



Maryland

Department of the Environment

Wes Moore, Governor
Aruna Miller, Lt. Governor

Serena McIlwain, Secretary
Suzanne E. Dorsey, Deputy Secretary
Adam Ortiz, Deputy Secretary

April 24, 2026

Daisy McClelland
President
Piscataway Hills Citizens Association
Fort Washington, Maryland 20744

Dear Ms. McClelland:

Thank you for your letter to Secretary McIlwain on behalf of the Piscataway Hills Citizens Association (PHCA) regarding the jet fuel spill at Joint Base Andrews (JBA).

We appreciate your concern for the health of your members and Piscataway Creek and share your frustration with JBA's failure to provide timely notification to the public and the state. Please be assured that the Maryland Department of the Environment (MDE) is working to stop and clean up this spill. On April 13, 2026, MDE Deputy Secretary Adam Ortiz and I personally met with JBA staff and leaders to observe the areas affected by the fuel spill and the base's efforts to contain and clean up the fuel. Since then, MDE staff have been onsite nearly daily and in constant communication with JBA staff to monitor the clean up process.

Your letter asked MDE to take a number of actions, including keeping your association members and the community informed of future releases, designating a point of contact within MDE to facilitate future updates, and notifying you about the findings of this investigation. You also asked us to establish improved lines of communications, provide copies of reports about the spill, share the results of soil and water quality monitoring, and pursue enforcement to prevent future releases.

For your convenience, I am providing copies of the most recent Reports of Observation generated by MDE inspectors through April 20, 2026. In the future, MDE will share documents with the public on a webpage dedicated to information about the spill. We will reach out again to share the link for that page as soon as it is active.

With regard to monitoring activities, MDE collected water samples from three Piscataway Creek locations on April 13, 2026. The sample locations included two areas on base and one off base. The presence of chemicals associated with jet fuel (naphthalene and trimethylbenzene) were identified in the water and in concentrations high enough to require the base to clean up its spill. The sample concentrations of these chemicals declined with

increasing distance from base property. On April 20, 2026, more samples were collected at the same locations. MDE anticipates receiving the analysis for these samples sometime during the week of April 27, 2026. MDE directed JBA to keep sampling every week while the investigation and cleanup continue. All future results will be posted to the webpage as soon as possible after we receive results from the laboratory.

My team and the Office of Environmental Justice would be pleased to meet with you and PHCA members to follow up and answer any other questions you may have. To schedule the meeting –which can be in-person in your community, virtual, or potentially hybrid– please contact Aneca Atkinson, Assistant Secretary of Environmental Justice by email at ej.mde@maryland.gov or me at rick.kessler@maryland.gov. We look forward to working with you and your community to resolve this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rick Kessler', is positioned below the word 'Sincerely,'.

Rick Kessler
Director
Land and Materials Administration

Enclosures

**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

Date	April 13, 2026	Facility ID	7874
Type of Inspection / Observations	MDE Leadership Site Visit	Case #	2026-0420-PG
Site / Facility Name	Joint Base Andrews – West Side Fuel Hydrant Loop Release	Permit #	2021OPT-5217 24OGR-1768
Address	3466 North Carolina Avenue, Andrews AFB	MDEnviroScreen	31.1
Point of Contact (POC)	Josh Miller, Jeffrey S. Wenck	POC Phone	202-409-8231, 443-955-2570
POC Email	joshua.miller.131@us.af.mil, Jeffrey.wenck@us.af.mil	POC Fax	-

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 Col Jun Oh, Col Mindy Davitch, Lt. Col Marie Harnly, and the JBA team of the timeline of site activities following the reported discovery of the fuel odors in the storm drain and Row-7 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-7 of the hydrant fuel line system. The initial field stop was at Piscataway Creek approximately 200 feet to the south of South Perimeter Drive. 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 south of South Perimeter Drive. Wearing Nitrile gloves, the water samples were collected by OCP Remediation Division Supervisor Jim Richmond. Samples were collected at the following coordinates: **Sample 1: 38.789396, -76.865797, Sample 2: 38.790841, -76.867191**. 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 west side drainage system at the outfall which is located to the north of South Perimeter Drive. 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 south of South Perimeter Drive and the containment booms near the main outfall are not sufficient to prevent downstream migration of petroleum.**

MDE personnel were then escorted to the West Side 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 38, 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 West Side 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 5023 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-7 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-7 fuel line. OCP is aware that monitoring wells are located in the general area of the Row-7 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 from the base security fencing 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 from the base security fencing at the coordinates of **38.78757, -76.86382**. 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 South Perimeter Drive; downgradient of the underflow dam; and to the south of the 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 7 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 airfield 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 7 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-7 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: (38.789396, -76.865797), Sample 2: (38.790841, -76.867191), and Sample 3: (38.78757, -76.86382). 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 5023 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


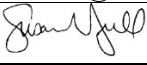
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NOTES

- 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.

