Field Report for Airborne Data Collected In Support of US EPA Region 6 Intercontinental Terminals Company LLC Fire 31 March 2019

Background

On 17 March 2019 a large fire was reported at the Intercontinental Terminals Company LLC (ITC) located in Deer Park, TX. Local reports indicate that the fire started at about 1030 local in an 80,000 barrel (capacity) tank storing naphtha. The ITC facility is located on the southern shore of the Houston ship channel in the City of Deer Park, TX. The geographical coordinates of the facility are 19.7322N, 95.1236W (figure 1).

The material reported in the fire is Naphtha. Naphtha is generally composed of either the first or second sequence of distillate obtained during primary distillation. Light naphtha is composed of light fraction straight chain and simple aromatics, typically less than 6 carbons while heavy naphtha consist of larger compounds (C6 plus) which normally is used as feed for catalytic cracking. Since the fraction of Naphtha is crude dependent, there is not a simple formula for the material.

The US EPA Region 6 requested that the ASPECT system be deployed to provide monitoring support on 17 March 2019 and ASPECT completed a 7 pass mission at 1847 local. Acetone was detected on the first 2 passes (data collection 3 and 4) which were near the fire at a concentration estimated below 1 ppm (0.154 ppm and 0.357 ppm, respectively). No other compounds were detected.

ASPECT conducted a second flight over the facility on 18 March 2019. Analysis of IR data confirmed reports that the fire had expanded to multiple tanks. Specifically, the thermal signature of the fire and resulting heated air plume was measurably larger than that observed in the first flight. Crew reports indicated that the plume rise was still active with the lofted plume occupying a region between 2000 and 6500 feet above ground with movement to the west. Spectral analysis of FTIR data indicated that compounds including 1-butene, 2-butene, isoprene, and acetone were detected primarily in a downwind portion of the plume with the highest values being just above 1 ppm.

ASPECT conducted a third flight over the ITC fire on 19 March 2019. Analysis of data indicated that the fire had grown as evident by the larger thermal signature and direct confirmation from aerial images. Plume geometry was assessed with the aircraft with findings showing the plume was about 47 miles in length, 17 miles wide at the largest extent and ranged in altitude from a floor of 1500 feet to a ceiling of 5000 feet. No chemical detections were reported on this flight.

ASPECT conducted a fourth flight over the ITC fire on 20 March 2019. Analysis of data indicated that the fire had been extinguished. Analysis of FTIR data showed detections of acetone and SO_2 to west of the farm and isobutylene and isoprene south of the farm. All concentrations were detected below 1 ppm.

Due to reports of vapors observed in the Deer Park vicinity ASPECT was requested to fly a fifth mission on 21 March 2019 near the impacted tank farm, and locations in Deer Park, La Porte, Galena Park and Jacinto City. Analysis of data showed normal temperatures within the farm and low levels of typical compounds within the urban atmosphere. Detected compounds included acetone and isobutylene at concentrations at or below 1 ppm.

ASPECT conducted a series of flight on 22 March 2019 with the focus being a possible breach of the tank farm secondary containment structure, discharge of foam and other material from the tank farm migrating into the ship channel and investigation of a re-ignition of a fire in the tank farm. IR results clearly showed the presence of material migrating into the ship channel and the presence of hot spots within the tank farm (corresponding to the fire). Detected compounds included acetone, 1, 3-butadiene, 1-butene, isobutylene and isoprene. Compounds detected in the general vacuity had concentrations less than 0.5 ppm while detections north of the tank farm during the fire showed levels less than 2 ppm.

ASPECT was dispatched on 23 March 2019 to fly a general data collection mission over the tank farm, at the confluence boom area on the ship channel and in a residential area northwest of the general area. Data continued to show that tanks in the NW corner were warmer than others in the tank farm with estimated temperatures being in the 30°C to 40°C range. IR images collected over the confluence into the ship channel showed boomed oil products with some leakage occurring. No chemical detections were observed on the flight.

ASPECT conducted a short flight on 24 March 2019 but was forced to return to base due to weather. Note that this aborted mission was flight 11. ASPECT conducted flight 12 on 25 March 2019 with the goal to conduct a general survey at the tank farm and downwind of the site. Imagery continued to show that tanks in the NW corner were warmer than others in the tank farm. IR images collected over the confluence into the ship channel continued to show boomed oil products with some leakage occurring with sheen being driven to the southwest due to winds. No significant chemical detections were observed on this flight.

