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**MINUTES OF THE FIRST TECHNICAL
REVIEW COMMITTEE MEETING
NAVAL AIR STATXON PENSACOLA
PENSACOLA, FLORIDA
JANUARY 12, 1989**

March 1989

Prepared for:

**DEPARTMENT OF THE NAVY
SOUTHERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
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Contract Number N62467-88-C-0200**

052000



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PREFACE

Prepared for Ecology and Environment, Inc.,
by Hitchcock and Driver Enterprises, Inc.,
Court Reporters, Pensacola, Florida.

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TECHNICAL REVIEW COMMITTEE MEETING

Held at Naval Air Station Pensacola
on the 12th day of January, 1989.

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CAPTAIN JUPIN: I'd like to welcome y'all to the Naval Air Station Pensacola. I'm Captain Bud Jupin, the CO of the Naval Air Station here. There's several other people around the table that I'd like to introduce initially. We've got Captain Art Shaw who is the CO of the Public Works Center here and to my left is Captain Dave Riley who is the CO of the Naval Aviation Depot here. Next to Dave is Captain Rob Jordan, his executive officer. I think I'd like to then proceed around the table. I know several of the people but what I'd like to do is start with you and have people, then, just stand up and say who you are and what you do, please.

My name is James Malone. I'm with Southern Division Naval Engineering Command. I'm the installation restoration program section manager.

Jerry Coling and I'm an earth scientist out at the University of West Florida.

Janice Kilgore and I'm the coordinator for Emergency Management Civil Defense here in Escambia County.

I'm Jim Crane with the PDER out of

Tallahassee. I'm head of the Technical Review Section in the Bureau of Waste Cleanup.

I'm Eric Nuzie. I'm also out of DER from Tallahassee and I've been the liaison for the IRP Program since about '84 and will be the Technical Review Committee member for this.

I'm Drew Puffer with the EPA out of Atlanta, currently with the RCRA program. I also have some Superfund experience which probably will be helpful here.

CAPTAIN JUPIN: Okay. Thank you very much.

Today's formal presentation will be given shortly by Lieutenant Commander Bob Rotz from the Facilities Maintenance Division here at the Naval Air Station. But what I'd like to do is just initially start through some slides and give you a quick presentation here of the Naval Air Station Pensacola and let you know a little bit about what's happening on the base.

This is a picture of our logo. I never pass up an opportunity to explain the logo for our guests. You probably don't know what it means but let me explain it to you.

It was designed in 1932 by Mr. Ed

Collins who was a graphics illustrator here at the Naval Air Station. He was working for a lieutenant commander and at the time they didn't have a patch so they asked him to design one. And he was sitting there in his office looking out over the bay watching the young fledgling naval aviators trying to fly the seaplanes off the bay. Well, he was watching them, and if you understand seaplanes or aviation, it's very difficult to land a seaplane. You have to essentially stall the airplane just above the water, land into the wind, down the waves, and hope that you don't rip off the pontoons or so forth. The same on the take off, you accelerate to get up onto the top of the waves and then break the--whatever it is--the suction that you have with the water and fly away.

Well, these naval aviators were coming in at a certain altitude way too high and stalled their airplane and flashed down into the bay and got this big grin on their face because they had survived this and then realized--it hit him that this was the same smirk that the goslings got whenever they were migrating down here to the Pensacola Bay. And the young goslings were trying to learn to fly and get out of the bay as well, and hence, that is a gosling learning to fly here at the bay just like the

fledgling young naval aviators and it stuck ever since.

This is the front gate that everybody should have come through today, out at the brand-new bridge, six lanes, which will be full as a matter of fact, so I'm doing you a favor by keeping you here past fifteen hundred. It will be absolutely bumper-to-bumper.

This is an aerial view of the Naval Air Station from down here by the waterfront area. Let me just orient everybody so that there are no questions. This particular section right in through here is the original Navy yard that was designed in 1825, whenever we came here.

