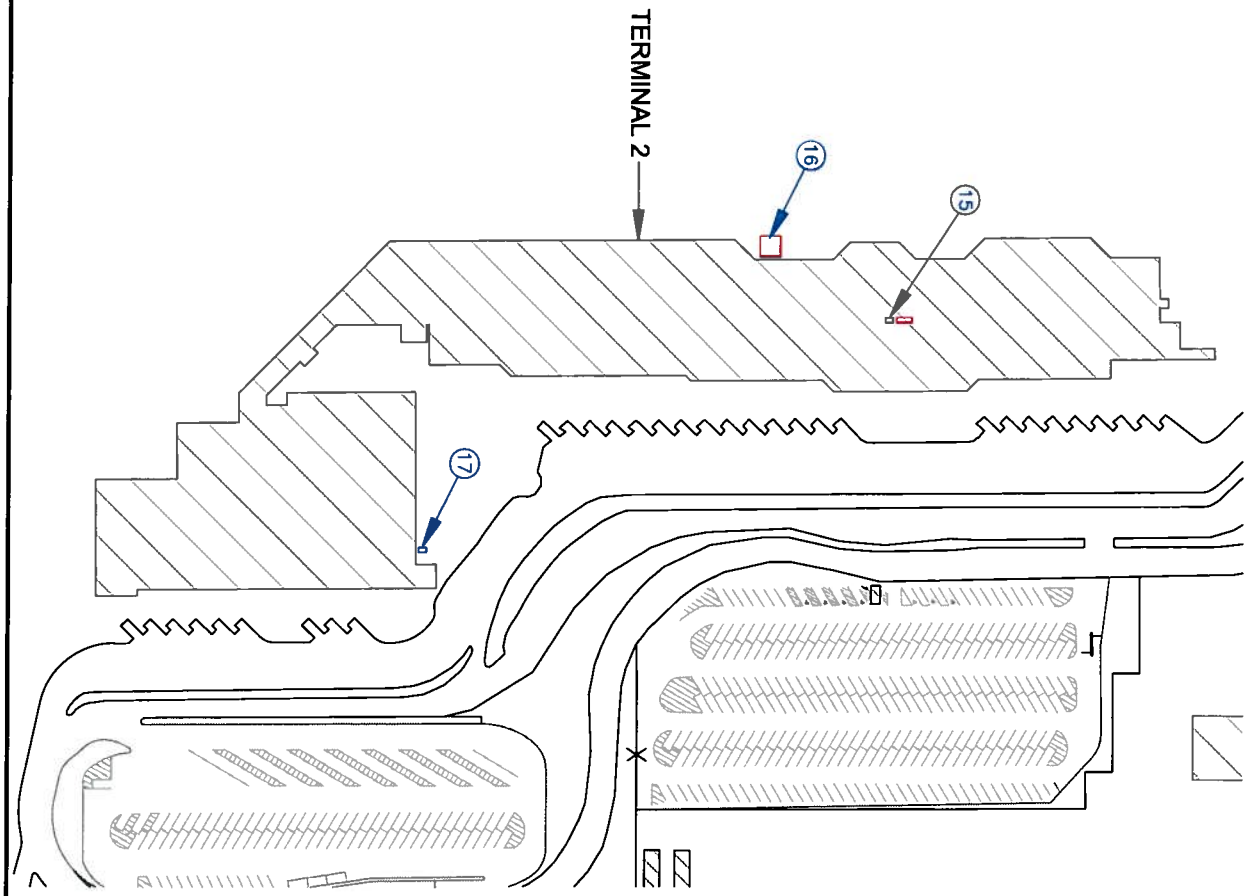
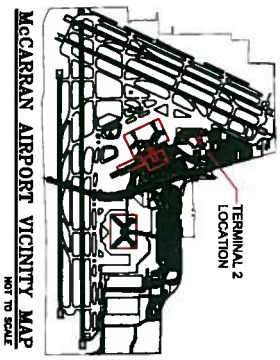


LEGEND

(15) CIT GENERATOR DAY TANK - 240 GALLONS - ROOF

(16) CIT GENERATOR - 700 GALLONS - UNDERGROUND

(17) T2 IAB GENERATOR - 185 GALLONS - GROUND LEVEL



GRAPHIC SCALE

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DATE	8/10				McCARRAN INTERNATIONAL AIRPORT
PROJ. NO.	NONE				SPCC TANK LOCATION MAP
DRAWING NO.	A-1330				TERMINAL 2 SITE MAP
SHT. 2 OF 5		REV.	DATE	DESCRIPTION	GROUND AND ROOF LEVEL

DESIGNED BY _____
DRAWN BY ABT
CHECKED BY _____
APPROVED BY AIRPORT ENGINEER _____

McCARRAN AIRPORT VICINITY MAP
NOT TO SCALE

LEGEND

(18) EAST PENTHOUSE GENERATOR DAY TANK – 30 GALLONS – ROOF

(19) CENTER PENTHOUSE GENERATOR DAY TANK – 30 GALLONS – ROOF

(20) SUBSTATION 10 – 100 GALLONS – LEVEL 6 GARAGE

(21) WEST PENTHOUSE GENERATOR DAY TANK – 30 GALLONS – ROOF

GRAPHIC SCALE

(IN FEET)
1 inch = 150 ft.

DEPT. OF AVIATION • CLARK COUNTY, NV.
McCARRAN INTERNATIONAL AIRPORT

SPCC TANK LOCATION MAP
TERMINAL 1 SITE MAP
GARAGE LEVEL 5

DESIGNED BY
DRAWN BY AST
CHECKED BY
APPROVED BY AIRPORT ENGINEER

LAS VEGAS • McCARRAN
INTERNATIONAL • AIRPORT

SCALE HORIZ. 1"=150'
VERT. NONE
DATE 8/10
PROJ. NO. NONE
DRAWING NO. A-1330
SHT. 3 OF 6

DESCRIPTION	DATE

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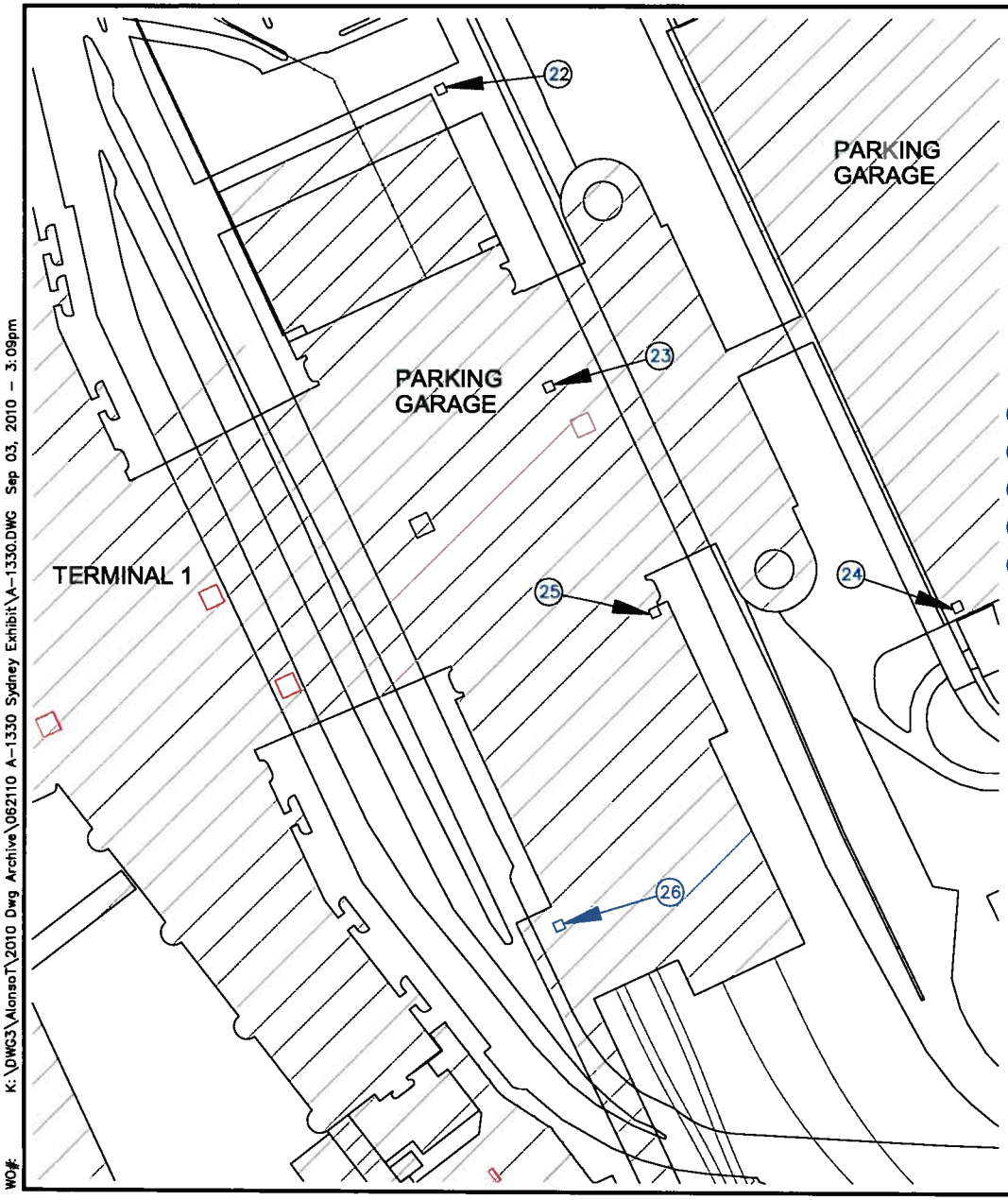

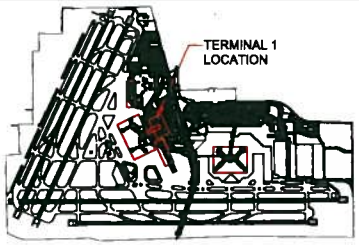

McCARRAN AIRPORT VICINITY MAP
NOT TO SCALE

LEGEND

22 0 LEVEL LOADING DOCK – 10,000 GALLONS – ZERO LEVEL

23 SUBSTATION 2 GENERATOR DAY TANK – 25 GALLONS – ZERO LEVEL

24 GOLD GARAGE – 500 GALLONS – ZERO LEVEL

25 SUBSTATION 1 DAY TANK – 25 GALLONS – ZERO LEVEL

26 C–GATES TRAM GENERATOR – 50 GALLONS – ZERO LEVEL

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

DEPT. OF AVIATION • CLARK COUNTY, NV.
McCARRAN INTERNATIONAL AIRPORT

SPCC TANK LOCATION MAP
TERMINAL 1 SITE MAP
ZERO LEVEL

DESIGNED BY
DRAWN BY AET
CHECKED BY
APPROVED BY AIRPORT ENGINEER

LAS VEGAS • McCARRAN INTERNATIONAL • AIRPORT

NO.	DESCRIPTION	DATE

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DATE 9/10
PROJ. NO. NONE
DRAWING NO. A-1330
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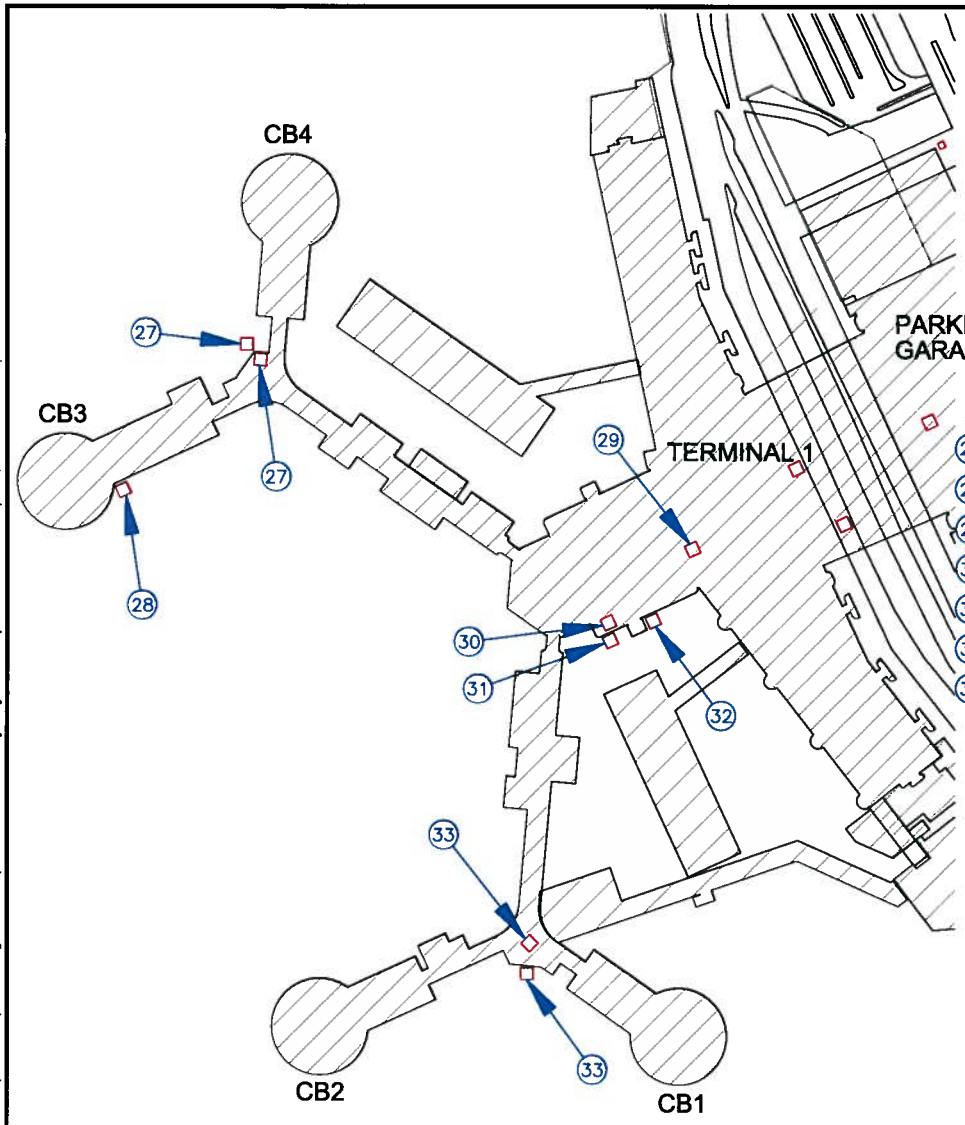