ASPECT conducted flight 12 on 26 March 2019 with the goal to conduct a general survey at the tank farm and downwind of the site. Imagery collected on this flight indicated that the NW tanks in the tank farm were cooler than on previous flights. IR data collected over the confluence into the ship channel continued to show sheen in the waterway. No significant chemical detections were observed on this flight.

ASPECT conducted a flight 14 on 27 March 2019 with the goal to conduct a general survey at the tank farm and downwind of the site. Imagery collected on this flight indicated that the NW tanks in the tank farm were essentially at ambient temperature. Analysis of FTIR data showed one cluster of isobutylene north of the site at maximum levels of 1.60 ppm. IR and photographic data collected over the confluence area showed a reduction in the amount of trapped product. Leakage was still present but in less amounts as on prior flights.

ASPECT conducted flight 15 on 28 March 2019 with the goal to conduct a general survey at the tank farm and downwind of the site. The flight was impacted by isolated low level clouds. Imagery collected on this flight indicated that the NW tanks in the tank farm were at ambient temperature. IR and photographic data collected over the confluence area indicated that product was captured by the upstream boom and no significant boom leakage was present.

ASPECT was requested to fly the tank farm, confluence and downwind areas on the morning of 31 March 2019. This report summarizes the findings of the mission.

Figure 1: ITC, Deer Park, TX

ASPECT response to this Mission/Incident was in support of:
US EPA Region 6. OSC: Adam Adams

ASPECT System

The US EPA ASPECT system collects airborne infrared (IR) images and chemical screening data from a safe distance over the site (about 3,000 ft AGL). The system consists of an airborne high speed Fourier transform infrared spectrometer (FTIR) coupled with a wide-area IR line scanner (IRLS). The ASPECT IR systems have the

ability to detect compounds in both the 8 to 12 micron (800 to 1200 cm-1) and 3 to 5 micron (2000 to 3200 cm-1) regions. The 8 to 12 micron region is typically known as the atmospheric window region since the band is reasonably void of water and carbon dioxide influence. Spectrally, this region is used to detect carbon - non-carbon bonded compounds. The 3 to 5 micron region is also free of water and carbon dioxide but typically does not have sufficient energy for use. This band does show use in high-energy environments such as fires. The carbon - hydrogen stretch is very common in this region.

A digital Nikon DX2 camera (12.4 mega pixel CMOS 3:5 aspect ratio, 28 mm wide-angle lens) collects visible aerial imagery as part of the core data product package. The camera timing system is connected to the primary IR sensors and provides concurrent image collection when other sensors are triggered. All imagery is geo-rectified using both aircraft attitude correction (pitch, yaw, and roll) and GPS positional information. Imagery can be processed while in flight or approximately 600 frames per hour can be processed once the data are downloaded from the aircraft.

An Imperx mapping camera (29 mega pixels; mapping focal plane array) provides a similar aspect ratio and aerial coverage. Like the Nikon DX2, it is connected to the primary IR sensors and provides concurrent image collection when other sensors are triggered. These images are often digitally processed in lower resolution so they can be transmitted via satellite communication. The high resolution images (>20 MB each) are pulled from the ASPECT after the sortie and are available at a later time.

All aerial photographic images collected by the ASPECT system are ortho-rectified and geospatially validated by the reachback team. In general, this consists of conducting geo-registration using a Digital Elevation Model (DEM) which promotes superior pixel computation and lessens topographic distortion. The image is then check by a team member (using a Google Earth base map) for proper location and rotation

Data is processed using automated algorithms onboard the aircraft with preliminary results being sent using a satellite system to the ASPECT reachback team for QA/QC analysis. Upon landing preliminary data results are examined and validated by the reachback team.

Data Results Flight 16, 31 March 2019

Weather Conditions and Crew Report

Weather for the mission is given in table 1. The crew reported that winds at flight level (2800 ft) were from 030 degrees at 32 kts (16 m/s). Minimal turbulence was encountered some ground obscuration due to clouds. No significant ground activity was observed on flight 16.

Table 1. ITC Fire Mission Weather 31 March 2019

Parameter	Surface (0830)	Surface (1000)
Wind direction	000 degrees	355 degrees

Wind speed	5.5 m/s	3.5 m/s
Temperature	9.5C	10°C
Humidity	61%	57%
Dew Point	3.3^{o}C	3.5^{o}C
Pressure	1026 mb	1026 mb
Ceiling	Not Reported	Not Reported

The order to launch the aircraft was given at 0835 local on 31 March 2019 and the aircraft was airborne at 0840. The initial data collection run over the site was at 0901 (local) and the aircraft made a total of 7 data collection passes. Flight information is summarized in Appendix A and Figure 2.

