USFJ SPILL REPORT

Print Form

SPILL INCIDENT DATA

1. DATE AND TIME OF SPILL	2. DATE AND TIME OF REPORT	3. LOCATION/INSTALLATION
22 June 2017, 1245	22 June 2017, 1245	Kadena Air Base, Okinawa Japan

4. MISSION IMPACT	5. PRODUCT INVOLVED	6. QUANTITY SPILLED (GALLONS)
Temporary loss of an aircraft refueling location	JP-8	110

7. BRIEF DESCRIPTION OF SPILL INCIDENT (INCLUDE SOURCE OF SPILL)
On 22 June 2017 at 1245pm, approximately 110 gal of fuel was released when a hose ruptured during boom refueling on Taxiway N, Spot N7 on Kadena Air Base. 18 MOC reported the spill to Fire Dispatch who responded & reported 40x40 ft fuel spill with source controlled. Unit (718 AMXS/909AMU) on site used absorbent pads to clean-up fuel on hard surface. At that time, it was estimated that 5 gal of JP-8 contacted soil. 718 CES/CEIE responded & directed the unit to remove contaminated soil to drums for disposal. 718/CEIE returned to location on 23 June 2017 to confirm adequate clean-up and at that time the estimated volume that contacted soil was increased to 30 gal.

8. CAUSE AND CIRCUMSTANCES OF SPILL/INCIDENT
The drogue hose that connects to the boom ruptured during refueling on a KC-135 due to material failure. The hose in question had passed initial safety checks. Due to the pressure of refueling, the rupture caused the released fuel to spray forcefully over a large area of asphalt.

ENVIRONMENTAL

9. DID THE FUEL ENTER A WATERWAY?	YES. (Describe effects in block 9A.) ☐	NO. (Proceed to block 10.) ☒

9A. ENVIRONMENTAL IMPACT, SEVERITY, AND GEOGRAPHIC AREA AFFECTED BY THE SPILL/INCIDENT.
Minor. Approximately 30 gallons of JP-8 contaminated soil directly adjacent to the spill, including the beginning of a grass-lined swale that feeds into a storm drain approximately 30 feet from the area of contamination. All contaminated soil was excavated and placed into drums for disposal.

10. DID THE FUEL SPILL/INCIDENT GO OFF-BASE?	YES. (Describe effects in block 10A.) ☐	NO. (Proceed to block 11.) ☒

10A. EFFECTS OF OFF-BASE SPILL/INCIDENT.

11A. WEATHER CONDITIONS AT TIME OF SPILL.	11B. WEATHER CONDITIONS AT TIME OF REPORT.
Partly cloudy.	Partly cloudy.

PUBLIC RELATIONS

12. HAS ANYONE BEEN NOTIFIED PRIOR TO SUBMISSION OF THIS SPILL REPORT TO USFJ?	YES. (Fill out blocks 12A. and 12B.) ☒	NO. (Proceed to block 13.) ☐

12A. WHAT US ORGANIZATIONS/AGENCIES?	12 B. WHAT JAPANESE ORGANIZATION/AGENCIES?
USAF 18 Civil Engineer Group Kadena AB	

DLA ENERGY OWNED FUEL

13. IS THIS DLAE OWNED FUEL?	YES. (Fill out 13A., 13B., and 13C.) ☐	NO. (Proceed to block 14.) ☒	13A. DODAAC.

13B. COUNTRY.	13C. DESCRIBE CLEANUP SUPPORT OR FUNDING REQUIRED FROM DLA ENERGY.

REPORT INFORMATION

14. SPILL REPORT SEQUENCE NUMBER	20170622	16. SPILL DISCOVERED BY SECTION	
15. SPILL REPORTED BY SECTION		16A. NAME	(b) (3)
15A. NAME	(b) (3)	16B. RANK/PAY GRADE	(b)
15B. RANK/PAY GRADE	(b)	16C. ORGANIZATION	718 AMXS/MXAWA
15C. ORGANIZATION	718 AMXS/MXAW	16D. EMAIL	(b) (3)
15D. EMAIL	(b) (3)	16E. TELEPHONE	634-9495
15E. TELEPHONE	634-9495	16F. STATUS	

SAFETY, HAZARDOUS WASTE, AND COUNTERMEASURES

17. PERSONNEL INJURIES/CASULTIES FROM SPILL/INCIDENT (NUMBER AND TYPES OF INJURIES).
None

18. CORRECTIVE ACTION(S) TANKEN TO CONTROL, CONTAIN, AND CLEANUP THE SPILL/INCIDENT.
The fuel was absorbed with pads and soil removed by the 718 AMXS/909 AMU and packed into (6) steel open top drums for disposal. An estimated 130 tons of fuel contaminated asphalt and soil will be removed by the 18 Civil Engineering Group and disposed of through DLA.

