

NAVAL AIR STATION MEMPHIS
RESTORATION ADVISORY BOARD

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Dr. David M. Watt

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Department of Defense

Mr. David G. Williams
EPA Region IV

Mr Clint Willer
State of Tennessee

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31 July 1995

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Dear RAB Members:

On behalf of Captain Willis, I am forwarding minutes from the June 27th meeting for your information and review.

I look forward to seeing you at the next RAB meeting on August 29th, and will send a reminder notice as the time approaches. In the interim, if you have any questions, please do not hesitate to call me at (803) 743-0610, or you may call Ms. Sue Hosmer, NAS Memphis Public Affairs Office, at 873-5761.

Sincerely yours,



David L. Porter
BRAC Environmental Coordinator

enclosures: Meeting Minutes

Meeting Minutes
NAS Memphis Restoration Advisory Board (RAB)
June 27, 1995
Baker Community Center
Millington, Tennessee

Attendees:

Captain T. LaMar Willis
Frieda Ellerbrook
Kenny Kelly
Norman LaChapelle
Trent McVay
David Porter

Tom Seale
John Smith
David Watt
Clint Willer
David Williams

Captain Willis welcomed everyone and opened the evening's meeting by introducing all RAB members in attendance. Captain Willis also introduced Dr. Ted Simon from the U.S. EPA and Mr. Marty Oliver and Mr. John Karlyk from Southern Division, Naval Facilities Engineering Command (SOUTHDIV).

After reviewing the agenda, Captain Willis introduced Mr. David Porter from SOUTHDIV for the Base Realignment and Closure (BRAC) Cleanup Team Status Update.

Mr. Porter began by reviewing a table of the overall schedule. He discussed the status of the cleanup as of the end of June. The table showed that the Navy is well into the environmental impact statement process, well into the field work investigation process, and finished with the Gray Area Investigation. They are waiting for the community reuse plan. Recently, the BRAC Cleanup Plan was updated and all RAB and BCT members received copies.

He then discussed the Gray Area Investigation Report that is finalized and available in the RAB Library for review. To refresh everyone's memory, he discussed the five sites in the gray area that changed from gray to a transferable category, light green. They are:

- The Navy Lake Area
- Aircraft Arresting Gear on the Runway
- Building N-4
- MWR Shooting Range
- MWR Ponds

Several gray areas still need additional investigation, including the gasoline fueling pits, Building N-122 (former welding shop), Building N-7 (former hangar), the turkey shoot area, and an area that was found in the walkover in January.

The sites on the North Side have been divided into four assemblies (A, B, C, and D). Assembly A has the highest priority, and field work has been completed. The fieldwork for Assemblies B & C, the next highest priorities, has also been completed. Assemblies B & C include Salvage Yard No. One, the drainage ditches, some former underground storage tank locations, and the

former sewage plant. Preliminary results from these two assemblies should be available at the next RAB meeting, in August.

The draft work plan for the removal of two new solid waste management units (SWMUs 66 and 67, dump areas) is in the RAB library for review. The removal was to be completed by June, but has been delayed due to lack of funding.

All investigation-derived waste (IDW) from Assembly A is non-hazardous and will be placed on a SWMU on the South Side. The Airport Authority has requested a Finding of Suitability to Lease for the airfield beginning October 1, 1995. A finding of suitability to lease has been drafted and the regulators are reviewing it.

Mr. Porter discussed the non-BRAC side (South Side) of the base. An interim measure work plan has been completed for SWMU 19 (underground storage tank near the Navy Exchange), which is available for review in the RAB Library. Also completed is the interim measure removal of SWMU 45. The sites on the South Side have been divided into Assemblies E, F, G, and H. Some funding cuts have been made for the non-BRAC sites. Only the highest-priority sites will be able to be investigated this year. The medium and low-priority sites will follow sometime next year.

The next item on the agenda was a review of the charter, led by Mr. Clint Willer. There was a discussion regarding deferring the review of the charter until next meeting. It was decided that the community co-chairman would maintain his position. Another discussion was about attendance. There was a motion to keep the charter as is. It was seconded. The motion passed unanimously.

Dr. Ted Simon, of the U.S. EPA, discussed risk assessment. He explained that risk assessment is a tool for the decision-makers. As a tool, it is not the deciding factor, but should be used to help make the decision.

Mr. David Williams discussed the first round of results from the investigations in Assembly A. This included the cemetery disposal area (SWMU 8), Northside landfill (SWMU 60), aircraft firefighting training facility (SWMU 5), Building N-126 (SWMU 7), and Building N-121 plating shop dry well (SWMU 3). Contaminant concentrations in groundwater and soil samples for all of the SWMUs for Assembly A were summarized. He showed an overhead presentation with the results of the soil and groundwater samples of each SWMU. Handouts of each SWMU were distributed to RAB members, giving concentrations of contaminants exceeding risk-based concentrations, if any.