This is a picture of some of the historical structures along the waterfront. This is Building 45 which has been here since well into the beginning of the, naval yard. Lexington's pier down here, the JP tank, a portion of the NADEP facility and Chevalier Field. This particular area goes out to Magazine Point, the waste water treatment plant. The naval supply center is over in this area. And this is the main road that goes out to the front gate.

This is a picture out at Forest Sherman Field looking at runway 01, looking to the north.

Coming into the bay that's the intracoastal waterway that's between the island and the approach end of the runway 01.

Here on the Naval Air Station we have presently about fffty-five or fifty-seven different tenant commands that I'm responsible for providing support to. The first of these is the Chief of Naval Education and Training. It's a three-star admiral by the name of Admiral John Disher. He just arrived here in November and replaced Admiral Thunman in that particular position. He's the largest naval shore command in the United States. He has about a hundred and seventy-five thousand people under him at any one particular time undergoing training. Whatever the training is in the United States Navy it's under the Chief of Naval Education Training cognizance as far as what he does. And as a portion of supporting CNATRA, Chief of Naval Air Training, we fall under his hat ultimately.

This is a picture of some of the squadrons that are here locally. That's the Naval Air Station on the top there and the gosling. That's VT-4 that is underneath there. VT-4 trains pilots for E2 and C2 carrier operations. The next one underneath is VT-10, that is a basic flight NFO instructor

squadron. Then there's VT-86, that's advanced NFO training. And when they complete VT-86, the NFO's will receive their wings here. When they have completed VT-4 they will receive their wings and follow on to C2 or E2 training.

This is a picture of the USS Lexington down at Alleghany Pier. She is in fact administratively through the CNATRA Organization and operationally through the AIRLANT Organization. Her major job is to go out approximately inside the Gulf about fifty miles off the shore and conduct carrier training for new aviators while they're going through the training command. Additionally, when her deck is available various fleet squadrons come down and utilize her for refresher carrier training. Pilots have to be refreshed no later than every six months to maintain their currency then they have to maintain a landing every seven days at night while they're deployed to keep that currency while they're out and about.

These are three of the airplanes, two Cessna Citation, it's called a T-47 airplane, that are utilized here at Pensacola for training. ^{What's} missing is a T-2 airplane as well, it's call the T-2

Buckeye and that's the basic jet that the students learn to fly.

This is the home of the renowned Captain David Riley from the Naval Aviation Depot Operation, the largest single employers in the western panhandle of Florida. We have about four thousand people employed in the Naval Aviation Depot here doing repair work on helicopters: H-60's, H-53's, H-3's T-2's, TA-4's. There's a large group of aircraft that are worked on by the Naval Aviation Depot. Some of those airplanes right now are out of production and his source of repair are the only capabilities we have at this time. Here's some of the H-3's on the assembly line over at the NADEP facility.

This is a picture of Captain Shaw's headquarters, the Navy Public Works Center here on the Naval Air Station. He's responsible ultimately for helping me maintain five hundred buildings, sixty-one miles of road and about five thousand eight hundred acres of land, as far as taking care of those facilities.

This is a picture of some of the things that we have on the base. We have a National Park Service here as well. This is Fort Barrancas that you see. It was one of the original three forts that were

built here to protect the mouth of the bay. Fort **Pickins** is on one side and the other one is now currently underwater off by Perdido Key because of the natural way the sands and the water are washing it away.

That's the Coast Guard facility that's out on the bay here. It is run by a chief petty officer. Whenever we had the CINC's conference down here, Admiral Yost, who is the CO of the entire Coast Guard, was down at the facility showing off some of his new two-hundred-foot boats that he's been using in drug enforcement throughout the Gulf of Mexico.

This is a picture of the Barrancas National Cemetery that is also on the base here. And we just gave them eighteen acres of land to continue to function as a cemetery well into the out years. One of the things that I didn't realize was that in a national cemetery, or in any kind of cemetery, I suppose, they can plant you three deep so that they can put an entire family under one head marker. And notice if you go out there for a tour that on one side will be the primary individual and the other side, if it is engraved, the members of the family are buried in the same grave with the individual. That caught our newest chaplain by surprise. Elery Tyson came out

to do her first funeral and walked out onto the plank and expected to see a six-foot hole and saw an eighteen-foot hole and she was somewhat distraught until they got her off the plank.