19. OUANTITY OF PRODUCT RECOVERED (GALLONS)?	19A. HOW AND WHERE IS RECOVERED PRODUCT STORED?
None	N/A

20. DID THE SPILL/INCIDENT GENERATE ANY HAZARDOUS WASTE (HW)?	YES. (Fill out blocks 20A, 20B, 20C) ☒	NO. (Proceed to block 21.) ☐
20A. HW WAS TAKEN TO WHAT FACILITY?	B3623 Kadena AB	
20B. HW MANIFEST NUMBER?		20C. DISPOSAL METHOD. DLA Disposition Services (DRMO)

21. NAME AND PARTIES INVOLVED IN CLEANUP

21A. NAME	(b) (3)	21B. RANK/PAY GRADE	(b)
21C. TELEPHONE	DSN (315) 634-2600	21D. ORGANIZATION	718 CES/CEIE
21E. EMAIL	(b) (3)	21F. SECURE EMAIL	

22. MEASURES TAKEN TO PREVENT RECURRENCE OF THE SPILL/INCIDENT.
The spill was initially caused by equipment failure; however, unit supervision will be directed to review current procedures on spill response and spill response training to ensure personnel can adequately and timely respond to fuel spills. Additionally, procedures and thresholds for the notification of the base spill team are being reviewed and will be updated as necessary.

INSTRUCTION FOR PREPARATION OF THE USFJ SPILL REPORT

1. **References:**
a. USFJ Instruction 23-101
b. Japan Environmental Governing Standard (JEGS)
c. DLA Energy-I-13.

2 General:

a. The form will be prepared by the organization and submitted per Japan Environmental Governing Standard (JEGS). All known or suspected pollution incidents which meet or exceed the reporting requirements as described in Chapter 18 or any spill that goes off-base, Service Component shall report to USFJ within 4 hours after the spill, notify Command Center (24-hour operations) 225-2456/2457/2458 or 223-6065/6066/Unclassified fax 225-8200 or by email J341CommandCenter_DL@usfj.mil. (Command Center will notify appropriate sections (J3, J42E, J43P, J06, DLA Energy Japan)
b. This form provides the minimum information which shall be contained in a spill report to USFJ.
c. A spill is any release from the original container designed to hold the product. Example: If fuel is released from a pipe into a concrete vault or pit this is a spill. The pipe is the original container.
d. Please spell out acronyms the first time used.

3. Entries in numbered blocks. (Self-explanatory block omitted.)

a. Block 3: Enter location on installation where spill occurred, e.g. Tank 3 east side pump house, tiger ramp flight line.
b. Block 4: Did spill or incident cause equipment to be out of service?
c. Block 5: Please use DLA Energy 3 letter code and type. FJ1 (Diesel), FJ3 (Winter Diesel), JP8, JP5 (Jet Fuel), MUM (Gasoline)
d. Block 6: All quantities are in U.S. gallons.
e. Block 7: How did the spill happen?
f. Block 8: Provided details of the "how" from block 7. Include any initial evidence of negligence, abuse, wilful misconduct, deliberate unauthorized use/disposition of USG property, and/or sabotage.
g. Block 9: Include environmental impact and potential hazards such as fire, explosion, and so forth.
h. Block 10. Off-base notification is critical to host nation relations and will be done through USFJ.
i. Block 11A. Enter the weather condition at time of spill, e.g. Cloudy, Sunny, Windy, Rainy etc. Weather is vital for determining evaporation rates.
j. Block 11B. Enter the weather condition at time of the report. Weather condition may have changed between time of spill and time of report.
k. Block 12. Enter who was notified on the United States and Government of Japan (GOJ). All public relations will be coordinated through USFJ.
l. Block 13C. See DLA Energy-I-13 for 24 hour follow-up reporting instructions.
m. Block 13C. For large spills, the US Navy's Supervisor of Salvage Oil Spill Response (SUPSALV) is available to assist in clean up operations. http://www.supsalv.org/essm/
n. Block 14. Spill report numbers are in sequence 001/002/003/etc.
o. Block 19. All quantities are in U.S. gallons.
P. Block 20. For information on Hazardous Waste reporting see the JEGS; for POL spills refer to USFJ Instruction 23-101.