

**MARYLAND DEPARTMENT OF THE ENVIRONMENT  
LAND AND MATERIALS ADMINISTRATION – OIL CONTROL PROGRAM**

1800 Washington Boulevard, Suite 620 • Baltimore, Maryland 21230-1719  
(410) 537-3442 • 1-800-633-6101 • <http://www.mde.maryland.gov>

**Report of Observations**

<b>Date</b>	April 13, 2026	<b>Facility ID</b>	7874
<b>Type of Inspection / Observations</b>	MDE Leadership Site Visit	<b>Case #</b>	2026-0420-PG
<b>Site / Facility Name</b>	Joint Base Andrews – [REDACTED] Fuel Hydrant Loop Release	<b>Permit #</b>	2021OPT-5217 24OGR-1768
<b>Address</b>	[REDACTED] Andrews AFB	<b>MDEnviroScreen</b>	31.1
<b>Point of Contact (POC)</b>	[REDACTED]	<b>POC Phone</b>	[REDACTED]
<b>POC Email</b>	[REDACTED]	<b>POC Fax</b>	-

**Remarks:** On April 13, 2026, Maryland Department of the Environment (MDE) personnel including Deputy Secretary Adam Ortiz, Land and Materials Administration Director Rick Kessler, Oil Control Program (OCP) Remediation Division Chief Susan Bull, OCP Remediation Division Supervisor Jim Richmond, and OCP Remediation Division case manager Chris King met with Joint Base Andrews (JBA) personnel to discuss the status of investigative and remedial activities associated with the reported release of Jet-A fuel, to meet the various personnel involved and to observe the locations associated with the underground hydrant fuel line and the stormwater collection system. MDE personnel received a briefing by [REDACTED] and the JBA team of the timeline of site activities following the reported discovery of the fuel odors in the storm drain and Row [REDACTED] hanger and a reported petroleum “sheen” on Piscataway Creek on March 23, 2026.

Following the briefing, JBA and MDE personnel were transported to areas on base affected by the Jet A fuel release from Row [REDACTED] of the hydrant fuel line system. The initial field stop was at Piscataway Creek approximately [REDACTED]. The creek was approximately 15 feet in width at this location and approximately one foot in depth near the thalweg. JBA personnel established an underflow dam at this location, which consisted of a sandbagged dam approximately 12-18 inches in height with several four-inch diameter PVC pipes to transport water from upstream to downstream. Intermittent petroleum odors were present in the vicinity of Piscataway Creek at this location. Iron oxidation was observed throughout the creek bed.

OCP personnel collected two water samples from Piscataway Creek on base to the [REDACTED]. Wearing Nitrile gloves, the water samples were collected by OCP Remediation Division Supervisor Jim Richmond. Samples were collected at the following coordinates: [REDACTED]

[REDACTED] The water samples will be analyzed for full suite volatile organic compounds, including fuel oxygenates, naphthalene, perchloroethylene and trichloroethene, using EPA Method 8260; total petroleum hydrocarbons – diesel and gasoline range organics (TPH-DRO and TPH-GRO) using EPA Method 8015, and for perfluoroalkyl and polyfluoroalkyl (PFAS) targeted compounds using EPA Method 1633. Intermittent petroleum odors were noted at this first sampling location. All samples collected were packaged on ice for transport to the lab.

Following the initial sample collection, JBA personnel escorted MDE personnel to the [REDACTED] drainage system at the outfall which is located to the [REDACTED]. A strong petroleum odor was present at the

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outfall with the presence of a heavy petroleum “sheen” and liquid phase hydrocarbons (LPH). MDE observed three stages of soft absorbent booms and two stages of hard boom downstream from the outfall. LPH recovery efforts were not ongoing at the time of the site visit. A vacuum truck stationed at the outfall reportedly contained approximately five inches of LPH as measured with a gauging stick and water finding paste; however, a calculated volume of LPH in the truck was not provided at the time of the site visit. No phase separation was reported in the frac tank when gauged on April 11, 2026, using a gauge stick and water paste. **OCP required JBA to collect all post recovery vacuum truck and frac tank gauging levels after the units have been allotted enough rest time to permit phase separation (LPH and water). Measurements of LPH thicknesses MUST be evaluated with an interface probe capable of measuring both petroleum and water. All gauging data is inaccurate unless collected with an interface probe. This was a release of petroleum and gauging a system with water finding paste is an ineffective means to measure recovered fuel.**

JBA personnel noted that during periods of moderate to heavy rainfall, the water level in Piscataway Creek has the potential to increase by up to three to four feet. **OCP is concerned that the underflow dam to the [REDACTED] and the containment booms near the main outfall are not sufficient to prevent downstream migration of petroleum.**

MDE personnel were then escorted to the [REDACTED] Pump House. This building houses the double block and bleed valve that was confirmed to be leaking in December 2025 but not reported to OCP until April 8, 2026. JBA personnel believe that despite the failure of valve [REDACTED], all petroleum was routed back to the above ground storage tank. Replacement valves have been ordered and are scheduled to be installed at the end of April 2026. OCP understands that JBA plans to replace the failed valve and other existing valves at the same time.

