

| Year (YYYY) | Mo (MM) | Date (DD) | Day    | Time (HH:MM) | Material           | Amount (Gallons) | Reportable              | Vehicle/Equipment Type and Number | Location                              | Location Modifier | Unit          | Contained to Hard Surfaces (Y/N) | Enter Drain, Water or Soil (Y/N) | Cause of Spill    | Form 50 (7) Background  | Environmental Impact | Time Reported to CEIE | Who Reported (Office, Rank, Name, Phone)          | Time Terminated | Outfall Affected |
|-------------|---------|-----------|--------|--------------|--------------------|------------------|-------------------------|-----------------------------------|---------------------------------------|-------------------|---------------|----------------------------------|----------------------------------|-------------------|---|----------------------|-----------------------|---|-----------------|------------------|
| 2017        | 1       | 11        | Wed    | 16:12        | Hydraulic Fluid    | 0.25             | Non-Reportable          | F/A-18 RAAF/Tail#05               | Taxiway W                             |                   |               | Y                                | N                                | Equipment Failure | Via PCP (Primary Crash Phone), crews responded to IFE (In-Flight Emergency) on F-18 aircraft with a reported hydraulic problem. Aircraft landed safely on 05 R with normal roll out, CH2 established IFE command. Aircraft had stop at taxiway Whiskey. Crews investigated and found aircraft had hydraulic leak from right main gear. The spill was only on the hard surface, crews cleaned up with absorbent pads, and the aircraft was taxi to parking spot 201 due to could not insert safety pin. Terminated FD portion of emergency.  | None                 |                       | Fire Dispatch emailed daily report to CEIE        | 16:52           | L                |
| 2017        | 1       | 12        | Thurs  | 6:26         | Radiator Fluid     | 2.00             | Non-Reportable          | POV                               | Intersection Kuter and Vincent        |                   |               | Y                                | N                                | Operator Error    | Via Direct Line from LE, crews responded to intersection of Kuter and Vincent for MVA (Motor Vehicle Accident). Airbags are deployed and radiator fluid leaked from one vehicle. Radiator fluid contained to hard surface and cleaned using absorbent pads. K5 assessed two patients and ROC (Released of Care). The scene turned over to LE and terminated FD portion of emergency.  | None                 |                       | Fire Dispatch emailed daily report to CEIE        | 6:50            | A/L              |
| 2017        | 1       | 12        | Thurs  | 20:59        | Motor Oil          | <1               | Non-Reportable          | POV                               | Sunabe T intersection                 |                   |               | Y                                | N                                | Operator Error    | Via 18 SFS direct line, Kadena fire emergency dispatch received a call for a 22 year old male patient (SEMS) complaining of neck pain at Sunabe T intersection. Patient was driving and hit a curb, airbag was deployed and patient was whiplashed. Kadena-2 and District chief responded. Upon arrival, Kadena-2 made patient contact. District chief established command. 18 SFS, Local Police patrol and Nirai Fire Department were on scene as well. Patient's vitals were normal, vehicle battery was disconnected and oil leak was cleaned with absorbent pads by Nirai Fire Department. Patient was ROC'd (Release of care) via MOD (Medical on line director) and emergency was terminated.   | None                 |                       | Fire Dispatch emailed daily report to CEIE        | 21:24           | NA               |
| 2017        | 1       | 18        | Wed    | 11:30        | Sewage             | 10000.00         | Reportable to EAS/SIRIS |                                   | Behind Bldg. 74300 on the flight line |                   | 18 CES/WFSM   | N                                | Y                                | Operator Error    | 718 CES/CEIE was contacted by 18 CES WFSM at approximately 1200 concerning sewage overflow occurring into a storm drain behind Bldg. 74300 on the flight line. WFSM was on the scene repairing a sewage line break and due to a backup of flow in the sewage line overflow of raw sewage was entering nearby storm drains through sheet flow on the flight line. Discharge of approximately 10,000 gallons of raw sewage was released and entered nearby storm drains from approximately 1030 to 1400 at which time WFSM was able to utilize a high capacity pump to divert the overflow into the sewage line downstream of the break. From the storm drain, the release flowed into and was retained within a naturally occurring depression that is to the north of Schreiber Ave. and directly west of the driveway that accesses Bldgs. 3405/3410. Due to only having one operational high capacity pump, 18 CES WFSM was unable to pump the raw sewage from the depression before the overflow absorbed into the surrounding ground. At this time there is only a small amount of fluid remaining within the depression. 18 CES WFSM is estimating that they will complete the repair to the initial break in the sewer line by COB 19 Jan 2017. During the repair an additional section of sewer line was damaged. 18 CES WFSM estimates that the second section of sewer line will be repaired by 20 Jan 2017. As of 1400, 18 Jan 2017 there was no additional release of sewage into the storm drain.   | None                 | 12:00                 | 18 CES/CEIOU WFSM called CEIE (b) (6) (b) (7)(C)  | 14:00           | A                |