Famous people who are buried there, we have two Medal of Honor winners; one from World War I and one from Vietnam. Vietnam Is Steven Pless, a major in the Marine Corps at the time when he was awarded his Medal of Honor for helicopter heroism. And I believe the most famous female was one of Geronimo's wives buried there as well.

The facilities and property which support the missions of these activities overlap many, many environmental laws, as you can realize: therefore, we here at the air station, Captain Shaw, Captain Riley and myself, decided that the only way we could get our arms around all of these environmental rules and regulations was to form what we called our Environmental Compliance Board. It was formed at the Naval Air Station here in January of '88. It was the first one formed in the Navy. It's endorsed by the Chief of Naval Operations as the model program that he would like other establishments and installations to form. And the purpose is to coordinate any of the activity or Installation environmental compliance

required.

The three of us essentially are the individuals who are ultimately involved in hazardous waste production, hazardous waste minimization and the disposition of hazardous waste. Captain Riley in the NADEP uses chemicals which create hazardous waste. Captain Shaw at the Public Works Center stores and then we ultimately contract out for disposal of those as well as running a waste water treatment plant. And myself, as the landlord, my name is on the legal line as far as making sure that all of the wastes are taken care of properly here at the Air Station.

We direct all corrective action between any of the hazardous waste generators that occur here on the base and the waste water treatment plant. We oversee the collection, as you can see, disposal minimization and we plan any future compliance actions as the laws either in the state of Florida or the environmental national laws change.

We meet at least quarterly with all of our environmental engineers (we each have one) as well as our environmental legal counsel (we each have one) to apprise us of where we're headed and what our goals are and what we have to accomplish throughout the base at the ultimate time. It gives us a leg up. It means

we're pro-active as far as what's going on. We're already thinking about clean air problems, storm water monitoring and any of the other meridian problems that are going to come to everybody's attention in the out years.

I think that covers just the general introduction of what's going on here at the Naval Air Station. I'd like to introduce my facilities maintenance officer, Lieutenant Commander Bob Rotz. He's a civil engineering officer and he'll talk to us about the Technical Review Committee that you're members of and what we expect to come out of this particular meeting. Thank you.

LT CMD BOB ROTZ: Thank you, Captain Jupin.

I also would like to welcome everybody to the kickoff meeting for the Technical Review Committee here at NAS Pensacola. It's good to see all these nice shiny faces here this afternoon.

Over the years people have come to recognize dangers associated with various materials and waste used or generated by the industrial operations here on base. In some cases past management practices have been found to be inadequate to safeguard human health and the environment.

Various environmental statutes and regulations have been enacted. Here on the slide you'll see four such statutes, the first two dealing with disposal site cleanup, the bottom two dealing with hazardous waste operation and there is some cross responsibility between the statutes. The most recent, as indicated, there is the Superfund Amendments and Reauthorization Act, otherwise known as SARA, of October 1986. SARA has provisions which require the federal facilities to comply with federal, state and local laws and regulations in the same manner as nongovernmental entities in regards to managing waste and cleaning up old government--or excuse me, old disposal sites where known or suspected releases of certain chemicals have taken place. Although the statutory controls are new the Navy has been actively pursuing investigation and remediation of sites at NAS Pensacola since 1983.

The Navy program for this action is known as the Navy Installation Restoration Program. We call it the IR Program. Contractual and technical support for the IR program is provided to NAS Pensacola by Southern Division Naval Facilities Engineering Command out of Charleston, South Carolina. James Malone is representing Mike Green who

is our manager from South Div.

A couple of definitions I'd like to present. First is Installation Restoration Program. The definition is to identify, assess and cleanup or control past disposal sites.

The second one here is the Technical Review Committee, which is us. They're responsible for reviewing and commenting on the IR Program actions.

