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NAS BRUNSWICK  
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FINAL RESOURCE CONSERVATION AND RECOVERY ACT PARTIAL CLOSURE REPORT  
FOR BUILDINGS 650 AND 651 WITH TRANSMITTAL LETTER NAS BRUNSWICK ME  
10/19/2010  
NAS BRUNSWICK

**ENVIRONMENTAL DEPARTMENT  
NAVAL AIR STATION  
437 HUEY DRIVE  
BRUNSWICK, ME 04011**

October 19, 2010

Mr. Edward Vigneault  
Maine Department of Environmental Protection  
Division of Oil and Hazardous Waste Facilities Registration  
17 State House Station  
Augusta, ME 04333-0017

Subj: Final RCRA Partial Closure Report for Buildings 650 and 651

Dear Mr. Vigneault:

A copy of the Final RCRA Partial Closure Report for Buildings 650 and 651 at Naval Air Station Brunswick is provided as Enclosure (1).

If you have any questions, please contact Mr. Mike Fagan at 921-1717 or via e-mail at [michael.fagan1@navy.mil](mailto:michael.fagan1@navy.mil).

Sincerely,



*FAL* LISA M. JOY  
Environmental Director

Enclosure: (1) Final RCRA Partial Closure Report for Buildings 650 and 651

Copy to:  
NAVFAC Mid-Atlantic (B. Abraham)  
NAS Brunswick (M. Fagan/D. Smith)  
EPA Region I (M. Daly)  
MRRRA (V. Boundy)  
Curtis Memorial Library (L. Oliver)  
Lepage Environmental (C. Lepage)  
BRAC PMO NE (P. Burgio)

**RCRA PARTIAL CLOSURE REPORT**  
**for**  
**BUILDING 650 – JP-8 TANK I**  
**BUILDING 651 – JP-8 TANK II**  
**NAVAL AIR STATION BRUNSWICK, MAINE**  
**USEPA IDENTIFICATION NUMBER ME8170022018**  
**OCTOBER 2010**

## 1. INTRODUCTION

The purpose of this report is to present the findings and conclusions of the investigation conducted to determine if the Maine Department of Environmental Protection (MEDEP) RCRA or hazardous waste closure requirements have been completed for Buildings 650 and 651 at Naval Air Station Brunswick (NAS Brunswick).

## 2. PROPERTY DESCRIPTION

Buildings 650 and 651 are out-of-service fuel storage tanks and the associated secondary containment area at the Jet Fuel Storage Installation (JFSI), which is located within the New Fuel Farm parcel in the north-central portion of NAS Brunswick (Figures 1 and 2).

The JFSI encompasses the northernmost portion of the New Fuel Farm parcel. To the east and south, the JFSI borders directly with other portions of the same parcel (New Fuel Farm parcel); beyond this parcel to the east is the Former Quarters C parcel, and beyond to the south is the Old Navy Fuel Farm parcel (Figure 2). To the north, the JFSI is bordered by the Sea Bee Compound parcel, and to the west and southwest, by the Old Taxiway parcel and the Hangar 6 parcel, respectively.

The New Fuel Farm Parcel RCRA Partial Closure Report addresses the land surrounding and the groundwater underlying Buildings 650 and 651. The following buildings are also located within the New Fuel Farm Area parcel, as shown in Figure 2, but have been addressed separately under the NAS Brunswick RCRA closure program:

- Building 10 – Oil Spill Response Equipment (Tetra Tech, July 2010)
- Building 56 – Weight Scale Building (Tetra Tech, September 2010)
- Building 652 – JP-8 Truck Loading Rack (Tetra Tech, September 2010)
- Building 653 – Foam House (Tetra Tech, September 2010)
- Building 654 – JP-8 Pump House (Tetra Tech, September 2010)
- Building 655 – JP-8 Truck Off-Load Rack and Warming Building (Tetra Tech, September 2010)
- Building 656 – Oil/Water Separator Building (Tetra Tech, September 2010)
- Building 660 – Truck Wash (Tetra Tech, March 2010)

Buildings 413 (Line Shack) and 658 (POL Testing Facility), also located within the New Fuel Farm Area parcel, will be addressed under separate RCRA closure reports.

The JFSI is connected to the NAS Brunswick sanitary wastewater collection system, which discharges to the Brunswick Sewer District.

The general location and physical description of the two buildings (Tank I and Tank II) addressed in this closure report are summarized below. Photographs of the tanks are provided as an attachment to this report.

