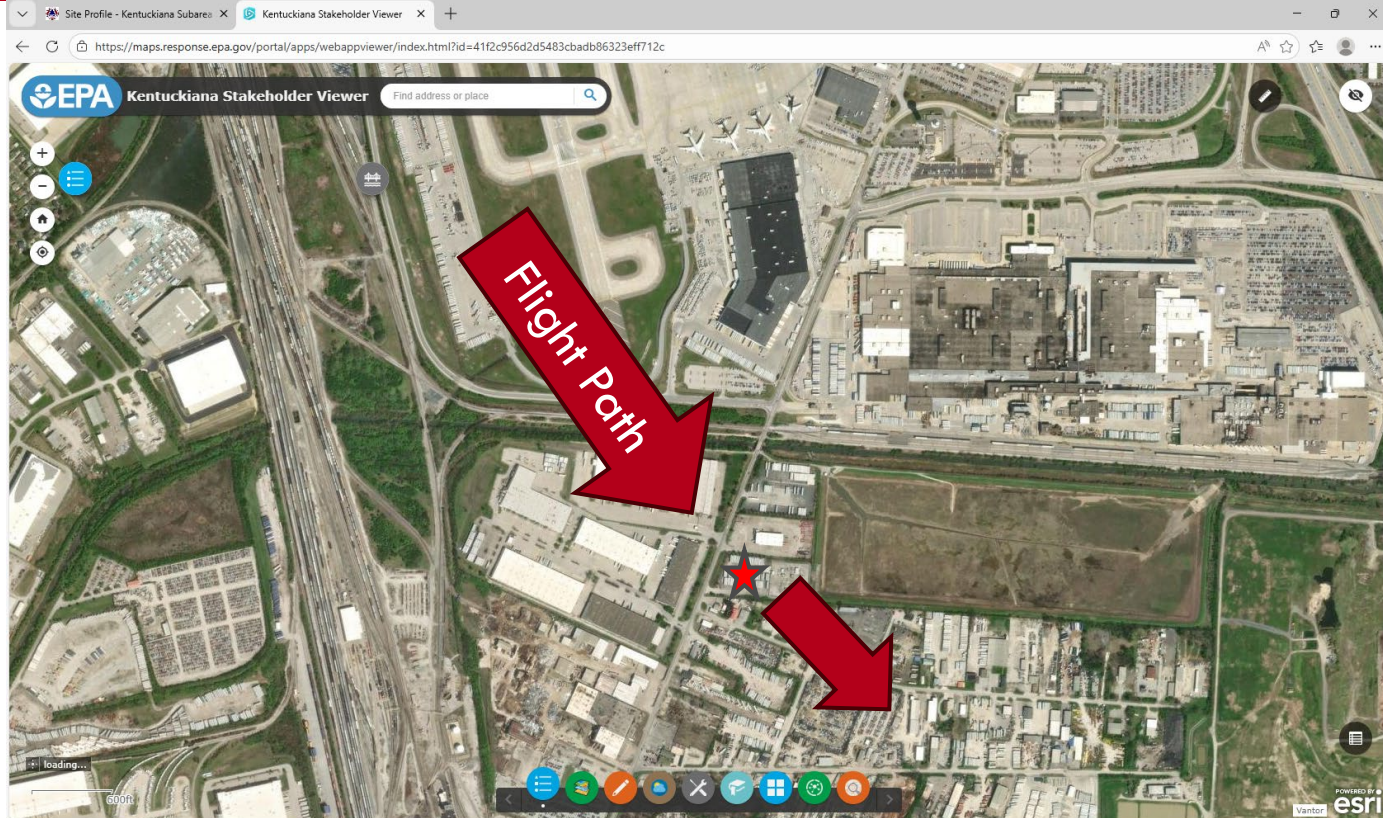


# UPS FLIGHT 2976 RESPONSE



# Incident – UPS Flight 2976

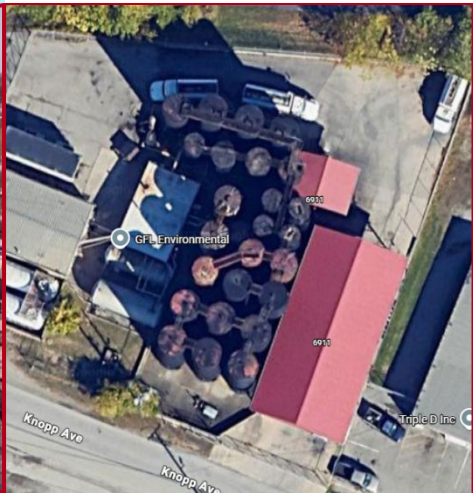




# Initial Notification



- KDEP notified EPA of a plane crash
- About an hour after the initial call KDEP notified EPA that the plane had impacted an oil recycling facility.
- EPA mobilized R1 and an OSC from Region 5 who could arrive within 3 hours.
- KDEP also requested support for community air monitoring operations