Outside the [REDACTED] Pump House, OCP personnel observed damaged vent risers for what is believed to be an underground oil/water separator, **no later than April 22, 2026: Provide the type, make, and model of the oil-water separator located adjacent to the Building [REDACTED] pump house. Determine if a separate oil holding tank associated with the separator exists. Investigate to ensure the oil-water separator and vent piping are properly installed. The vent risers were no longer in a fully upright position on April 13, 2026. Submit record of the findings. Perform repairs as necessary. Submit a copy of all repair and test records. Submit verification the oil-water separator is appropriate for the application for which it is installed.**

The final location visited with JBA personnel was Row [REDACTED] of the hydrant fuel system. JBA personnel opened up one of the vaults/sumps that is located at specific locations along the length of the underground fuel hydrant piping. The vaults provide secondary containment between the hydrant loop and the hose connections that transfer fuel to the aircraft. JBA personnel discovered the presence of tracer testing pinpoints, which are small diameter ports installed through the concrete apron and near the underground hydrant piping. The tracer testing points may potentially be used to investigate the point of failure in the Row [REDACTED] fuel line. OCP is aware that monitoring wells are located in the general area of the Row [REDACTED] fuel line, however none of the monitoring wells were observed on this date.

Prior to departure, MDE personnel notified the JBA team that an additional surface water sample would be collected from Piscataway Creek downstream [REDACTED] at the approximate location visited on April 10, 2026, by JBA personnel and MDE-OCP. On this date, intermittent petroleum odors and petroleum globules were observed at the downstream location on Piscataway Creek. One surface water sample (Sample 3) was collected downstream [REDACTED] at the coordinates of [REDACTED]. The sample will be analyzed for full suite VOCs, TPH-DRO, TPH-GRO and PFAS as noted above.

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Based on the observations during the MDE inspection conducted on April 13, 2026, OCP has the following comments and additional requirements:

1. **No later than April 17, 2026**, increase the containment in the Piscataway Creek handle increased flow rates during storm events. OCP requires, at a minimum, additional containment at the drainage outfall to Piscataway Creek; between the drainage outfall and [REDACTED]; downgradient of the underflow dam; and to the [REDACTED] base security fencing. Additional containment must incorporate **absorbent sweep to increase surface area LPH recovery capabilities, protected between multiple soft booms and hard boom containment**.
2. **No later than April 17, 2026**, increase the underflow dam must **in height and width** to manage the increased bank load experienced during moderate to heavy rain events. The increased height and width will permit deeper ponding of water during low water events. This ponding is necessary to ensure the underflow pipes do not provide a system bypass and a breach of containment during low water events. To accommodate the increased storability of the dam, you may have to increase the number and diameter of underflow pipes. A second downstream underflow dam is also advised.
3. As of 4/13/26, OCP was notified of the complete evacuation of the Row [REDACTED] loop. Upon completion of Items 1 & 2 above and **by no later than April 17, 2026**, OCP suggests a controlled flush of the storm drain system, to include at a minimum:
  - a. Evaluate the entire storm drain manway in the [REDACTED] for the presence of petroleum vapors with photo-ionization detector (PID) and for LPH with with absorbent pads. Drainage grates and manholes associated with the storm drain system must be plotted on a figure with a corresponding photo-ionization detector reading and a notation of LPH status.
  - b. Systematically recover ponded fuel from each manway starting at the Row [REDACTED] loop and working toward the outfall with the vac truck.
  - c. Following 3a and 3b, conduct a controlled flush the storm drain system with potable water.
  - d. Consideration must be given to sectional flush and recovery to minimize downstream breach of containment.
  - e. Recover all flushed liquids at the outfall inside of the harbor boom containment.
  - f. Begin **daily** monitoring the stormwater manways, the stormwater outfall and the absorbent material.
4. **As verbally communicated on April 13, 2026, effective immediately and no later than close of business April 13, 2026**, all liquid recovery efforts must quantify all liquid levels recovered once the recovery vessels, vacuum truck and frac tank, have been allotted enough rest time to permit phase separation (LPH and water).
  - a. Following confirmation of phase separation, liquid thicknesses **MUST** be evaluated with an interface probe capable of measuring both petroleum and water.
  - b. Recovery totals must be tabulated to report, depth to LPH, depth to petroleum impacted water, total calculated gallons of LPH recovered, total calculated gallons of petroleum impacted water recovered, and total cumulative recovery of LPH and petroleum impacted water.
  - c. Recovery totals must be provided to OCP daily.