Tank I (Building 650) and Tank II (Building 651) are located in the western area of the JFSI, west of Buildings 658 and 654. Constructed in 1992, the two identically-sized, 845,000-gallon capacity, cylindrical, steel, aboveground storage tanks (ASTs) have a nominal diameter of 60 feet and a sidewall height of 40 feet. Each tank is located within a bermed, membrane-lined secondary containment area (approximately 120 feet by 200 feet) capable of containing one hundred percent of the tank's working capacity. The two tanks and their associated containment areas cover approximately 1.9 acres. Tank I and Tank II are identified as A650.0 and A651.0, respectively in the NAS Brunswick Aboveground and Underground Storage Tank Inventory (Environmental Department, 2009).

The tanks initially stored JP-5 (jet fuel) and later JP-8 (jet fuel) that was delivered to the airfield by tanker truck loaded at the JP-8 Truck Loading Rack (Building 652). Aboveground fuel piping located within the secondary containment areas connected the tanks with the Pump House (Building 654). Accumulated water is removed from the containment area by a gravity drain controlled by a shut-off valve that is normally closed when unattended. Flow is directed either to the storm sewer system or the sanitary wastewater collection system through the oil/water separator (Building 656) located to the northeast.

### **3. PROPERTY HISTORY AND RECORDS RESEARCH**

The Tetra Tech NUS, Inc. (Tetra Tech) project team interviewed NAS Brunswick Environmental Department personnel and performed records research at both NAS Brunswick and the MEDEP office in Augusta, Maine to collect available information concerning the two JFSI buildings, including past use and operations at these locations.

Records reviewed include historical aerial photographs, the NAS Brunswick Other Environmental Liabilities (OEL) Database, area-specific reports, facility plans and drawings, and hazardous waste records. Aerial photographs dated 1958, 1978, 1981, 1984, 1989, 1993 and 1997 (Sewall, 1958, 1978, 1981, 1984, 1989, 1993 and 1997) were reviewed along with Public Works Department (PWD) site base maps dated 1946, 1952, 1956, 1957, 1975, 1979 and 2006 (PWD, 1946, 1952, 1956, 1957, 1975, 1989 and 2006) to provide historical information. A summary of information obtained from these records is presented below:

- In aerial photographs dated prior to 1978 and on historical site plans prior to 1975, a runway occupies the JFSI area. Beginning with this 1975 site plan and 1978 aerial photograph, a salt shed (Building 640) was located adjacent to the northeast edge of the runway.
- On the historical map dated 1979, a "Lighter-than-Air Pad" is shown west of Building 640 and was likely used to anchor a dirigible. Also shown on this map is a road (Sand Shed Road) located between Building 640 (Salt Shed) and the Lighter-than-Air Pad, connecting the northern part of the closed runway with Perimeter Road.
- In the 1984 aerial photograph, a building and possible scales are visible in the approximate current location of Building 56 (Weight Scale Building) and two additional possible structures are visible to the east of Building 640 (Salt Shed).
- In the 1989 aerial photograph, a possible salt pile is visible east of Building 640 (Salt Shed).
- In the 1993 aerial photograph, visible buildings and features include Buildings 56, 650, 651, 652, 653, 654, 655 (without warming shack), as well as former structures - a Fuel Operations Trailer, northeast of Building 652, and a former AST, east of Building 651 (Figure 2).

- As early as the 1997 aerial photograph, Building 658 can be seen, and several smaller structures (possible trailers) are visible to the east of Building 658. Former Building 640 (Salt Shed) is no longer visible in this photograph. A structure, either a tank or a pad is visible in the 1997 aerial photograph east of Building 651 within the secondary containment in the approximate area of the former AST (A656.0).
- The 2006 plan shows the JFSI in its approximate current configuration.

While it is not clear that a 1993 JFSI spill occurred at Buildings 650 and 651, the incident is summarized here for information purposes. According to MEDEP spill records, a release (P-187-1993) of approximately 67,000 gallons of jet fuel (JP-5) occurred at the JFSI on March 29, 1993. According to MEDEP files, the JP-5 was released to an unnamed marsh tributary to the Androscoggin River when pipes leading to the loading rack (Building 652) were filled with oil. According to the NAS Brunswick Spill Prevention and Control (SPCC) Plan for Petroleum, Oil and Lubricants (POL), during the spill response action an estimated 48,000 gallons was recovered and the remaining oil in the marsh was eliminated by controlled burns. As a result of the spill, the JFSI was shut down until facilities modifications and operational changes could be implemented; the JFSI became fully operational again in June 1995 (NAS Brunswick, 2004).

According to MEDEP spill records in 2004 there was a release of jet fuel associated with the ASTs at the JFSI. The release of a "small" but unknown quantity of jet fuel (MEDEP Spill ID P-587-2004) resulted from a mechanical failure in underground piping from an unspecified overflow tank was reported on July 14, 2004. According to MEDEP records, the release did not affect soil and the piping was abandoned in place and replaced with aboveground piping.