<p>MDE Representative: Chris King Phone: 410-537-4152 Email: christopherj.king@maryland.gov</p>	<p>Emailed: <input checked="" type="checkbox"/> Email: joshua.miller.131@us.af.mil, Jeffrey.wenck@us.af.mil Person Interviewed (print): Josh Miller, Jeffrey S. Wenck</p>
<p>Signature: </p>	<p>Signature:</p>
<p>MDE Representative: Jim Richmond Phone: 410-537-3337 Email: jim.richmond@maryland.gov</p>	<p>Date:</p>
<p>Signature: <i>Jim Richmond</i></p>	
<p>MDE Representative: Susan R. Bull Phone: 410-537-3499 Email: susan.bull@maryland.gov</p>	
<p>Signature: </p>	
<p>Date: April 16, 2026</p>	

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Report of Observations

Date	4/10/26	Facility ID	7874
Type of Inspection / Observations	Spill Investigation	Case #	26-0420PG
Site / Facility Name	Andrews Air Force Base	Permit #	
Address	3466 North Carolina Ave. Andrews AFB	MDEnviroScreen¹	31.1
Point of Contact (POC)	Jeffrey S. Wenck	POC Phone	443-955-2570
POC Email	jeffrey.wenck@us.af.mil	POC Fax	

Remarks

Regional inspector Michael Jester is following up on open case No.: 26-0420PG. The case was opened after fuel odors and a slight rainbow sheen were observed near an outfall into Piscataway Creek at the southern end of the base on 3/23/26. Following discovery of the sheen, the facility deployed absorbent material onto Piscataway Creek at the referenced outfall. The facility also began investigating the source of the sheen and has been providing Maryland Department of Environment (MDE) with daily updates since 3/24/26. To date, the facility has not identified a source. The facility is part of the public water system.

On 3/24/26, the facility received additional complaints that petroleum odors were present in a storm drain near Hanger #7. The facility shut down the Westside fuel hydrant system at that time. The facility also observed petroleum odors and sheen on Piscataway Creek further upstream than the initial impacted section. The facility added additional absorbents to Piscataway Creek and investigated the storm drain on that date.

On 3/30/26, the West side fuel hydrant system was precision tightness tested and failed. The facility stated that the tester determined that the point of failure was row-7. Additionally, it was determined that a prior precision tightness test was performed on December 11, 2025 which also failed and was not reported to MDE. Mr. Wenck stated that the facility intends to have a tracer test performed on the failed section of pipeline to help identify the point of failure.

On 4/7/26, the facility submitted a request to place the westside fuel hydrant system back into service except for Row 7 which would remain isolated and shutdown.

On 4/8/26, inspector Jester reviewed inventory and release detection records submitted by the facility for the months of March 2025-March 2026 for the Westside hydrant system (Facility 5023 Hydrant Loop). The facility is using HCNA Consult Leak Detection as their method of release detection. The Westside hydrant system passed release detection for the months of March 2025 – December 2025. The Westside hydrant system subsequently failed release detection for the months of January 2026 – March 2026.

Inventory records also showed losses of 4,347-gallons in January 2026, 5,790-gallons in February 2026 and 22,277-gallons in March 2026 for a total estimated loss of 32,414-gallons.

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The Oil Control Program (OCP) hereby denies the facilities request to place the West side fuel hydrant pipeline back in service.

