

Environmental Standard Operating Procedure			
Originating Office: MCAS Miramar Environmental Management Department	Revision: Original	Prepared By: Environmental Management Department	Approved By: William Moog
File Name: FTP-ESOP	Effective Date: 24 April 2007	Document Owner: EMD	

Title: Fuel Transport Pipelines

1.0 PURPOSE

The purpose of this Environmental Standard Operating Procedure (ESOP) is to provide environmental guidelines for the operation of the MCAS Miramar – Point Loma supply pipeline connecting the Fleet Industrial Supply Center (FISC) San Diego Fuel Department (Point Loma Annex) and the Marine Corps Air Station (MCAS) Miramar Fuel Branch.

2.0 APPLICATION

This guidance applies to those individuals who perform pipeline operations throughout the MCAS Miramar Fuel Branch.

3.0 REFERENCES

- 29 CFR (Code of Federal Regulations)
- 40 CFR
- 23 CCR (California Code of Regulations)
- MCO P5090.2A (USMC Environmental Compliance and Protection Manual)
- Naval Air (NAVAIR) 00-80T-109
- Base Order (BO) 3710-1a
- Fuels Section SOP – Defense Energy Support Center (DESC)
- MIL-STD-3004 Quality Surveillance for Fuels, Lubricants, and Related Products.
- American Petroleum Institute (API)

4.0 PROCEDURE

3.1 Discussion:

The MCAS Miramar – Point Loma pipeline is an eight inch buried single walled carbon steel pipeline that runs from FISC Point Loma to MCAS Miramar. The pipeline is 16 miles in length and has eleven valve chambers or vaults where the valves may be closed to isolate the pipeline if needed. See Figure 3-1 for location of the MCAS Miramar fuel delivery pipeline. MCAS Miramar is re-supplied with jet aviation fuel approximately every seven days from FISC Point Loma, and via a 16 inch multi-product commercial pipeline from Kinder Morgan Energy Partners (KMEP), Los Angeles, CA. The KMEP pipeline connects into the Miramar – Point Loma pipeline at a

pipeline spur in the San Clemente Canyon known as Valve Chamber No. 8, approximately six miles from MCAS Miramar and ten miles from FISC Point Loma. The incoming fuel is received on MCAS Miramar after a "Batch Cut" is made and the fuel has been diverted to Valve Chamber No. 10 where it is then directed to tank MI-I or to Area A and on to Area B.

Pipeline instructions and operational responsibilities have been delineated between FISC Point Loma, KMEP, and MCAS Miramar. The most likely spill prediction during a pipeline evolution would be a valve misalignment resulting in fuel being pumped against a closed valve causing a rupture in the line. In the event of a sudden drop in pressure or large discrepancy of over 1,000 gallons in hourly gauge readings, the pipeline operation would cease until all parties can check their operations to ensure no product is being lost.