According to NAS Brunswick Environmental Department personnel, both Tank I and Tank II systems are closed. Tank closure involved cleaning of the tank interiors and associated piping. The Tank I system was closed in April 2010, while the Tank II system was closed earlier, in December 2008.

According to NAS Brunswick Environmental Department personnel, hazardous waste generation at JFSI was minimal and episodic in nature, with no operations that produced hazardous waste on a regular basis. The NAS Brunswick Public Works Department Manifests for the JFSI from 1990 through 2002 indicate that only 55 gallons of jet-fuel-contaminated water (with hazardous waste code D001) were generated, in 1998.

According to NAS Brunswick Environmental Department personnel, since their construction, Buildings 650 and 651 have been used exclusively to store JP-5 and JP-8 jet fuel; there is no record of hazardous waste generation at these buildings. As discussed above, Buildings 650 and 651 are visible in aerial photographs beginning in 1993.

The NAS Brunswick Transformer Database lists no electrical transformers for Buildings 650 or 651 (PWD, 2010).

The NAS Brunswick UST inventory records for Buildings 650 and 651 indicate no USTs have been present (Environmental Department, 2009).

One 25,950-gallon, single-walled steel, contaminated-fuel AST referred to as Tank 3, and identified as A656.0 in the NAS Brunswick AST Inventory was previously located east of Building 651 within the secondary containment. According to the AST inventory records, the AST (A656.0) was installed in 1992 and removed in August 1994.

#### **4. SITE VISIT AND INVESTIGATION**

A site visit was conducted on June 23, 2010 by Mr. James Forrelli, P.E., Mindi Messmer, and Brian Geringer of Tetra Tech. The purpose of the visit was to verify information gathered during

the records search and to collect additional information as necessary to prepare this closure report. Tetra Tech personnel were accompanied by Mr. D. Bruce Smith, the NAS Brunswick Hazardous Waste Manager. The buildings were visually inspected for signs of hazardous waste generation or storage. Site visit observations, recorded on the attached Building Inspection Form <sup>(1)</sup>, are summarized below:

- At the time of inspection, Buildings 650 and 651 were closed and in good condition. Labeling observed on each of the ASTs indicated that the tanks were closed as of April 28, 2010 (Building 650) and December 10, 2008 (Building 651).
- Two catch basins were observed within the secondary containment for each tank. According to site plans, the catch basins drain to Building 656 (fuel farm oil/water separator).
- No evidence of current or past hazardous waste generation activities was observed.
- No signs of a past release (staining, unusual odors, stressed vegetation, etc.) were observed.
- No modifications to the structure, which may conceal signs of a past release, were observed.
- A concrete pad is visible within the secondary containment, east of Building 651, in the approximate area of the former AST (A656.0).
- Deteriorated coating (paint) was observed on the exterior of both tanks.

If paint peels, flakes, or is otherwise removed, the paint-chip waste material may be a hazardous waste, subject to RCRA requirements. Paint wastes exhibiting the "toxicity characteristic" as measured using the Toxicity Characteristic Leaching Procedure (TCLP) must be handled and disposed of in conformance with hazardous waste laws and regulations. Therefore, sampling of the loose paint observed during the site visit was conducted on July 7, 2010 and September 17, 2010 (Building 650, only).

Samples of the loose exterior peeling paint or coating material observed on Tanks I and Tank II were collected in July and September 2010. The samples were analyzed for total RCRA 8 metals (July 2010, only) and TCLP Metals (September 2010, only). The paint-chip samples were analyzed by Tetra Tech's subcontracted analytical laboratory, Analytics Environmental Laboratory (Analytics), of Portsmouth, New Hampshire. The resulting analytical data underwent limited data validation consisting of field duplicate evaluation, blank contamination evaluation, and completeness evaluation.

The paint-chip analytical results are summarized in Table 1. For each total metals analysis, the results were compared to 20 times the TCLP regulatory limit for hazardous waste. Using "the Rule of 20", if a result is less than 20 times its TCLP regulatory limit, then the sample could not possibly leach enough of the compound under TCLP conditions to fail the TCLP limit, even if all the compound dissolved into the extraction fluid. TCLP metals analyses for the sample collected on September 17, 2010 were compared with TCLP criteria as shown on Table 1.

As presented in Table 1, TCLP metals concentrations in the sample collected from Building 650 in September 2010 do not exceed TCLP criteria. The total metals concentrations in the Building 650 and 651 paint-chip samples do not exceed 20 times the TCLP limit with the exception of lead (Building 650 sample). Based on the records research findings, site visit observations, and sampling results, it was determined that neither further investigation nor sampling of Building 650 or 651 is required to complete the MEDEP hazardous waste closure requirements.