| 2017        | 2       | 1         | Wed    | 1:50         | JP8 and antifreeze | 2.00             | Non-Reportable          | A/C Tail #A5761 Power Cart        | Lima 6                                |                   | 353 SOMX      | Y                                | N                                | Equipment Failure | 353 MOC received notification of JP8 and antifreeze spill at Lima 6 involving A/C tail #A5761. Cause: fuel spilling from power cart. Spill contained to hard surface. Unit used absorbent pads to clean up spill. 353 MOC notified Environmental via email, Fire Department was notified but not dispatched.  | None                 |                       | 353 SOMX emailed Spill Checklist to CEIE          | 2:04            | E                |
| 2017        | 2       | 2         | Thurs  | 18:13        | Diesel             | 20-35            | Non-Reportable          | Tank 3681A                        | Tank 3681A                            |                   | Navy AIMD DET | N                                | Y                                | Operator Error    | Tank fueling nozzle was not returned properly to the dispensing unit by Navy personnel from Unit VP-47 while refueling equipment at 1813 Thursday, 2 Feb 2017. Operator error resulted in slow leak of approximately 20-35 gallons of diesel fuel. Approximately 5-10 gallons of diesel contacted soil due to nonfunctional secondary containment. 18 CES/CEF contacted by 18 SFS 0755 Friday, 3 Feb 2017 when the fuel spill was discovered. 18 CES/CEF, 18 SFS, 718 CES/CEIE, and Facility Response Cleanup Team (FRCT) responded. FRCT cleaned up fuel remaining within secondary containment using absorbent pads and removed fuel contaminated soil from grassy area adjacent to secondary containment. Secondary containment repaired as of 1100 Friday, 3 Feb 2017.  | None                 | 7:55                  | Fire Dispatch called CEIE (b) (6) (b) (7)(C)      | 8:58            | E                |
| 2017        | 2       | 17        | Friday | 13:00        | Hydraulic Fluid    | 4.00             | Non-Reportable          | KC-135 Tail#623507                | N5                                    |                   | 353 SOMX      | Y                                | N                                | Equipment Failure | 353 MOC received notification of a hydraulic fluid spill at N5 involving KC-135 A/C tail #623507. Cause: hydraulic line break. Spill contained to hard surface. Unit used absorbent pads to clean up spill. 353 MOC notified Environmental via email.   | None                 | 13:15                 | 353 SOMX called CEIE                              | 13:15           | F                |
| 2017        | 2       | 22        | Wed    | 11:49        | Jet fuel           | 10.00            | Non-Reportable          | Boeing 737 Tail#5829              | Service Apron #2 Spot #114            |                   |               | Y                                | N                                | Equipment Failure | Via admin line, crews responded to Service Apron#2 spot#114 for a class 2 jet fuel spill (approximately 10 gallons) from Boeing 737(tail#5829). Upon arrival on scene, CH2 established command, safety and accountability. The spill had already stopped. Contained on the hard surface. Transient Alert was requested for clean-up. The spill was cleaned up using absorbent material and the scene was turned over to Transient Alert. Terminated.  | None                 |                       | Fire Dispatch emailed daily report to CEIE        | 12:13           | A                |
| 2017        | 3       | 2         | Thurs  | 13:45        | Hydraulic Fluid    | 4.50             | Non-Reportable          | Vehicle Maint.                    | B268                                  |                   | 18 LRS        | Y                                | N                                | Operator Error    | 18 LRS was changing a hydraulic motor on a trailer and were unable to stop the lines from draining the tank. Fire department was notified but did not need to respond. Spill was contained and cleaned up with absorbents.  |                      |                       |   |                 |                  |
| 2017        | 3       | 3         | Friday | 0:00         | Diesel             | 5.00             | Non-Reportable          | Boiler                            | B412                                  | BX                | 18 CES        | Y                                | N                                | Equipment Failure | "One of the fuel line/piping of the boiler had broken off from the elbow fitting. Most of the fuel leak was contained at containment container, but some had sprayed over mechanical room floors. Our crew was able to isolate the tank in-time and had recovered the fuel from the containment and cleaned all the spills from the floor."   |                      |                       |   |                 |                  |
