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NAS CECIL FIELD, FL
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SITUATION REPORT ON DAY TANK 2 JET FUEL RELEASE NAS CECIL FIELD FL
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ABB ENVIRONMENTAL SERVICES INC

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SITREP #2

NAS CECIL FIELD

Situation Report on Day Tank 2 Release

Background: Day Tank 2 (DT-2) is a 1940's era mounded jet fuel tank located on the south side of the base, just north of the east-west runway. A mounded tank is basically a tank that is constructed above ground and then covered with soil to control temperature variations and to provide protection from aerial attack. Jet Fuel is pumped from the North Fuel Farm (NFF) via an underground line to DT-1 and to DT-2 for distribution to the North-South and the East-West hot pits. The hot pits are the end point where fuel is actually dispensed into Navy aircraft.

What happened: Jet Fuel was discovered on the ground surface to the South of DT-2 in October 1996 after an extended period of heavy rainfall. Initially, it was believed that the fuel had floated to the surface with the rising water table. The source was assumed to be from the previously identified South Fuel Farm (SFF) jet fuel plume just north of the Day Tank.

What we did: First, DT-2 was immediately taken off-line and its contents were pumped back to the North Fuel Farm. This was done to prevent any further release should the source be determined to be a tank leak. Next, Bechtel (BEI), NAS Cecil Field's remedial action contractor, was contracted to start free product recovery.

BEI constructed a cut-off trench along the north side of the storm drain to the South of the Day Tank to prevent migration of free product into the storm drain. Concurrently, BEI constructed a series of pits to vacuum free product. To date, approximately 29,000 gallons of jet fuel have been recovered. The recovery effort is still ongoing, but the rate of recharge of free product has dropped substantially. The recovery phase will probably be terminated by the end of the month.

Where did the fuel come from?: Soil borings were installed around the north perimeter of the tank (groundwater flow is roughly north to south) to determine if fuel came from an off-site source, either the old South Fuel Farm (SFF) plume or the underground fuel line supplying fuel from the North Fuel Farm (NFF). All results were negative, indicating that the absence of an off-site source. Next, the tank and all associated piping were leak-tested to determine the integrity of the tank and the associated piping. Again, all results came back negative. There are no other potential sources in the immediate area.

Since no source was discovered, the Judge Advocate General (JAG), the Navy's legal investigative department, was asked to investigate the spill to determine if foul play was involved. The preliminary investigation has been completed and we expect that the JAG findings will be published sometime in 1997.



DT-2 Status: The Navy has made the decision to permanently close the tank. All fueling operations at the tank and East-West hot pits have been terminated. All piping has been plugged (or blank-flanged). The decision to close the tank was made in part because of the environmental liability associated with continuing to operate a tank when the spill source has not been determined. In addition, the Station's jet fuel requirements will be dropping off sharply as the base draws closer to closure.

This decision will enable the BCT to incorporate removal of the tank in the cleanup plans, making it more cost efficient to remediate the contaminated soil beneath and adjacent to the tank. The North-South hot pits will still be available to supply the normal aircraft fuel demand. If additional fuel is needed during heavy use periods, it will be supplied by fuel trucks dispensed directly from the NFF.

Where do we go from here?

- A contamination assessment report (CAR) will be developed to characterize the vertical and horizontal extent of contamination.
- Next, a remedial action plan (RAP) will be prepared to select a method to remediate the site.
- Finally, when funding is available, the soil and groundwater will be cleaned up to meet state requirements.

The schedule for follow-on work is currently being developed and will depend on funding allocated to the Cecil Field cleanup program. We do not anticipate any remedial work until at least FY 98 and possibly not until FY 99.