Based on the records research findings and site visit observations, it was determined that neither further inspection nor sampling of Buildings 650 or 651 are required to complete the MEDEP hazardous waste closure requirements.

## 5. HAZARDOUS WASTE GENERATION AND STORAGE

Based on the records research, site visit observations, and NAS Brunswick Environmental Department personnel interviews, with the exception of universal waste, no hazardous waste generation, hazardous waste accumulation, or hazardous waste storage occurred at Buildings 650 or 651.

## 6. OTHER ENVIRONMENTAL CONSIDERATIONS

The only USTs or ASTs known to be associated with Buildings 650 or 651 are discussed in Sections 3 and 4. No transformers and no other tanks were observed in the immediate vicinity of Buildings 650 or 651.

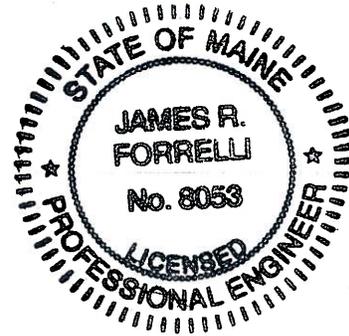
## 7. LIMITATIONS

This investigation of the hazardous waste closure requirement applies only to the footprints (as shown on Figure 2) of Buildings 650 and 651. It does not apply to the land surrounding or the groundwater underlying Buildings 650 or 651.

## 8. CERTIFICATION

Based on the findings of this investigation, there have been no activities resulting in the generation, accumulation or storage of hazardous waste at Buildings 650 or 651, NAS Brunswick, Maine. Therefore, the hazardous waste closure of Buildings 650 and 651 was completed in accordance with the provisions of MEDEP Regulations Chapter 851, Standards for Generators of Hazardous Waste, Section 11.

  
James Forrelli, P.E.  
Senior Project Engineer  
Tetra Tech NUS, Inc.



<sup>(1)</sup> The Building Inspection Form provides preliminary information collected during the building inspection, including information from visual observations, Navy personnel interviews, and from documents reviewed during file reviews. It does not reflect any additional information provided at a later date that further clarifies or corrects preliminary information collected during the building inspection and file reviews.

## REFERENCES

DTM (Distribution Transformer Manufacturers), 2006. Distribution Transformer Manufacturers and Available Polychlorinated Biphenyl Information. Elizabethton Electric System, Updated January.

Environmental Department, 2009. Master/Historical Aboveground and Underground Storage Tank Inventory. NAS Brunswick, Maine. February.

Mid-Coast Regional Redevelopment Authority, 2006. BNAS Reuse Master Plan Property Condition Assessment.

Naval Air Station (NAS) Brunswick, 2004. Naval Air Station Brunswick Instruction 5090.3C From: Commanding Officer, Subj: Spill Prevention and Control (SPCC) Plan for Petroleum, Oil and Lubricants (POL). February 27.

Public Works Department (PWD), 1943. "Building Site Plan Showing Location of Underground Water Distribution Lines and Hydrants," US NAS Brunswick, Maine. September 4.

PWD, 1946. "Map of US Naval Air Station, Brunswick, Maine, Showing conditions on June 30, 1946," NAS Brunswick, Maine. June 30.

PWD, 1952. "Map of US Naval Air Station, Brunswick, Maine, Showing conditions on June 30, 1952," NAS Brunswick, Maine. June 30.

PWD, 1956. General Station Map, Enclosure 2. , NAS Brunswick, Maine.

PWD, 1957. "Map of US Naval Air Station, NAS Brunswick, Maine.

PWD, 1975. General Development, Existing and Planned, Operations Area, US Naval Air Station, Brunswick, Maine.

PWD, 1979. Existing Conditions Map, Operations Area, US Naval Air Station, Brunswick, Maine.

PWD, 1989. "Existing Conditions Map. Public Works Department Drawing No. 2157" NAS Brunswick, Maine. Revised April 2.

PWD, 2006. Brunswick Naval Air Station, NAS Brunswick, Maine.

PWD. 2010. Transformer Database. NAS Brunswick, Maine.

Sewall (James W. Sewall Company), 1958. NAS Brunswick Aerial Photographs. James W. Sewall Company, Old Town, Maine. October 9.

Sewall, 1978. NAS Brunswick Aerial Photographs. James W. Sewall Company, Old Town, Maine. November 22.

Sewall, 1984. NAS Brunswick Aerial Photographs. James W. Sewall Company, Old Town, Maine. April 23.

Sewall, 1989. NAS Brunswick Aerial Photographs. James W. Sewall Company, Old Town, Maine. April 2.

Sewall, 1993. NAS Brunswick Aerial Photographs. James W. Sewall Company, Old Town, Maine. November 8.