The following requirements are to be completed by Monday April 13, 2026 unless otherwise stated:

- Empty row-7 piping of all petroleum and submit a liquid disposal receipt.
- Submit a timeline for the investigation and subsequent repairs for the failed piping section (Row-7).
- Provide the amount of oil recovered to date. According to the daily reports, vac events occurred between March 28 (the initial vac event) and April 9, 2026 resulting in the removal of 17,350-gallons of oil-contaminated water described as sheen, fuel, and water. Add the amount of oil recovered with each event and cumulative total in the daily reports. Additionally, provide documentation of the location of all prior vac events.
- Provide a detailed description of the failure point of the 3/30/26 HCNA precision testing labeled as "Facility 5023 Hydrant Loop Issue – Pump House to IVP 4" on test records.
- Provide the length of the hydrant loop sections.
- Provide the piping installation date for all sections of the hydrant loop piping.
- Provide the length of the hydrant loop piping that includes the point of failures.
- Do not perform repairs to the hydrant piping without the written approval of MDE. Provide a schedule for the proper abandonment or repair of the hydrant piping.
- Provide a to scale schematic of the hydrant piping and connected UST and AST systems.
- Submit a report to the Department summarizing the steps taken to date to investigate the point of failure and to properly control, contain, and cleanup the release of regulated substance.
- Submit a report identifying all steps taken to determine the cause of the December 11, 2025 hydrant piping precision tightness test failure and any subsequent repairs that were made to the piping system.
- Submit a report of the investigations and findings following the January, February, and March 2026 hydrant piping release detection failures.
- Continue to keep the Westside fuel hydrant system closed until approval from MDE.
- Immediately investigate the source of the sheen/release observed on Piscataway Creek and adjacent storm drain.
 - Submit daily updates of the investigation and activities findings.
- **Immediately, but no later than April 15, 2026**, initiate an Emergency Subsurface Investigation in the area of the west side fuel hydrant system at Joint Base Andrews. This investigation must evaluate the vertical and horizontal extent of petroleum impacts to soils and groundwater and identify the migratory pathway to the Piscataway Creek.
 - **Immediately, but no later than close of business on April 13, 2026**, provide OCP with proposed boring locations on a site diagram for review.
 - The investigation must include the advancement of subsurface borings and the installation of permanent groundwater monitoring and recovery wells.
 - JBA must be prepared to begin immediate recovery of any liquid phase hydrocarbon (LPH) identified in a method approved by OCP and maintain a cumulative table documenting all LPH recovery totals.
 - OCP personnel must be on site to observe all investigation activities.
 -
- OCP has notified the Prince George's County Health Department and will assist with back permitting of all borings installed as part of this Emergency Investigation. All well completion reports generated by the

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Maryland-licensed well driller must be submitted as a complete permit application package to the Prince George's County Health Department within 15 days of receiving notice from OCP that Emergency Investigation requirements have been satisfied.

- The investigation must utilize appropriate drilling methods to allow for the characterization of subsurface soils and groundwater including direct-push methods and a drill rig capable of installing, at a minimum, six-inch diameter permanent groundwater monitoring/recovery wells. Mobilization to the site must promote continuous investigation to satisfy this Emergency order.
- Install, monitor and maintain booms and sorbent pads at the outfall to Piscataway Creek, All spill containment must be monitored daily to determine if additional LPH recovery methods must be employed. If evidence of LPH absorption is observed, immediately replace the absorbent booms and pads.
- At least 24 hours prior to beginning a vac event, notify OCP of any enhanced fluid recovery events (vac events) scheduled to occur at the location of the sheen in Piscataway Creek. After completing the EFR event, the vacuum truck must sit for approximately two hours and be gauged to determine the volume (in gallons) of LPH and water recovered during the EFR event. A liquid disposal manifest must be included in the summary report.
- If an increase of petroleum sheen or LPH is observed in Piscataway Creek at any time, report the condition 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.
- During the advancement of all borings, soils must be field screened at regular intervals with a photo-ionization detector (PID, and a lithological description recorded for each boring. If elevated PID responses are observed at the target depth, the boring must be continued until PID responses decrease.
 - Field screening of the soil cores must be performed utilizing a consistent methodology that will not be adversely affected by site conditions. The use of glass jars or plastic baggies to store a portion of the sample material for screening purposes is recommended.
 - Soil samples must be collected for laboratory analysis from each boring. Soil samples must be collected at the interval exhibiting the highest PID response and at the soil/groundwater interface. If the highest PID reading is observed at the soil/groundwater interface, only one sample needs to be submitted for analysis.
 - All soil samples submitted for laboratory analysis must be collected and field preserved in accordance with EPA Method 5035.
 - All soil samples submitted for laboratory analysis must be analyzed for full suite volatile organic compounds (VOCs), including fuel oxygenates, and naphthalene, using EPA Method 8260 and total petroleum hydrocarbons - diesel and gasoline range organics (TPH-DRO and TPH-GRO) using EPA Method 8015.
 - Four-inch diameter monitoring wells must be installed as directed by OCP. Your contractor must be prepared to install six-inch diameter recovery wells in any borehole that exhibits evidence of LPH.
 - All monitoring wells must be installed and developed in accordance with the MDE's Maryland Environmental Assessment Technologies (MEAT) for Leaking Underground Storage Tanks guidance document.
 - All wells must be constructed and maintained to prevent the infiltration of surface water.
- All newly installed wells must be properly developed by a Maryland licensed well driller. Following development, all wells must be surveyed for incorporation onto a scaled site map.
- All monitoring and recovery wells must be gauged daily. Record depth-to-product, depth-to-groundwater, product thickness, and the amount of LPH recovered for each event. Appropriate measuring devices must be used to accurately record LPH recovery volumes. Submit the groundwater gauging results in table