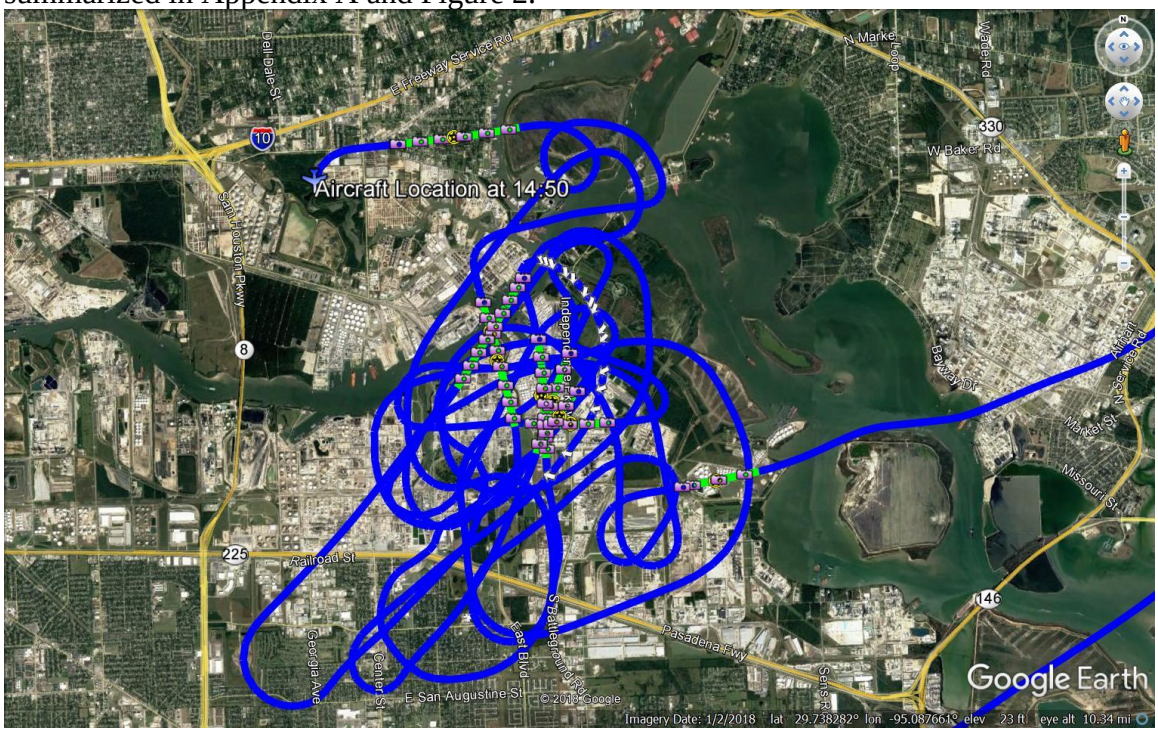

Figure 2: Flight line data for 31 March 2019, Flight 16. The blue lines represent the ASPECT flight path, green lines represent when the Infrared Line Scanner was actively collecting data, and the camera icons represent when a photo was taken.

General Data Quality Objective

The following general data quality objectives are employed in conducting emergency response data collection with ASPECT:

1. To support overall situational analysis of the incident including aerial photography and IR imagery
2. To screen the incident for the presence of selected chemicals
3. To estimate the location and concentration of plumes being generated by the incident.

Line Scanner Data Results

A total of 1 test and 7 data passes were made in the proximity of the impacted tank farm and also in extended areas surrounding the site and infrared line scanner images were generated for each pass. Figure 3 shows a typical 3-band infrared image obtained from data collected for Run 3. IR imagery of the tank farm indicates that all tanks are at ambient temperature with tanks in the NE corner of the farm being the coolest. A thermal image of the tank farm for the same pass confirms this observation.

An IR image of the confluence area is given in Figure 5. Boomed oil can be seen being pushed to the south due to the winds. A small amount of product can be seen on the outside of the ship channel boom, largely pushed up against boom structure. In addition, some sheen is present in the channel north of the booms and along the opposite shore.

