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LETTER REGARDING NOTICE OF COMPLETION OF WORK AND RELEASE OF NORTH
APRON EXPANSION AND EMBRAER AIR HANGAR JOB SITES NAS CECIL FIELD FL
3/31/2005
NAVAL FACILITIES ENGINEERING COMMAND SOUTHERN DIVISION



DEPARTMENT OF THE NAVY

SOUTHERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
P.O. BOX 190010
2155 EAGLE DRIVE
NORTH CHARLESTON, S.C. 29419-9010

CTO 78 ~~K~~ site
Embraer Hangar

ES32MD
March 31, 2005

Mr. Bob Simpson
Jacksonville Airport Authority
13365 Aeronautical Circle
Jacksonville, FL 32221-8105

Subj: NOTICE OF COMPLETION OF WORK AND RELEASE OF THE NORTH APRON
EXPANSION AND EMBRAER AIR HANGAR JOB SITES, CECIL FIELD,
JACKSONVILLE, FL.

Dear Mr. Simpson:

As you know, the Navy has been undergoing investigations and removal activities at the North Apron Expansion site and the Embraer Air Hangar site due to the discovery of discarded military munitions (DMM) and because a number of workers came down with contact dermatitis while working in a storm-drain trench. Both of these incidents resulted in Jacksonville Airport Authority (JAA) and Embraer Air having to stop work in order for the Navy to respond and remediate the associated risks. The Navy wishes to inform JAA that all DMM investigations, removals and detonations have been completed at the two sites, as have all the contact dermatitis investigations. Therefore, the Navy hereby releases both the North Apron Expansion and Embraer Air Hangar sites back to JAA, allowing for your construction to proceed. The Cecil Field Base Realignment and Closure (BRAC) Cleanup Team (BCT), consisting of the Navy, Environmental Protection Agency (EPA) Region IV and Florida Department of Environmental Protection (FDEP), has concurred with this decision to release the site back to JAA.

In support of the conclusion to release the storm-drain trench portion of the North Apron Expansion site back to JAA, the BCT conducted extensive soil and groundwater sampling within the excavation in an effort to determine if contamination in the soils and/or groundwater may have contributed to the worker's contact dermatitis. The soil and groundwater sampling results concluded that no contamination was present in excess of FDEP criteria in either media, and the BCT concurred that no further environmental related investigations were required. However, in order to minimize exposure to the unknown cause of the rash, it is recommended that workers wear Tyvek disposable suits when completing the installation of the storm-drain system. A report that documents all the sampling and analytical results associated with the rash site has been prepared and will be provided to JAA.

As a result of the discovery of DMM at the North Apron Expansion site, the BCT initiated an investigation of the soils with magnetometers to determine if additional DMM were present. The investigation encompassed an area of approximately 20 acres that overlapped the North Apron Expansion project footprint and approximately 2/3rds of the future Embraer Air Hangar project footprint. The results of this investigation led to the excavation of (173) each 20-mm high.

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explosive cartridges, (416) each cartridge actuator devices (CADs), (49) each small arms blanks, (15) each bomb dummy unit signal cartridges and (1) each miscellaneous aircraft part containing (2) each CADs. These items of DMM were stored in bunker 365 during the course of the investigation and were detonated on site on March 2 and 17, 2005. Additionally, one signal cartridge was determined to be unstable to be moved from its location of discovery, and it was detonated in place by Explosive Ordnance Disposal (EOD) Mayport on March 10, 2005. Soil sampling results from the two sites indicate that soils have not been adversely impacted due to the presence of DMM or as a result of the detonations, and that the soils are safe for construction activities to proceed. A detailed After Action Report will be prepared to document all the activities associated with the DMM response action, and shall be provided to JAA upon its completion. The BCT has concurred that no additional DMM or soil investigations are required at the North Apron Expansion and Embraer Air sites, and that the Navy may release the site back to JAA.

While the Navy and the BCT believe that the recently concluded DMM investigation and removal initiatives were very thorough and successful, there always remains a chance that additional items of DMM may be encountered during your construction activities. As a safety precaution and to minimize any additional delays with your project, the Navy will provide onsite construction support during certain phases of your project. This onsite construction support will include having trained unexploded ordnance (UXO) technicians on-site during intrusive activities to help identify potential DMM items, to safely remove them from the site and to properly dispose of the DMM as necessary.

The Navy and the BCT certainly appreciate JAA's and Embraer Air's patience and support during our cleanup activities. As always, don't hesitate to contact me, or any member of the BCT, if you should have additional questions or concerns.

Sincerely,



MARK E. DAVIDSON
Environmental Engineer
Restoration II Branch

Copy to:

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