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format with a corresponding figure labeling the monitoring wells to OCP's Remediation Division case manager, Chris King, within 24 hours of completing each gauging event.

- If a new occurrence of liquid phase hydrocarbons (LPH) is observed or there is an uncharacteristic increase in the amount of LPH observed relative to historic site data, report the findings to MDE within 2 hours of discovery by calling OCP Baltimore Headquarters at 410-537-3442 during standard business hours, or the Emergency Response Division hotline at 1-866-633-4686. Reports should not be made solely to OCP case managers.
- No sooner than 7 days, but not later than 30 days, following well development, sample all groundwater monitoring wells that do not contain measurable LPH. All groundwater samples submitted for laboratory analysis must be analyzed for full-suite VOCs, including fuel oxygenates, perchloroethylene, trichloroethylene, and naphthalene, using EPA Method 8260; for TPH-DRO and TPH-GRO using EPA Method 8015B; and for PFAS for the target analyte list established in EPA Method 1633.
- No later than 60 days following the installation of the monitoring wells, submit a comprehensive report documenting the results of well installation and sampling activities. Submit soil and groundwater sampling analytical results, laboratory analytical reports, data summary tables, and scaled site maps showing actual sampling locations. Reports must also include, at a minimum, a groundwater surface contour map, including inferred groundwater flow direction; site-specific detailed geologic cross-sections indicating relationships of site lithology, groundwater level, and UST system; LPH thickness and dissolved phase concentration maps; boring logs, PID response, and monitoring well completion reports. Provide receipts to document proper disposal of any petroleum contact soil, groundwater, and recovered LPH. Include a discussion regarding how the newly acquired data influences the potential future investigative and remedial activities.

Photographs Taken: Yes No

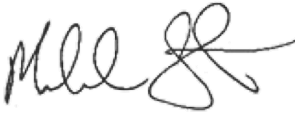
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NOTES

- 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**:
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 - 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.

MDE Representative: Michael Jester Phone: 410-537-3024 Email: Michael.jester@maryland.gov	Emailed: <input checked="" type="checkbox"/> Email: jeffrey.wenck@us.af.mil Person Interviewed (print): Jeffrey S. Wenck
Signature: 	Signature:
Date: 4/10/26	Date: 4/10/26

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

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Report of Observations

Date	April 10, 2026	Facility ID	7874
Type of Inspection / Observations	Initial Site Visit for Observation of Jet Fuel Release	Case #	2026-0420-PG
Site / Facility Name	Joint Base Andrews	Permit #	2022-OPT-5217 24OGR-1768
Address	3466 North Carolina Avenue, Andrews AFB	MDEnviroScreen	31.1
Point of Contact (POC)	Jeffrey S. Wenck	POC Phone	443-955-2570
POC Email	Jeffrey.wenck@us.af.mil	POC Fax	-

Remarks: On this date, Oil Control Program (OCP) geologist Chris King and Water and Science Administration’s (WSA) John Matticks of Maryland’s Department of the Environment (MDE) met Jeff Wenck and Josh Miller of Joint Base Andrews’ 316th Civil Engineer Squadron. The subject case was opened after petroleum odors and a slight rainbow sheen were observed near an outfall to Piscataway Creek at the southern end of the base on March 23, 2026. OCP visited the site on this date to inspect the reported areas of impact.

