General Environmental Incident Summary

Incident: 4123 ***Date/Time Notice:*** 6/9/2016 1320 ***DEM Incident No:***

Responsible Party: Signature Flight Support Corporation

Date Incident: **6/7/2016** ***Time Incident:*** 1740 ***Duration:*** 12 hours

County: Williams ***Twp:*** 154 ***Rng:*** 101 ***Sec:*** 11 ***Qtr:*** SE

Lat: 48.17583 ***Long:*** -103.62960 ***Method:*** Interpolation from map

Location Description: Signature Flight Support Corporation
Williston/Sloulin Field Airport
401 Airport Road
Williston, ND 58801
(701) 774-2300

Submitted By: Ryan Klinger ***Affiliation:*** Signature Flight Support Corp

Address: 923 E. Layton Avenue
General Mitchell Intl Airport

City: Milwaukee ***State:*** WI ***Zip:*** 53207

Received By:

Contact Person: Tanner Overland
401 Airport Road
Williston/Sloulin Field Airport
Williston, ND 58801

Distance Nearest Occupied Building: 242 Feet ***Release Contained:*** Yes

Type of Incident: Above ground storage tank sump line leak

Description of Released Contaminant: **Jet A Turbine Aviation Fuel (CAS # 8008-20-6)**

Volume Spilled: **15.00 gallons** ***Ag Related:*** No

EPA Extremely Hazardous Substance: No ***Reported to NRC:*** No

Cause of Incident:

The location Supervisor was allegedly first alerted to the problem (product 'leak') at 1730CST (on 06/07/16). The Supervisor promptly responded to the fuel storage facility and found the valve for the tank sump line 'half open.' The Supervisor reportedly closed the valve and the leak allegedly 'stopped.' The tank was manually stuck yesterday morning (06/08/16) at 0940CST. The reading at the time was reported as 95" (equivalent to 10,220 gallons when referencing the tank stick chart; an increase in 103 gallons from the tank stick reading taken on the previous day). It is likely (probable) that thermal volumetric expansion resulted in this increase. It is also likely that as the product, received the day prior (06/07/16), began to expand as the contents warmed with an increase in OAT, the head pressure in the sump line forced product from the tank through the sump line and out the sump hose nozzle, and, as there is no anti-siphon valve presently installed on this line, and the piston hand pump is located at a vertical position below the product level line, the head pressure would have continued to force product out of the sump hose nozzle until the in-line quarter-turn valve was closed.

Risk Evaluation:

None identified.

# of Fatalities: 0 ***# of Injuries:*** 0 ***Affected Medium:*** 03 - soil

Potential Environmental Impacts:

The core sample taken by the third-party response contractor suggested soil impact was limited to the footprint of the release, and to a depth not more than twelve (12) inches below grade. There appears to be no likelihood of impact to ground water or additional impacts to surrounding soils.

Action Taken or Planned:

No evacuations were deemed necessary. No injuries or exposures occurred to personnel or the general public. A fire inspector from the City of Williston inspected the site of the release. No fire department response vehicles responded to the site of the release. The quarter-turn valve located on the tank sump piping was closed/secured following initial discovery, which subsequently stopped the leak. The tank in question was isolated and locked out pending investigation. The tank has since been re-opened for draw-down only (no receipt). A third-party spill response contractor (Clean Harbors) has been contacted and has performed an evaluation of the spill site (a core sample was also taken and results are pending).
Probable timeline for soil excavation/remediation activity:
(1) Tank 1 product level low enough to have tank repositioned for contaminated soil extraction: Sunday, June 12 (possibly as early as late Saturday, June 11, depending on operational activity and ability to load product within tank 1 to refueling trucks)
(2) Electrical Service Disconnect: Monday, June 13, 2016 (~1200L)
(3) Tank 1 Reposition: Monday, June 13, 2016 (~1500L; services to be performed by Borsheim Crane Service; tank tare weight ~15000lbs; crane operating capacity confirmed at 100,000lbs)
In-line spring-loaded ball valves have been purchased and installation of these valves will replace existing quarter-turn valves present on each tank sump line today.
The product release footprint was initially covered over with tarpaulins; a heavy-duty plastic lining has since been placed over the contaminated area, with absorbent socks marking the perimeter of the area and weighted with brick pavers.

Wastes Disposal Location: Believe contaminated soils recovered during excavation will be disposed of at the local landfill; preliminary conversation with landfill operator suggests this action will be acceptable.

Agencies Involved: Local Fire Department, ISN Airport Manager

Updates

Date: 6/21/2016 ***Status:*** No Further Action Requested ***Author:*** Torgerson, Brad

Updated Volume:

Notes:

At 4:20 p.m. on 6/15/2016 I arrived at the Sloulin Field Airport in Williston. Shortly after arriving, I met with Tanner Overland of Signature Flight Support. Mr. Overland showed me where the jet fuel spill occurred. Mr. Overland explained that Garner, an environmental consulting firm, was present during removal of the jet fuel-impacted soil. Mr. Overland indicated that excavation discontinued when PID readings indicated zero. The excavated area revealed no odors or staining. I asked where the fuel-impacted soils were disposed of, and Mr. Overland said he was not sure but would email that information to me. No further corrective action or follow-up appears to be necessary.

Date: 6/24/2016 ***Status:*** Correspondence ***Author:*** Torgerson, Brad

Updated Volume:

Notes:

Brad Torgerson sent a No Further Action letter dated June 24, 2016.