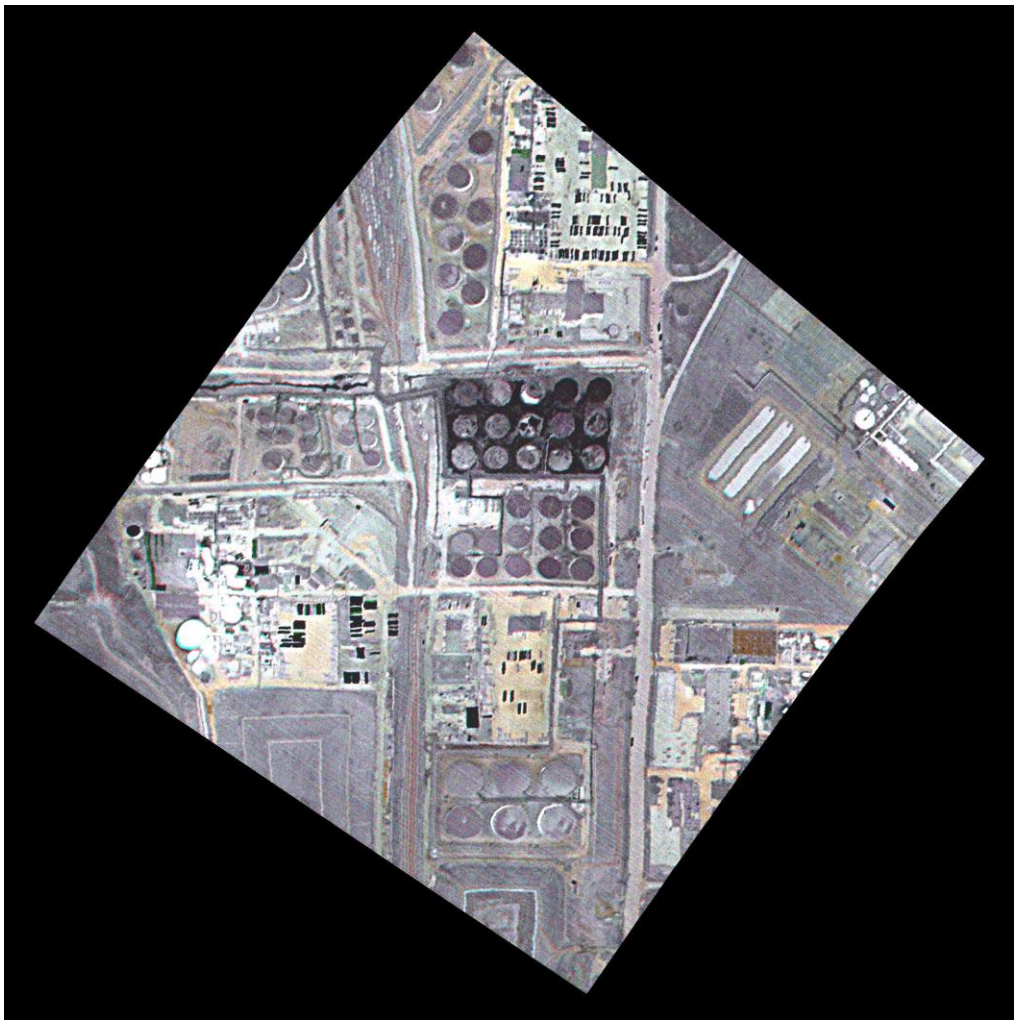

Figure 3: IR image of ITC data for 31 March 2019, Flight 16 Run 4

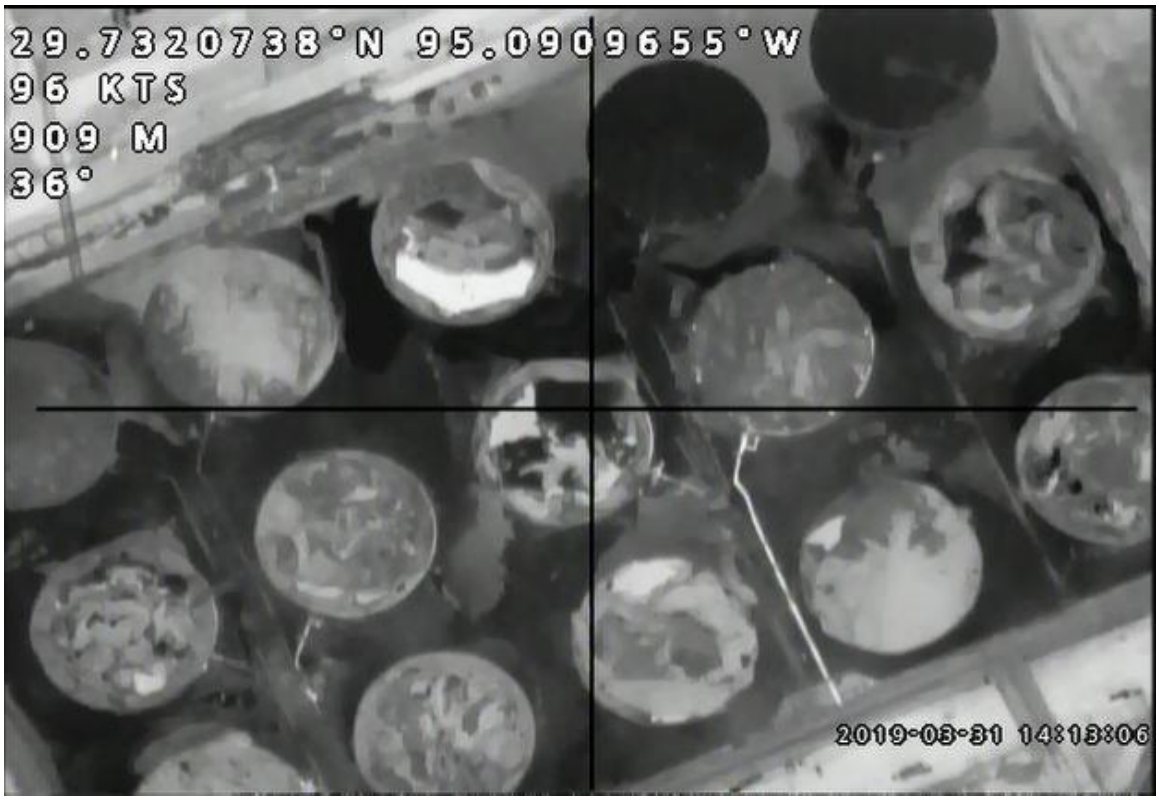

Figure 4: IR Thermal Analysis 31 March 2019, Flight 16, Run 4

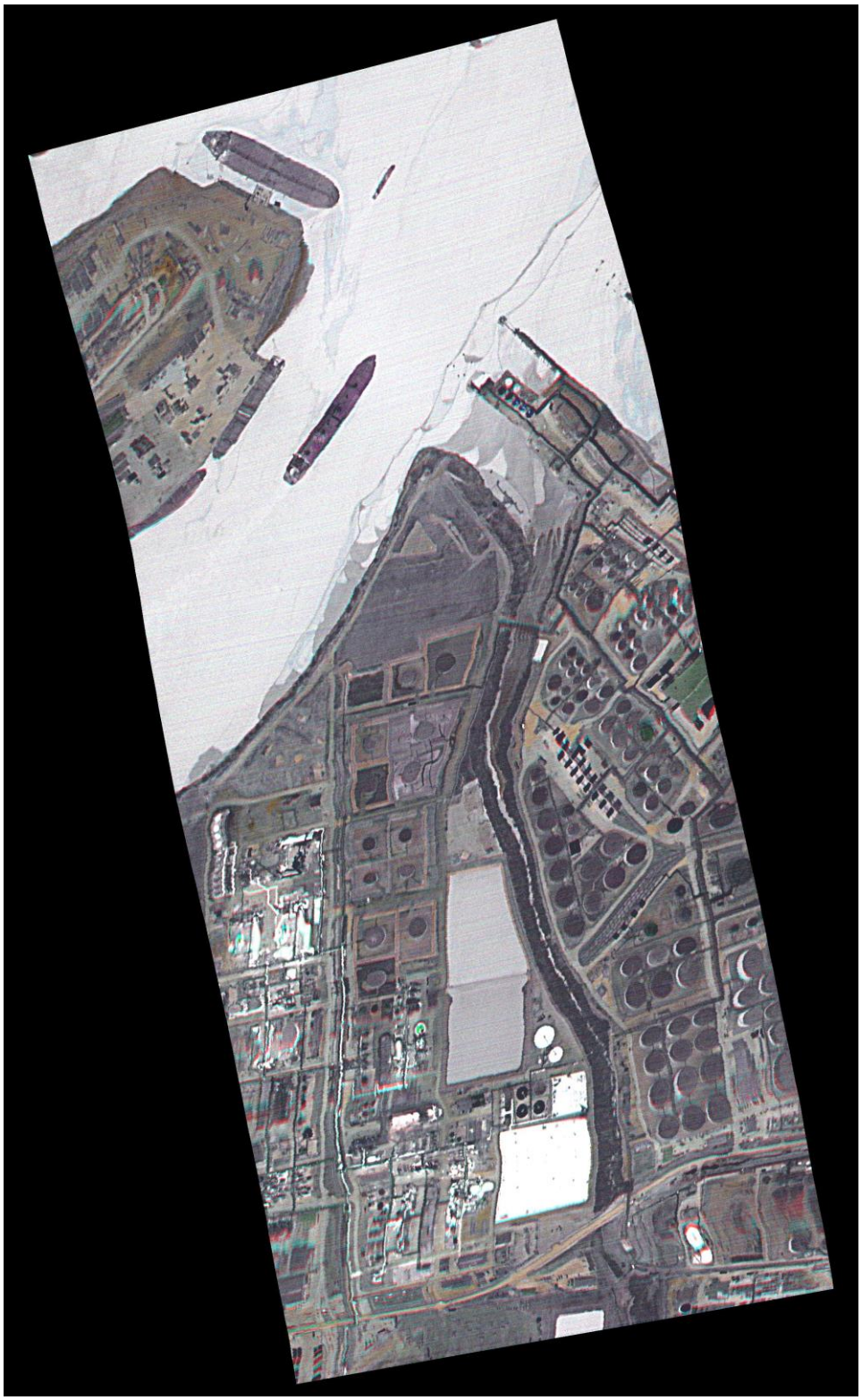

Figure 5: IR Image of Contained Oil 31 March 2019, Fight 16, Run 7

FTIR Data Results

FTIR Spectral data at a resolution of 16 wavenumbers was collected for each pass. ASPECT uses an automated detection algorithm to permit compounds to be analyzed while the aircraft is in flight. 72 compounds are included in this algorithm and the list and associated detection limits are given in Tables 2. In addition, collected data are also manually analyzed by comparing any detected spectral signatures to a collection of published library spectra.

No detections were observed on this flight. Details of the data collection are given in Table 3.

TABLE 2 - Chemicals Included in the ASPECT Auto-Processing Library

Acetic Acid	Cumene	Isoprene	Propylene
Acetone	Diborane	Isopropanol	Propylene Oxide