MDE personnel were met by Joint Base Andrews (JBA) personnel at the Visitor Control Center. JBA personnel shared a map of existing monitoring wells on the property between the Row-7 fuel hydrant line and of the drainage system outfall to the south of the airfield. MDE noted that the construction of the existing monitoring wells on site must be evaluated before their usefulness for a petroleum investigation and cleanup can be determined.

MDE personnel were escorted by JBA personnel to the water drainage outfall located on the southern side of the airfield. The outfall is comprised of two metal drainage pipes approximately six feet in diameter which drain water from beneath a portion of the airfield to this outfall location. Petroleum odors were noted by MDE and JBA personnel at the outfall location. Facing south at the outfall, absorbent booms were visible in three locations and rigid booms in two locations downstream from the outfall location between the outfall and South Perimeter Road. Absorbent booms nearest the outfall were observed to be saturated with petroleum. A heavy petroleum “sheen” was visible between the interval between the first and second booms. Brian Beltran and Alejandro Rivera of Clean Harbors were recovering the petroleum impacted waters while MDE personnel were on site. Recovered liquids are deposited into a frac tank stationed near the outfall. According to Brian Beltran of Clean Harbors, the frac tank contains approximately 7,800 gallons of liquids. MDE was told to date the frac tank has not been gauged to evaluate the presence of liquid phase hydrocarbons (LPH) recovery. Approximately 10,000-gallons of petroleum impacted liquids were transported off-site prior to the frac tank installation. A quantity of LPH recovered to date has not been provided. Clean Harbors personnel are scheduled to return to the site tomorrow to continue recovery.

Through conversation with Jeff Wenck, MDE was notified that an initial inspection of the water drainage system oriented in a north to south position through the airfield was completed on March 24, or March 25, 2026, by JBA personnel. The inspection was completed due to the presence of a branch of the drainage system near the Row-7 hydrant fuel line and the confirmation of a “sheen” at the outfall on the southern side of the airfield. Petroleum odors were detected during this initial inspection. As a result, MDE requested a follow up inspection be completed

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while on site. MDE personnel were escorted by JBA personnel from the outfall location to the north along the main drainage line located in the central portion of the airfield. Petroleum odors were noted near the drainage grates and manholes along the main water drainage system line. The visual and olfactory inspection of the drainage system indicated the presence of petroleum impacts as far north as approximately the Row-7 fuel hydrant line, which was located approximately 1,500 to 2,000 feet from the drainage system manhole. Drainage grates and manholes were unable to be opened at the time of this site visit. Due to a base security restriction, the inspection was terminated without confirmation of the presence or absence of petroleum impacts in the drainage system to the north of the Row-7 hydrant fuel line. MDE personnel discussed completing additional investigation of the drainage system in the airfield on April 13, 2026, with JBA personnel.

An underflow dam has been constructed in Piscataway Creek to the south of South Perimeter Road. Due to a base security restriction, no personnel were permitted to be within the flightline of the runways beginning at approximately 4:15pm. As a result, MDE personnel were unable to view the underflow dam on this date.

Upon departure from the airfield, MDE and JBA personnel departed the base to inspect Piscataway Creek to the south of the base security fencing. Piscataway Creek leaves the base property approximately 3,200 feet downstream from the outfall location. Upon arrival at the creek, intermittent petroleum odors were noted by MDE personnel. A petroleum “sheen” was visible in several locations along the creek. Jeff Wenck confirmed that a petroleum “sheen” was initially observed on base as far south as the JBA security fencing, where Piscataway Creek leaves the JBA property. According to Mr. Wenck, petroleum “sheen” was not reported off base during a March 25, 2026, inspection with EPA and JBA personnel after initial containment activities were implemented on base.

Photographs Taken: Yes No

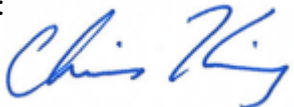
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NOTES

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 - 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.

