



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 49TH FIGHTER WING (ACC)
HOLLOMAN AIR FORCE BASE, NEW MEXICO

FROM: 49 CES/CEV
550 Tabosa Avenue
Holloman AFB, New Mexico 88339-8458

28 APR 1993

SUBJ: Notification of Discharge

TO: Mr Ed Horst
New Mexico Environment Department
Hazardous and Radioactive Materials Bureau
1190 St Francis Drive
Santa Fe, New Mexico 87503



1. As required by the State of New Mexico Water Quality Control Commission (NMWQCC) Regulations as amended through 25 November 1988, this letter constitutes the one week written confirmation of the diesel fuel spill reported telephonically to your Mr Tymkowych at 12:35 p.m. on 20 April 93.

2. As required in NMWQCC, Section 1-203, notification of discharge, the following information is submitted:

a. Name, address, telephone number of point of contact for the facility:

Roger N. Wilkson
49 CES/CEV
550 Tabosa Ave
Holloman AFB NM 88330-8458
(505) 479-5040
Federally owned military base

b. Name and address of facility:

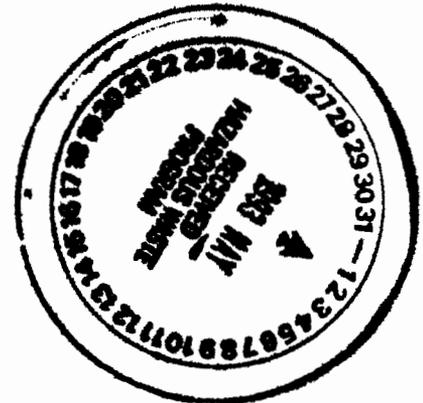
Holloman Air Force Base
Holloman AFB, New Mexico 88330-8131

c. Date, time, location and duration of discharge:

20 Apr 93, 0715
Near building 311
Estimate 1 hour

d. Source and cause of discharge:

A tractor trailer rig drove over a concrete curb. The tractor saddle tanks hit the curb, fracturing one tank.



e. Estimated volume of discharge:

50 gallons of Diesel Fuel (DF-2) leaked from the fractured saddle tank onto a sloped asphaltic concrete surface, flowing to a depression near the base supply (bldg 311) loading dock. A small quantity of fuel (less than 1 gallon) entered a storm drain inlet by the dock and was captured by the sediment trap.

f. Actions taken to mitigate immediate dangers:

Sausage sorbents were placed around the storm drain inlet to prevent further infiltration. Sorbents were applied to the free product on the surface of the asphaltic concrete. Soaker pads were placed in the sediment trap of the storm water inlet. All visible free product was absorbed and removed. Sorbents and pads were containerized as spill debris. Inspection of the storm sewer system verified no free product entered the piping.

3. Since the release was fully contained and no product reached either native soils or waters, the actions taken on-scene at the time of release constitute final action. We anticipate no further requirements other than replacement of the asphaltic concrete whose binders were attacked and deteriorated by the fuel.

4. Since no further environmental mitigation or remediation work is required, this letter also constitutes our 15 day written report.

5. If further information is required, please contact SSgt Rachwal at 479-3931.


HOWARD E. MOFFITT
Deputy Base Civil Engineer