Acrolein	1,1-Dichloroethene	Isopropyl Acetate	Silicon Tetrafluoride
Acrylonitrile	Dichloromethane	MAPP	Sulfur Dioxide
Acrylic Acid	Dichlorodifluoromethane	Methyl Acetate	Sulfur Hexafluoride
Allyl Alcohol	Difluoroethane	Methyl Ethyl Ketone	Sulfur Mustard
Ammonia	Difluoromethane	Methanol	Nitrogen Mustard
Arsine	Ethanol	Methylbromide	Phosgene
Bis-Chloroethyl Ether	Ethyl Acetate	Methylene Chloride	Phosphine
Boron Tribromide	Ethyl Formate	Methyl Methacrylate	Tetrachloroethylene
Boron Triflouride	Ethylene	MTEB	1,1,1-Trichloroethane
1,3-Butadiene	Formic Acid	Naphthalene	Trichloroethylene
1-Butene	Freon 134a	n-Butyl Acetate	Trichloromethane
2-Butene	GA (Tabun)	n-Butyl Alcohol	Triethylamine
Carbon Tetrachloride	GB (Sarin)	Nitric Acid	Triethylphosphate
Carbonyl Chloride	Germane	Nitrogen Trifluoride	Trimethylamine
Carbon Tetraflouride	Hexafluoroacetone	Phosphorus Oxychloride	Trimethyl Phosphite
Chlorodifluoromethane	Isobutylene	Propyl Acetate	Vinyl Acetate

Table 3. Chemical Results Summary, Flight 16

Run	Date	Time (UTC)	Chemical	Max Concentration ppm
1	31 March 2019	0856	Test	Test
2		0901	ND	None
3		0907	ND	None
4		0912	ND	None
5		0915	ND	None
6		0926	ND	None
7		0945	ND	None
8		0949	ND	None
ND – Non-detect				

Aerial Photography Results

A full set of high resolution aerial digital photography was collected as part of the flight. Figure 6 shows a representative overhead image collected as part of each pass over the tank farm. Analysis of the image shows that several of the tanks appear to have the tops removed. An oblique image of the tank farm confirms that 6 of the tanks appear to have the tops and sides removed.

An aerial image of the confluence area is shown in Figure 7. Note that the image is darker due to high level cloud cover. Numerous booms can be seen in the confluence area with trapped product in each boom pocket. A small amount of sheen can be seen in the lower left area of the ship channel boom. An oblique of the same area confirms the presence of trapped material in the boom structure with sheen pushed up against the ship channel booms by the wind (Figure 8).