# KDEP Initial Response



- KDEP conducted air monitoring operations in the surrounding community
- KDEP also coordinated utilizing the CST for air monitoring
- KDEP began assessment of the impact to surface water

# KY ERT Initial Air Response



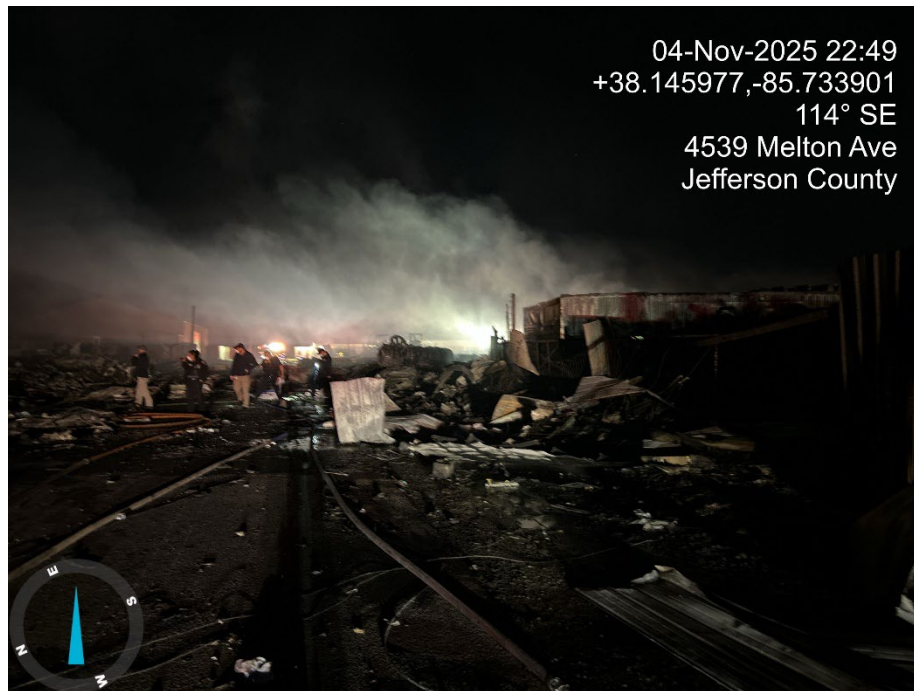
- Initial arrival deployed 6 Units (area rae's) in the hot zone (3 of CSTs and 2 KDEP units) based in a NSEW parameter placement with two units splitting the center of the hot zone. Used a unit between command area and the hot zone for parameter monitoring to the south near the landfill. KY-ERT was on a heightened alert for several hours prior to receiving our activation, because multiple media outlets were stating air monitoring was taking place. Once KY-ERT arrived we interfaced with CST and had a mission change from community monitoring to hot zone monitoring because of a lack of PPE being utilized in the hot zone. We shifted back to community monitoring once the hot zone monitoring was established.
- Units were set for HCN, CO, LEL, H2S, VOC.
- One unit was maintained at the command post and sent 3 more units out to the nearest community borders to the East and West. The North was primarily industrial.
- No notable detections except for the center unit in the hot zone that had one fluctuation early that morning around 1 ppm VOC, but it was not present long enough to confirm. No detections exceeded action levels in the hot zone from the time KY-ERT deployed monitors until our units were swapped out with RP lead contractor.
- KY-ERT had to change out/add units throughout the night to get the community air monitoring stabilized (There was a total of 5 monitors in the community at approximately  $\frac{3}{4}$  of mile radius)
- RP replaced our units in the hot zone at 6PM the following day (11/5) at the direction of the RP and KDEP's request to free up ERT's equipment in case of another incident.