| 2017        | 3       | 14        | Tues   | 0:00         | JP8                | 3.00             | Non-Reportable          | C130 Tail#A0264                   | Lima 4                                |                   | 353 SOMX      | Y                                | N                                | Operator Error    | Maintenance personnel were working on an aerial refueling pod (replacing a boost pump). All of the fuel was not drained out of the manifold so when they took the pump out, the residual fuel came out.   | None                 | 13:08                 | (b) (6) (b) (7)(C), via email                     |                 | F                |
| 2017        | 3       | 16        | Thurs  | 13:30        | Hydraulic Fluid    | 1.00             | Non-Reportable          | Excavator                         | B920                                  |                   | 18 CES        | Y                                | N                                | Equipment Failure | Repairing a line break when the excavator sprung a hydraulic fluid leak. Equipment was shut down and mobile maintenance was called. Fluid was cleaned up using absorbent pads.  |                      |                       |   |                 |                  |
| 2017        | 3       | 22        | Wed    | 13:09        | Hydraulic Fluid    | 2.00             | Non-Reportable          | KC-135 Tail#41                    | Echo Taxiway                          |                   |               | Y                                | N                                | Equipment Failure | Via PCP (Primary Crash Phone), crews responded to IFE (In-Flight Emergency) on KC-135 aircraft with a reported hydraulic problem. Aircraft landed safely on 05R with normal roll out, CH2 established IFE command. Crews investigated and found aircraft had hydraulic leak from number one engine. The spill was only on the hard surface, approximately 1-2 gallons, crews cleaned up with absorbent pads, and the aircraft was towed to park by Recovery. Terminated FD portion of emergency.  | None                 | 13:44                 | Fire Dispatch called CEIE (b) (6) (b) (7)(C)      | 13:40           | B,C              |
| 2017        | 3       | 27        | Mon    | 6:50         | Motor Oil          | 1.00             | Non-Reportable          | POV                               | Intersection Omaha and Pease          |                   |               | Y                                | N                                | Operator Error    | Via SFS R-18 and F-23 responded to an MVA at intersection of Omaha and Pease for one car that ran into the fence. R-18 established command and investigated. R-18 isolated power to the vehicle and applied fuel pads to leaking fluids. All fluids contained to the hard surface, CEIE was contacted. Area was fire safe, terminated.  | None                 |                       | Fire Dispatch emailed daily report to CEIE        | 7:12            | E                |
| 2017        | 3       | 28        | Tues   | 8:00         | Hydraulic Fluid    | 1.00             | Non-Reportable          | Forklift                          | B45109                                |                   | 18 MUNS       | Y                                | N                                | Equipment Failure | A minor hydraulic leak coming from a forklift was discovered by 18 MUNS personnel when coming onto shift. The spill was 1 foot in diameter with a volume less than 1 gallon. The spill was cleaned using absorbent pads. Personnel reported the spill to CP and 718 CES/CEIE.   | None                 | 8:50                  | CP called CEIE (b) (6) (b) (7)(C)                 | 8:50            |                  |
| 2017        | 4       | 9         | Sun    | 11:49        | JP8                | 5.00             | Non-Reportable          | C130 Tail #5672                   | Lima 4                                |                   | 353 MOC       | Y                                | N                                | Operator Error    | Via radio, 353 MOC alerted of a class 2 jet fuel spill (approximately 5 gallons) at Lima 4 from A/C Tail #5762. Aircraft hot vented out of left wing from No. 1 main tank. Spill has been stopped. Contained on the hard surface. Spill cleaned up using absorbent pads. Terminated.  | None                 |                       | 353 MOC emailed incident report to CEIE           |                 | F                |
| 2017        | 4       | 10        | Mon    | 10:19        | Hydraulic Fluid    | 15.00            | Non-Reportable          | Electric Mule                     | B938                                  |                   | 353 MOC       | Y                                | Y                                | Equipment Failure | Kadena Fire Emergency Dispatch received a call for a Fuel Spill at Bldg. 938. Approximately 10-15 gallons of hydraulic fluid leaked from an electric mule due to mechanical failure. 1-2 gallons leaked into adjacent storm drains but was retained in the concrete well directly below the drain cover. The spill was contained to hard surface. Spill was cleaned up using absorbent pads in the storm drain and on the hard surface surrounding the electric mule. 100% of the hydraulic oil was recovered from the storm drain.   | None                 | 10:19                 | 18 CES/CEF called CEIE (b) (6) (b) (7)(C)         | 10:50           | L                |
