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NAS CECIL FIELD  
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LETTER FROM U S NAVY REGARDING SUMMARIZATION OF MEETING WITH FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION 4 JANUARY 1993 NAS CECIL FIELD FL

1/18/1993  
ABB ENVIRONMENTAL



January 18, 1993

Florida Department of Environmental Regulation  
2600 Blair Stone Road  
Tallahassee, Florida 32301  
Attn: Mr. Jorge Caspary

**Subject: Meeting With FDER Technical Review Personnel  
North Fuel Farm JP-5 Spill Area Site  
Jet Engine Test Cell Site  
Naval Air Station Cecil Field**

Dear Jorge:

In response to our meeting of January 4, 1993, at 1:00 P.M., regarding the above subject sites, ABB Environmental Services, Inc. (ABB-ES) has prepared the following summary of its understanding. The purpose of this meeting was to discuss ABB-ES's proposed soil boring and monitoring well location plan to assess the contamination associated with 1) the release of JP-5 jet fuel from North Fuel Farm Tank 76E into Sal Taylor Creek and; 2) the Jet Engine Test Cell Site.

In attendance at this meeting were Ken Busen, Peter Redfern, and Jim Williams representing ABB-ES, Inc., and Jorge Caspary and Michael Deliz, representing FDER. At this time, the North Fuel Farm and Sal Taylor Creek sites relating to the JP-5 spill, and the Jet Engine Test Cell site were discussed using soil boring and monitoring well location maps from the North Fuel Farm Facility 76 Contamination Assessment Report (CAR) and the Jet Engine Test Cell CAR, which has not yet been submitted to FDER for review.

The following is ABB-ES's understanding of what occurred at the meeting:

ABB-ES and FDER discussed the results of soil and groundwater sample analyses undertaken for the contamination assessment at the Jet Engine Test Cell, the North Fuel Farm, and sites along Sal Taylor Creek associated with the JP-5 spill. It was ABB-ES's intention to present the existing data and proposed soil and monitoring well locations so that FDER could comment on the appropriateness of the locations, number of borings and wells, etc. with respect to the May 1992 "Guidelines for Assessment and Remediation of Petroleum Contaminated Sites". FDER stated that, in their opinion, horizontal spacing of soil borings at approximately 30' intervals was sufficient to adequately delineate the lateral extent of soil contamination at the sites. Vertical assessment of soil contamination should be performed as stated in the 1992 guidelines.

In the case of the February 1991 JP-5 release at the North Fuel Farm Site, FDER agreed with ABB-ES's approach to collect additional soil samples as indicated on the proposed soil boring location maps for the seven sites along Sal Taylor Creek to address and compare previous and present site conditions. These seven sites were identified as Avord Dam, Avord/Perimeter Road Junction, North Containment Pond, Gate 10 Dam, Alpha Dam, Possum Dam, and Gate 14 Dam. After some discussion, FDER also agreed that the soil samples collected at approximately 500 foot intervals at points along the creek between the seven sites were adequate providing no significant soil contamination was found. FDER stated that if significant contamination is found, the sampling interval should be shortened to 250 feet or less immediately upgradient and downgradient of the areas of contamination. FDER also recommended collection of sediment and surface water samples from Sal Taylor Creek at locations upstream, downstream, and directly at the site at each of the seven sites, in accordance with FDER 17-302 Florida Administrative Code (FAC) Surface Water Quality Standards. FDER requested that the CAR for the JP-5 spill site contain figures showing the extent of contamination for the initial field investigation and each subsequent investigation so as to provide a perspective of contaminant plume migration at each location. This requirement is

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in addition to that previously requested in FDER's review comments to SOUTHNAVFACENCOM for the North Fuel Farm 76 Site at NAS Cecil Field.

Because the seven sites along Sal Taylor Creek are located in a wetlands habitat, it was generally agreed by both parties that RAP construction activities would likely pose a greater potential to damage the wetlands than would the JP-5 released from the North Fuel Farm in February 1991. In consideration of this possibility, it was felt that a risk assessment conducted under FAC 17-770.630 (5) (a,b) guidelines could possibly be a more cost effect approach rather than the undertaking of a remedial action plan. This action would be conducted on a case by case basis and totally subject to the approval of FDER.

FDER also expressed concern about any possible effects the JP-5 release may have caused the environment off site, should the fuel release have breached the containment of the last dam location. To address these concerns, FDER suggested that ABB-ES review the data gathered during the initial investigation of the sites along Sal Taylor Creek and discuss the need to collect additional data further downstream (possibly to the St. John's River) with FDER at a later time, should it be necessary.

With regard to the Jet Engine Test Cell Site, FDER reiterated their position on horizontal and vertical assessment of soil contamination by placing soil borings at approximately 30' intervals. FDER agreed in principal with the proposed soil boring locations at the site, but emphasized the need to better define the perimeter of the contaminated soil zone.

ABB-ES trusts that this summary is consistent with your recollection of the referenced meeting. If you have any comments regarding this meeting summary or related issues, please call.

Sincerely,  
ABB Environmental Services, Inc.



Michael J. Williams, P.G.  
Principal Scientist

cc: Peter Redfern  
Kar Buter  
Basit Ghori  
Carl Loop  
file