# Initial Situation



04-Nov-2025 23:00  
+38.145788,-85.733536  
110° E  
4550 Melton Ave  
Jefferson County

# Initial Situation



04-Nov-2025 22:49  
+38.145977,-85.733901  
114° SE  
4539 Melton Ave  
Jefferson County

# Initial Situation



04-Nov-2025 22:50  
+38.145784,-85.733649  
127° SE  
4542 Melton Ave  
Jefferson County

# Initial Situation - GFL



# Initial Situation - Basin



# EPA Initial Response



- ❑ Began coordinating ERT support of air monitoring needs – which was later cancelled
- ❑ Arrive on-site and meet with KDEP and Louisville EMA
- ❑ Determine what is happening
- ❑ Establish objectives for the oil spill response activities



# What is Happening?

- ❑ Active Firefighting
- ❑ Search and Rescue
- ❑ Restricted access due to oil coverage and firefighting activities
- ❑ Community air monitoring
- ❑ Oil containment measures placed by 3 organizations – UPS, GFL, Louisville MSD
  - ❑ Approximately 3 miles of creek known to be impacted

# Complex ICS structure

- ❑ Onsite Command
- ❑ Louisville Metro EMA
- ❑ Tasks:
  - ❑ Search and Recovery Operations
  - ❑ Site Security and Access
  - ❑ Enforcement of evacuation
  - ❑ NTSB Investigation
  - ❑ FBI HazMat/Bomb Squad Operations
  - ❑ Vehicle Decontamination

