

United States Environmental Protection Agency
Region II
POLLUTION REPORT

Date: Thursday, June 5, 2008

From: Angel C. Rodriguez

Subject: Final Polrep
LMM Airport Jet Fuel Spill
State Rd # 26, Carolina, PR

POLREP No.:	3	Site #:	M08015
Reporting Period:		D.O. #:	
Start Date:		Response Authority:	OPA
Mob Date:	3/26/2008	Response Type:	Emergency
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:		Contract #	
RCRIS ID #:		Reimbursable Account #	
FPN#	M08015		

Site Description

The spill occurred at the Luis Munoz Marin International Airport located in Carolina, Puerto Rico. The airport's air traffic is the 28 largest in the world. The airport is surrounded by wetlands to the North and East with several channels leading to the Atlantic Ocean.

On March 25, 2008 a jet fuel was detected in one of the airport's internal water channels. The same impacted mangrove formations as well as small critters.

During the period of March 26 to March 28, 2008 responders concentrated in mitigating and controlling the oil spill migration in several areas by placing containment boom as well as oil absorbent barriers.

EPA and Environmental Quality Board (EQB) detected the presence of free jet fuel in the airport's storm drain system located in area CAS 1- apron 6. The same was flushed out by vacuum trucks and water injection but the storm drain recharged itself with more fuel.

The refueling line in CAS 1 began to be tested after OSC requested a temporary exception be given to the Ports Authority one of the PRPs from complying with the timeline scheduled specified in an EPA RCRA AOC.

Clean-up and removal of oil began and is currently underway in the storm drain water channel known as "the hole". Other spill affected areas such as the Gate 26 channel is being assessed for oil pockets and damage to the mangroves by the Puerto Rico Department of Natural Resources (DRNA). Water and soils samples were collected and are being analyzed for fingerprints and other parameters.

On March 29, four (4) field notices of federal interests were issued by EPA to request identified PRPs assume responsibility of the oil clean-up and mitigation actions. The same were the Puerto Rico Ports Authority, BP Oil and ESSO Oil and Caribbean Airport Service.

On March 30, 2008, completed the testing of the 1st third of the CAS 1 fuel pipeline.

Current Activities

On April 8, 2008, ERT informed EPA that the data collected by the soil gas technique identified 2 to 3 different oil spills (at least of different ages) or that an old spill at least a 1 year old with the onset of the new spill was reflected. ERT recommended that a more in-depth study be conducted by installing ground wells on site. The study could delineate the extent of contamination and define amount of jet fuel under the concrete pad. The soil gas could not produce the expected results due to the presence of methane and the lack of oxygen (different age oil spills, please see the ERT report for details).

From April 8 to April 15, the Ports Authority worked on repairing another valve East of the site. Then finally tested the CAF 1 pipeline. The pipeline held the required testing pressure and was deemed as working in proper order.

From April 16 to April 28, the last portion of the pipeline known as the CAF II area South of the site was tested. Results showed to be in good working order.

EPA CEPD conducted a meeting between the PRPs and the EPA RCRA program and it was agreed that future actions on site will be attended under the EPA RCRA Order and not under the OPA spill authority.

Thus completing the OPA Oil Spill Response.

Planned Removal Actions

CEPD Stationed OSC will continue to periodically monitored the booms and adsorbent materials placed during the response to assure proper oil pick-up and maintenance is conducted by PRPs.

Next Steps

EPA will continue to work under the current RCRA Order to address surfacing oil spills.

Key Issues

A daily jet fuel spill estimated in 50 gals. continues to migrate from the groundwater into the broken storm drain into the main storm drainage. This issue is currently being address under the EPA RCRA Order.

EPA will submit the report on final costs as soon as the same are provided by ERT.

response.epa.gov/LMMOilSpill