

00295 - 905  
04-01-86

PUBLIC AFFAIRS PLAN FOR THE DEMOLITION AND REMOVAL OF  
BUILDINGS V-60 AND V-90 OF THE NAVAL AVIATION DEPOT

OVERVIEW

This community relations plan identifies issues of community concern regarding the demolition and removal of Buildings V-60 and V-90 on the Naval Aviation Depot (NADEP), located on Naval Air Station, Norfolk, Virginia and outlines community relations actions to be taken in accordance with the Navy's Installation Restoration Program. The Navy's intent is to present factual and timely information, obtain community feedback, dispel rumors and promote understanding about this project.

Community interest in the site is presently moderate, with the primary community identified as NADEP employees, and the secondary communities identified as other personnel on NAS Norfolk and the general public. Since the fire, and subsequent contamination of the buildings, they have been closed to public access. The increase in activity around the buildings will increase the community's interest which will, most likely, continue to rise to a high level as the date of demolition approaches. This community relations plan will prepare NADEP for an increase in community interest and involvement, and will establish a communications plan to inform the communities so they can become participants in the process.

GOALS

- A. Establish two-way communication between the Navy and the communities, specifically NADEP employees, NAS personnel and the general public.
- B. Keep the communities informed of all on-going actions and decisions concerning the demolition of the buildings in a timely manner.
- C. Focus and resolve conflicts.
- D. Modify this plan to respond to the communities' concerns.

COMMUNITY RELATIONS ACTIONS ALREADY TAKEN

A press release was prepared immediately following the April '86 fire and released to local media. Stories on the fire were carried by the three local television stations, the Virginian-Pilot, UPI wire service and WCMS and WTAR radio.

Internally, word was initially passed verbally through department heads to supervisors and the work force. On 6 May, CO NADEP sent a

"Memorandum to All Hands" to update them on the PCB situation and what actions had taken place up to that point. This communication tool was used repeatedly over the next few months to ensure all employees were kept informed of developments with the V-60/V-90 complex. In addition, numerous special articles and "Commanding Officer's Comments" in "THE GRAPEVINE," NADEP's newsletter, were used to inform employees.

Additional press releases were made to local media on 15 May and 27 June, 1986 to report on the investigation, the extent of contamination and the partial reoccupation of V-60. Subsequent stories were carried by the three local television stations.

The NADEP Public Affairs staff produced a brochure on PCB's and the building's contamination for NADEP employees to dispel fears and misconceptions about the incident.

Special coverage was given to the transformer fire and NADEP's response by the DMI Circular Magazine and the annual Naval Air Systems Command Depot Corporate Report.

#### HIGHLIGHTS OF THE COMMUNITY RELATIONS PLAN

The community relations plan for the demolition of the V-60/V-90 complex is designed to provide timely information to the communities and the media, and encourage community involvement in the program. The plan is designed to be flexible so that as community information needs evolve and change, the community relations plan can be revised.

The community relations plan will reaffirm NADEP's credibility as a "responsible employer" and "good neighbor" to its employees, NAS personnel and the general public. NADEP's policy, like that of the Chief of Navy Information, is a pro-active approach in dealing with the Installation Restoration Program.

The community relations plan will take the following approaches:

(1) *Enlist the support and full participation of employee and base representatives in the coordination of community relations activities.* These representatives are an invaluable resource in NADEP's efforts to understand and monitor the communities' concern. Their cooperation means information of mutual interest is shared and surprises are avoided. It is essential that they be regularly and fully informed of site activities.

(2) *Provide timely, concise and easily-understood information to interested community representatives and media.* The schedule of demolition and removal of the buildings, the purpose for these activities and the results should be readily available to interested parties in a concise, easily-understood manner. Inquiries for

information should be handled quickly, courteously and consistently by the NADEP Public Affairs Officer, who will serve as the primary spokesperson for the project.

(3) *Educate the communities about the procedures, policies and requirements of the Installation Restoration program.* To dispel any confusion about the Navy's purpose and responsibilities at the site, an effort will be made to circulate basic information describing the Installation Restoration (IR) process.

(4) *Let the communities "set the pace" for the community relations plan.* It is important not to discourage the communities from participating in the process. Activities must be planned with the input of employee/base representatives to ensure they are in line with the concerns of the communities.

The plan is divided into the following sections:

- A. Implementation
- B. Capsule Site Description
- C. Community Background
- D. Community Relations Actions
- E. Information Resources

#### A. IMPLEMENTATION

Commanding Officer, Naval Aviation Depot, Norfolk has implementing responsibility for the community relations plan. Atlantic Division, Naval Facilities Engineering Command (LANTDIV), located in Norfolk, is responsible for clean up and LANTDIV PAO provides public affairs guidance.