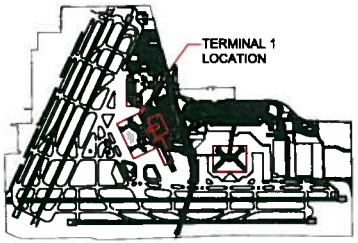

McCARRAN AIRPORT VICINITY MAP
NOT TO SCALE

LEGEND

(27) NORTH Y GENERATOR & DAY TANK– UST 600 & 30 GALLONS – GROUND LEVEL
(28) GATE A–10 GENERATOR – 400 GALLONS – GROUND LEVEL
(29) TICKETING GENERATOR DAY TANK – 150 GALLONS –GROUND LEVEL
(30) ROTUNDA GENERATOR DAY TANK – 65 GALLONS – GROUND LEVEL
(31) ROTUNDA GENERATOR – 1000 GALLONS – GROUND LEVEL
(32) TICKETING GENERATOR – 1000 GALLONS – GROUND LEVEL
(33) SOUTH Y GENERATOR & DAY TANK– UST 600 & 30 GALLONS – GROUND LEVEL

GRAPHIC SCALE

DEPT. OF AVIATION • CLARK COUNTY, NV.
McCARRAN INTERNATIONAL AIRPORT

SPCC TANK LOCATION MAP
TERMINAL 1 SITE MAP
GROUND LEVEL

DESIGNED BY
DRAWN BY AST
CHECKED BY
APPROVED BY AIRPORT ENGINEER

LAS VEGAS • McCARRAN INTERNATIONAL • AIRPORT

SCALE 1"=200'
VERT. NONE
DATE 9/10
PROJ. NO. NONE
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SHT. 5 OF 8

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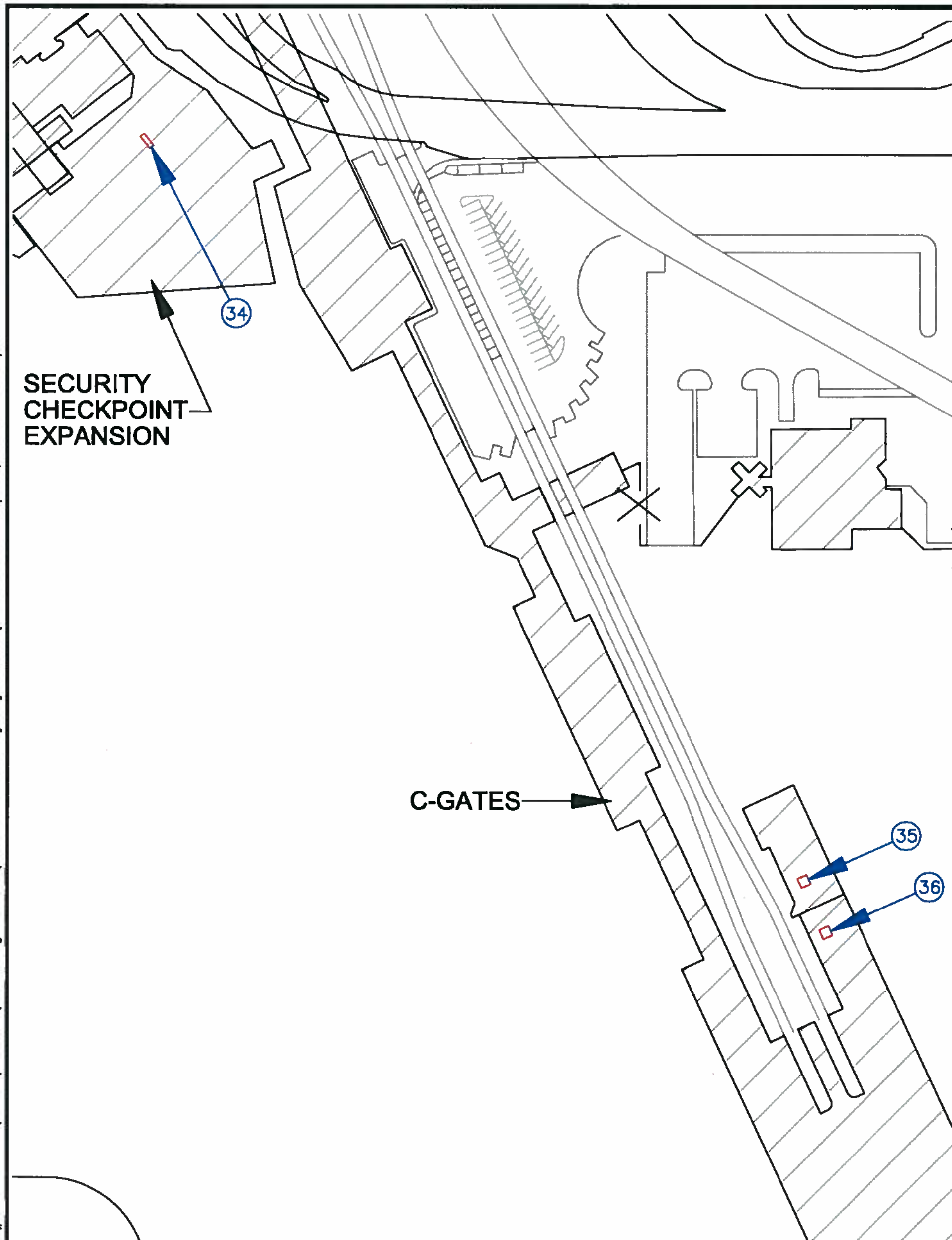
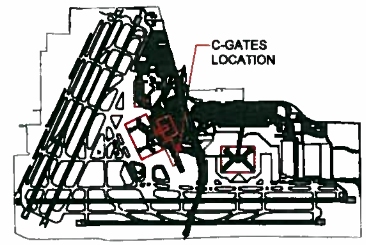




McCARRAN AIRPORT VICINITY MAP

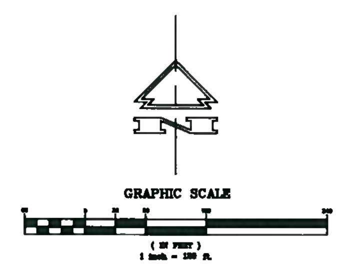
NOT TO SCALE

LEGEND

(34) C–SECURITY ANNEX GENERATOR – 200 GALLONS – GROUND LEVEL

(35) C GATES GENERATOR – 1500 GALLONS – GROUND LEVEL

(36) C GATES GENERATOR DAY TANK – 30 GALLONS – UNDERGROUND



DEPT. OF AVIATION • CLARK COUNTY, NV.

McCARRAN INTERNATIONAL AIRPORT

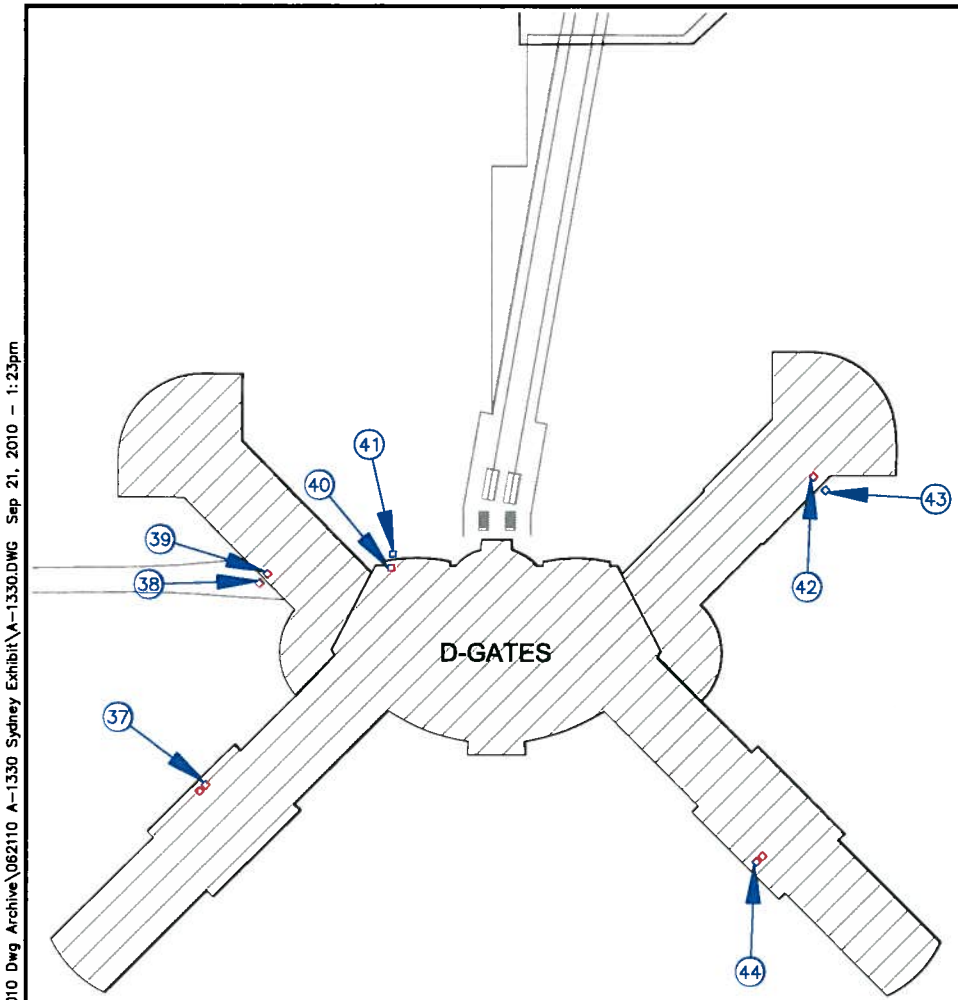
SPCC TANK LOCATION MAP

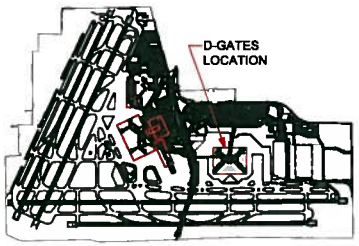
C–GATES SITE MAP

GROUND LEVEL

LAS VEGAS • McCARRAN INTERNATIONAL • AIRPORT

A–1330





McCARRAN AIRPORT VICINITY MAP
NOT TO SCALE

LEGEND

37 SW D-GATES GENERATOR – 3000 GALLONS – GROUND LEVEL
SW D-GATES GENERATOR DAY TANK – 500 GALLONS – GROUND LEVEL

38 NW D-GATES GENERATOR – 600 GALLONS – UNDERGROUND

39 NW D-GATES GENERATOR DAY TANK – 50 GALLONS – GROUND LEVEL

40 GREAT HALL D-GATES GENERATOR – 3000 GALLONS – GROUND LEVEL

41 GREAT HALL GENERATOR DAY TANK – 500 GALLONS – GROUND LEVEL

42 NE D-GATES GENERATOR – 600 GALLONS – UNDERGROUND

43 NE D-GATES GENERATOR DAY TANK – 75 GALLONS – GROUND LEVEL

44 SE D-GATES GENERATOR – 3000 GALLONS – UNDERGROUND
SE D-GATES GENERATOR DAY TANK – 500 GALLONS – GROUND LEVEL

GRAPHIC SCALE
(IN FEET)
1 inch = 200 ft.

DEPT. OF AVIATION • CLARK COUNTY, NV.
McCARRAN INTERNATIONAL AIRPORT

SPCC TANK LOCATION MAP
D-GATES SITE MAP
GROUND LEVEL

DESIGNED BY
DRAWN BY ART
CHECKED BY
APPROVED BY AIRPORT ENGINEER

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SCALE	HORIZ. 1"=200' VERT. NONE
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PROJ. NO.	NONE
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SHT. 7 OF 8	

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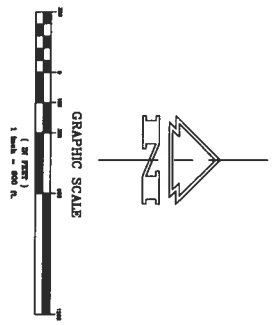

