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NAS CECIL FIELD, FL
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SAMPLING AND ANALYSIS OUTLINE FOR BUILDING 815 BASE REALIGNMENT AND
CLOSURE ZONE D INDUSTRIAL AND FLIGHT LINE AREA GROUP 2 NAS CECIL FIELD FL
2/1/1995
ABB ENVIRONMENTAL SERVICES INC

SAMPLING AND ANALYSIS OUTLINE

**BUILDING 815
BASE REALIGNMENT AND CLOSURE
ZONE D, INDUSTRIAL AND FLIGHTLINE AREA
GROUP III**

**NAVAL AIR STATION, NAS CECIL FIELD
JACKSONVILLE, FLORIDA**

Unit Identification No. N60200

Contract No. N62467-89-D-0317

Prepared by:

**ABB Environmental Services, Inc.
2590 Executive Circle, East
Tallahassee, Florida 32301**

Prepared For:

**Department of the Navy, Southern Division
Naval Facilities Engineering Command
2155 Eagle Drive
North Charleston, South Carolina 29419**

Steve Wilson, Code 18B9, BRAC Environmental Coordinator

February 1995

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Jacksonville, Florida

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GLOSSARY

ABB-ES	ABB Environmental Services, Inc.
BRAC	Base Realignment and Closure
CLP	Contract Laboratory Program
EBS	Environmental Baseline Survey
IR	Installation Restoration
NAS	Naval Air Station
PRE	Preliminary Risk Evaluation
SAO	Sampling and Analysis Outline
TAL	target analyte list
TCL	target compound list
UST	underground storage tank

1.0 SITE DESCRIPTION

This Base Realignment and Closure (BRAC) Phase II Sampling and Analysis Outline (SAO) briefly describes and proposes a plan for assessment of Building 815, located on the north to south flightline at the Main Base, Naval Air Station (NAS) Cecil Field. Building 815 is referenced in the NAS Cecil Field *Environmental Baseline Survey* (EBS) (ABB Environmental Services, Inc. [ABB-ES], 1994a) as a hangar. It houses two stories of administrative offices and a large aircraft maintenance area.

Building 815 is located south of Building 1845 and north of Building 825 adjacent to the north to south taxiway. An aircraft washrack, associated with Building 815, is located north of the building (Figure 1) on the concrete apron.

2.0 ENVIRONMENTAL BASELINE SURVEY COLOR DESIGNATION

Building 815 was color-coded Red in the EBS only because it is within the Installation Restoration (IR) Program Site 16 groundwater contamination plume (ABB-ES, in press).

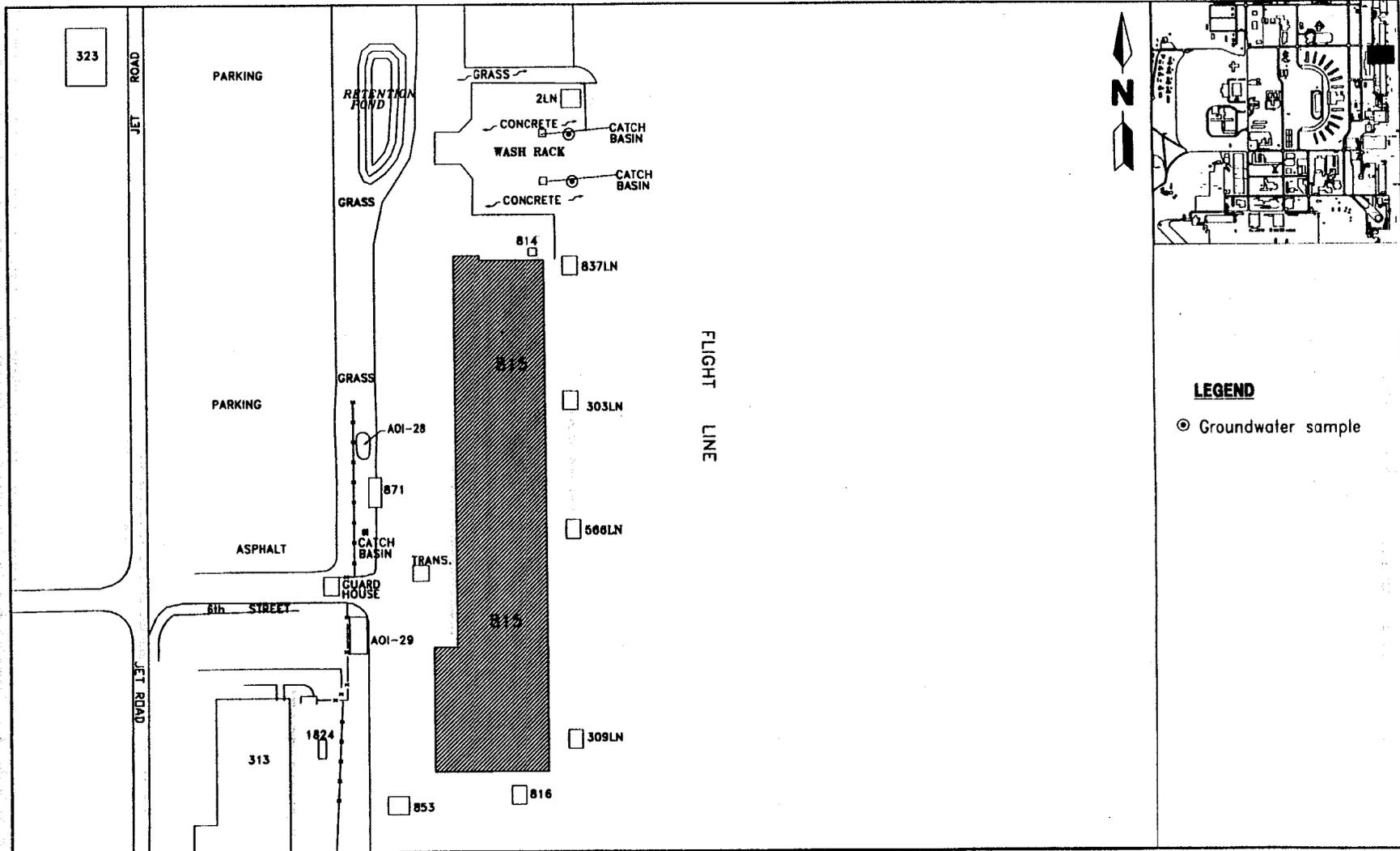
On a site walkover in December 1994, no evidence of contaminant releases were seen in the hangar building or around the flammable substances storage lockers outside (Figure 1). However, pathways of concern for any hazardous, flammable, and/or petroleum-based materials used at the hangar are generally (1) stormwater drainage system catch basins via runoff and (2) cracks in the concrete apron via infiltration.