| 2017        | 4       | 24        | Mon    | 13:57        | JP8                | 3.00             | Non-Reportable          | HH60                              | Papa 5                                |                   | 353 MOC       | Y                                | N                                | Operator Error    | Call came in via admin line from 353 MOC. Kadena fire emergency dispatch received a call for a ground emergency on HH60 with fuel spill. All crash units responded. Crash-6 arrived on scene and established command. There was no smoke or fire showing. Command investigated and spoke to the aircraft maintenance personnel. The fuel port was open and lost about 3 gallons of fuel 25 by 10ft. The area was contained and fuel was not continuous in nature. Command stated fire safe and turned it over to maintenance personnel. 18 CES/CEF portion terminated. Fuel to hard surface only. Spill cleaned up with absorbent pads by the unit.   | None                 | 14:00                 | 353 MOC called CEIE (b) (6) (b) (7)(C)            | 14:08           | F                |
| 2017        | 5       | 24        | Wed    | 14:17        | Diesel             | 1.00             | Non-Reportable          | Generator                         | Bldg. 3135                            |                   | 18 LRS        | Y                                | N                                | Equipment Failure | Call came in via Admin line, for a fuel spill at Bldg 3135. Caller stated that approx 1 gal of fuel had been spilled out of a generator and that the spill had been contained. CH2 and T-10 responded and determined that the fuel spill had been caused by a component that was not connected to the generator. CH2 stated that the most likely cause was that it had rusted out. After determining the cause, as well as ensuring the spill was contained and cleaned up using absorbent pads CH2 deemed the site fire safe and the response was terminated.  | None                 |                       | 18 CES/CEF emailed daily report to CEIE           | 14:33           | A                |
| 2017        | 5       | 24        | Wed    | 12:24        | Sewage             | 5000.00          | Reportable to EAS/SIRIS |                                   | Behind Bldg. 3409 on flight line      |                   | 18 CES/WFSM   | N                                | Y                                |                   | 718 CES/CEIE was contacted by 18 CES WFSM at 1224 concerning sewage overflow from an obstructed sewage line occurring behind the Kadena Passenger Terminal (Bldg 3409) on the flight line side of the building. 718 CES/CEIE contacted 18 AMDS/Bioenvironmental at 1300 requesting support to address Spill Team PPE and sewage spill clean-up recommendations. 718 CES/CEIE and 18 AMDS/Bioenvironmental arrived on scene at 1315. Estimated 5000 gallons of raw sewage was released, and flowed across the flight line to the north and west along Taxiway K.<br><br>WFSM applied drain covers and booms to minimize sewage from entering nearby storm drains. WFSM was able to divert the overflow into the sewage line downstream of the obstruction at approximately 1335. 18 AMDS/Bioenvironmental advised contact level PPE (gloves, goggles, face shield, rubber boots) for spill responders. 18 AMDS/Bioenvironmental recommended applying a 5% bleach solution to the spill area to reduce and eliminate any human health concerns. WFSM was directed to remove any solid wastes, pump out any pooling raw sewage, and apply a 5% bleach solution to all areas of the flight line affected. Currently the obstructed sewage line is being scoped to identify the cause of the obstruction and repair of the sewage line will be initiated based on the results of the scope.<br><br>Rain is forecasted for tonight, but does not present a release issue due to the substance released and subsequent treatment. After repairs are complete, all remaining sewage will be treated with 5% bleach during final cleanup.<br><br>According to AFI 32-7047 Sections 3.3.1 and 3.3.1.10.3, this sewage spill is reportable using the Enforcement Actions Spills Inspections (EASI) database for being greater than 1000 gallons. (b) (6) (b) (7)(C) will enter the spill into the EASI database, and ensure (b) (6) (b) (7)(C) at AFCEC Pacific Division is made aware of the spill.<br><br>This sewage spill is not considered significant based on the Japanese Environmental Guidance | None                 | 12:24                 | Reported by (b) (6) (b) (7)(C) with WFSM by phone | 13:35           | A                |