SCALE HORZ. 1"=600' VERT. NONE			LAS VEGAS • McCARRAN INTERNATIONAL • AIRPORT	DEPT. OF AVIATION • CLARK COUNTY, NV.	DESIGNED BY
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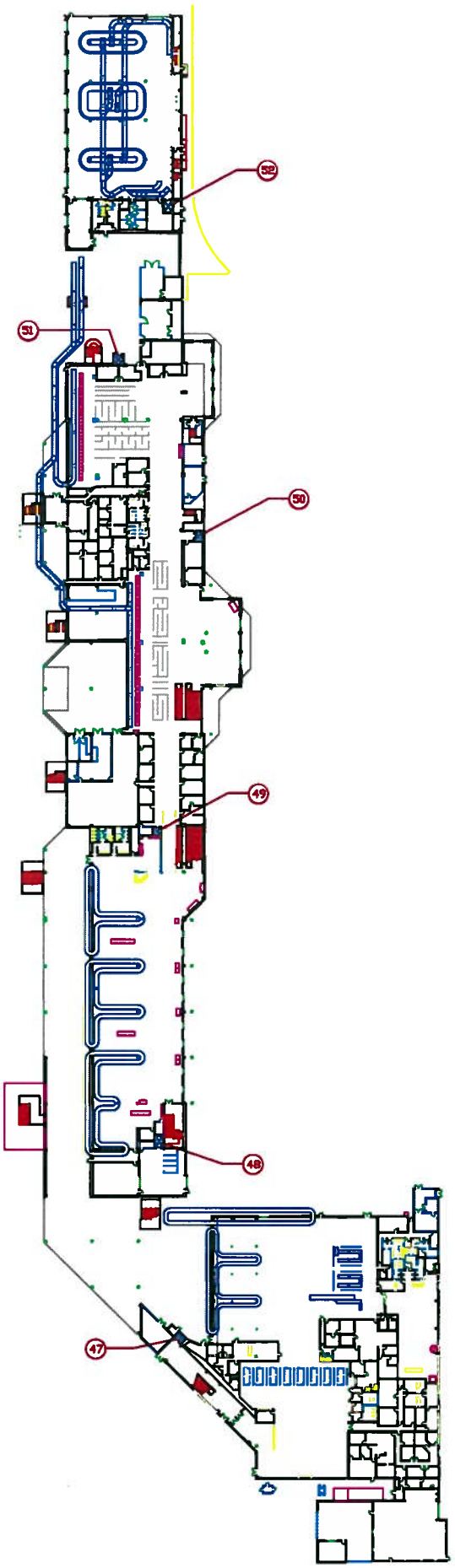
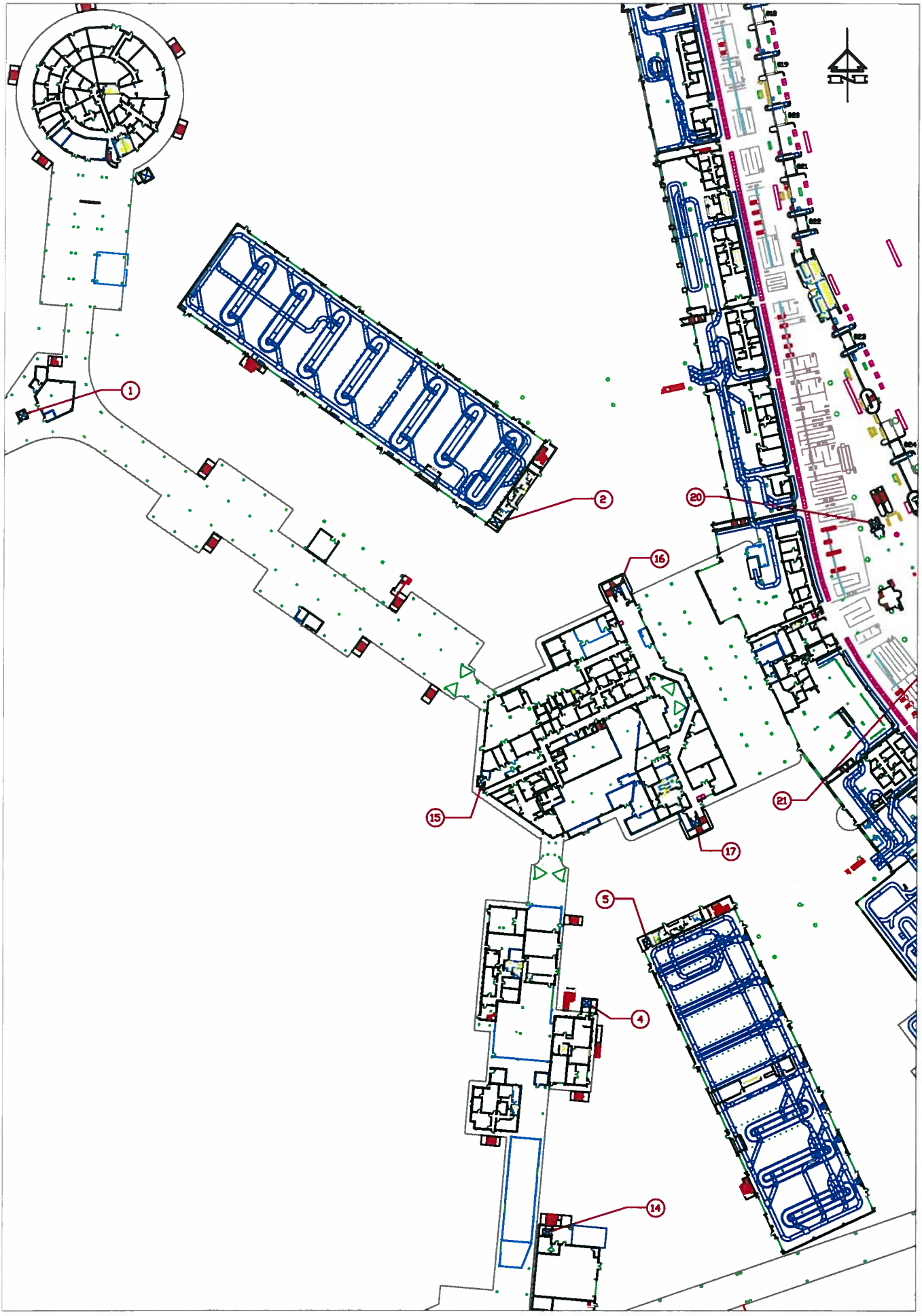
PROJ. NO. NONE				SPCC TANK LOCATION MAP	CHECKED BY
DRAWING NO. A-1330				CITY OF LAS VEGAS	APPROVED BY AIRPORT ENGINEER
SHT. 8 OF 8	REV.	DATE	DESCRIPTION	SITE MAP	

Oil-Filled Operational Equipment Drawings

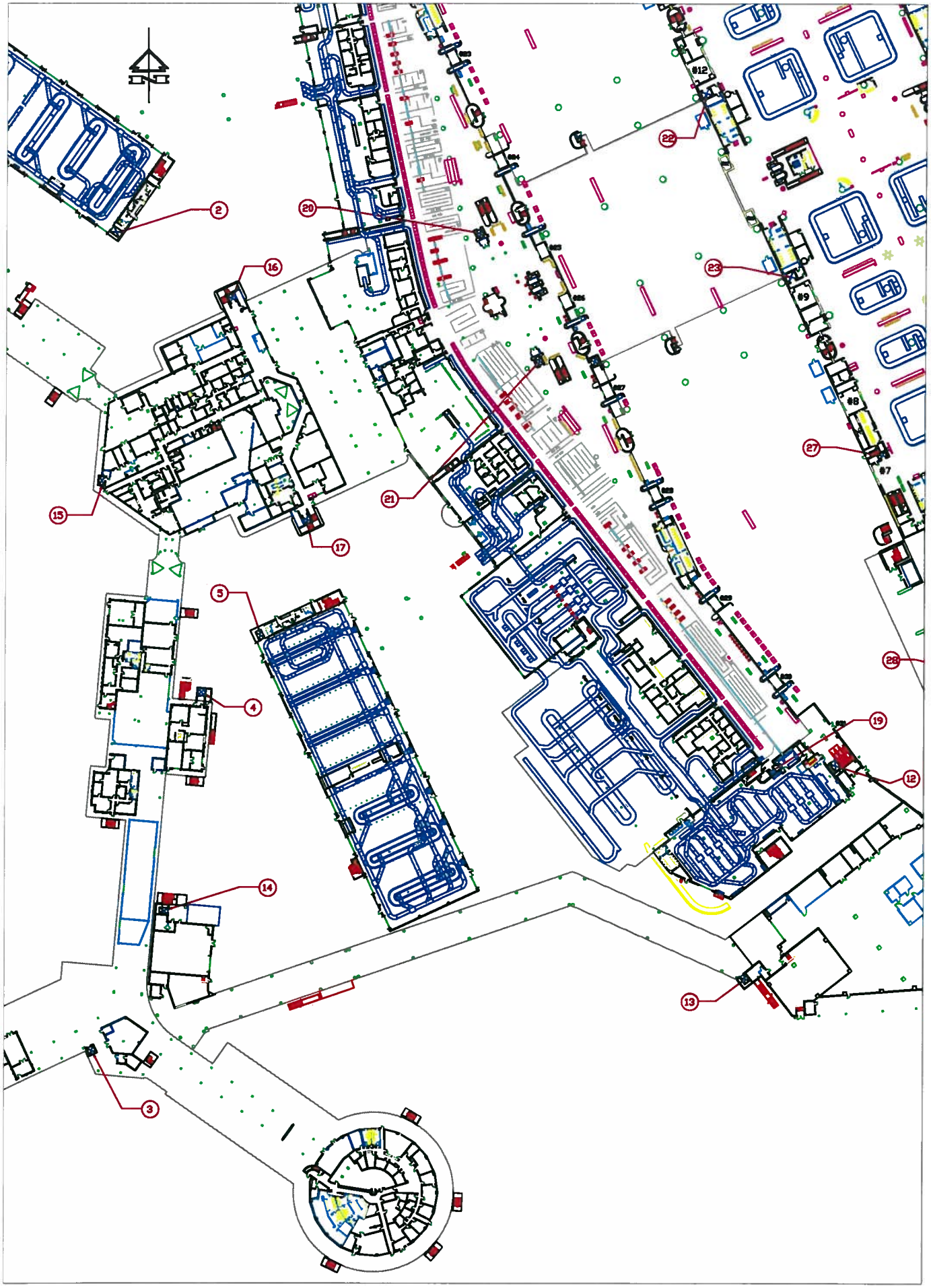
McCarran International Airport
Oil-Filled Operational Equipment Location Drawing



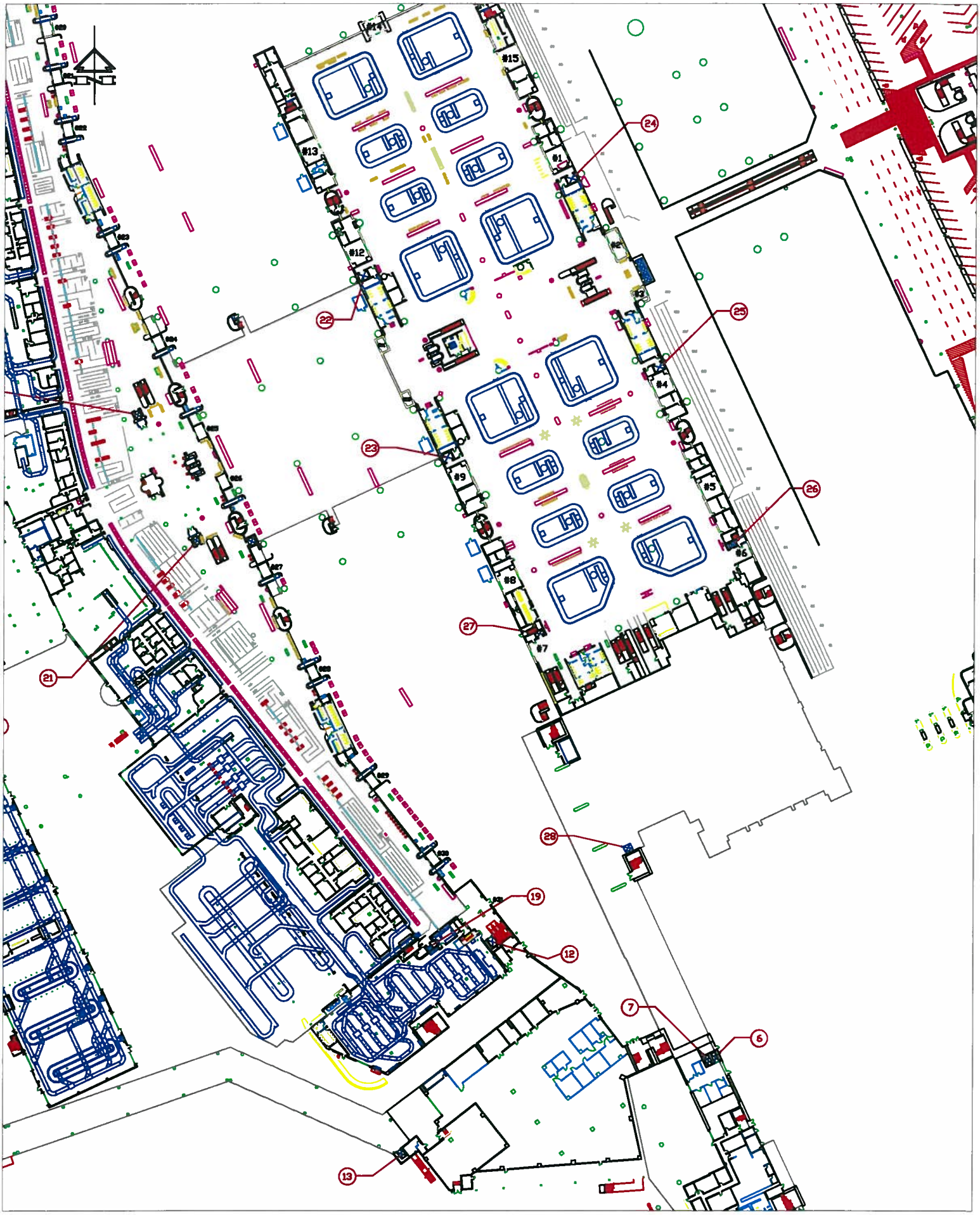
Terminal 2
Oil-Filled Operational Equipment Locations



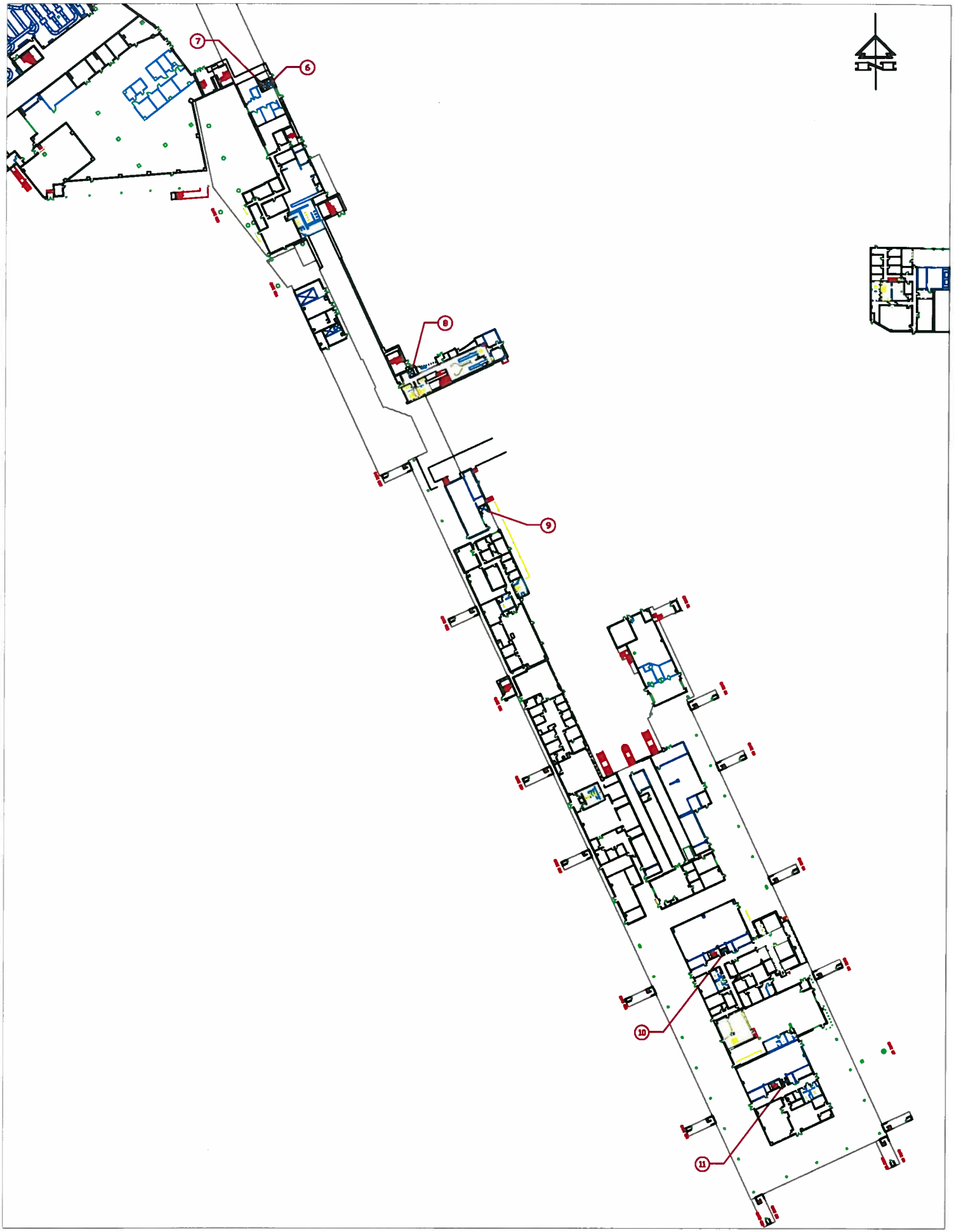
North Ticketing/A-Gates
Oil-Filled Operational Equipment Locations