#### B. CAPSULE SITE DESCRIPTION

The V-60/V-90 building complex at the Naval Aviation Depot, aboard Naval Air Station, Norfolk, Virginia, was used for maintenance and repair of F-14 and A-6 aircraft for the U.S. Navy, Atlantic Fleet. Operations in this complex, which was formerly referred to as the Naval Air Rework Facility (NARF), included routine maintenance as well as repair of structural components (e.g., wings, canopies, etc.); landing gear components, including brakes; and aircraft instrumentation. Additionally, the V-60/V-90 complex housed a cafeteria and various engineering offices.

Building V-60 is a high bay warehouse type structure covering a ground surface area of approximately 225,000 square feet. The

southeast corner of V-60 includes a two story office type structure that contains a cafeteria and kitchen on the first floor and engineering offices on the second floor. This office structure has a separate HVAC system and outside entrance and is essentially isolated from the main part of the building. In the northeast corner of V-60 is a plastics shop that is separated from the main part of V-60 by walls that extend up to the ceiling; however, entrance to the plastics shop is from the main part of Building V-60, and there is a ventilating grill between the plastics shop and the main part of the building. Adjoining V-60 to the west is V-90, a barrel-shaped vault structure with a ground surface area of approximately 65,000 square feet. There are several large hangar doors between V-60 and V-90. Attached to the west outside wall of V-90 is a lean-to structure that is essentially isolated from V-90.

In April 1986, a fire occurred in the secondary electrical switch in Building V-60. This switch gear was closely coupled to a PCB-containing transformer which ruptured as a result of the heat from the fire. The fire and subsequent smoke and fumes resulted in the spread of PCBs and associated hazardous byproducts (e.g., dioxins and furans) throughout Building V-60 and the attached Building V-90. At the time of the fire, Building V-90 was under evaluation of its structural arch system due to indications of failed reinforcing steel.

Subsequent sampling efforts indicated that the PCB and associated byproduct contamination had spread to most areas of the V-60/V-90 complex, except for the engineering offices on the second floor of Building V-60 which were isolated from the rest of the building and served by a separate HVAC system. Several specific areas of the complex were also contaminated with hazardous materials from previous operations in the building. Radium-226 contamination was present from a former instrument dial painting facility on the second floor of Building V-60. Beryllium contamination was found on the east side of the first floor of Building V-60 from aircraft brake maintenance in the landing gear repair area. Additionally, both Buildings V-60 and V-90 were suspected of containing asbestos in corrugated paneling, pipe lagging and insulation. Finally, miscellaneous chemicals, including degreasers, lubricants, acids, hydraulic fluids and unknown materials, were found throughout the complex.

As a result of the PCB contamination, the other miscellaneous contaminants and the deteriorating structural integrity of Building V-90, the Navy decided to demolish the V-60/V-90 complex and replace it with a new facility. Prior to the demolition, however, a study had to be performed to develop the project scope and to identify all special requirements arising from the contamination of the structure by various hazardous substances. BEI Associates, Inc. was contracted by the Navy to perform the scoping study and provide designs and specifications for demolition of the existing structure and for construction of a new facility. Subsequently, BEI

Associates contracted Versar Inc. to perform several facets of the scoping study including the preliminary field work, the preparation and administration of a Site Health and Safety Program, the identification and quantification of environmental/hazardous problems, and the development of applicable remedial alternatives to alleviate these problems, including development of the associated costs for each alternative.

### C. COMMUNITY BACKGROUND

Naval Aviation Depot, Norfolk employs over 4,000 personnel in 90 buildings on 174 acres at Naval Air Station, Norfolk. It is the air station's largest tenant command, and is the largest employer in the city of Norfolk. NADEP Norfolk is one of 6 depots that fall under the cognizance of Commander, Naval Air Systems Command in Washington D.C.

NADEP originally was established on the air station in 1917 under the Construction and Repair Department of NAS. It was renamed several times over the years, and in 1987 its name was changed from Naval Air Rework Facility to the Naval Aviation Depot.

NADEP participates in efforts to foster and enhance labor-management relationships with seven labor organizations which have been granted exclusive recognition to represent the collective interests of approximately 90 percent of the depot's nonsupervisory workforce. They comprise the primary communities affected by the V-60/V-90 complex.

The International Association of Machinists and Aerospace Workers (IAM&AW), Local Lodge 39, is the largest union, representing 2,150 employees in a wide variety of blue-collar trades and crafts. These include aircraft mechanics, machinists, welders, electricians and aircraft sheet metal mechanics, to name a few.

The production facilitating employees at the depot are represented by two unions. The American Federation of Government Employees (AFGE), Local 2225 represents 91 planners, estimators and progressmen. The National Association of Aircraft Examiners represents about 45 aircraft examiners.