| 2017        | 5       | 25        | Thurs  | 14:30        | Hydraulic Fluid    | <1               | Non-Reportable          | Forklift                          | Bldg. 48405                           |                   | 353 MOC       | Y                                | N                                | Equipment Failure | 353 MOC received a call for a fuel spill at B48405 in the MUNS. Less than 1 gallon of hydraulic fluid leaked from a forklift at Bldg 48405. The spill was contained to hard surface and cleaned up using absorbent pads by the reporting unit.  | None                 | 14:35                 | 353 MOC called CEIE (b) (6) (b) (7)(C)            | 14:50           |                  |
| 2017        | 6       | 6         | Tues   | 10:58        | JP8                | 10.00            | Non-Reportable          | 747(tail#465)                     | Spot 1C                               |                   | 18 MOC        | Y                                | N                                | Equipment Failure | Via admin line, crews responded to class-2 oil spill on 747(tail#465) at spot 1C. Upon arrival on scene, crews confirmed that the leak was coming from the right wing of the aircraft and approx. 5-10 gallons of oil was contained on the hard surface. Crews used fuel pads and bowlers to clean up the spill. The aircraft was fire safe. The cause of the leak was due to over fueling. There was no environmental impacts. Terminated.   | None                 |                       | 18 CES/CEF emailed daily report to CEIE           | 12:02           | A                |
| 2017        | 6       | 11        | Sun    | 1:41         | Motor Oil          | 5.00             | Non-Reportable          | POV                               | Bldg. 3490                            |                   |               | Y                                | N                                | MVA               | Via 18SFS direct line, Kadena Fire Emergency Dispatch received a call for a report of oil leak from a vehicle in front of bldg.3490. The vehicle was the one from the previous MVA emergency. Truck-10 responded. Upon arrival, Truck-10 established command and investigated the scene. It was a class 2 fuel spill with approximately 5 gallons of oil. The oil leak was cleaned with fuel pads. The scene appeared to be fire safe, emergency was terminated.  | None                 |                       | 18 CES/CEF emailed daily report to CEIE           | 2:03            | A                |
| 2017        | 6       | 20        | Tues   | 6:10         | Diesel             | 5                | Non-Reportable          | GOV Fill Station                  | Bldg. 3155                            |                   | 18 LRS        | Y                                | N                                | Equipment Failure | 18 LRS reported 5 gallons of diesel fuel spilled to hard surface due to a malfunctioning gas pump. Personnel on site used fuel pads to clean up the spill and corrected the gas pump issue.   | None                 |                       | 18 CES/CEF emailed daily report to CEIE           |                 | A                |

|      |    |    |        |       |                    |       |                         |                    |                                   |                  |   |   |                                  |  |      |       |   |       |         |
|------|----|----|--------|-------|--------------------|-------|-------------------------|--------------------|-----------------------------------|------------------|---|---|----------------------------------|--|------|-------|---|-------|---------|
| 2017 | 6  | 22 | Thurs  | 12:45 | JP-8               | 110   | Reportable to EAS/SIRIS | KC-135 Tail#3561   | Spot N7                           | 718 AMXS/909 AMU | N | Y | Equipment Failure                | BLUF: There was a JP-8 spill last Thursday, 22 June at Kadena Taxiway Spot N7 that requires reporting to USFJ. Our first estimation of the size and location of the spill was approximately 50 gallons which is below the USFJ reportable threshold. However, after subsequent investigation we now believe the size of the spill reached the USFJ reportable threshold of 110 gallons. Please find attached USFJ Form 50 Spill Report.<br><br>Below is a timeline of events and description of actions taken.<br><br>22 June 2017<br>718 CES/CEIE (Environmental) was notified at 12:53 by the 18CES/CEF (Fire Department) of the fuel spill that occurred at Spot N7 when CEF discovered that fuel had contacted soil. (b) (3) responded for 718 CES/CEIE. The unit on the scene estimated 50 gallons had been released when the drogue hose ruptured during refueling of the boom on KC-135 Tail#3561. Based on visual surface evidence (wet soil) (b) (3) estimated that 5 gallons had contacted soil at the edge of the hard surface and directed the unit to remove contaminated soil to drums for hazardous waste disposal.<br><br>23 June 2017<br>In order to confirm the spill resulted in no environmental impacts, (b) (3) with 718 CES/CEIE evaluated the soil clean-up at 0830 on Friday, 23 June 2017. At this time, (b) (3) found several areas of soil that showed fuel contamination that needed further removal, in addition to areas of asphalt that were degrading due to the fuel spill. At 1700 (b) (3) returned to the spill location to confirm adequate clean-up. One of the areas of concern remained unresolved and the airmen on the scene were directed to resume excavation of the area. It was at this time that it became clear due to the volume of soil needing excavation (4 additional drums) that more than 5 gallons had contacted soil and the estimate was increased to 30 gallons. At 1930 on Friday 23 June 2017 (b) (3) confirmed removal of all contaminated soil. | None | 12:53 | 18 CES                                  | F     |         |