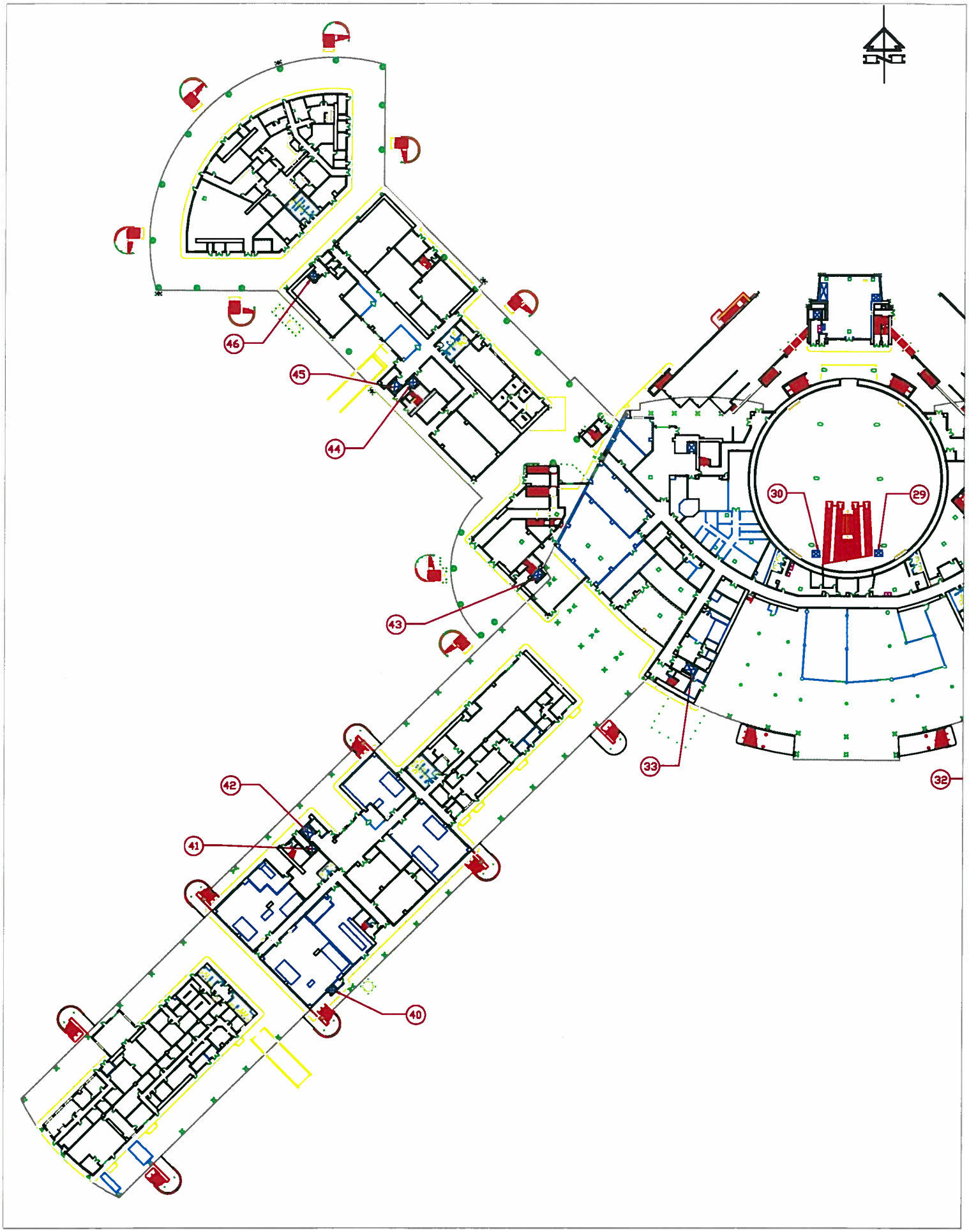
South Ticketing/B-Gates
Oil-Filled Operational Equipment Locations



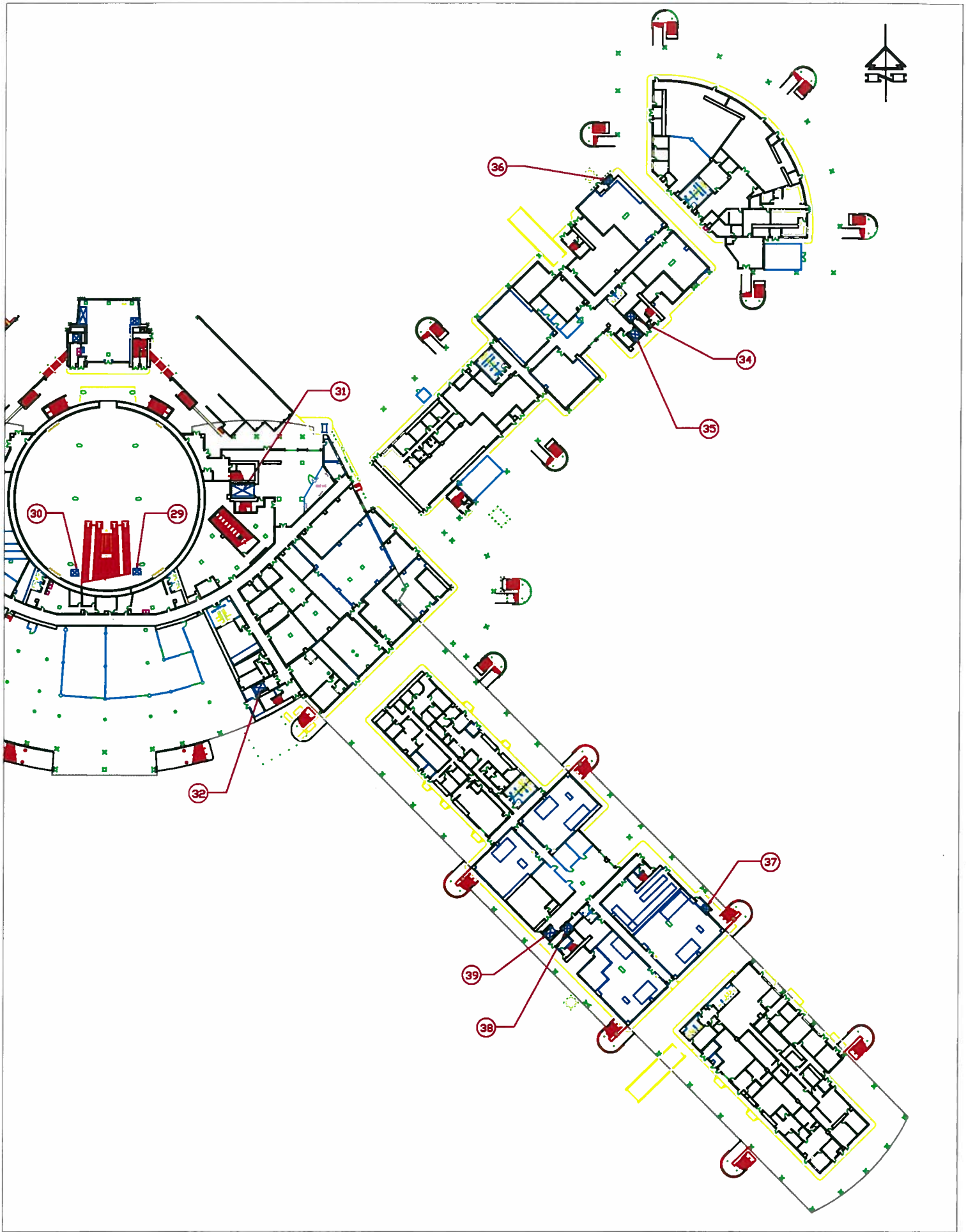
Baggage Claim/C-Annex
Oil-Filled Operational Equipment Locations



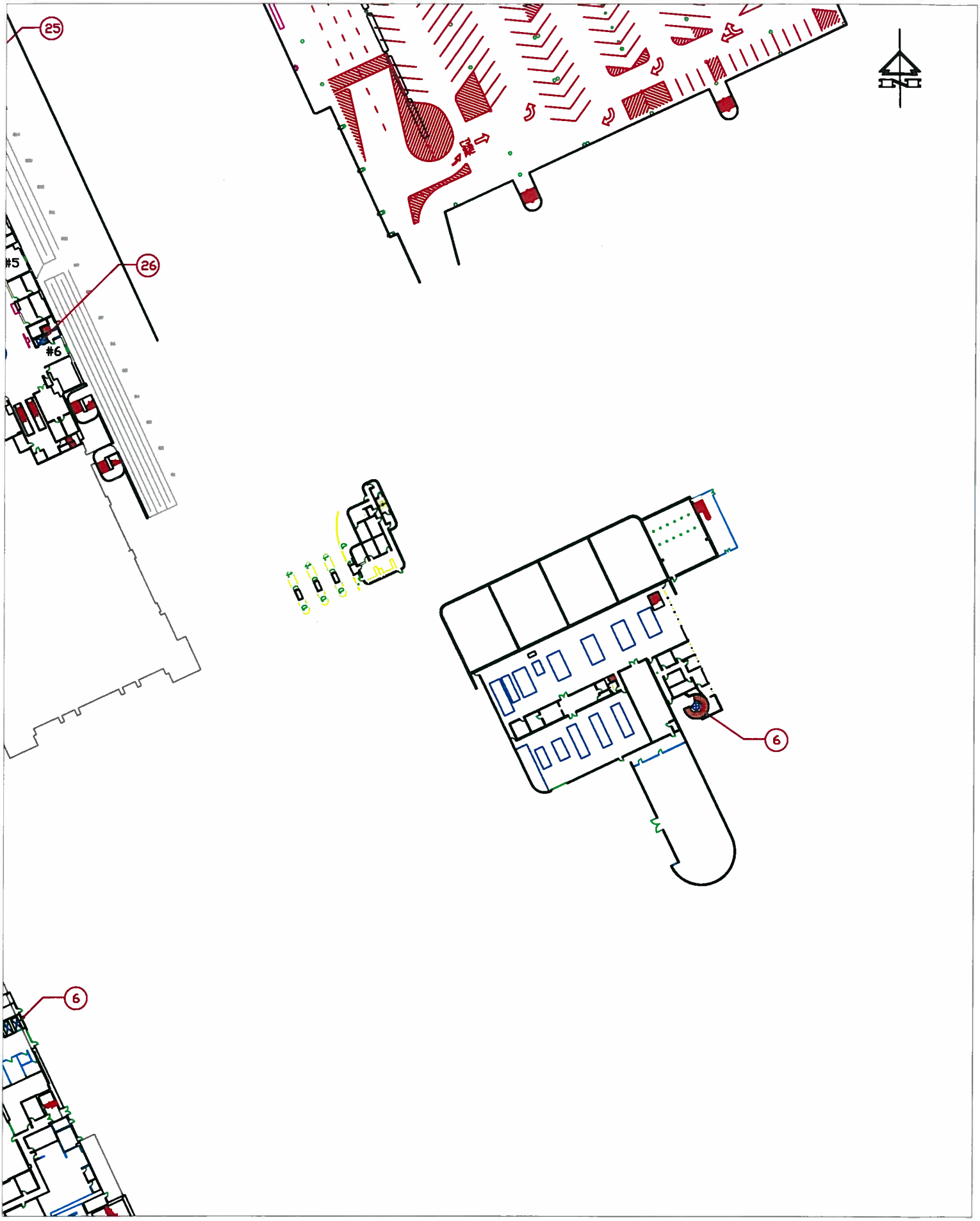
C-Gates
Oil-Filled Operational Equipment Locations



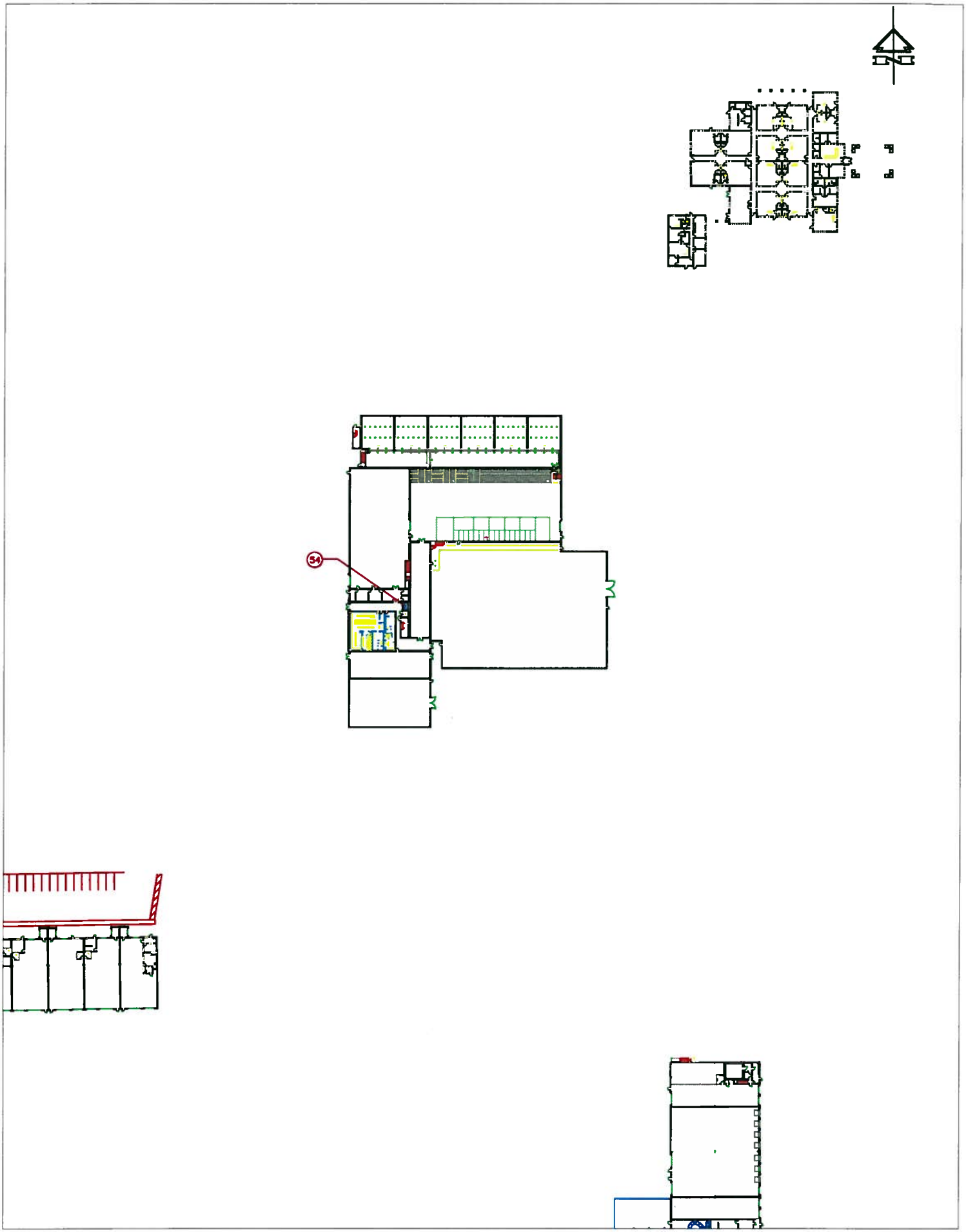
West D-Gates
Oil-Filled Operational Equipment Locations