Mr. Kenny Kelly asked a question about SWMU 60 being used for storage or disposal of underground storage tank (UST) dirt. Mr. Porter responded that the area was used as a temporary staging location for UST dirt. Another question was asked about plans to maintain monitoring wells in the landfill area. The response was that plans include maintaining all monitoring wells.

Mr. Williams continued, saying that chloroform was detected in three groundwater samples at SWMU 3. The concentrations were very low – well below maximum contaminant levels (MCLs) but slightly above screening levels. Currently there is no indication as to where the

chloroform might have come from. It will be taken into consideration and will be looked at during the risk analysis.

A question was asked about the original use of Building N-121. Building N-121 was used as a plating shop where students were trained. Another question was asked about how far back information went on the solvent for Building N-121, and if any cobalt compounds were detected. No cobalt compounds were found. *[Editor's note: cobalt was detected, but not in concentrations exceeding RBCs or two times (2x) background.]*

A concern was raised about underground structural steel, off the slab of Building N-121, which may serve as a migration pathway for solvents. There was a short discussion with the panel on the possibility of pathways for solvents.

Mr. John Smith asked a question about SWMU 5, Aircraft Firefighting Training Facility, and if the investigation looked for combustion byproducts, specifically dioxins. Mr. Williams stated that combustions byproducts are one of the things looked for under the full-scale analysis.. *[Editor's note: Following the RAB Meeting, the BCT has discussed additional sampling at SWMU 5 specifically for dioxins.]*

It was asked whether the firefighting school was still in operation. Captain Willis stated that it is still in operation and will be until the end of 1997. Since the school will be in operation for another two years, groundwater monitoring will continue, to make sure that nothing is migrating offsite. Once the school is shut down, then the Navy will go back in and assess what kind of remediation is needed. A question was asked if there was only one monitoring well on the west side of the site. Five monitoring wells are actually on the west side, but are not shown on the map.

Mr. Williams stated that all the results from the Assembly A investigation will be put into the Baseline Risk Assessment. The investigation is continuing and the next set of results will be for Assembly B. A question was asked about the standard error of each estimate given with the results. The answer was that it depends on the standard of the curve and where the results fall within that curve.

Mr. Williams summarized the update, stating that the only area for concern is the presence of trichloroethylene (TCE) at Hangar 126. There might be some need for remediation. Also, the firefighting training facility might need some remediation when it shuts down.

Captain Willis thanked Mr. Williams and asked if there were any other questions for the Assembly A work. Seeing none, he proceeded to the next agenda item. He asked if anyone had given any community updates since the last meeting. No one had. He suggested that Mr. Trent McVay have a presentation at the high school for the following school year.

The next item on the agenda was the update on the Millington Municipal Airport Authority Master Plan and Millington's reuse plan. He introduced Mr. Frank Ryburn.

Mr. Ryburn explained that he did not have much to report. The consultants were still working on the master plan. There is a promising outlook for the caretaker organization. He was concerned about the amount of misinformation about the airfield that has been given out.

Captain Willis then introduced Mr. Phil Whittenburg with Millington's Reuse Committee. Mr. Whittenburg stated that decisions regarding a reuse plan have been put off until the next reuse meeting on July 20. He is hoping that he will have more information after that meeting. Captain Willis stated that he is hoping that when the decision is made about the proposed reuse, it will help guide RAB members in advising and determining the level of cleanup needed. The RAB is looking forward to the decision.

The next agenda item was the Finding of Suitability to Lease for the airfield. Captain Willis introduced David Porter. Mr. Porter summarized that they looked over the original baseline survey that was done last year and walked back over the property in the proposed lease area. The area consists of a runway, the new hangar (Building 798), air traffic control tower, the apron area, the aircraft wash rack, and some outlying buildings associated with the airfield. The suitability to lease has been drafted and provided to the regulators for review. The Navy is not anticipating any problems at this time. There should not be any environmental problems to hold up the lease. Only one SWMU (62) is inside the area up for lease. The fieldwork has been finished for SWMU 62. Many tanks (underground, aboveground and oil/water separators) are in this area. The intention at this time is to remove all underground tanks. There will be a discussion with the city to see if some of the aboveground tanks and oil/water separators can be left in place.

A question was asked about when the asbestos work will be completed in the control tower. The answer was before October 1, 1995.