| 2017 | 6  | 29 | Thurs  | 9:16  | JP8                | 5     | Non-Reportable          | Refueling Truck    | Lima 4                            | 353 SOMXS        | Y | N | Equipment Failure                | 353 SOMXS reported a 5 gallon JP-8 spill at Lima 4 to 353 MOC at 0916. The spill occurred while refueling A/C tail #A0280 due to failure of a refueling truck valve. Fuel was contained to hard surface and cleaned using absorbent pads.  | None |       | 18 CES/CEF emailed daily report to CEIE | E     |         |
| 2017 | 6  | 30 | Friday | 14:12 | Motor Oil          | 2     | Non-Reportable          | GOV                | Spot N-11                         |                  | Y | N | Equipment Failure                | Via admin line, crews responded to N-11 for fuel spill. Upon arrival on scene, E22 established command. Aircrews were conducting refuel operation. The spill was continuous in nature and approx. two gallons of motor oil leaked from a fuel vehicle parked next to the aircraft. Spill contained on the hard surface. Ch-2 assumed command from E-22. No environmental impacts. CE environmental was notified and Level 1 notification was made. Spill was cleaned up using absorbent pads. Terminated.  | None |       | 18 CES/CEF emailed daily report to CEIE | F     |         |
| 2017 | 7  | 5  | Wed    | 13:10 | JP8                | 20    | Non-Reportable          | F-15               | Spot 47                           |                  | Y | N | Operator Error                   | Via admin from Air Field management, Kadena Fire Emergency Service Dispatch received a call for a report of fuel spill at Spot #47 on upper fighter ramp. Chief-2, District, Rescue-18, Crash-3, Crash-12, Kadena-5, Engine-22, Crash-5, and Crash-6 responded. Upon arrival, Ch-2 established command and went into investigation mode. Ch-2 reported class 3 fuel spill based on the size, it was over 50 square feet, approximately 20 gallons contained on hard surface. Cause determined to be venting of F-15 due to over fueling. Spill cleaned using absorbent pads. Turned the scene over to maintenance. Terminated.   | None |       | 18 CES/CEF emailed daily report to CEIE | A     |         |
| 2017 | 7  | 13 | Thurs  | 11:01 | Hydraulic Fluid    | <1    | Non-Reportable          | GOV                | Bldg 43444 (MUNS)                 | 18 MUNS          | Y | N | Equipment Failure                | Via admin line from 18 MUNS, Kadena Fire Emergency Service Dispatch received a call for a report of hydraulic spill. Engine-44 responded to Bldg 43444 (18 MUNS). Upon arrival, E44-A established command. There was no personnel on scene. Leak was stopped and contained on hard surface, approximately a quart. Spill cleaned using absorbent pads. E44-A reported that the vehicle was fire safe. Terminated.  | None |       | 18 CES/CEF emailed daily report to CEIE | 11:16 |         |
| 2017 | 7  | 19 | Wed    | 13:00 | Hydraulic Fluid    | 80    | Non-Reportable          | Excavator          | Jimmy's Way & Schlegle            | 18 CES           | Y | N | Equipment Failure                | 18 CES/CEOH reported 80 gallons of hydraulic fluid spilled to hard surface due to a rupture in the hydraulic system of an excavator. Personnel on site used fuel pads and kitty litter to clean up the spill. Spill covered 500' x 4' of road surface. Due to the wheels and brakes being locked up, the excavator was not able to move off-site until Thursday afternoon, 20 July 2017. While the excavator remained at the spill site, a drip pan was placed beneath the equipment to catch any remaining hydraulic fluid. As of 1600 Thursday, 20 July 2017 the excavator was able to be hauled away and all residual hydraulic oil was cleaned using absorbent pads. Clean-up confirmed complete by 718 CES/CEIE.  | None |       | 18 CES/CEF called CEIE (b) (3)          | V/A   |         |
| 2017 | 8  | 1  | Tues   | 21:53 | JP8                | <1    | Non-Reportable          | P-3 type aircraft  | Service Apron #4                  |                  | Y | N | Equipment Failure                | Via PCR (Primary Crash Phone), crews responded to IFF (In-Flight Emergency) on P-3 type aircraft with fuel leak from number 3 engine. Aircraft landed on 05 L with normal roll out. T-10 established command, once CH1 arrived on the south end of the airfield, CH1 assumed command and will be known as P-3 command and went into investigative mode. DIST was assigned as safety/accountability. Aircraft taxied off of taxiway Whiskey and came to a complete stop on service apron 4. Once aircraft came to a complete stop, C-7/C-12. Crews checked out aircraft and confirmed a continuous slow dripping leak coming from engine #3. Crews cleaned up with absorbent pads and aircraft appeared fire safe. Aircraft turned over to maintenance and fire department portion of emergency terminated.   | None |       | 18 CES/CEF emailed daily report to CEIE | 22:23 | W       |