Sewall, 1997. NAS Brunswick Aerial Photographs. James W. Sewall Company, Old Town, Maine. May 27.

**TABLE 1**  
**INVESTIGATION PAINT-CHIP SAMPLE RESULTS**  
**RCRA PARTIAL CLOSURE REPORT**  
**BUILDING 650 – JP-8 TANK I**  
**BUILDING 651 – JP-8 TANK II**  
**NAVAL AIR STATION BRUNSWICK, MAINE**

| SAMPLE ID <sup>(1)</sup> |                                  | B650-PC01                             | B650-PC02            | B651-PC01          |                      |
|--------------------------|----------------------------------|---------------------------------------|----------------------|--------------------|----------------------|
| LOCATION                 |                                  | Tank I exterior                       | Tank I exterior      | Tank II exterior   |                      |
| MATRIX                   |                                  | paint chip                            | paint chip           | paint chip         |                      |
| SAMPLE DATE              |                                  | 07/07/10                              | 09/17/10             | 07/07/10           |                      |
| METALS                   | CRITERIA                         |                                       | Total Metals (mg/kg) | TCLP Metals (mg/L) | Total Metals (mg/kg) |
|                          | TCLP Limit (mg/L) <sup>(2)</sup> | 20x TCLP Limit (mg/kg) <sup>(2)</sup> |                      |                    |                      |
| arsenic                  | 5                                | 100                                   | 0.67                 | 0.025 U            | 0.67                 |
| barium                   | 100                              | 2000                                  | 128                  | 0.901              | 47                   |
| cadmium                  | 1                                | 20                                    | 0.09 J               | 0.015 UJ           | 0.02 J               |
| chromium                 | 5                                | 100                                   | 7.5                  | 0.020 UJ           | 1.2                  |
| lead                     | 5                                | 100                                   | 267                  | 0.0218 UJ          | 2.7                  |
| mercury                  | 0.2                              | 4                                     | 0.017 U              | 0.0001 U           | 0.017 U              |
| selenium                 | 1                                | 20                                    | 0.45 U               | 0.035 U            | 0.43 U               |
| silver                   | 5                                | 100                                   | 3.3                  | 0.020 U            | 4                    |

## Notes:

(1) Sample prefix "NASB" is not shown.

(2) As a screening tool, metals results are compared to 20 times the TCLP limit using "the Rule of 20."

J estimated concentration

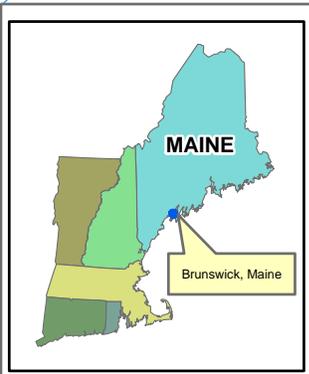
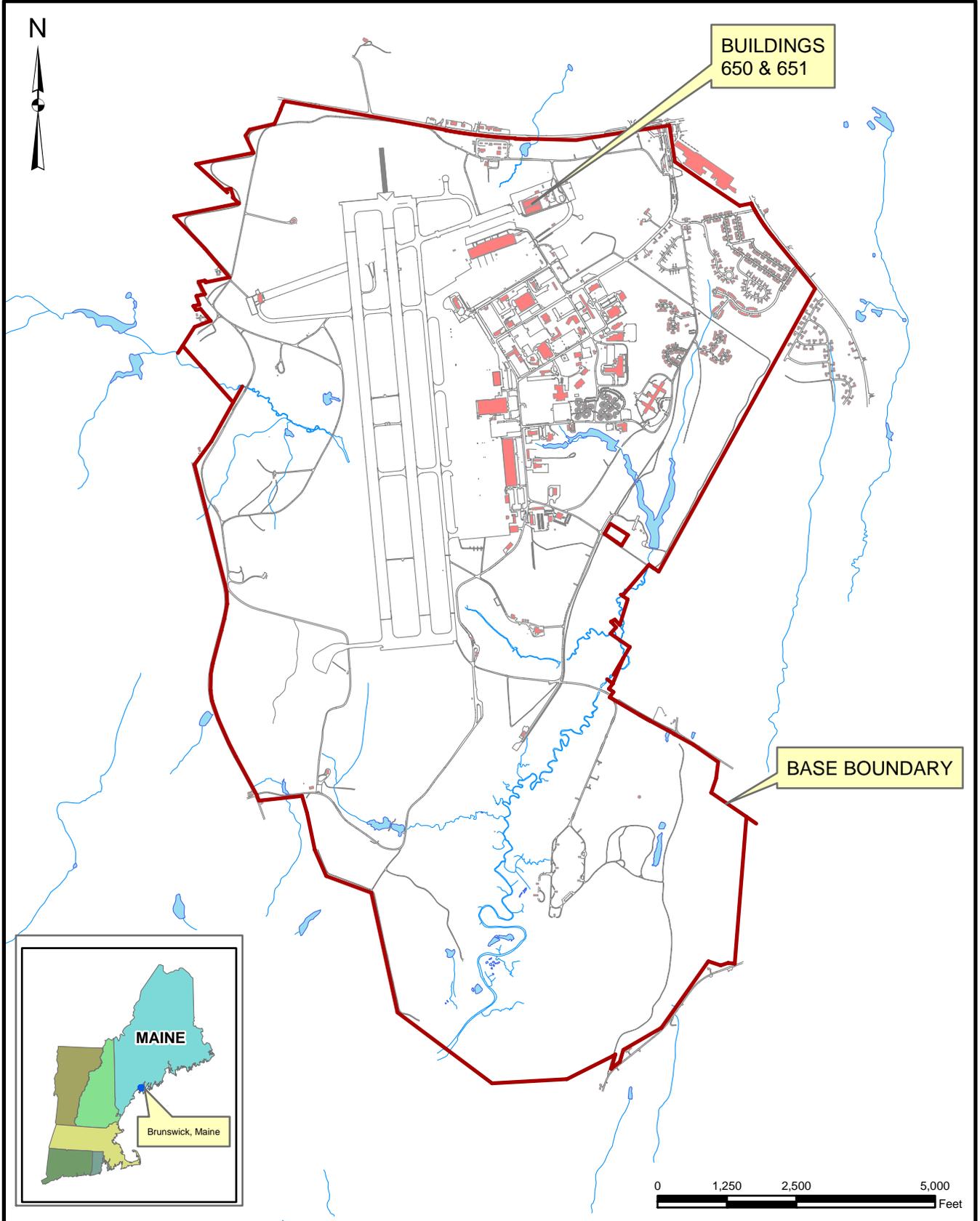
mg/L milligrams per liter