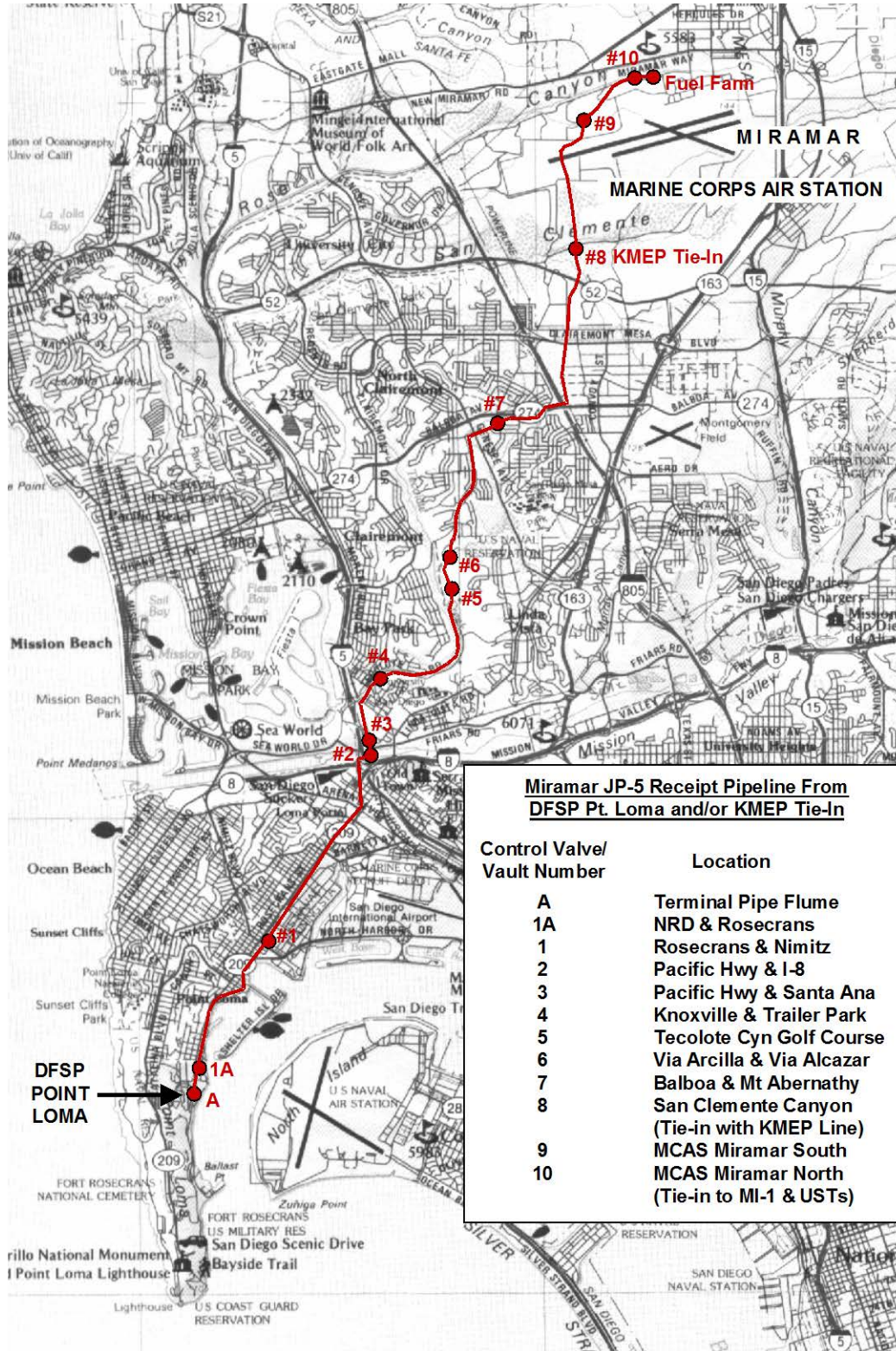


Figure 3-1: Location of Fuel Delivery Pipeline to MCAS Miramar

MCAS Miramar has a Vista Leak Detection System permanently located on the eight inch Miramar to FISC Point Loma pipeline. FISC Point Loma uses this system to perform periodic integrity testing on the pipeline to ensure the line is not leaking. The system is capable of detecting a leak of less than 0.01 percent of the pipeline volume per hour. The pipeline is owned and maintained by FISC Point Loma. The aboveground storage Tank MI-1 is owned and maintained by Kinder Morgan.

3.2 Operational Controls:

The following procedures apply:

1. Ensure that MSDS (Material Safety Data Sheets) for all fuels used at MCAS Miramar are current and available.
2. Ensure that records of all required training and certifications for all Fuel Branch personnel are current and available for inspection.
3. Assign only experienced qualified personnel to independent work; ensure that each person receives and understands complete instructions covering the operation.
4. Train all personnel to know the entire system; all operators should be familiar with what others are doing.
5. Use proper Personal Protective Equipment (PPE) at all times, including eye protection, gloves, steel toe boots and coveralls.
6. Ensure approved fire protection equipment and systems in the work areas are readily accessible.
7. Maintain fully stocked Spill Kits nearby in known locations.
8. Always have proper tools for the job and the right keys for locked valve and pit access.
9. Observe all safety precautions. Stop an operation if conditions become unsafe. Investigate vapors, pressure loss, etc., before resuming an operation.
10. Start and stop operations slowly and carefully. Exercise care when opening and closing valves. Bring pressure up gradually and observe pressure gauges.
11. Never exceed the Maximum Pipeline Operating Pressure.
12. Always have positive communications between operating points. Operators must ensure that they know what actions other operators are taking.
13. Always verify operation line up. Never assume a valve is open or closed. Verify flow in or out of tank as soon as possible after the start of an operation. Read the automatic tank gauge within 5 minutes after start of an operation, and periodically thereafter.
14. Ensure that established rest plans are followed prior to personnel assuming duty.