| 2017 | 8  | 14 | Mon    | 16:32 | Transmission Fluid | 5     | Non-Reportable          | Refueling Truck    | Omaha Ave, Pease Rd, McKennon Ave | 18 LRS           | N | N | Equipment Failure                | Via Admin Line, Kadena Fire services received a call for a report of an oil spill that stretched from the barbershop gate to building 3151 along Omaha Ave, Pease Road, and McKennon Ave. Engine 23 responded. Upon arrival, E23 established command and started laying down pads. Environmental was contacted and responded. The trail of transmission oil was followed to a refueler truck that lost all transmission fluid. Vehicle was fire safe. Upon arrival of environmental E23 turned the scene over and terminated the emergency. Areas where transmission fluid pooled on the road surface were cleaned using absorbent pads. Approximately 1 quart of transmission fluid leaked onto the grass outside of building 3151 covering an area 6 inches wide by 2 feet long when the refueler truck was pulled into the grassy area after it became disabled. This grassy area was treated with bio-enzymes to break down the transmission fluid hydrocarbons.   | None | 16:32 | 18 CES/CEF called CEIE (b) (3)          | 17:04 | F, D, A |
| 2017 | 8  | 21 | Mon    | 9:50  | AFFF               | 3     | Non-Reportable          | Fire Truck         | Fire Station 3 (Bldg 3579)        | 18 CES/CEF       | N | Y | Operator Error                   | During a training exercise at Fire Station 3 (Bldg. 3579) approx. 2-3 gallons of AFFF foam was released when the foam switch on a fire truck was accidentally engaged. Due to the delay in the release of the foam while the pumps engage and establish pressure (15-20 seconds) the mistake was not caught immediately. Once foam started to spray from the hoses, the pump was turned off but AFFF foam continued to release for several minutes until the pressure on the system dissipated. An area approx. 100 feet by 100 feet was covered with AFFF foam on the concrete hard surface immediately adjacent to Bldg. 3579 on the flight-line side of the building. Crews immediately initiated containment of the AFFF foam, but due to the sloping of the hard surface towards Bldg. 3579 and the amount of water that was also released, a significant portion of the AFFF foam flowed into the storm drain immediately in front of Bldg. 3579. Crews used tarps, spill pillows, sand bags and wet mops to contain and collect the AFFF foam remaining on the hard surface and collected the AFFF foam into a 265 gallon tote. 18 CES WFSM was called in to facilitate the recovery of the AFFF foam that entered the storm drain. To reduce the amount of airborne AFFF foam due to the high winds, absorbent pads along with sandbags were placed over the grated storm drains. 18 CES WFSM used a Vacuum truck to remove the majority of AFFF foam from the approximately 400 feet of storm drain affected. Due to heavy rains and subsequent flash flooding that came through during the recovery process, a portion of the AFFF foam could not be recovered before it was washed away in the storm drains. Additionally, a portion of AFFF foam was made airborne during high winds and not able to be recovered. The formulation of AFFF released was the Phos-Chek 3 percent, (C6 AFFF) which contains only trace amounts of PFOA and no PFOS.  | None | 9:50  | 18 CES/CEF called CEIE (b) (3)          | 14:00 | W       |
| 2017 | 8  | 28 | Mon    | 10:51 | Diesel             | 2     | Non-Reportable          | Portable generator | Bldg. 3660                        | 18 SFS           | Y | N | Equipment Failure                | Via admin line from 18 SFS, Kadena Fire Emergency Service Dispatch received a call for a report of diesel fuel spill at Bldg 3660. Engine-23 responded. Upon arrival, E23-A established command. 18 SFS had recently moved a generator from Line Gate #17 to behind Bldg.3660 and subsequently noticed that the generator was leaking diesel fuel. 18 SFS called to request a spill kit. E23-A applied absorbent pads and reported that all diesel fuel was cleaned up. Generator owners transported unit to maintenance. No environmental damage. Terminated.   | None |       | 18 CES/CEF emailed daily report to CEIE | 11:21 | F       |
| 2017 | 8  | 30 | Wed    | 15:03 | Antifreeze         | 1     | Non-Reportable          | POV                | Douglas Blvd near Marek Park      |                  | Y | N | MVA                              | Via 911, Kadena Emergency Services received a call for a report of MVA (Motor Vehicle Accident) without injury. Truck-10 and Kadena-2 responded near Marek park on Douglas Blvd. Upon arrival, TR10-A established command. There were 2 vehicles involved in an accident with minimal damage. TR10-A confirmed airbag deployment on both vehicles. Observed minor coolant fluid leak from the rear vehicle. Spill contained on hard surface and cleaned up using absorbent pads. Terminated.   | None |       | 18 CES/CEF emailed daily report to CEIE | 15:30 | Q       |