mg/kg milligrams per kilogram

U not detected (with associated detection limit)

TCLP Toxicity Characteristic Leaching Procedure

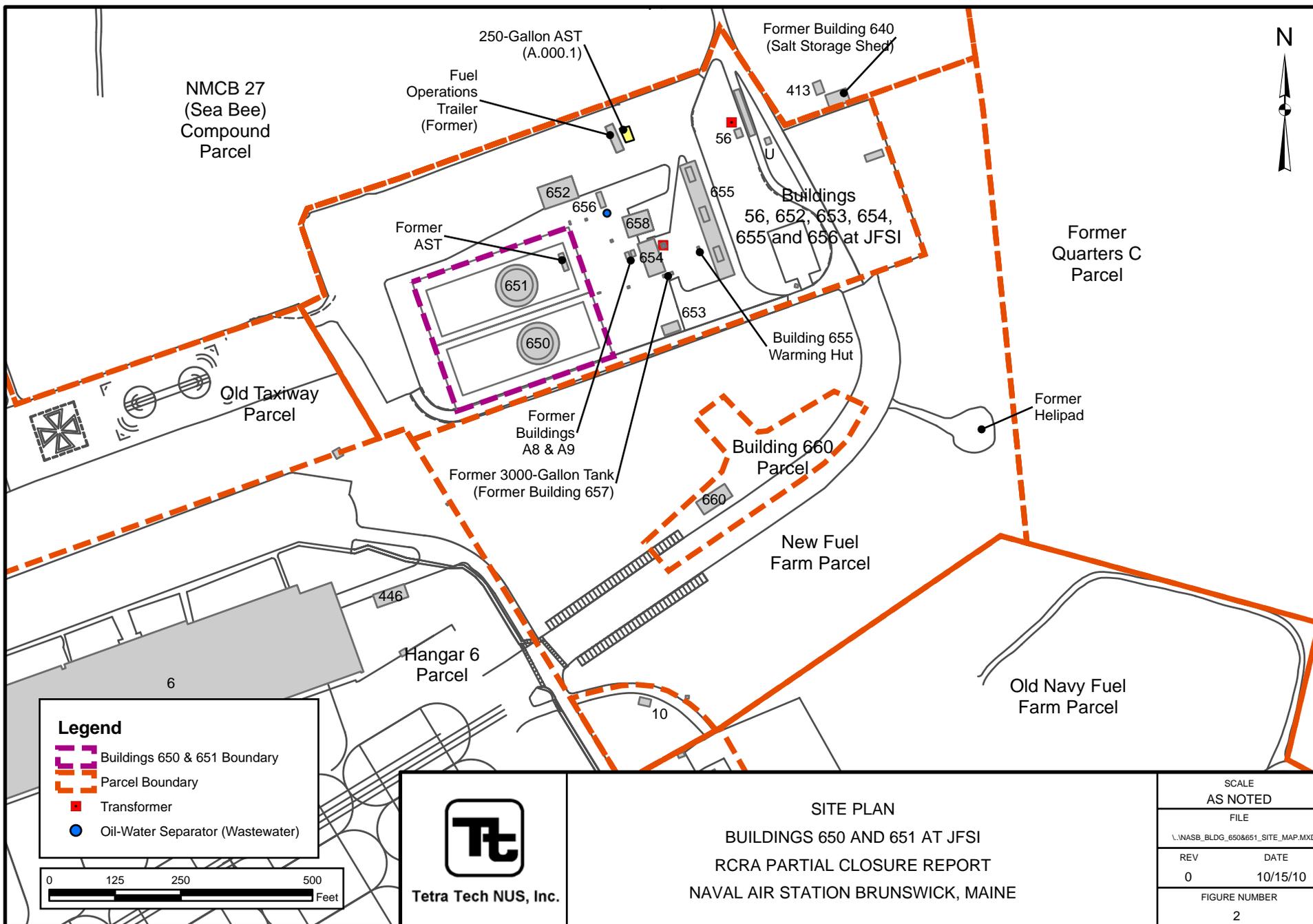
shading indicates criteria exceeded



Tetra Tech NUS, Inc.

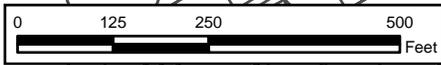
SITE LOCATION MAP  
 BUILDINGS 650 AND 651 AT JFSI  
 RCRA PARTIAL CLOSURE REPORT  
 NAVAL AIR STATION BRUNSWICK, MAINE

|   |                  |
|---|------------------|
| SCALE<br>AS NOTED                       |                  |
| FILE<br>I:\_WASE_BLDG_650&651_LOCUS.MXD |                  |
| REV<br>0                                | DATE<br>10/04/10 |
| FIGURE NUMBER<br>1                      |                  |



**Legend**

- Buildings 650 & 651 Boundary
- Parcel Boundary
- Transformer
- Oil-Water Separator (Wastewater)



**Tetra Tech NUS, Inc.**

**SITE PLAN**  
**BUILDINGS 650 AND 651 AT JFSI**  
**RCRA PARTIAL CLOSURE REPORT**  
**NAVAL AIR STATION BRUNSWICK, MAINE**

|                                  |          |
|----------------------------------|----------|
| SCALE AS NOTED                   |          |
| FILE                             |          |
| \\NASB_BLDG_650&651_SITE_MAP.MXD |          |
| REV                              | DATE     |
| 0                                | 10/15/10 |
| FIGURE NUMBER                    |          |
| 2                                |          |

# **BUILDINGS 650 and 651**

**HWSA INSPECTION FORM  
HAZARDOUS WASTE STORAGE AREAS CLOSURE  
NAS BRUNSWICK  
BRUNSWICK, MAINE  
CTO WE22**

**Inspection Date: 6/23/10**

**Personnel: Brian Geringer / James Forreli, P.E. / Mindi Messmer**

**Weather: Cloudy, 70s**

## **GENERAL BUILDING INFORMATION / USES**

Building Name(s): JP-8 Tank I (Building 650) and JP-8 Tank II (Building 651)

Function: Jet Fuel Storage

Size: 845,000 gallons each

Year of Construction: 1992