There was a discussion about when sampling and analysis of the runway area was done and did they look for dieldrin. Dieldrin was found up and down the runway. The question was asked about where does dieldrin come from and how harmful is it. Dieldrin is a pesticide and was applied widely on the North Side of the base in the 1950s and 1960s to combat the white-fringed beetle. It has since been banned from use.

A question was asked about whether soil outside of the base has been tested for dieldrin. It has not been tested by the Navy. Checking is being done on testing by other parties outside of the base. As of now, no information has been received.

Dr. Simon stated that he has seen a report that calculated risk using various residential scenarios for dieldrin as present on the base and using the maximum concentrations detected. All of the risks from dieldrin that were calculated were lower than the concentrations that would present concern to the EPA. A question was asked about dieldrin's hazards and health risk. The response was that it would be necessary to be exposed to dieldrin every day for 30 years to have much of a health risk.

A question was asked if samples could be taken from the sewer system. Those results will be available in Assembly B. Samples have been taken from the surface water drainage.

A question was asked about the difference between the lease area and deed area. The reply was that no property transfer can take place until the Environmental Impact Statement (EIS) is complete and the record of decision has been signed. As a temporary measure, the Airport Authority has asked for the lease of the airport. At this time the idea is to lease the area and then deed it at a later date. It is hoped the entire parcel on the North Side will be deeded. There will be a poster at the next meeting to show the entire lease area and possible deed area. The ultimate reuse will dictate the level to which the base must be cleaned up. The government cannot transfer any property until it is clean.

It was agreed that the next meeting would be held on August 29, 1995, at 6:30 p.m. With no further comments or questions, Captain Willis established the agenda for August. Agenda items would include: (1) Assemblies B & C, (2) Update of SWMU 7 - Hanger N-126, (3) Funding for the Southside, (4) Proposed reuse for airport, (5) FOSL update and (6) Draft RFI Report for Assembly A.

A motion was made to adjourn. It was seconded and passed without objection.

BRAC Cleanup Team Status Update

Items of Interest for the Restoration Advisory Board (RAB) - 27 June 1995

- **BRAC CLEANUP PLANS (BCPs)** - BCPs have been revised and provided to all RAB members. Appendix A provides projected funding requirements. Appendix F provides updated color-coded maps. Previous copies of the plan can be discarded.
- **FINAL GRAY AREA INVESTIGATION REPORT** - The gray area report has been finalized, and the sites listed below are recommended for "no further action" (this is reflected in the updated color map in the BCP, which shows these sites as light green/blue).

Building N-4
Arresting Gear
MWR Shooting Range

Navy Lake Complex (Navy Lake, Tanya Lake, and Lake Louise)
MWR Ponds

In addition to the above sites, additional samples were taken along the airfield approach areas during the Assembly B field work. The remaining sites (listed below) are covered in the FOLLOW-UP GRAY AREA WORK PLAN. This plan is available for review. One other site, the gasoline pits along the apron, will be investigated as part of the tank removal program.

Building N-122 (former Welding Shop)
Building N-7

Turkey Shoot Area
Riding Trails Disposal Area

- **ASSEMBLIES B and C** - Field work has been completed. Preliminary data will be available for review at the August RAB meeting.

Assembly B SWMUs:

SWMU 4 (Building N-121 Battery Shop Storm Sewer and Drainage Ditch)
SWMU 6 (Building N-126 Battery Shop Storm Sewer and Drainage Ditch)
SWMU 10 (Northside Landfill, Eastern Portion)
SWMU 31 (Aircraft Wash Rack at 4th Street)
SWMU 38 (Miscellaneous Drainage Ditches - North Side)

Assembly C SWMUs:

SWMU 15 (N-94 - Underground Tank Farm)
SWMU 21 (N-10 Underground Waste Tank)
SWMU 26 (N-102 Battery Acid Neutralization Unit)
SWMU 27 (Northside Sewage Treatment Plant)
SWMU 62 (M-21 Arresting Gear)

- **SWMUs 66 & 67** - Work plan is available for review. Field work has been delayed due to lack of funding; however, funding is expected in the fourth fiscal quarter (JUL-SEP).
- **INVESTIGATION DERIVED WASTE** - Drums of soil and water generated during Assembly A investigations and drilling of background wells has been determined to be non-hazardous. Material in the drums will be spread on existing south side SWMUs.
- **FINDING OF SUITABILITY TO LEASE (FOSL)** - A FOSL for the airfield has been drafted and is currently under review by EPA and TDEC. Asbestos work is required for Building N-2 (Air Traffic Control Tower) and Building 774 (at the aircraft wash rack).
- **NON-BRAC SITES** - An Interim Measures Work Plan for SWMU 19 is available for review for the removal of an underground waste tank at the Navy Exchange. An Interim Measures removal has been completed at SWMU 45.