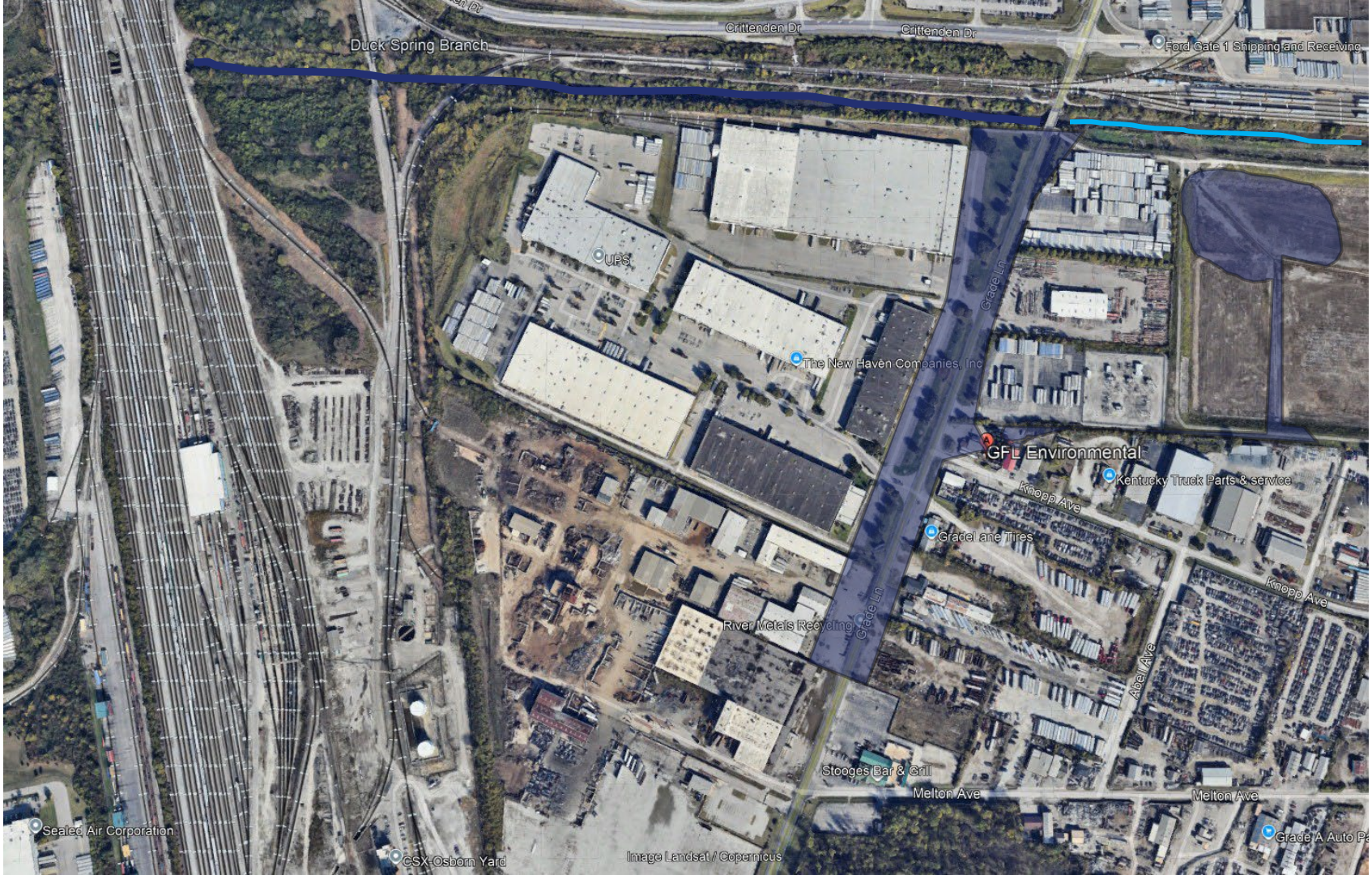


- ❑ Oil Spill Response UC
- ❑ EPA, KDEP, Louisville MSD, UPS
- ❑ Tasks:
  - ❑ Source Control
  - ❑ Oil Containment and Recovery in impacted surface water
  - ❑ Recovery Plan Development

# Impacts of Other Response Actions



- NTSB Investigation
- Search and Recovery Operations
- FBI HazMat/Bomb Squad
  - ▣ Detonating squibs and cylinders in place
- Multiple RPs/affected landowners



Duck Spring Branch

Crittenden Dr

Crittenden Dr

Ford Gate 1 Shipping and Receiving

UPS

The New Haven Companies, Inc

GFL Environmental

Kentucky Truck Parts & service

Graedel and Tires

River Metals Recycling

Stoooges Bar & Grill

Melton Ave

Melton Ave

Knopp Ave

Knopp Ave

Aber Ave

Sealed Air Corporation

CSX Osborn Yard

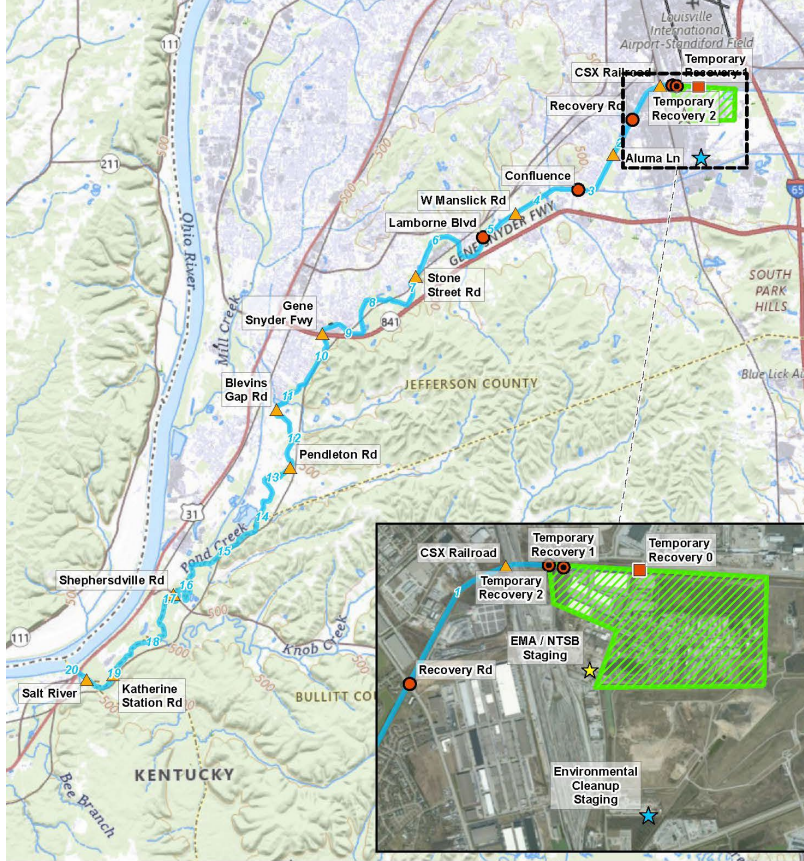
Image Landsat / Copernicus

Grade A Auto Pa

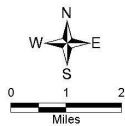
# Initial Oil Spill Response Objectives



- ❑ Source Control – Stop oil releasing into Northern Ditch through storm drains
- ❑ Containment and Recovery of oil on impacted surface water
  - ▣ Northern Ditch to Pond Creek to Salt River to Ohio River
- ❑ Develop plans for future (non-emergency) operations
  - ▣ Disposal
  - ▣ Property decontamination
  - ▣ Remediation
  - ▣ etc