Figure 6: Aerial Image of the Tank Farm, 31 March 2019, Flight 16

Figure 7: Oblique Image of the Tank Farm, 31 March 2019 Flight 16

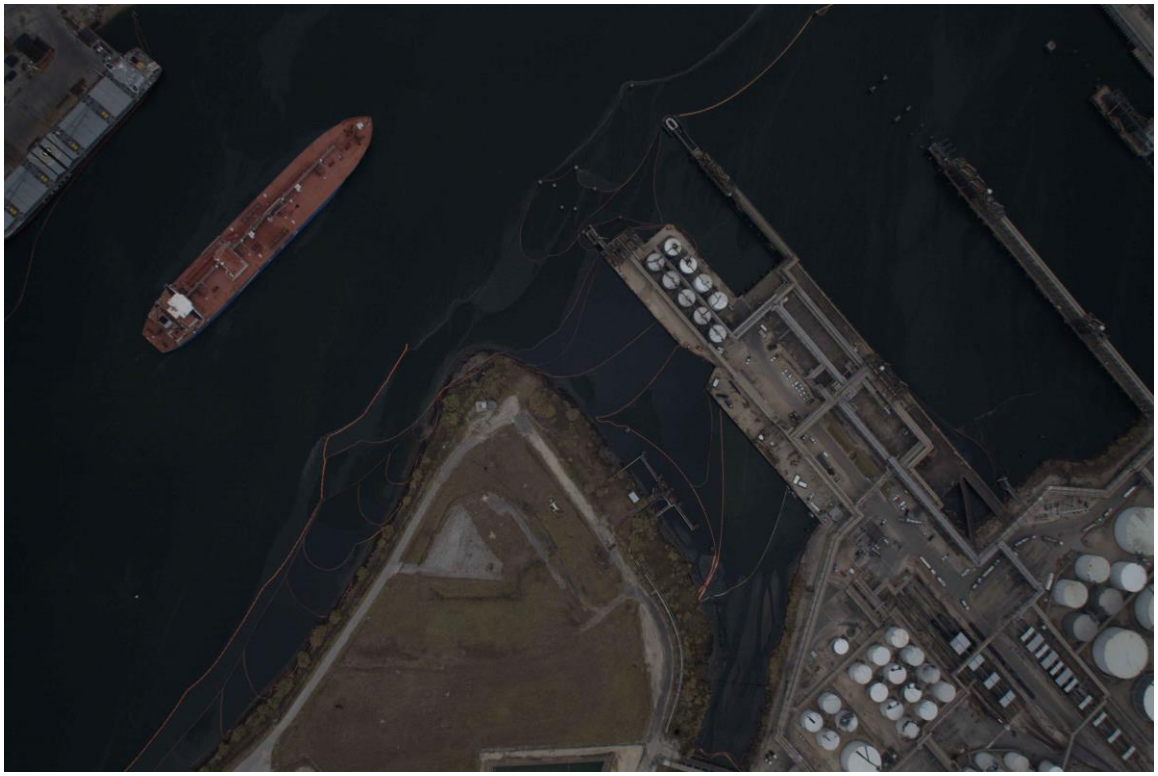

Figure 7: Aerial Image of the Ship Channel Boom Area, 31 March 2019, Flight 16

Figure 8: Oblique Image of the Ship Channel Boom Area, 31 March 2019, Flight 16

Conclusions

ASPECT conducted flight 16 on 31 March 2019 with the goal to conduct a general survey at the tank farm and downwind of the site. Imagery collected over the tank farms showed that six of the tanks in the farm are in the process of being removed. All structures were found to be at ambient temperature. IR and photographic data collected over the confluence area indicated that product continues to be present in the boom network with some leakage observed pushed against the ship channel boom. No compound detections were observed on this mission.

Appendix A

Abbreviations:

DEM – Digital elevation model
Alt – Altitude (in feet)
MSL – Mean sea level altitude (in feet)
Digital – Digital photography file from the Nikon D2X camera
MSIC – Digital photography file from the Imperx mapping camera
FTIR – Spectral IR data collected with a Fourier Transform Infrared Spectrometer
IRLS – Infrared Line Scanner
Jpg – JPEG image format
UTC – Universal Time Coordinated
img – Spectral data format based on Grams format

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Mission:   2019-03-31 ITC Fire

Date:      3/31/2019
Time UTC: 13:48

Aircraft Number: N9738B
Pilot: Beorn Ledger
Copilot: Todd Seale
Operator: Steven Brister
Aft Operator: Gerry Broyles
Ground Controller: Tim Curry

DEM: Using elevation from DEM Database
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Run: 1 Time: 13:56:30 UTC
        Alt: 2831 ft MSL  Elev: 19 ft  Elevation from DEM Database
        Vel: 134 knots  Heading: 271