Nonsupervisory white-collar employees are represented by one of four unions. Unit 3 of the National Association of Government Inspectors and Quality Assurance Personnel (NAGI&QAP) represents over 100 quality assurance specialists. Local 6 of the Aeronautical Production Controller's Association (APCA) represents almost 200 production controllers. The International Federation of Professional and Technical Engineers (IFPTE), Local 36 represents eight engineering technicians in a variety of specializations. Lastly, the National Association of Government Employees (NAGE), Local R4-83, represents all other graded nonsupervisory employees

who are not represented by one of the other white-collar unions. This totals approximately 675 personnel.

The second community of concern is comprised of the personnel assigned to the other tenant commands on NAS Norfolk, excluding NADEP. This involves 93 commands, including Commander, Naval Air Force, U.S. Atlantic Fleet; the Commander, Naval Safety Center; Commander, Carrier Groups FOUR and EIGHT; and 23 aircraft squadrons. Over 20,000 people work on the air station.

The present level of community interest is moderate and expected to rise as activity around the complex increases. The following kinds of concerns are likely to become more visible and pressing as the date of demolition approaches:

(1) *Health*--NADEP employees will be concerned with the health risks involved with the demolition of the V-60/V-90 complex. The walls of the building are impregnated with contaminants and employees will be concerned with the dust, and any contaminants in the dust, that become airborne with the demolition of the complex. Buildings V-60 and V-90 are located in close proximity to occupied NADEP buildings which could be exposed to the airborne dust.

(2) *Noise*--NADEP employees and NAS personnel will be concerned with the great increase in noise during working hours once the demolition of the V-60/V-90 complex begins.

(3) *Environment*--NADEP employees, NAS personnel and the general public will be concerned with the impact of the demolition on the Hampton Roads environment. Concerns will center on airborne dust and contaminants; possible run off from the the demolition into the sanitary system and the Chesapeake Bay; and the potential problems associated with transporting the hazardous material from the site, through the Hampton Roads community to the disposal area.

(4) *Inconvenience*--NADEP employees and NAS personnel will be concerned with the potential inconvenience which may result from the demolition of the complex. Buildings V-60 and V-90 are located in close proximity to a major thoroughfare of the base. Concerns will center on the possible closing or cordoning off of the roadway to facilitate the demolition of the buildings.

#### D. COMMUNITY RELATIONS ACTIVITIES

The following actions are planned as part of the community relations plan for the demolition of the V-60/V-90 complex:

(1) Incorporate members of the communities into the existing Technical Review Committee (TRC) which has been established for Naval Base, Norfolk to review and comment on all decisions affecting the demolition. The TRC will be comprised of representatives from

EPA, the State of Virginia, the Norfolk community, NADEP employees and NAS personnel.

(2) Establish contact and brief local and state officials, local congressmen and key community leaders on the demolition of the V-60/V-90 complex.

(3) Access the communities concerns, informational needs and how they desire to be kept informed through interviews with community members.

(4) Develop a mailing list of key people in the community, on base and at the state and federal levels who need to be kept informed on issues relating to the demolition of the V-60/V-90 complex.

(5) Develop an easily understood fact sheet for the community, concerning the demolition, the types of contaminants and the IR process.

(6) Distribute news releases and inform local media in a timely manner.

(7) Demonstrate sensitivity to individual concerns and needs within the communities.

(8) Utilize the various internal communication tools to inform personnel of planned actions and results. These tools include, but are not limited to, the "Grapevine," the "Straight Skinny," Soundings, CO NADEP's "Tailgate Talks" and tenant command meetings.

(9) Establish a "hotline" telephone number at NADEP to help answer inquiries from NADEP employees, NAS personnel and the general public.

(10) Hold informal briefings or meetings with members of the community, local officials or special interest groups as necessary. NADEP PAO will prepare a brief on the project and the communities concerns.

(11) Identify locations and establish information repositories where site documents can be made available for public review throughout the demolition process. Update the repository as new information is made available.

(12) Revise the community relations plan as necessary.

#### E. INFORMATION RESOURCES

(1) *General Public Inquiries*--The spokesperson for the demolition of the V-60/V-90 complex will be NADEP's PAO. The PAO will maintain a logbook of all requests and comments made by NADEP employees, NAS personnel and the general public. The logbook will also contain how each request or comment was handled. This logbook will ensure that an institutional memory is maintained.

(2) *Information Repositories*--Information Repositories are convenient locations where site information documents and general information about the sight are stored for public review. Repositories for the demolition of the V-60/V-90 complex will be located at the Naval Air Station, Norfolk Library (Building U-16)

(6) *Internal Communication Tools*--Various internal tools will be used to keep the public informed of planned actions and results. These tools include, but are not limited to, the "Grapevine," the "Straight Skinny," Soundings, CO NADEP's "Tailgate Talks" and tenant command meetings.

(7) *Listing of Community Relations Actions taken*--A complete listing and dates of completion of all community relations actions will be maintained by NADEP Public Affairs Office as part of the information repositories and the Administrative Record. Memorandums for the Record will be included, detailing the actions.