Staining was observed on the concrete pavement around the two catch basins associated with the aircraft washrack. The construction details were researched at the Base Public Works Department. Piping from two catch basins in the washrack area (Figure 1) route wash and rinse water to the sanitary sewer. An oil-water separator and gate valve system that allows runoff be routed to the stormwater drainage system if desired is also shown on the building plans. However, during the site walkover, an oil-water separator associated with this washrack was not encountered.

3.0 RECOMMENDATIONS

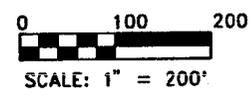
The major concerns at Building 815 are (1) lack of information and understanding of the washrack piping configuration, (2) potential groundwater contamination at the aircraft washrack catch basins, (3) groundwater contamination from the hangar building operations in general, and (4) the IR Site 16 groundwater plume.

3.1 Tracer/Discharge Test to Determine Washrack Piping Base contacts have been questioned to determine how the washrack piping is currently configured, but current visual evidence does not support historical installation drawings. If necessary, a tracer/discharge test will be performed to determine where the



LEGEND

⊙ Groundwater sample



**FIGURE 1
BUILDING 815
HANGAR**



**PHASE II SAMPLING AND ANALYSIS
OUTLINES, GREY SITES**

**NAS CECIL FIELD
JACKSONVILLE, FLORIDA**

washrack outflow is located. Observers posted at potential outflow/discharge points will record actual discharge conditions. The washrack water nozzles will be used to pump water directly to the catch basins during the test.

3.2 Groundwater Sampling To assess the presence or absence of residual contamination in shallow groundwater from historical aircraft washing operations at the wash rack catch basins, completion of the following program is recommended. Contract Laboratory Program (CLP) analysis of target compound list (TCL) organics and target analyte list (TAL) inorganics is recommended.

To meet a potential need for input to a Preliminary Risk Evaluation (PRE), the recommended analytical level to meet the data quality objective for this site is Level IV with CLP deliverables.

Two shallow groundwater samples will be obtained by installing and sampling two shallow monitoring wells near the wash rack catch basins. Both wells will be screened across the water table. The samples will be analyzed for TCL organics and TAL inorganics. Applicable sample collection techniques, quality assurance objectives, quality control requirements, and sample handling and shipping procedures are outlined in the BRAC NAS Cecil Field *Project Operations Plan* (ABB-ES, 1994b). Proposed sampling locations are shown on Figure 1.

The results of analysis, a contamination assessment, and recommendations for reclassification of the property will be reported in a draft Site Summary report for Building 815. The project team will seek concurrence from the BRAC Cleanup Team before completing a PRE and submitting a final Site Summary report.

3.3 Comprehensive Flightline Groundwater and Stormwater Drainage Approach Prior to redesignation of the color code for the building, the pathways of concern for the materials stored at the line shacks, buildings, storage areas, and used during operations related to aircraft maintenance along the flightlines will be addressed. Two comprehensive SAOs will be developed to evaluate (1) the stormwater drainage system and (2) groundwater in the runway areas.¹ Building 815 is within the investigation areas of these two SAOs, and it is recommended that re-evaluation of the color code for Building 815 be postponed until the investigations are completed.

In addition, because Building 815 is in the IR Site 16 groundwater plume, it is recommended that reclassification of the color code be postponed until the groundwater plume remedial approach is determined.

¹ The SAO for the stormwater drainage system will outline a program to collect samples of sediment and surface water at the outfalls and sediment within the stormwater system at primary intersection points. The SAO for the runway apron areas will outline a technical approach to evaluate the groundwater leaving the flightline areas for the north to south and east to west runways.

4.0 SELECTED REFERENCES

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