MDE Representative: Chris King Phone: 410-537-4152 Email: christopherj.king@maryland.gov	Emailed: <input checked="" type="checkbox"/> Email: Jeffrey.wenck@us.af.mil Person Interviewed (print): Jeffrey S. Wenck
Signature: 	Signature:
Date: April 15, 2026	Date:

**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

Date	April 17, 2026	Facility ID	7874
Type of Inspection / Observations	MDE OCP Containment Observation	Case #	2026-0420-PG
Site / Facility Name	Joint Base Andrews – West Side Fuel Hydrant Loop Release	Permit #	2022-OPT-5217 24OGR-1768
Address	3466 North Carolina Avenue, Andrews AFB	MDEnviroScreen	31.1
Point of Contact (POC)	Josh Miller, Jeffrey S. Wenck	POC Phone	202-409-8231, 443-955-2570
POC Email	joshua.miller.131@us.af.mil, Jeffrey.wenck@us.af.mil	POC Fax	-

Remarks: On April 17, 2026, Maryland’s Department of the Environment (MDE) Oil Control Program (OCP) Remediation Division case manager Chris King met with Josh Miller and Pat Adamson of Joint Base Andrews (JBA) personnel to view the containment measures added within Piscataway Creek since MDE’s site visit on April 13, 2026, and as required in OCP’s April 13, 2026, Report of Observations.

JBA and OCP personnel observed containment measures to the south of S. Perimeter Road upon arrival at the site. A hard boom was stationed between the S. Perimeter Road underpass and the underflow dam. Soft absorbent booms and pad sweeps were placed upstream and downstream from the underflow dam. The height and width of the underflow dam was increased by Clean Harbors personnel while OCP was on site. Construction of a second underflow dam was initiated approximately 200 feet downstream from the first underflow dam. The second underflow dam is estimated to be completed by the end of today.

Additional containment measures were also observed at the outfall location to the north of S. Perimeter Drive. Three additional hard booms and additional pad sweeps and absorbent booms were deployed since MDE’s site visit on April 13, 2026. A hard boom will be placed near the underpass of S. Perimeter Road by Clean Harbors by the end of today. Petroleum odors remain present near the drainage outfall to Piscataway Creek. Absorbent pads near the outfall were petroleum saturated, indicating the presence of liquid phase hydrocarbons (LPH). Clean Harbors personnel reportedly remove and replace absorbent pads near the outfall daily. Recovery of LPH and petroleum impacted water is scheduled to continue later today. Approximately 11,000 gallons of petroleum impacted liquids are currently stored in the frac tank stationed near the outfall. JBA and Clean Harbors personnel confirmed that recovery would continue over the weekend, and that Clean Harbors would be on site during the anticipated rain event on Sunday (3/19/2026).

OCP and JBA personnel confirmed that Piscataway Creek would be resampled on Monday, April 20, 2026. OCP anticipates arriving at the Visitor Control Center at 9:30 to meet JBA personnel prior to collecting off-base samples with Clean Harbors and JBA.

Photographs Taken: Yes No


**MDE/LMA/OCP
Report of Observation**

NOTES

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 - 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;
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MDE Representative: Chris King Phone: 410-537-4152 Email: christopherj.king@maryland.gov	Emailed: <input checked="" type="checkbox"/> Email: joshua.miller.131@us.af.mil Person Interviewed (print): Josh Miller
Signature: 	Signature:
Date: April 17, 2026	Date:

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Report of Observations

Date	April 20, 2026	Facility ID	7874
Type of Inspection / Observations	MDE OCP 2 nd Surface Water Sampling Event	Case #	2026-0420-PG
Site / Facility Name	Joint Base Andrews – West Side Fuel Hydrant Loop Release	Permit #	2022-OPT-5217 24OGR-1768
Address	3466 North Carolina Avenue, Andrews AFB	MDEnviroScreen	31.1
Point of Contact (POC)	Josh Miller, Jeffrey S. Wenck	POC Phone	202-409-8231, 443-955-2570
POC Email	joshua.miller.131@us.af.mil, Jeffrey.wenck@us.af.mil	POC Fax	-

Remarks: On April 17, 2026, Maryland’s Department of the Environment (MDE) Oil Control Program (OCP) Remediation Division Chief Susan Bull and case manager Chris King met with Josh Miller and Jeff Wenck of Joint Base Andrews (JBA) and Clean Harbors personnel (collectively, the JBA Team) to conduct a joint sampling event of Piscataway Creek. On 4/13/26, MDE-OCP identified three surface water locations by GPS coordinates for weekly monitoring of the watershed drainage following the release of Jet fuel. On this date, MDE-OCP planned to collect split samples with the JBA Team. During the sampling event MDE planned to evaluate two potential downstream sampling locations.