Buildings 650 and 651 are located at NASB Brunswick west of new fuel farm access road, northwest of Building 658 (Maintenance and Repair Building) and Building 656 (Oil/Water Separator), and west of the former refueling contractor trailer [only 250 gallon aboveground storage tank (AST) remains].

Buildings 650 and 651 consist of two 845,000-gallon cylindrical ASTs. The ASTs were constructed in 1992 and served for JP-8 (jet fuel) storage for tanker trucks delivering fuel to the airfield. Each tank is surrounded a large secondary containment that served to contain possible spills. The secondary containment consists of membrane-lined berms with earth cover material over the bottom of the containment. Fuel piping is located within the containments and connects the tanks with the Pump House (Building 654). Drains located in each of the secondary containment areas are operated by valves that direct flow either to the storm sewer system or to the oil/water separator (Building 656) located to the northeast.

## **HWSA INSPECTION / CONDITION**

- No record of hazardous waste stored at Building 650 or 651 was found.
- At the time of inspection, Buildings 650 and 651 were closed and in good condition. Placards were observed on each of the ASTs indicating that the tanks were closed as of April 28, 2010 (Building 650) and December 10, 2008 (Building 651).
- Two catch basins were observed within the secondary containment for each tank. According to site plans, the catch basins drain to Building 656 (fuel farm oil/water separator).
- No evidence of current or past hazardous waste generation activities was observed.
- No signs of a past release (staining, unusual odors, stressed vegetation, etc.) were observed.
- No modifications to the structure, which may conceal signs of a past release, were observed.
- Peeling paint was observed on the exterior of both tanks.