East D-Gates
Oil-Filled Operational Equipment Locations

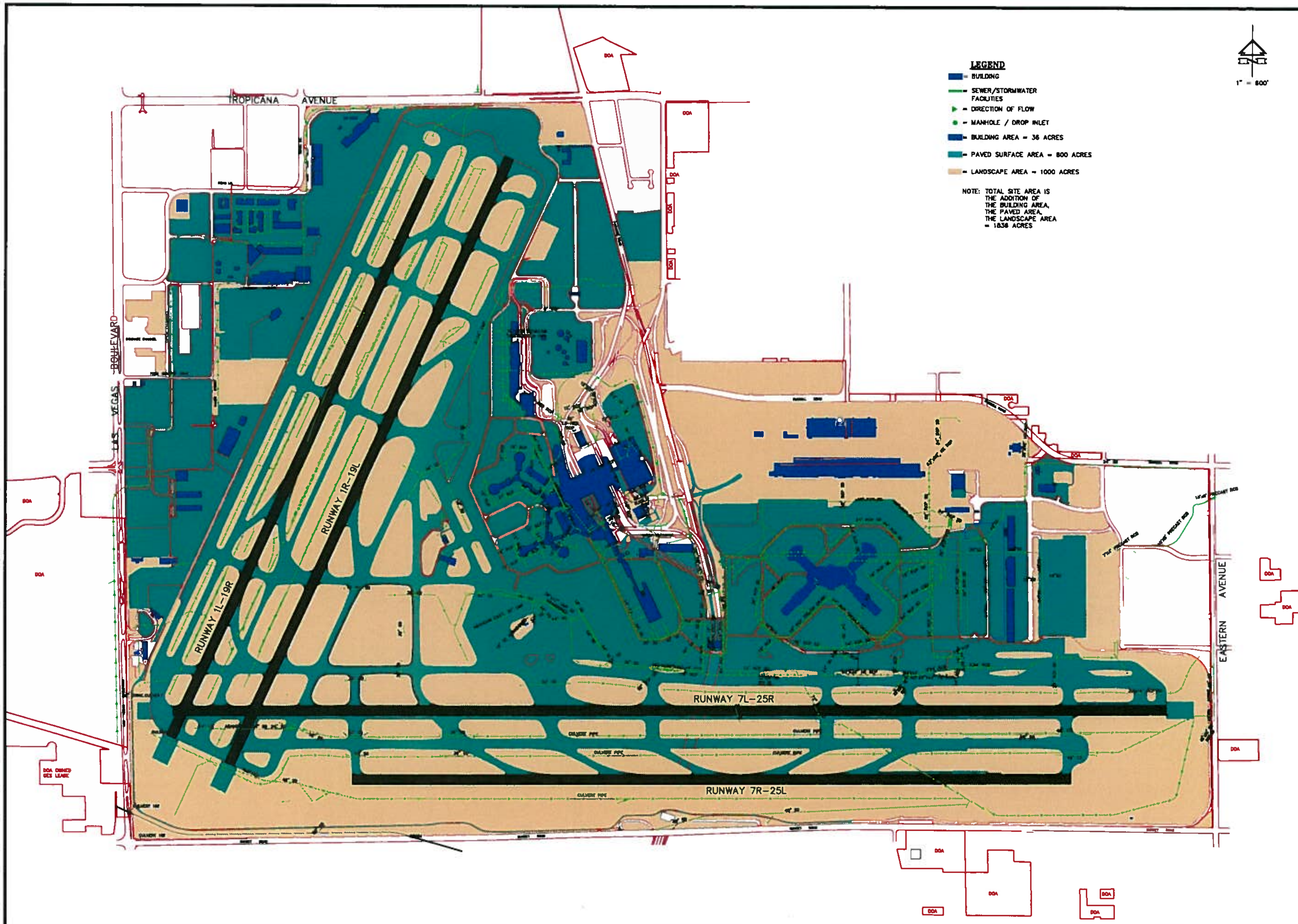


Terminal 1 Central Plant
Oil-Filled Operational Equipment Locations



Terminal 3 Central Plant
Oil-Filled Operational Equipment Locations

Facility Drainage Drawings



LAS VEGAS • McCARRAN • INTERNATIONAL • AIRPORT • NEVADA
CLARK COUNTY

DEPARTMENT OF AVIATION
CLARK COUNTY NEVADA

McCARRAN INTERNATIONAL AIRPORT
DRAINAGE PLAN

Drawing Number
A1307

PLEASE RECYCLE

• LAS VEGAS • McCARRAN • INTERNATIONAL • AIRPORT •

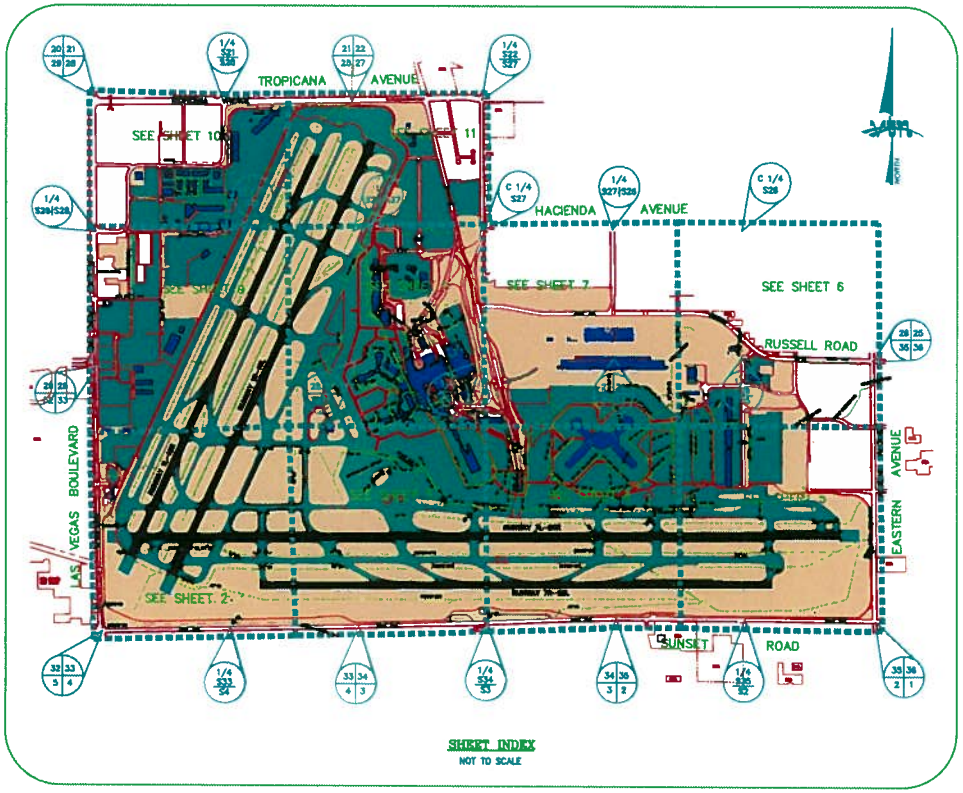
CLARK COUNTY NEVADA

RECORD OF SURVEY

FOR

CLARK COUNTY DEPARTMENT OF AVIATION

SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27,
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA



SHEET INDEX

NOT TO SCALE

SURVEYOR'S CERTIFICATE

I, SAM LONG, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA, AS AN AGENT FOR VTN, CERTIFY THAT:

1. THIS PLAT REPRESENTS THE RESULTS OF A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION AT THE INSTANCE OF CLARK COUNTY DEPARTMENT OF AVIATION.
2. THE LANDS SURVEYED LIE WITHIN SECTIONS 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27, TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA AND THE SURVEY WAS COMPLETED ON AUGUST 18, 2008.
3. THIS SURVEY COMPLIES WITH APPLICABLE STATUES OF THIS STATE AND ANY LOCAL ORDINANCE IN EFFECT ON THE DATE THAT THE SURVEY WAS COMPLETED, AND THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH CHAPTER 625 OF THE NEVADA ADMINISTRATIVE CODE.
4. THE MONUMENTS DEPICTED ON THE MAP ARE OF THE CHARACTER SHOWN, OCCUPY THE POSITIONS INDICATED AND ARE OF SUFFICIENT NUMBER AND DURABILITY.

SAM LONG, P.L.S.
NEVADA CERTIFICATE NO. 9047

LEGEND

- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- RUNWAY CENTERLINE
- STREET CENTERLINE
- SHEET LIMITS

REFERENCE MAPS

RECORD OF SURVEY:	FILE 84, PAGE 97	RECORD OF SURVEY:	FILE 88, PAGE 41
RECORD OF SURVEY:	FILE 38, PAGE 12	RECORD OF SURVEY:	FILE 07, PAGE 97
RECORD OF SURVEY:	FILE 38, PAGE 55	RECORD OF SURVEY:	FILE 84, PAGE 32
RECORD OF SURVEY:	FILE 71, PAGE 88	RECORD OF SURVEY:	FILE 74, PAGE 21
RECORD OF SURVEY:	FILE 84, PAGE 20	RECORD OF SURVEY:	FILE 31, PAGE 41
RECORD OF SURVEY:	FILE 88, PAGE 11	RECORD OF SURVEY:	FILE 03, PAGE 70
RECORD OF SURVEY:	FILE 72, PAGE 58	RECORD OF SURVEY:	FILE 04, PAGE 81
RECORD OF SURVEY:	FILE 82, PAGE 52	RECORD OF SURVEY:	FILE 08, PAGE 89
RECORD OF SURVEY:	FILE 77, PAGE 41	RECORD OF SURVEY:	FILE 28, PAGE 22
RECORD OF SURVEY:	FILE 90, PAGE 07	RECORD OF SURVEY:	FILE 08, PAGE 61
RECORD OF SURVEY:	FILE 124, PAGE 08	RECORD OF SURVEY:	FILE 149, PAGE 86
RECORD OF SURVEY:	FILE 102, PAGE 87	RECORD OF SURVEY:	FILE 79, PAGE 80
RECORD OF SURVEY:	FILE 90, PAGE 48	RECORD OF SURVEY:	FILE 153, PAGE 46
PARCEL MAP:	FILE 87, PAGE 33	PLAT:	BOOK 08, PAGE 90
PARCEL MAP:	FILE 98, PAGE 81	PLAT:	BOOK 130, PAGE 48

McCARRAN AIRPORT SURVEY CONTROL MAP – DATED 01/16/2004
HTE# 05-24573 – SHEETS C-1.01 THRU C-1.08

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS PROJECT IS NORTH 01°10'41" WEST, BEING THE BEARING BETWEEN POINTS 114 AND 325 USING THE McCARRAN AIRPORT MODIFIED COORDINATE SYSTEM AS SHOWN ON A RECORD OF SURVEY ON FILE IN THE CLARK COUNTY, NEVADA RECORDER'S OFFICE IN FILE 90 AT PAGE 7.

NOTES:

1. THE PURPOSE OF THIS RECORD OF SURVEY IS TO MEMORIALIZE THE LOCATION OF MONUMENTS ON AND AROUND McCARRAN AIRPORT WHICH HAVE BEEN LOST DUE TO CONSTRUCTION AND REPLACED WITH NEW MONUMENTS SINCE THE PREVIOUS AIRPORT RECORD OF SURVEYS IN FILE 90 AT PAGE 7, RECORDED ON JULY 10, 1997, AND FILE 153 AT PAGE 46, RECORDED ON JANUARY 5, 2006.

2. THE ENTIRE LAS VEGAS VALLEY, TO SOME DEGREE, HAS EXPERIENCED VERTICAL DISPLACEMENT BASED ON SUBSIDENCE AND THEREFORE SHOULD BE CONSIDERED VERTICALLY ACTIVE.

PROJECT BENCHMARK

PROJECT DATUM: McCARRAN AIRPORT MODIFIED DATUM

CLARK COUNTY BENCHMARK: 7C21 2NES 1987
McCARRAN MODIFIED DATUM: 2022.55 FEET
NAVD88 ELEVATION: 617.028 METERS (2024.36 FEET)

RIVET AND ROUND ALUMINUM PLATE IN THE TOP OF CURB SOUTHWEST CORNER OF SUNSET ROAD AND EASTERN AVE. NEAR THE PC OF EASTERN AVE.