What's the composition of our Technical Review Committee? The CO of NAS Pensacolo serves as the chairman of the committee. Other representatives include the CO of Naval Aviation Depot. We've got the CO of the Navy Public Works Center. And as was indicated before these three comprise the station's Environmental Compliance Board. Other members with the TRC include representatives from regulatory agencies, the EPA and the FDER and also members from the public. Finally, we have South Div representation since they're our contract managers.

This TRC is being established to meet the provisions of SARA which require DOD facilities to include the comments of the public and regulatory agencies during the IR process.

This slide shows the flow diagram of

the different steps to be taken under RCRA and CERCLA in cleaning up the environment in our area. As I said, different steps--there's a lot of correlation between the two programs. We're about right here right now.

Today's TRC meeting is being convened due to the upcoming generation of work plans for remedial investlyatlon and feasibility studies for the sites here at NAS Pensacola. It's our intention to provide work plans to the TRC for review and comment in four deliveries over the next six months. Six months is an approximate schedule. The sites have been prioritized for this work according to permit requirements and the perceived potential for constituting an environmental hazard. We expect that the first group of these work plans will be delivered to you in about ninety days for a review. When the draft work plans are ready for review, copies will be delivered to each TRC member or the member's agency. To expedite this work we request that you review the work plans and provide comments to Captain Jupin, the chairman of the TRC, within ninety days of the receipt. If this plan cannot fit your schedule an extention should be requested from Captain Jupin by letter, We hope that everyone will review the plans

and ask questions or provide comments so that all concerns will be addressed during the development process of the IR Program. We believe participation at this stage will greatly facilitate your participation in the future process of deciding remedial measures and actions here at NAS Pensacola.

Our goal during the TRC proceedings is to provide a qualified forum to discuss questions and concerns that we may expeditiously proceed with implementation of remedial action. The members representing regulatory EPA and FDER &re specifically requested to consolidate your comments from the various reviewers from your respective agencies. Local community members are requested and encouraged to voice any concerns in the community which need to be addressed during the proceedings. We will be open to questions throughout the IR process and hope to quickly resolve any areas of concern.

The TRC Proceedings, questions and comments as well as the work plan review comments, will become part of the administrative record documenting the remedial process. As you notice on the end of the table she's busily punching away at her machine. And the record will be a public document available for review by the community at some

pre-established repositories.

All parties will be given ample notice of future meetings and we hope that we'll all find participation in this process to be an exercise worthy of our attendance and that all members will attend each meeting. Where attendance is impossible, please advise us in advance and arrange for somebody to fill in for you.

We will try to keep the number and the frequency of the meetings as reasonable as possible. We would expect no more than one meeting a month to get together and discuss things.

To summarize the responsibilities of the TRC and what we're doing here at Pensacola, in the past the Navy was part of the hazardous waste problem. Today, we feel we're part of the solution, The purpose of the TRC is to get the pertinent parties together: the Navy, members from the public, members from regulatory agencies, to ensure that there is an awareness of possible hazards and to jointly develop remedial programs to protect our Pensacola community. As you can see by the latest slide this is what we're trying to do, get together with team effort to protect our community.

I'll open the floor up to questions. I

will request, though, that if you have a question you first state your name so that the reporter can get it for the record.

(No response.)

CAPTAIN JUPIN: How about comments?

Let's go with that. I'm going to proceed around the table here and I'll put everybody on the spot. Dave.

CAPTAIN RILEY: For you who are not familiar with our operation out here, the Depot is really the primary contributor to the waste problem. And I think as Captain Jupin has said, we've taken a very pro-active stance in trying to identify those areas where we can apply corrective-type action. And for you who don't operate full time on this base you have our commitment in working out solutions to these problems. We want to be a leader within the Navy and in the industrial side as far as assuring that we minimize the impacts from our processes.

CAPTAIN JUPIN: Art.

CAPTAIN SHAW: This first meeting were we going to go through any of the history of the sites explored?