## **POTENTIAL PCB-CONTAINING TRANSFORMERS**

No transformer that could be a potential source of polychlorinated biphenyls (PCBs) contamination in the event of a leak was observed.

# BUILDING Buildings 650 and 651

## APPLICABLE REPORTS / DOCUMENTS

Available historical aerial photos were reviewed for past uses:

1943 map – Not depicted.

1946 map – Parcel area is a runway.

1953 aerial – parcel area is at least partially covered by a runway.

1952 map – Same as 1946 map.

1956 map – Same as 1946 map.

1957 map – JFSI is only partially shown on the map. Buildings are not shown on JFSI. The area of the JFSI is covered by a runway.

1958 aerial – Buildings are not visible on JFSI. The area of the JFSI parcel is covered by a runway. A heli pad is visible southeast of approximate JFSI location.

1975 map – Building 640 (Salt Shed) is shown adjacent to northeast edge of closed runway.

1978 aerial – Runway visible in area of JFSI. Building 640 (Salt Shed) is visible adjacent to the northeast edge of the closed runway. Possible booms or other material visible at end of closed runway east of Building 640 (Salt Shed).

1978 map – Same as 1975 map.

1979 map – Closed runway with Lighter than Air Pad #1 depicted north of closed runway.

1981 aerial – Runway visible in area of JFSI. Building 640 (Salt Shed) is visible adjacent to the northeast edge of the runway. Sand Shed Road visible west of Building 640 connecting northern part of runway with Perimeter Road.

1984 aerial – Same as 1981 aerial except two structures, possibly Building 56 and the scale visible to the west of Building 640 (Salt Shed). Two other possible structures are visible to the east of Building 640.

1989 aerial – Same as 1981 and 1984 aerials except Building 56 and the scale are visible to the west of Building 640 (Salt Shed). A salt pile and one other possible structure are visible to the east of Building 640.

1993 aerial – Buildings 56, 650, 651, 652, 653, 654, 655 (no warming building) and the refueling contractor trailer is present to the east. Building 640 (Salt Shed) visible.

1997 aerial – Same as 1993 aerial except Building 658 (Maintenance and Repair Building) is visible along with some smaller structures to the east of Building 658. A structure, either a tank or a pad is visible east of Building 651 within the secondary containment in the approximate area of the former AST (A656.0). Building 640 is no longer visible.

No underground storage tanks (USTs) are registered at Buildings 650 or 651. One 25,950-gallon single-walled steel waste oil AST (A656.0) was previously located east of Building 651 (Tank 3) within the secondary containment. The tank was installed in 1992 and removed on August 2, 1994.

## HAZARDOUS WASTE STORAGE RECORDS

No hazardous waste was historically stored at Building 650 or 651 according to NAS Brunswick Hazardous Waste Manager, D. Bruce Smith.

## MISCELLANEOUS NOTES

The Tetra Tech personnel were accompanied on the inspection by D. Bruce Smith, Hazardous Waste Manager.

(SEE ATTACHED SITE SKETCH AND HWSA SKETCH)

(SEE ATTACHED PHOTOGRAPHS)



INSPECTOR SIGNATURE: \_\_\_\_\_

**PHOTOGRAPHS**



No. 1 Buildings 650 and 651 – NAS Brunswick June 23, 2010  
Building 650 – JP-8 Tank I and Building 651 – JP-8 Tank II east elevation; showing secondary containment berm



No. 2 Buildings 650 and 651 – NAS Brunswick June 23, 2010  
Building 650 – JP-8 Tank I east elevation



No. 3 Buildings 650 and 651 – NAS Brunswick  
Building 651 – JP-8 Tank I looking west at secondary containment area

June 23, 2010



No. 4 Buildings 650 and 651 – NAS Brunswick  
Building 651 – JP-8 Tank II south elevation showing deteriorated coating on upper tank exterior; secondary containment berm in foreground and Off-Load Rack (Building 652) visible in background

June 23, 2010



No. 5 Buildings 650 and 651 – NAS Brunswick June 23, 2010  
Building 651 – JP-8 Tank II northeast elevation; Tank I in the right background



No. 6 Buildings 650 and 651 – NAS Brunswick June 23, 2010  
Building 651 – JP-8 Tank II eastern secondary containment area with former contaminated fuel AST (Tank 3) pad visible inside secondary containment berm; POL Testing Facility (Building 658) and JP-8 Pump House (Building 654) left to right in background