TO GET TO McCARRAN MODIFIED DATUM SUBTRACT 1.81 FEET FROM NAVD88 DATUM

COUNTY RECORDER'S NOTE:

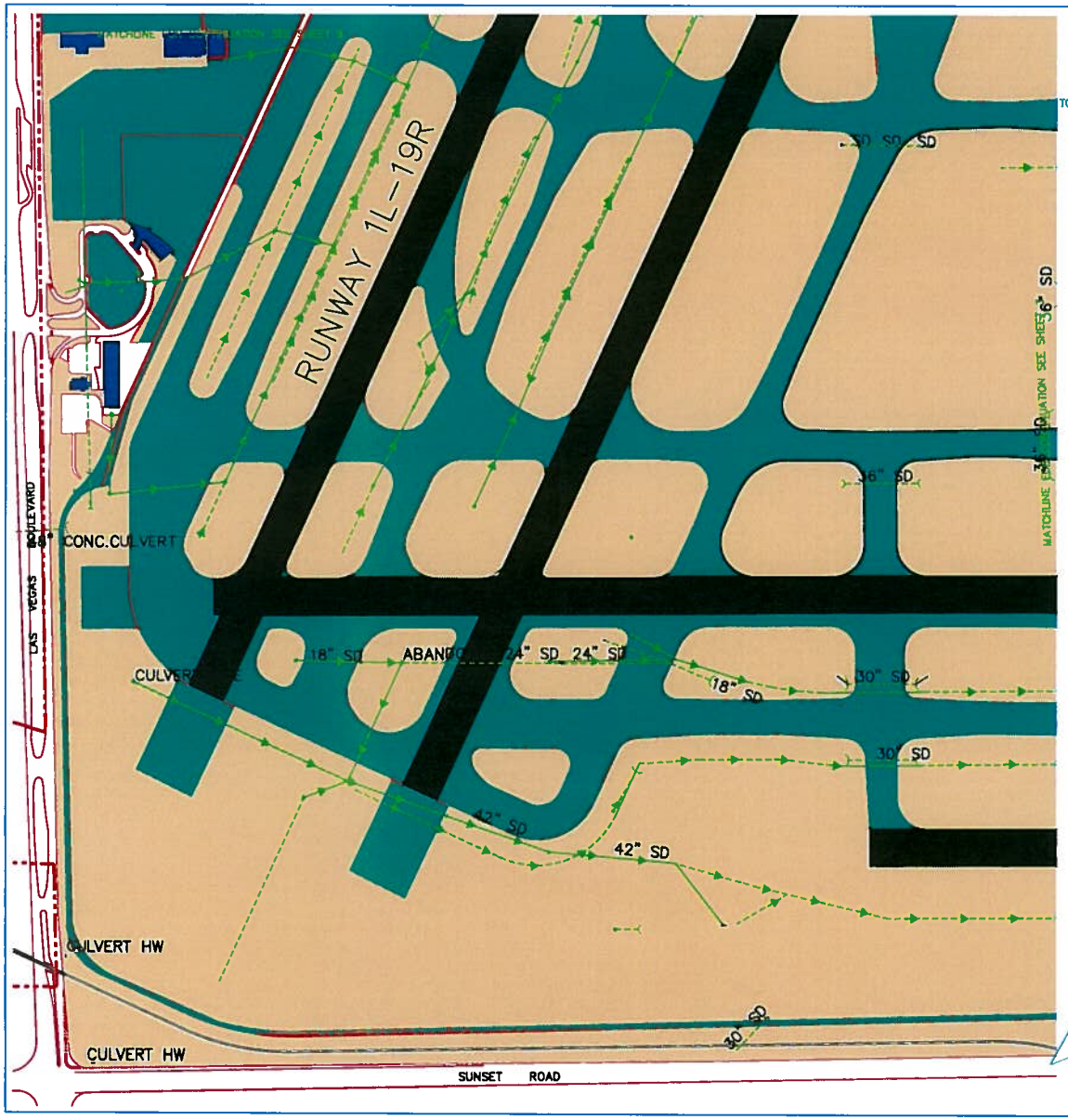
ANY SUBSEQUENT CHANGES TO THIS MAP SHOULD BE EXAMINED AND MAY BE DETERMINED BY REFERENCE TO THE COUNTY RECORDER'S CUMULATIVE MAP INDEX NRS 278.5695

VTN

RECORD OF SURVEY
FOR
CLARK COUNTY DEPARTMENT OF AVIATION
SECTION 28, 33, 34, 35 AND PORTIONS OF SECTION 26 AND 27
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M.,
CLARK COUNTY, NEVADA.

SCALE: 1"=200'	W.O.# 9680	DATE: AUG. 2008	SHEET	OF
FILE: Q:\9680\	DRN. BY: KAK	REV.:	1	14
9680-MC-MODLPRO	CKD. BY: MSC/SL			

NO. _____
FILED AT THE REQUEST OF
C.C. DEPT. OF AVIATION
DATE _____ AT _____
FILE _____ PAGE _____
OF SURVEYS
OFFICIAL RECORDS BOOK, NO.
CLARK COUNTY, NEVADA
COUNTY RECORDER
DEPUTY



RECORD OF SURVEY

FOR

CLARK COUNTY DEPARTMENT OF AVIATION

SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27,
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

NORTH

GRAPHIC SCALE

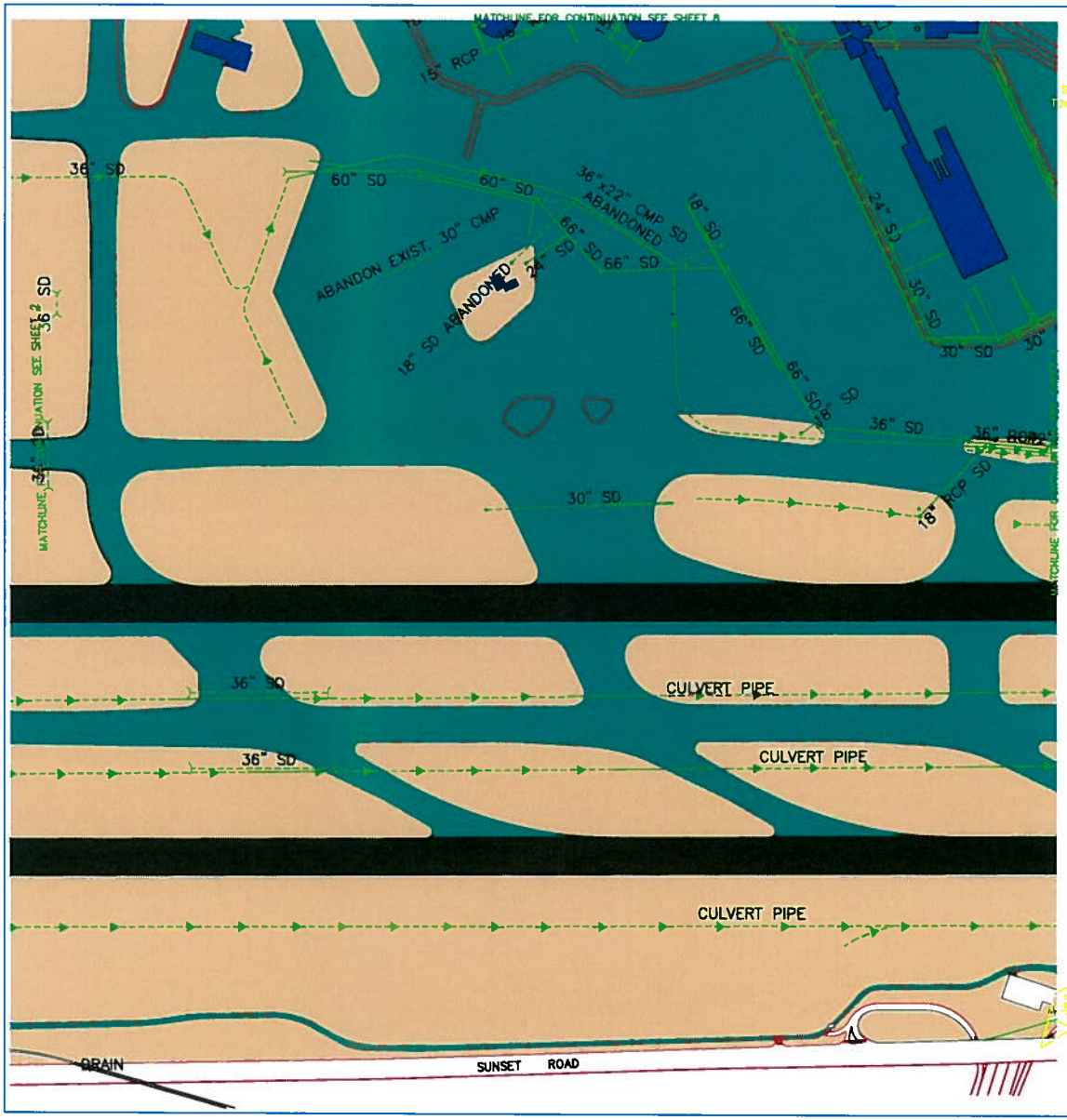
(IN FEET)

1 inch = 200 ft.

LEGEND

- FOUND MONUMENT (SEE TABLE ON SHEET 13)
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- RUNWAY CENTERLINE
- MATCHLINE
- (16) MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

SCALE: 1"=200'	W.O.# 6890	DATE: AUG. 2008	SHEET	OF
FILE: G:\6890\6890-MC-MOD.DWG	DRN. BY: KAK	REV.:	2	14
	CKD. BY: MSC/RL			



RECORD OF SURVEY

FOR

CLARK COUNTY DEPARTMENT OF AVIATION

SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27, TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

GRAPHIC SCALE

LEGEND

FOUND MONUMENT (SEE TABLE ON SHEET 13)

SECTION LINE

QUARTER SECTION LINE

SIXTEENTH SECTION LINE

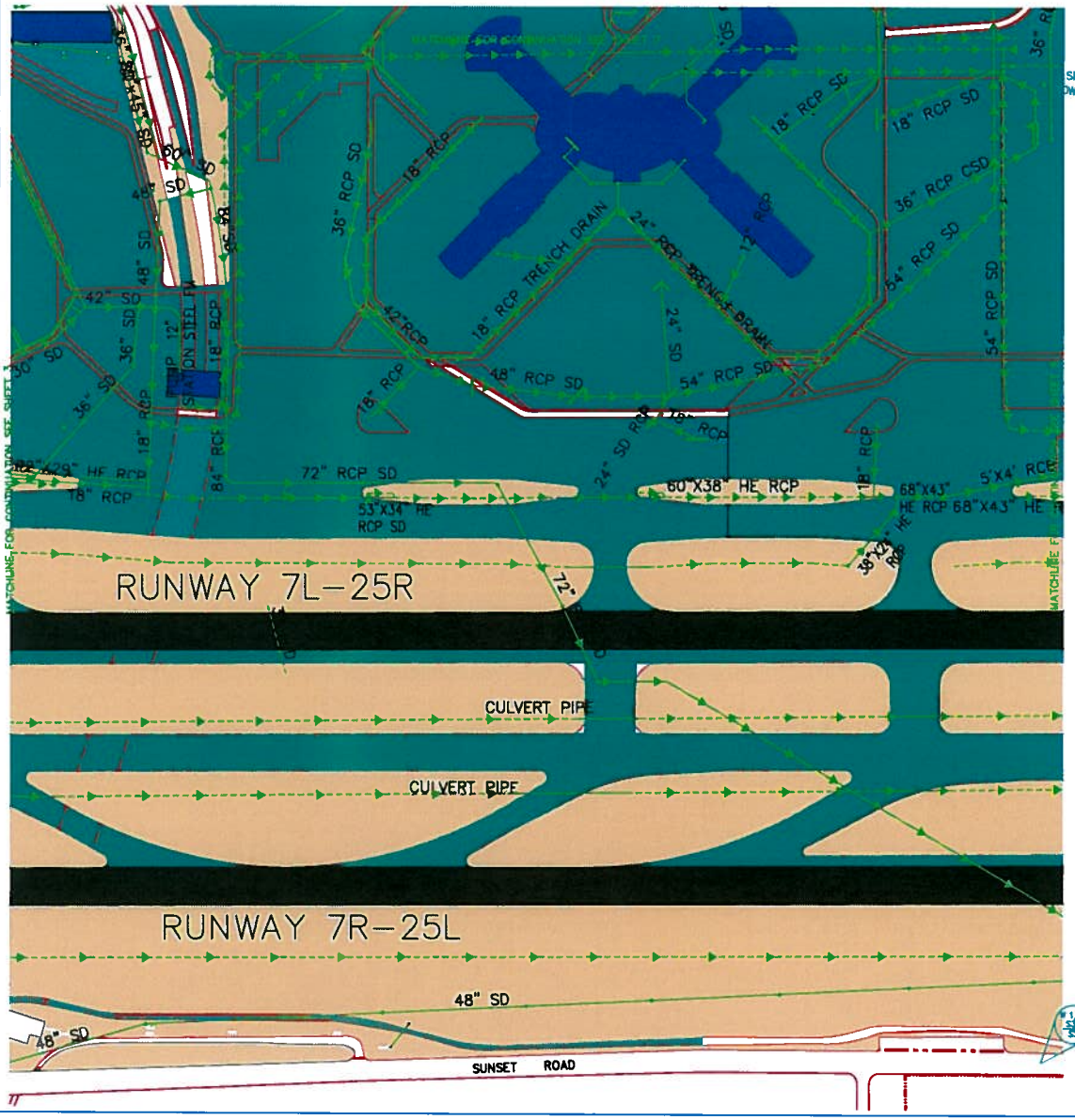
RUNWAY CENTERLINE

MATCHLINE

MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

SCALE: 1"=200' | W.O.# 6880 | DATE: AUG. 2008 | SHEET 3 OF 14

DRN. BY: KAR | REV.



RECORD OF SURVEY

FOR

CLARK COUNTY DEPARTMENT OF AVIATION

SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27, TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

NORTH

GRAPHIC SCALE

(IN FEET)

1 inch = 200 ft.