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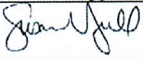
5. On April 14, 2026, the JBA team gauged nine monitoring wells in the vicinity of Row [REDACTED] of the fuel hydrant system. Upon review of these gauging results, it has been determined that the measured depth to first water was above the screened interval of these wells, thus these wells are not effective monitoring or recovery points for this release. **Aggressive recovery in the area of the release is critical to protecting waters of the state. This can only be achieved through the installation of properly constructed recovery wells near the source zone, as required in OCP's April 10, 2026 directive.**
  
6. **To begin April 20, 2026, initiate weekly** sampling of Piscataway Creek at the following GPS locations: Sample 1: [REDACTED] Sample 2: [REDACTED], and Sample 3: [REDACTED]. Surface water samples must be analyzed for full suite VOCs, including fuel oxygenates, naphthalene, perchloroethylene and trichloroethene, using EPA Method 8260, TPH-DRO and TPH-GRO using EPA Method 8015 and PFAS targeted compounds list established in EPA Method 1633.
  
7. OCP will share the April 13, 2026, sampling results with the JBA team, when available. Based upon the review of these results MDE may require additional sampling points.
  
8. **No later than April 22, 2026:** Provide the type, make, and model of the oil-water separator located adjacent to the Building [REDACTED] pump house. Determine if a separate oil holding tank associated with the separator exists. Investigate to ensure the oil-water separator and vent piping are properly installed. The vent risers were no longer in a fully upright position on April 13, 2026. Submit record of the findings. Perform repairs as necessary. Submit a copy of all repair and test records. Submit verification of the oil-water separator is appropriate for the application for which it is installed.
  
9. Additional comments and requirements will be forthcoming as more documents are received and reviewed.

Photographs Taken: Yes  No

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**NOTES**

- Report the following conditions to the Department immediately, but not later than 2 hours after the detection, at **410-537-3442** during normal business hours, or to the Emergency Response Division hotline at **1-866-633-4686**:
  - Evidence of a spill, release, or discharge of oil;
  - A release detection method, monitoring results, or investigation of an alarm indicates that a spill, release, or discharge may have occurred;
  - Investigation of an inventory variation reveals a leak;
  - If a storage tank system fails a test for tightness,;
  - Two consecutive inconclusive precision tightness test results;
  - A storage system (aboveground or underground) is determined to be leaking;
  - Test failure of spill catchment basins, containment sumps, or test of a cathodic protection resulting determination the system is inadequate;
  - Presence of liquid phase hydrocarbons; absorbed or free product in soil; vapors in soil, basement, sewer or utility line; or waters of the State;
  - Unusual operating conditions exist, such as erratic behavior of product dispensing equipment, the sudden loss of a regulated substance from a storage tank system, unexplained presence of water in a storage tank, or liquid in the interstitial space of a secondary containment system.
  
- Reports should **not** be made via voice messages to OCP case managers.
  
- Operating without a permit or in violation of a permit, regulation, or law may result in the assessment of civil or administrative penalties and or other legal sanctions.

<b>MDE Representative:</b> Chris King <b>Phone:</b> 410-537-4152 <b>Email:</b> christopherj.king@maryland.gov	<b>Emailed:</b> <input checked="" type="checkbox"/> <b>Email:</b> [REDACTED] <b>Person Interviewed (print):</b> [REDACTED]
<b>Signature:</b> 	<b>Signature:</b>
<b>MDE Representative:</b> Jim Richmond <b>Phone:</b> 410-537-3337 <b>Email:</b> jim.richmond@maryland.gov	<b>Date:</b>
<b>Signature:</b> <i>Jim Richmond</i>	
<b>MDE Representative:</b> Susan R. Bull <b>Phone:</b> 410-537-3499 <b>Email:</b> susan.bull@maryland.gov	
<b>Signature:</b> 	
<b>Date:</b> April 16, 2026	