15. Ensure that spills are immediately reported and properly cleaned up.
16. In the event of a spill remove contaminated waste and dispose of waste in accordance with local hazardous waste disposal procedures.
17. If there are any situations or concerns not addressed by this procedure, contact your Environmental Management Department (EMD).

3.3 Documentation and Record Keeping:

The following records must be maintained:

1. Current MSDS for all fuels received via the pipeline.
2. Current Training records.
3. Pipelines re-supply records.
4. Spill Log.
5. Visual Inspection Records.

3.4 Training:

All applicable personnel must be trained in this ESOP and the following:

1. General Environmental Awareness Training.
2. 24 hour Hazardous Materials (Hazmat) Training (initially).
3. 8 hour Hazmat Refresher Training (annually).
4. 10 hr Occupational Safety and Health Administration (OSHA) Training.
5. Personnel Qualification Standard (PQS) Training.
6. Pipeline Training.

3.5 Emergency Preparedness and Response Procedures:

Cease operations immediately and investigate any suspected release or spill (performed by all parties). Please also refer to Marine Corps Order (MCO) P5090.2A, Subject: Oil/Hazardous Substance Spills (OHSS) and Spill Prevention Containment and Countermeasures (SPCC) for MCAS Miramar.

3.6 Inspection and Corrective Action:

The Environmental Compliance Coordinator (ECC) shall perform or designate personnel to perform inspections. The ECC shall ensure deficiencies noted during the inspections are corrected immediately. Actions taken to correct each deficiency shall be recorded on the inspection sheet.

MCAS Miramar-Point Loma Pipeline – Inspection Checklist	
Date:	Time:
Installation:	Work Center:
Inspector's Name:	Signature:

Inspection Items	Yes	No	Comments
1. Are MSDSs for all fuels used at MCAS Miramar available and current? <i>(29 CFR 1910)</i>			
2. Are records of all required training and certifications for all Fuel Branch personnel current and available for inspection? <i>(MCO P5090.2A)</i>			
3. a. Are only experienced personnel assigned to independent work? b. Does each person receive and understand complete instructions covering each operation? <i>(MCO P5090.2A)</i>			
4. a. Are all personnel trained to know the entire system? b. Are operators familiar with what others are doing? <i>(MCO P5090.2A)</i>			
5. Is proper Personal Protective Equipment (PPE) used at all times, including eye protection, gloves, steel toe boots and coveralls? <i>(29 CFR 1910)</i>			
6. Is approved fire protection equipment and systems maintained in the area and readily accessible? <i>(MCO P5090.2A, 29 CFR 1910)</i>			
7. Are fully stocked Spill Kits maintained nearby in known locations? <i>(29 CFR 1910)</i>			

8. Are personnel equipped with proper tools for the job and the right keys for locked valve and pit access? <i>(MCO P5090.2A)</i>			
9. a. Are all safety precautions observed? b. Are operations stopped when conditions become unsafe? c. Are vapors, pressure loss, etc., investigated before operations resumed? <i>(MCO P5090.2A, 29 CFR 1910)</i>			
10. a. Are operations started and stopped slowly and carefully? b. Are valves opened and closed carefully? c. Is pressure brought up gradually with careful observation given to the pressure gauges? <i>(MCO P5090.2A, 29 CFR 1910)</i>			
11. Is the Maximum Pipeline Operating Pressure ever exceeded? <i>(MCO P5090.2A, 29 CFR 1910)</i>			
12. Do personnel always maintain positive communications between operating points? <i>(MCO P5090.2A)</i>			
13. a. Is the operation line up always verified? b. Is flow in or out of tank verified as soon as possible after the start of an operation? c. Is the automatic tank gauge read within 5 minutes after start of an operation, and periodically thereafter? <i>(40 CFR, MCO P5090.2A)</i>			
14. Are established rest plans followed prior to personnel assuming duty? <i>(MCO P5090.2A, 29 CFR 1910)</i>			
15. Are spills properly cleaned up immediately? <i>(40 CFR, MCO P5090.2A)</i>			
16. Is contaminated waste from the cleanup of a spill disposed of in accordance with local hazardous waste disposal procedures? <i>(40 CFR, MCO P5090.2A)</i>			

ADDITIONAL COMMENTS:

CORRECTIVE ACTION TAKEN:

Environmental Compliance Coordinator

Name: _____

Signature: _____

Date: _____