LEGEND

- FOUND MONUMENT (SEE TABLE ON SHEET 13)
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- RUNWAY CENTERLINE
- MATCHLINE
- (16) MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

SCALE: 1"=200'	W.O.# 5880	DATE: AUG. 2008	SHEET	OF
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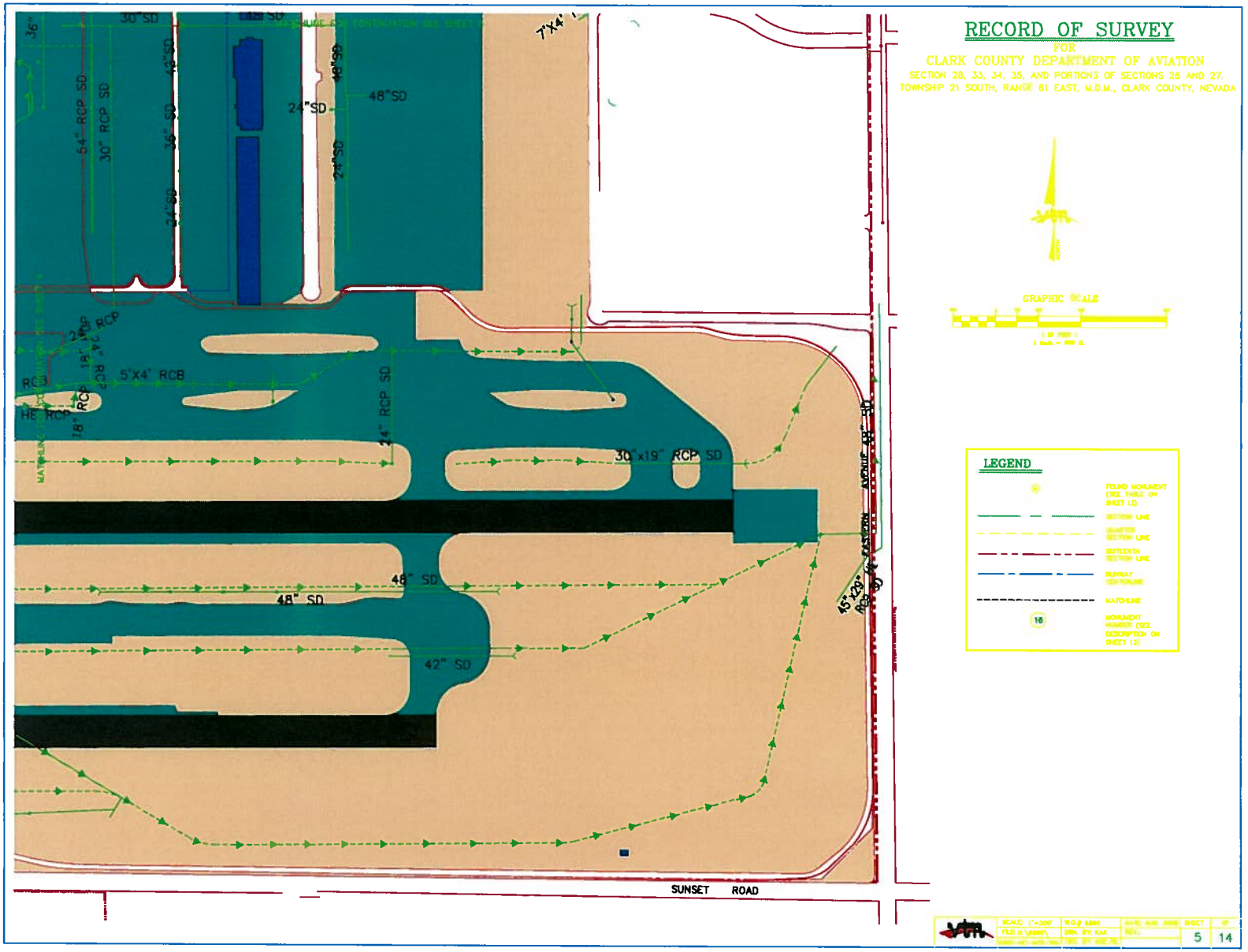
	CKD. BY: MSC/BL			


RECORD OF SURVEY
FOR
CLARK COUNTY DEPARTMENT OF AVIATION
SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27,
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA
GRAPHIC SCALE
LEGEND
FOUND MONUMENT (SEE TABLE ON SHEET 13)
SECTION LINE
QUARTER SECTION LINE
SIXTEENTH SECTION LINE
RUNWAY CENTERLINE
MATCHLINE
MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)
30"SD
48"SD
24"SD
54" RCP SD
30" RCP SD
36" SD
5'X4' RCB
24" RCP SD
30"x19" RCP SD
48" SD
42" SD
AVENUE 48
SUNSET ROAD
SCALE: 1"=200'
W.O.# 6890
DRN. BY: KAK
CHK'D BY:
SHEET
5
14

RECORD OF SURVEY

FOR

CLARK COUNTY DEPARTMENT OF AVIATION

SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 26 AND 27,
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

MATCHLINE FOR CONTINUATION SEE SHEET 7

GRAPHIC SCALE

(IN FEET)
1 inch = 200 ft.

NOTE:
NO RECORD MAP WAS FOUND FOR THESE MONUMENTS AND THEIR LOCATION DOES MATCH THE RECORD GEOMETRY SHOWN ON THE SURVEY CONTROL MAP NTE/05-24573 FOR McCARRAN AIRPORT.

LEGEND

- FOUND MONUMENT (SEE TABLE ON SHEET 13)
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- RUNWAY CENTERLINE
- STREET CENTERLINE
- MATCHLINE
- (16) MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

DOA

RUSSELL ROAD

84" RCP SD

HE RCP

29"x45" HE RCP

DOA

24" SD

RUSSELL ROAD

28 33 35 34 POSITION CALCULATED PER RECORD OF SURVEY 90-7 AND FOUND REFERENCE MONUMENTS

10'x5' PRECA

10'x5' PRECAST RCB

7'X4' PRECAST RCB

54" RCP SD

42" SD

36" RCP SD

30" SD

48" SD

MATCHLINE FOR CONTINUATION SEE SHEET 5

SCALE: 1"=200'	W.O.# 6880	DATE: AUG. 2008	SHEET	OF
FILE: G:\6880\6880-MC-MOD.DWG	DRN. BY: KAK	REV.:	6	14
	CKD. BY: MSC/BL			

RECORD OF SURVEY

FOR

CLARK COUNTY DEPARTMENT OF AVIATION

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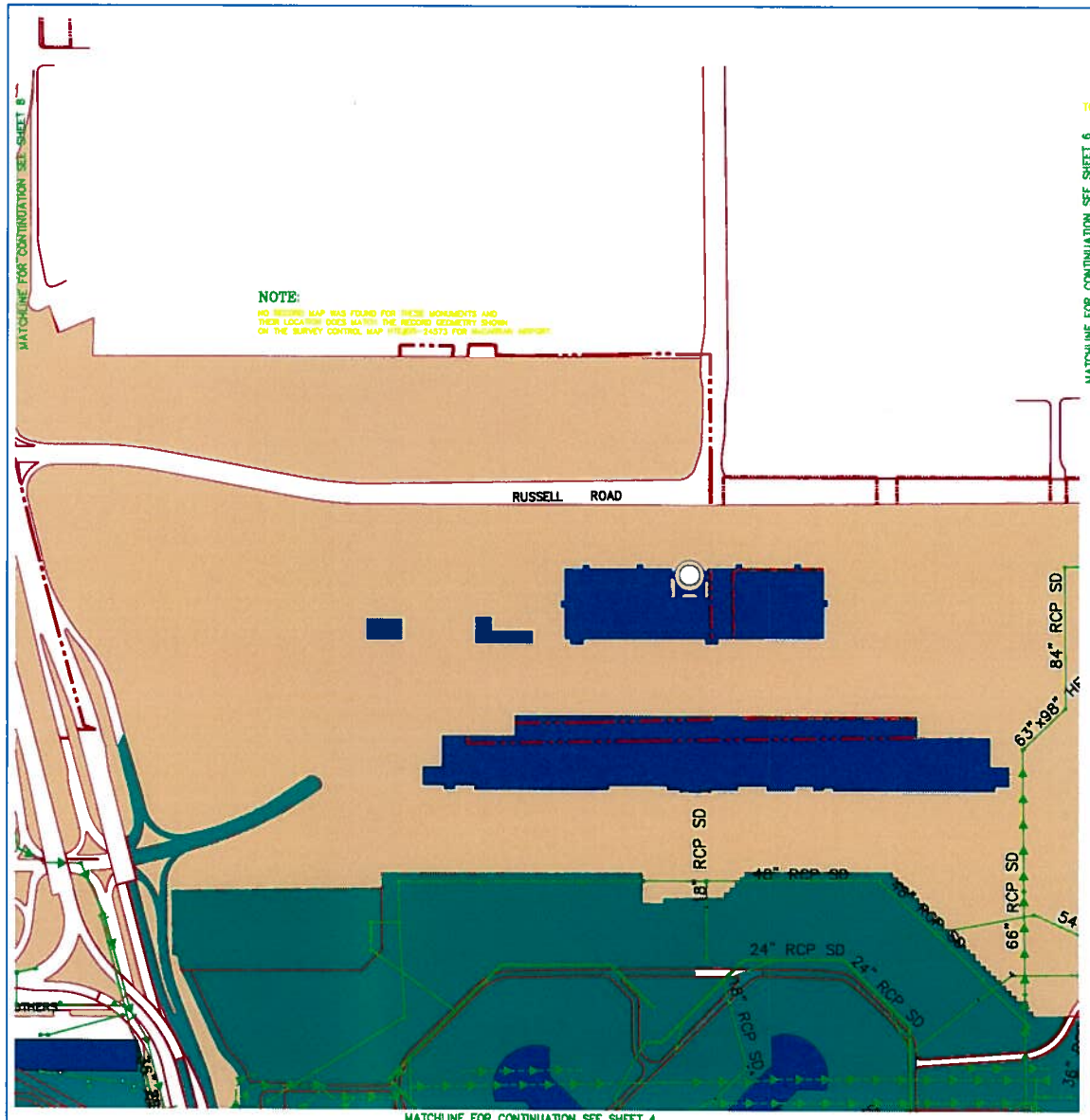
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

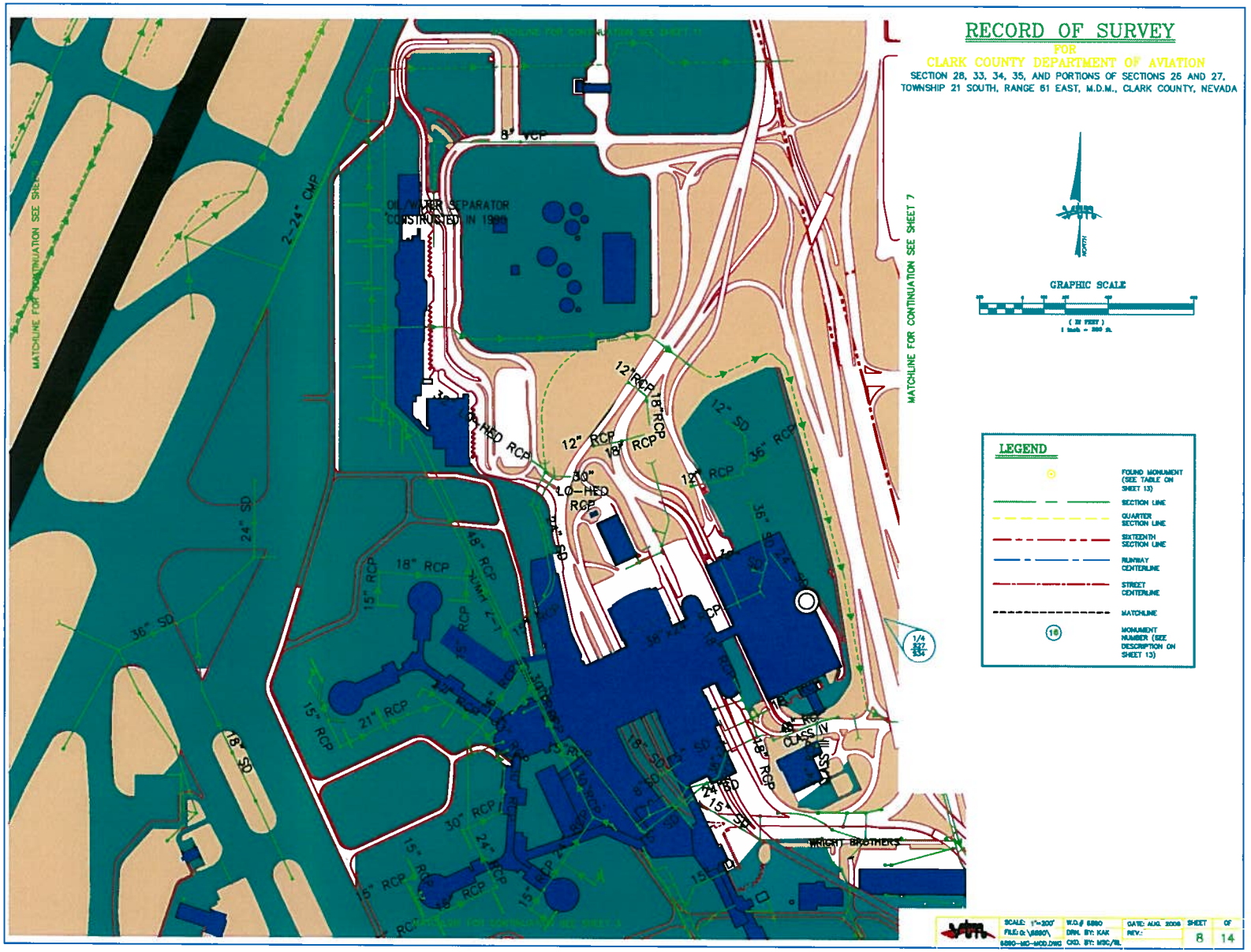


GRAPHIC SCALE

LEGEND

FOUND MONUMENT (SEE TABLE ON SHEET 13)
SECTION LINE
QUARTER SECTION LINE
SIXTEENTH SECTION LINE
RUNWAY CENTERLINE
STREET CENTERLINE
MATCHLINE
MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

SCALE: 1"=200'	W.O.# 8890	DATE: AUG. 2008	SHEET	OF
FILE: S:\8890\	DRN. BY: KAK	REV.:	7	14



RECORD OF SURVEY

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CLARK COUNTY DEPARTMENT OF AVIATION

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TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

NORTH

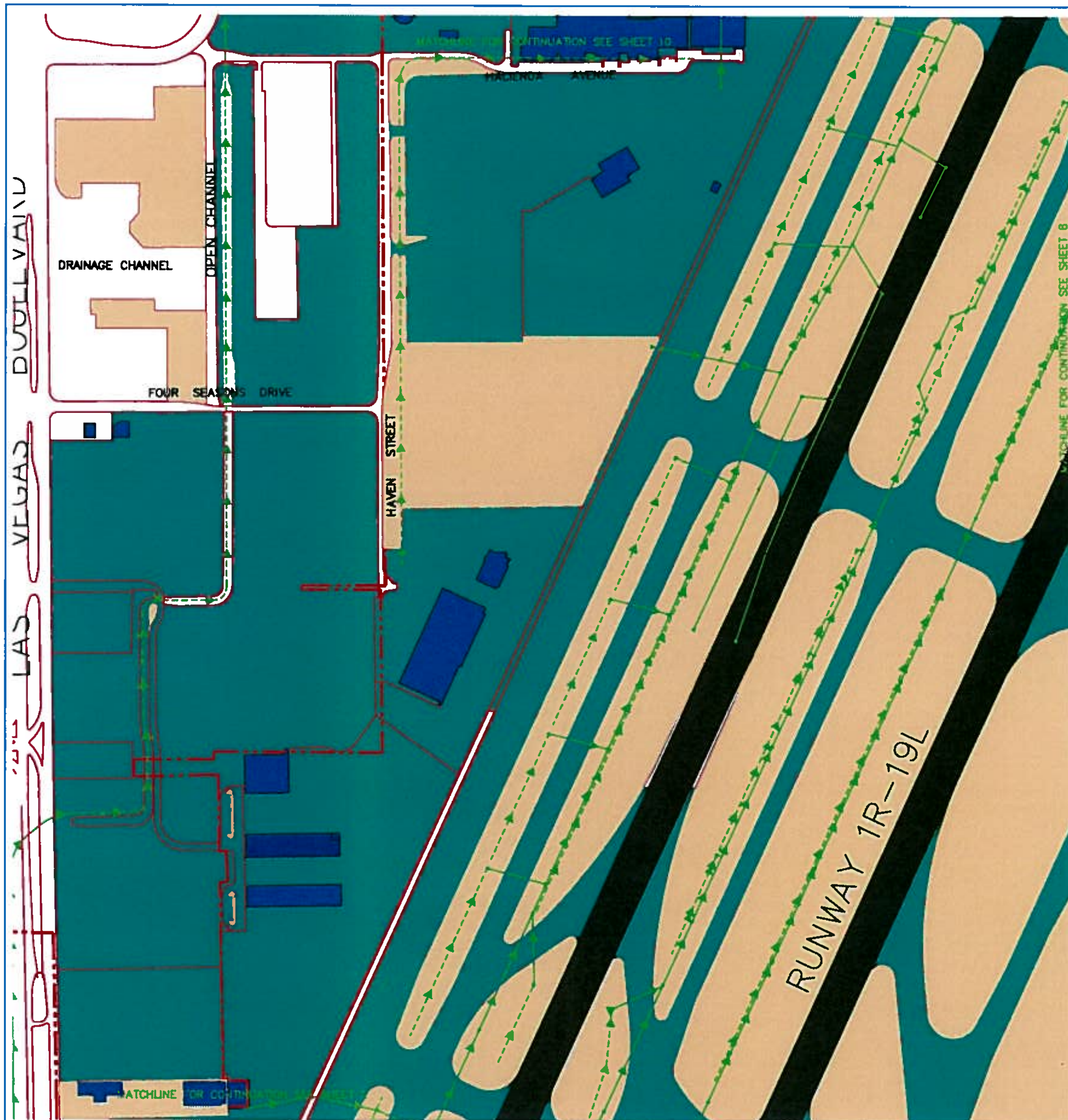
GRAPHIC SCALE

(IN FEET)