- Legend**
- Site Boundary
  - Surface Water Pathway
  - ★ EMA / NTSB Staging
  - ★ Environmental Cleanup Staging
  - Point of Entry / Recovery Location
  - ▲ Observation Location
  - Oil Recovery Location
  - Temporary Recovery Location



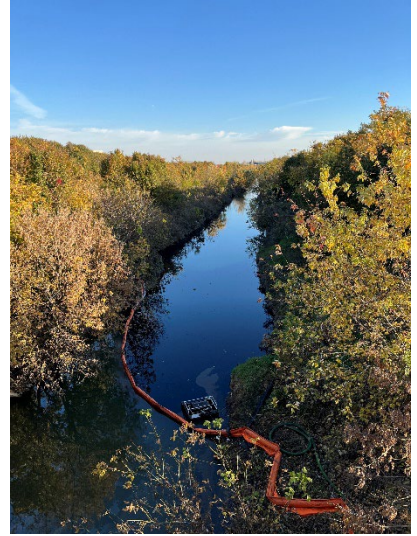
United States  
Environmental Protection Agency  
Region 4

**FIGURE 1**  
Observation and  
Oil Recovery Locations

Site Name: UPS Flight 2976  
TOLIN: 82-096  
City: Louisville  
County: Jefferson  
State: Kentucky



Date: 1/23/2026  
Analyst: dave.vonbusch



# Initial Assessment



- Two areas identified for additional activities
  - ▣ Lamborne Blvd ~ 5 miles downstream furthest downstream impact
  - ▣ CSX Property – Fallen tree dam holding back over foot of product approximately 0.5 miles from the entry point
- Still need to deal with the tanks that still contain oil
  - ▣ Estimated 100,000 gallons of oil still remain in damaged tanks

# CSX property



- Coordinate track crossings for crews
- Tree dam was removed after oil was recovered



# Recovery from Tanks (source control)



- ❑ GFL estimated 100k gallons of oil remaining in damaged tanks
- ❑ Crane utilized for stability during removal
- ❑ Coordination of efforts:
  - ❑ Airport/FAA (proximity to flightline)
  - ❑ NTSB (recovery of fin as evidence)
  - ❑ Louisville EMA (access to area)
  - ❑ GFL (property owner)



# Response Transition



- EPA demobilized when response objectives were met:
  - ▣ Source control complete – storm drains blocked and oil tanks emptied
  - ▣ Recoverable oil rates drastically dropped and containment was well established
  - ▣ UC had reviewed and approved plans for non-emergency operations
    - O&M
    - Soil Removal
    - Basin Restoration

# Recovery Actions (KDEP)

- ❑ KDEP Recovery actions
- ❑ Right of way excavations have been completed (with some remaining hot spots being left to address)
- ❑ Utilities have been replaced in the right of way of Grade Lane
- ❑ Agreed Order with KDEP was signed in March 2026
- ❑ Gallons of petroleum recovered during ER 1,618,717 gallons
- ❑ Impacted soil removal amount Post ER 20,000+ cubic yards
- ❑ Access agreements are being worked out with individual owners
- ❑ Soil Removal is ongoing at GFL
- ❑ MSD Northern Basin oil recovery is ongoing.





# Recovery Actions (KDEP)

- **MSD Northern Basin Operation**
- The Basin capacity is 55 million gallons
- $\frac{3}{4}$  of the storm water in the area is being re-routed to treatment area and then sent to local wastewater treatment plant.
- Treatment system can treat per system 1 million gallons per day. Currently there are 2 systems operating.
- The goal is to evacuate all water from basin and begin remediation of the basin during summer months if possible. Weather depending?

# Recovery Actions (KDEP)



# Recovery Actions (KDEP)



Apr 28, 2026 at 8:34:40 AM  
6701 Grade Ln  
Louisville KY 40213  
United States

# Recovery Actions (KDEP)



# Recovery Actions (KDEP)



May 1, 2026 at 12:09:24 PM  
6705-6783 Grade Ln  
Louisville KY 40213  
United States