Digitals:  None
MSIC: 4
        20190331135636212.jpg
        20190331135642577.jpg
        20190331135648926.jpg
        20190331135651656.jpg
FTIR: 1
        20190331_135633_A.igm
IRLS: 1
        2019_03_31_13_56_35_R_01 TA=1.9;TB=22.0;Gain=3
Gamma Runs:  None

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Run: 2 Time: 14:01:07 UTC
Alt: 2795 ft MSL Elev: 22 ft Elevation from DEM Database
Vel: 78 knots Heading: 9

Digitals: None
MSIC: 8
20190331140114029.jpg
20190331140120378.jpg
20190331140126743.jpg
20190331140133092.jpg
20190331140139456.jpg
20190331140145805.jpg
20190331140152155.jpg
20190331140159424.jpg
FTIR: 2
20190331_140111_A.igm
20190331_140150_A.igm
IRLS: 1
2019_03_31_14_01_12_R_02 TA=-0.8;TB=19.2;Gain=3
Gamma Runs: None

Run: 3 Time: 14:06:58 UTC
Alt: 3054 ft MSL Elev: 24 ft Elevation from DEM Database
Vel: 99 knots Heading: 25

Digitals: None
MSIC: 6
20190331140704469.jpg
20190331140710834.jpg
20190331140717183.jpg
20190331140723548.jpg
20190331140729897.jpg
20190331140735341.jpg
FTIR: 1
20190331_140702_A.igm
IRLS: 1
2019_03_31_14_07_03_R_03 TA=1.8;TB=21.8;Gain=3
Gamma Runs: None

Run: 4 Time: 14:12:49 UTC
Alt: 2872 ft MSL Elev: 25 ft Elevation from DEM Database
Vel: 96 knots Heading: 35

Digitals: None
MSIC: 4
20190331141255826.jpg
20190331141302190.jpg
20190331141308539.jpg
20190331141314904.jpg

```
FTIR: 1
        20190331_141253_A.igm
IRLS: 1
        2019_03_31_14_12_54_R_04 TA=2.7;TB=22.7;Gain=3
Gamma Runs:  None

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Run: 5 Time: 14:15:52 UTC
        Alt: 2912 ft MSL  Elev: 0 ft  Elevation from DEM Database
        Vel: 77 knots  Heading: 32

Digitals:  None
MSIC: 9
        20190331141559234.jpg
        20190331141605583.jpg
        20190331141611947.jpg
        20190331141618297.jpg
        20190331141624646.jpg
        20190331141631011.jpg
        20190331141637360.jpg
        20190331141643709.jpg
        20190331141648248.jpg
FTIR: 2
        20190331_141556_A.igm
        20190331_141635_A.igm
IRLS: 1
        2019_03_31_14_15_58_R_05 TA=3.5;TB=23.5;Gain=3
Gamma Runs:  None

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Run: 6 Time: 14:26:12 UTC
        Alt: 2768 ft MSL  Elev: 18 ft  Elevation from DEM Database
        Vel: 91 knots  Heading: 75

Digitals:  None
MSIC: 5
        20190331142618410.jpg
        20190331142624775.jpg
        20190331142631124.jpg
        20190331142637473.jpg
        20190331142644743.jpg
FTIR: 1
        20190331_142615_A.igm
IRLS: 1
        2019_03_31_14_26_17_R_06 TA=12.2;TB=32.2;Gain=3
Gamma Runs:  None

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Run: 7 Time: 14:45:04 UTC
        Alt: 2671 ft MSL  Elev: 5 ft  Elevation from DEM Database
        Vel: 84 knots  Heading: -2
```

Digitals: None
MSIC: 8
20190331144510549.jpg
20190331144516899.jpg
20190331144523263.jpg
20190331144530517.jpg
20190331144536882.jpg
20190331144543231.jpg
20190331144549581.jpg
20190331144555945.jpg
FTIR: 2
20190331_144508_A.igm
20190331_144547_A.igm
IRLS: 1
2019_03_31_14_45_09_R_07 TA=5.1;TB=25.1;Gain=3
Gamma Runs: None

Run: 8 Time: 14:49:31 UTC
Alt: 2845 ft MSL Elev: 16 ft Elevation from DEM Database
Vel: 113 knots Heading: 274

Digitals: None
MSIC: 6
20190331144937465.jpg
20190331144943830.jpg
20190331144950179.jpg
20190331144956544.jpg
20190331145002893.jpg
20190331145009243.jpg
FTIR: 1
20190331_144934_A.igm
IRLS: 1
2019_03_31_14_49_36_R_08 TA=5.2;TB=25.2;Gain=3
Gamma Runs: None