LEGEND

- FOUND MONUMENT (SEE TABLE ON SHEET 13)
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- RUNWAY CENTERLINE
- STREET CENTERLINE
- MATCHLINE
- (16) MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

SCALE: 1"=300'	W.O.# 6880	DATE: AUG. 2006	SHEET	OF
FILE: G:\6880\6880-MD-MOD.DWG	DRN. BY: KAK	REV.:	8	14
	CKD. BY: MSC/RL			



RECORD OF SURVEY
FOR
CLARK COUNTY DEPARTMENT OF AVIATION
SECTION 28, 33, 34, 35, AND PORTIONS OF SECTIONS 28 AND 27
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA

GRAPHIC SCALE

LEGEND

SECTION LINE

QUARTER SECTION LINE

MATCHLINE

SCALE: | W.O. # | DATE: AUG. 2008 | SHEET 9 | OF 14

DWN. BY: KAK

RECORD OF SURVEY

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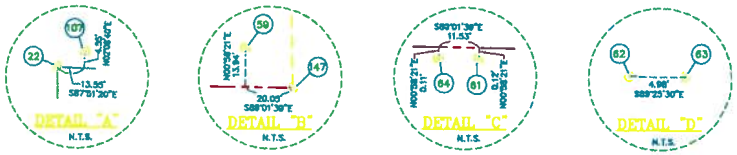
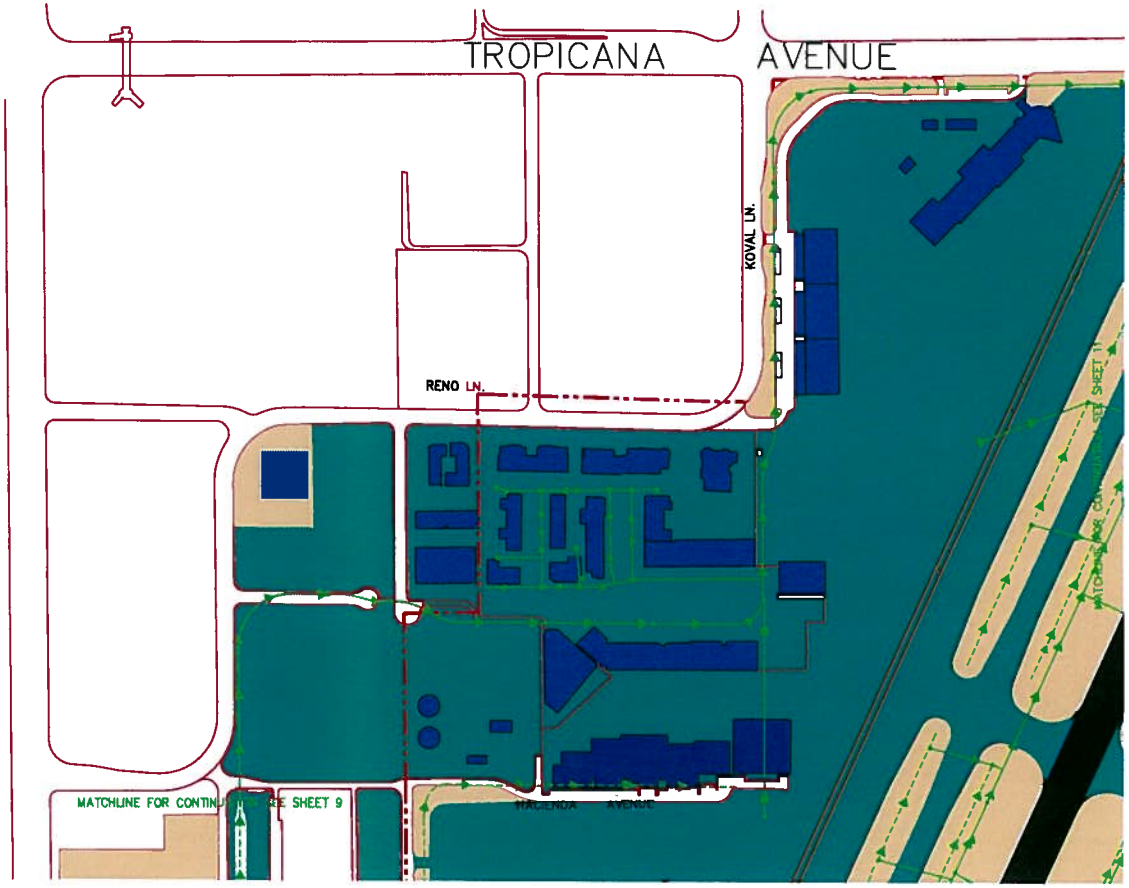
TOWNSHIP 21 SOUTH, RANGE 61 EAST, M.D.M., CLARK COUNTY, NEVADA





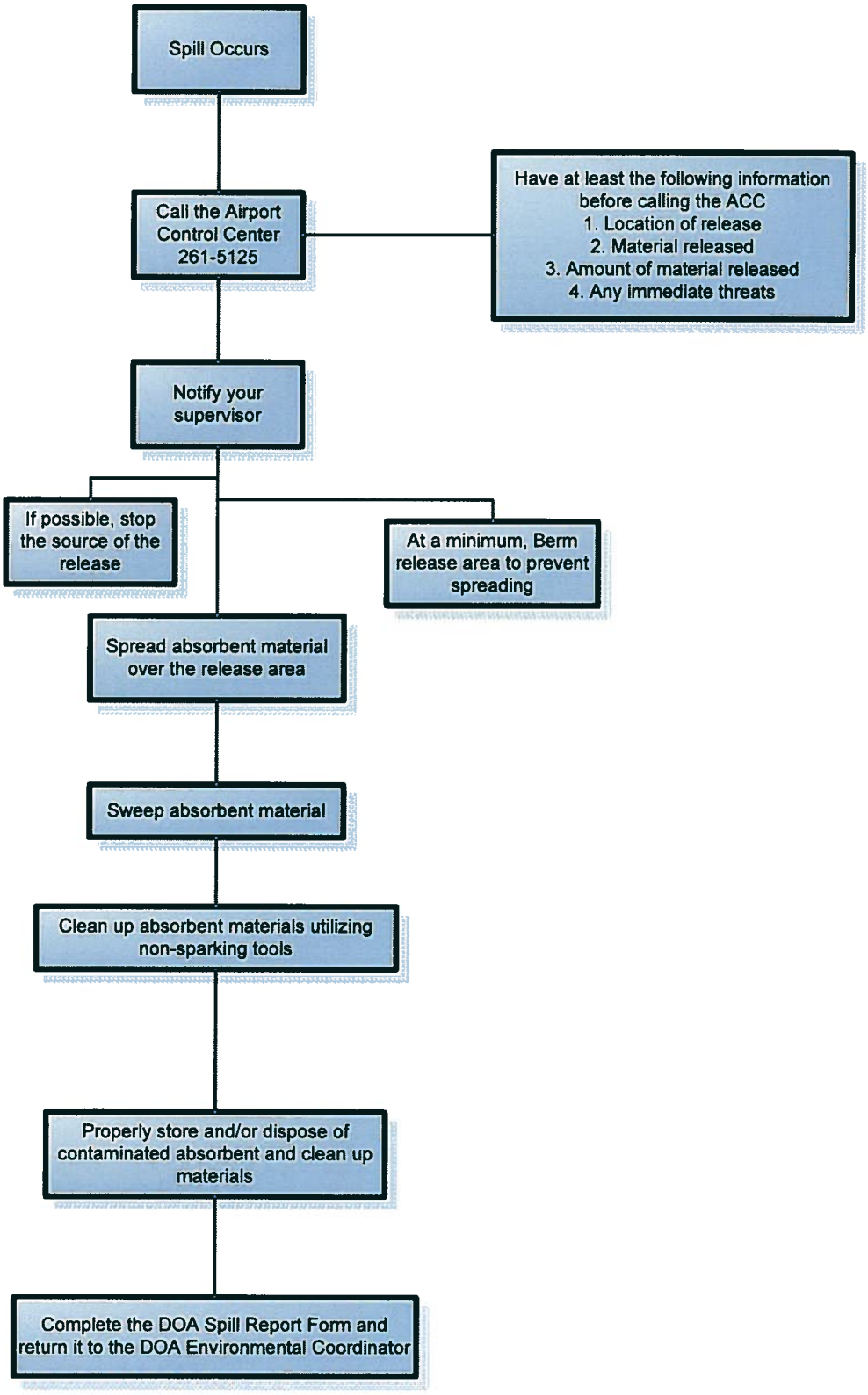
LEGEND

- FOUND MONUMENT (SEE TABLE ON SHEET 13)
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- RUNWAY CENTERLINE
- MATCHLINE
- (18) MONUMENT NUMBER (SEE DESCRIPTION ON SHEET 13)

SCALE: 1"=200'	W.O.# 5890	DATE: AUG. 2008	SHEET	OF
FILE: G:\5890\5890-MD-MOD.DWG	DRN. BY: KAK	REV.:	10	14
	CHD. BY: MSC/WL			

APPENDIX C

SPILL INFORMATION


Spill Occurs
Call the Airport Control Center 261-5125
Have at least the following information before calling the ACC
1. Location of release
2. Material released
3. Amount of material released
4. Any immediate threats
Notify your supervisor
If possible, stop the source of the release
At a minimum, Berm release area to prevent spreading
Spread absorbent material over the release area
Sweep absorbent material
Clean up absorbent materials utilizing non-sparking tools
Properly store and/or dispose of contaminated absorbent and clean up materials
Complete the DOA Spill Report Form and return it to the DOA Environmental Coordinator

Spill Action Checklist:

1. IF AT ALL POSSIBLE, IMMEDIATELY STOP THE SOURCE OF THE SPILL. Close the valve, shut down pumping, or take whatever actions are possible to stop any release. If conditions are hazardous (for example, fire or potential explosion), do not approach.

2. Call the Airport Control Center at **(702) 261-5125.** The Airport Control Center will contact the Facility Response Coordinator, Airside Operations Coordinator, and appropriate emergency response personnel. If the Facility Response Coordinator is unavailable, the alternate listed below will be contacted.

Facility Response Coordinator:	ES&RM Administrator
Working Hours Phone Number:	(702) 261-5692
24-Hour Airport Spill Emergency:	(702) 261-5125
First Alternate:	Environmental Coordinator
Working Hours Phone Number:	(702) 261-5166
24-Hour Airport Spill Emergency:	(702) 261-5125

3. Notify the area or shift supervisor as soon as possible.

4. If safety is not an issue, call other nearby employees for assistance in stopping the release.

5. When the Facility Response Coordinator (or alternate) arrives, all other response actions are to be under his or her direction. The Facility Response Coordinator (or alternate) will then determine the necessary response actions, including whether evacuation of parts or all of the facility is necessary for employee safety. In general, the Facility Response Coordinator (or alternate) will be required to direct the containment of the release and decide on alternate source control if the source of the release was not controlled by the person(s) discovering it.

6. The release should be confined to the smallest area possible.

7. Use booms or sandbags, dig small trenches, or place absorbent pads to stop the spread.

8. Take immediate action to prevent the spill from reaching offsite or surface waters.

9. Place booms or pads, dig a diversion ditch, or use soil to form a berm.

10. If the release reaches water, attempt to place booms to contain the release, or, if necessary, block drainage downstream of the spill to prevent further discharge.

11. Upon completion of response actions, the responsible party must complete the MIA Spill Reporting Form and return the completed form to the DOA Environmental Coordinator within 24-hours of the release. A copy of the MIA Spill Reporting Form is attached in Appendix C.

NDEP # 0 _____

Report Date: _____ Report Time: _____

Incident Date: _____ Incident Time: _____

Do You Want to Remain Anonymous? ☐

Complaint/Spill Report Form
State of Nevada
Telephone: (888) 331-6337
Fax: (775) 687-8335

Reporting Person/Agency _____

Address: _____ Phone: _____

City: _____ State: _____ Zip: _____

Discharger/Owner/Operator of Facility: _____

Address: _____ DOT#: _____

City: _____ State: _____ Zip: _____

Contact Person: _____ Phone: _____

Location of Complaint/Spill:

APN#: _____

City: _____ State: _____ County: _____

Township: _____ Range: _____ Section: _____ Q,Q2: _____ Mile Marker: _____

Type of Material Discovered: _____

Concentration (%, ppm, ppb): _____

Quantity Found: _____ Media Affected: _____

Cause of Complaint/Spill:

Remedial Action Taken:

Oversight/Enforcement: _____

cc: _____

cc: _____

Comments:

Report Taken By: _____

APPENDIX D

SUBSTANTIAL HARM CRITERIA

Certification of Substantial Harm Determination Form

Facility Name: McCarran International Airport

Facility Street Address: 5757 Wayne Newton Boulevard
Las Vegas, Nevada 89119

	Yes	No
Does the facility transfer oil over water to or from vessels, and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?		X
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground storage tank area?		X
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and is the facility located at a distance such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?		X
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and is the facility located at a distance such that a discharge from the facility would shut down a public drinking water intake?		X
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years?		X

Certification:

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

Charles A. Giesler
Signature

Safety, Environmental + Risk Administrator
Title

Charles A. Giesler
Name (please print or type)

September 16, 2010
Date