| 2017 | 9  | 1  | Friday | 12:30 | Diesel             | 2.5   | Non-Reportable          | Front-End Loader   | B224                              | 18 FSS           | Y | Y | Equipment Failure/Operator Error | 18 FSS was working on a front-end loader that had salt water mixed into the fuel tank. The equipment is condemned and was being prepared for turn-in to DRMO. During the work the fuel line became disconnected and spilled the saltwater-diesel mixture onto the parking lot (approx 2.5 gal diesel, 15 gal saltwater). Unfortunately, personnel reacting to the incident took an inappropriate action and initially sprayed the parking lot with a hose. This spread the fuel into the concrete storm drain. At that point FSS realized they needed to change tactics. They then called the Fire Department and started soaking up the fuel with spill pads and sand from on-site sand bags. Sand and spill pads were turned into the HazMat facility. The spill team was not needed and was not dispatched. While the spill did enter the concrete drop inlet to the storm drainage system, all fuel residual was recovered. (b) (3) from 718 CES/CEIE responded, and confirmed adequate clean up. No fuel entered the soil or left the base.   | None | 13:00 | 18 CES/CEF                              | 13:30 | A       |
| 2017 | 9  | 6  | Wed    | 12:00 | Hydraulic Fluid    | 10-20 | Non-Reportable          | Excavator          | Risner Gym Track                  | 18 CES/CEOHP     | N | N | Equipment Failure                | Via phone from 18 CES/CEOHP, Horizontal Repair Shop called to report the rupture of the hydraulic line of an excavator at the Risner Gym on the west side of the track behind the bleacher. An estimated 10-20 gallons of hydraulic fluid contacted grass. Contaminated soil was dug up and drummed. Drums are at the hazardous waste storage facility. Terminated.  | None | 15:06 | (b) (3)                                 | 15:00 | A       |
| 2017 | 9  | 12 | Tues   | 12:02 | Hydraulic Fluid    | 1-2   | Non-Reportable          | POV                | Bldg. 444                         | 18 SFS           | Y | N | MVA                              | Via admin line from LE (Security forces), for a reported two car collision / MVA (Motor Vehicle Accident) with no injuries and fuel leaking from vehicles at Bldg. 444. 18 CES/CEF responded, on scene and discovered coolant fluid leaking. Fuel pads were deployed immediately and properly disposed of.   | None | 12:02 | 18 CES/CEF                              | 12:02 | A       |
| 2017 | 9  | 14 | Thur   | 9:30  | JP-8               | 4-8   | Non-Reportable          | Bowser             | Bldg. 3536                        | North AGE        | Y | N | Equipment Failure                | Via E-mail with North AGE. The leak was discovered during maintenance actions on the bowser. It was found as it started to leak. The bowser was drained of all fuel to prevent further spillage immediately after the leak was found. The equipment has been repaired. All clean up material has been cleaned up and placed in "double bag" containment as well as HAZ 55 gallon drum containment. Terminated.   | None | 11:49 | (b) (3)                                 | 10:00 | F-4     |
| 2017 | 9  | 18 | Mon    | 16:04 | Hydraulic Fluid    | 1     | Non-Reportable          | 10k Forklift       | Bldg 3409                         | 18 LRS Veh Ops   | Y | N | Equipment Failure                | Via phone from (b) (3), 718 CES/CEIE called into office to report 10k forklift have been spotted on the side of the road dripping fluid underneath. (b) (3) 718 CES/CEIE reported to the site to follow up. Upon arrival a visual inspection was performed, noted hydraulic line was tied off and vehicle was still dripping fluid. Returned to office.  | None | 16:04 | (b) (3)                                 | 18:30 | A       |
| 2017 | 9  | 27 | Wed    | 13:14 | JP-8               | 100   | Non-Reportable          | F-15               | Spt 30                            | 44 AMU           | Y | N | Equipment Failure                | Via 18 MOC (Admin-line), Kadena Fire Emergency Service Dispatch received a call for a report of Ground emergency on F-15 (T/N.3042) for fuel spill. All crash crews responded to Spot#30 on upper fighter ramp. Upon arrival, Ch2 established command and reported that there was approximately 100 gallons of JP-8 spill. It was class#3 incident. ECC notified CE environmental. The spill was contained on hard surface. The scene was fire safe. The fuel was soaked up by absorbent pads and turned over to maintenance. Materials were disposed of in 44th AMU waste stream.   | None | 13:19 | 18 MOC                                  | 0:00  | L       |
| 2017 | 10 | 24 | Tues   | 12:30 | Motor Oil/Coolant  | 2-Jan | Non-Reportable          | Cars               | Intersection East of 3489         | 18 CEF           | N | N | MVA                              | Via 911, Kadena Emergency Services received a call for a report of MVA (Motor Vehicle Accident). Both vehicles initially appeared totaled. Engine fluids were leaking out of one vehicle. 18 CES/CEF performed initial cleanup. 718 CES/CEIE (b) (3) responded to site to apply enzyme treatment to 4' x 6' section of soil/grass where coolant leaked. When vehicle occupying roadway was moved, 1 hour later, additional fluid was discovered. 718 CES/CEIE (b) (3) and (b) (3) responded to clean additional materials.   | None | 12:30 | 18 CES/CEF Dispat                       | 15:00 | A       |