Upon arrival at the identified Sample 3 location, intermittent petroleum odors were noted near Piscataway Creek. Sample 3 is located downstream from the base security fencing. Suspected petroleum mousse was observed on the water surface of Piscataway Creek. OCP and Clean Harbors personnel collected surface water samples from Sample 3 location at the coordinates previously identified. The water sample 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.

Following the collection of Sample 3, JBA personnel escorted OCP and Clean Harbors personnel to Piscataway Creek on base. Intermittent petroleum odors were present in the vicinity of Piscataway Creek to the south of South Perimeter Road. OCP provided sample containers to Clean Harbors for the collection of Samples 1 and 2. Two water samples (Sample 1 and Sample 2, at coordinates previously identified) were collected from Piscataway Creek on base to the south of South Perimeter Drive. The samples will be analyzed for full suite VOCs, TPH-DRO, TPH-GRO and PFAS as noted above. All samples collected were packaged on ice for transport to the lab.

Access to Piscataway Creek was evaluated at several locations south of Sample location 3. OCP determined access to much of the creek near the southern terminus of the base was privately owned and was clearly posted as private property with “No Trespassing” signs. Collection of samples at these entry points was abandoned on this date. If OCP determines sampling in these locations is necessary, advanced communication with property owners to secure access must be pursued through other means.

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JBA and OCP personnel observed containment measures to the south of S. Perimeter Road after the sampling was completed. A harbor boom, soft absorbent booms, and pad sweeps were observed between S. Perimeter Road and the first underflow dam. A second underflow dam was completed approximately 200 feet downgradient of the initial dam. Significant ponding was observed upstream from the second underflow dam and absorbent materials on the upstream side of the dams were in place to capture any migrating fuel. According to JBA personnel, the underflow dams maintained their integrity and operated appropriately during the rain event on April 19, 2026.

Additional containment measures were observed to the north of South Perimeter Road. Petroleum odors remain present at the outfall to Piscataway Creek. Absorbent pads near the outfall exhibited petroleum absorption, indicating the presence of liquid phase hydrocarbons. A vacuum truck event was performed prior to OCP's arrival at the outfall and will continue during the afternoon. Suspected petroleum mousse was observed near the outfall. Two additional harbor booms were installed since OCP's site visit on April 17, 2026. Harbor booms were installed to the north and south of the concrete weir constructed in Piscataway Creek.

JBA personnel verbally notified OCP of the intent to perform a flushing event in the storm drain near Row-7 on April 22, 2026. JBA will continue to update OCP personnel on the plans of the flushing event. OCP plans to attend the flushing event on April 22, 2026, and will coordinate with JBA personnel on the site visit.

Based on the observations during the April 20, 2026, site visit, OCP has the following additional requirements:

1. Install additional containment measures to the south of the base security fencing. Additional containment must incorporate, at a minimum, multiple soft booms and absorbent sweep to increase surface area recovery capabilities during increased flow events.
2. Continue **weekly** sampling of Piscataway Creek at the GPS locations identified in the 4/13/26 Report of Observations. 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.
3. Immediately begin providing a product recovery summary table with each daily update. Recovery totals must be tabulated to report total fluids recovered, total LPH thickness, petroleum impacted water thickness, total daily calculated gallons of LPH recovered, total daily calculated gallons of petroleum impacted water recovered, and total cumulative recovery of LPH and petroleum impacted water.
4. After the vacuum truck and frac tank are gauged each morning, the vacuum truck must be emptied prior to beginning the next recovery event. This will provide for more accurate gauging of the vacuum truck to be able to accurately quantify the LPH recovery each day.
5. OCP will share the April 20, 2026, sampling results with the JBA team, when available. Based upon the review of these results MDE may require additional sampling points.

Photographs Taken: Yes No


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Report of Observation**

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<p>MDE Representative: Chris King Phone: 410-537-4152 Email: christopherj.king@maryland.gov</p>	<p>Emailed: <input checked="" type="checkbox"/> Email: joshua.miller.131@us.af.mil, Jeffrey.wenck@us.af.mil Person Interviewed (print): Josh Miller, Jeffrey S. Wenck</p>
<p>Signature: </p>	<p>Signature:</p>
<p>Date: April 21, 2026</p>	<p>Date:</p>