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NAS CECIL FIELD, FL  
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EMAIL REGARDING FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION  
COMMENTS ON DRAFT TECHNICAL MEMORANDUM FOR NO FURTHER ACTION AT  
POTENTIAL SOURCE OF CONTAMINATION 39 NAS CECIL FIELD FL

4/5/2002

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

## Jonnet, Mark

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**From:** Speranza, Mark  
**Sent:** Friday, April 05, 2002 1:35 PM  
**To:** Dutka, Gary; 'Grabka, David'; 'Glass, Scott (Efdsouth)'; 'Mark Davidson (E-mail)'; Kotun, Ronald; Whitten, Michael; Jonnet, Mark; 'Dawn Taylor (E-mail)'; Miller, Ralinda; Simcik, David; Simcik, Robert; Logan, Joe  
**Subject:** RE: PSC 39  
**Sensitivity:** Private

[We will revise the report to address these comments.](#)

thanks

-----Original Message-----

**From:** Grabka, David [SMTP:David.Grabka@dep.state.fl.us]  
**Sent:** Friday, April 05, 2002 11:53 AM  
**To:** Speranza, Mark; Glass, Scott (Efdsouth); Mark Davidson (E-mail); Kotun, Ronald; Whitten, Michael; Jonnet, Mark; Dawn Taylor (E-mail)  
**Subject:** RE: PSC 39  
**Sensitivity:** Private

I don't think so. Mike Whitten got me the information I needed to prepare for my meeting with management on PSC 39. I gave the presentation yesterday and Tim and Jim seem okay with moving forward with No Further Action for the flightline outfalls. However, they did ask a few questions that I couldn't answer definitively or couldn't show on a figure because they weren't in the report. Since what they were asking seemed very reasonable and appropriate, I'm asking that their concerns be addressed in the report.

Specifically:

(1) I believe the flightline outfalls are part of the basewide stormwater management system. However, there is no mention of an NPDES permit (permit #) for the stormwater management system, who is operating under the permit (Navy, Jax?) and if there are sampling points that may be monitoring impacts from the discharges from the flightline. Also, it doesn't say whether the permit is being or has been complied with.

(2) They were interested in where the stormwater catchments and piping that run to the outfalls are and whether there were petroleum, BRAC or CERCLA sites in the vicinity of the the catchments, piping, etc. As you know, we've relined one section of piping at Site 16 and have in the past proposed relining another section. None of the figures shows where the piping or catchments are that lead to the various outfalls.

(3) They were interested in figure(s) showing where the stormwater ditches discharge to after the outfall (Sal Taylor Creek ).

(4) The main rationale given and accepted by management is that the contaminants left at the vicinity of the ditches are limited in extent and are not extremely elevated in order to pose risks to higher level organisms based on area use factors. The contaminants detected are for the most part what would be expected in sediments and surface water at the discharge points from an operating airport, that even if we were to remove those sediments further loading of PAHs and metals can be expected from an operating airport,

that the airport is still operating and is expected to continue operation in the foreseeable future. Finally, the existing stormwater system continues to be used and the system is expected to be upgraded in the future. While parts of the above rationale were in the report, several parts of that rationale were not specified in the report, especially in the conclusions and recommendations part of the report.

On another note, in the first paragraph in Section 3.0, you have the Navy analyzing for BRAC VOCs, BRAC SVOCs, BRAC pesticides and PCBs. I am unaware that there is a difference between BRAC VOCs, BRAC SVOCs and BRAC pesticides and PCBs and non-BRAC VOCs, non-BRAC SVOCs and non-BRAC pesticides and PCBs.

While this may require some editing of the report and some additions, I do not see this as a major difficulty. As I've said, Jim and Tim are aboard with the NFA decision, but they and I want to make sure it is very well documented.

I'm sorry I haven't been able to put together a real letter with the comments. I hope this helps.

David P. Grabka, P.G.  
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-----Original Message-----

From: Speranza, Mark [mailto:SperanzaM@ttnus.com]  
Sent: Friday, April 05, 2002 10:57 AM  
To: 'Glass, Scott (Efdsouth)'; Grabka, David; Mark Davidson (E-mail);  
Kotun, Ronald; Whitten, Michael; Jonnet, Mark  
Subject: RE: PSC Update/Parking Lot  
Sensitivity: Private

Dave,

Is there any specific information that we need to prepare ahead of time so we can provide answers at the meeting?

> -----Original Message-----

> From: Glass, Scott (Efdsouth) [SMTP:GlassSA@EFDSOUTH.NAVFAC.NAVY.mil]  
> Sent: Friday, April 05, 2002 10:20 AM  
> To: David Grabka (E-mail); Dawn Taylor (E-mail); Debbie Vaughn-Wright  
> (E-mail); Mark Davidson (E-mail); Jonnet, Mark; Speranza, Mark; Simcik,  
> Robert; Kotun, Ronald; Sam Ross (E-mail); Wayne Hansel (E-mail)  
> Subject: PSC Update/Parking Lot  
> Sensitivity: Private  
>  
> Team,  
>

> I just spoke to Dave and he has a couple of things he needs to talk to the  
> team about:  
>  
> PSC 39; looking for some clarifications.  
> Bld 535; question regarding the 95% UCL calculation.  
>  
> Can we work this into the PSC update or put on the Parking Lot?  
>  
> Thanks, and I'll see you all Tuesday.  
>  
> Scott A. Glass, P.E.  
> BRAC Environmental Coordinator  
> Southern Division Naval Facilities Engineering Command  
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