JAMES MALONE: What we're going to do for the TRC is we're in the process of copying a number of documents that we've generated over since,

as you've stated, we started the program in 1983, we've generated a number of studies, original archives searches on the sites to determine where the sites were, what they may have received. We've done some studies on the sites which in the EPA CERCLA-type process we normally would call a site inspection. You want to essentially copy all of those and for the TRC members we will be giving that information which will be part of your technical data base to review future work plans as we generate them. That should bring everybody up to the same level of information that we are right now once we do have them produced and distributed to the TRC members.

CAPTAIN RILEY: When do you expect the next meeting of the TRC?

CAPTAIN JUPIN: Probably mid to late February.

JAMES MALONE: Obviously we would like to meet really when we have substantial items to review. When we first started coming up with the RI work plans, or the RFI work plans, what we do when we distribute those, what we'd like to do underneath the cover letter for that is go ahead as best as possible and setup the next meeting. So late February—March depending on when we're able to actually draw up the

work plan.

CAPTAIN SHAW: We may have to live with it being interchangeable.

CAPTAIN JUPIN: What we had was a thing called hunt-a-dump. We went through all the archives and we interviewed people, and said, "Does anybody remember old Earl saying that they used to bury stuff out by the fishing pond?" And we went through all the interviews, all of the archives, any of the aerial photos and tried to identify as many possible sites here on the base as we could that were potentially used to bury waste before it was considered hazardous by law. When we came up with all of those then we did some initial evaluations with Florida Department of Environmental and South Div and EPA, to look at those sites, review the records with us, and come up with some determination or ranking system for what was buried, what the potential for hazardous toxification or other words to that effect and make a determination to let it alone, drill a well and monitor it or do some further investigation of those particular areas of the sites that we determined were onboard the Air Station. Now, those sites that you will receive a list of, I believe, are the ones, the seventeen, that were initially determined to require further

investigation here onboard the Naval Air Station.

I forgot that we had some back-ups here. We've got a map that shows the areas on the Air Station.

To give you a feel again, we're located down here in this particular area. That's the Chevalier Field you saw before. Lexington Pier is along here. This is Forest Sherman Field out in this particular area. These numbers: 19, 3, 1, 21, correspond to the various numbers that are on the other chart here about what was on the air station.

JAMES MALONE: The sites you see listed off to the left are essentially the sites we believe, based on information and we've done to date, require further investigation underneath the SARA and RCRA process. We have selected a contractor, Ecology and Environment, to help us in this work. They are present today. If you would, stand up and introduce yourself.

My name is John Dumeyer and I'm the program manager with E & E in Tallahassee.

I'm Barry Levine. I'm a hydro-geologist with E & E in Tallahassee.

I'm Rick Rudy. I run the Tallahassee operation and the southeast regional manager for

Ecology and Environment.

I'm Nancy Aungst. I'm assisting with community relations on this program.

CAPTAIN JORDAN: Are you with the same firm?

UNIDENTIFIED SPEAKER: Yes, she's with our firm. She's out of our corporate headquarters in Buffalo.

JAMES MALONE: Essentially our contract right now, we've already let the contract and we're in the process of developing work plans from subsequent investigations. The first part of that we expect, I guess, sometime in February. I realize there are a large number of sites that have been grouped in functional groups. That information will be transferred to you when we start transferring some of the work plans, that way you'll become a little more up to speed on where we are and where we're going in the program.

As you'll notice when you look at the list of sites up there there's a lot of numbers missing. We did identify a number of sites of activity. Some of the sites based on information we had, based on our archives research, **conversations** with the employees, both current and former employees

of operations at the facility, we do not believe require further investigation. Now, when you receive your technical data base it will show those sites, what we believe was in there and our rationale for dropping or recommended no further investigation at those sites.

What we'd like the Technical Review Committee, essentially the non-Navy members to be fully up to speed with the Navy members on where we are, the same 'data base that we're looking at to make our decisions so we can all work from a common field.

CAPTAIN JUPIN: Doctor.

DR. COLING: Really no questions. I would hope that we might have time to see some of these sites or some of the worst or the sites in your opinion. That may not be part of your agenda.

CAPTAIN JUPIN: It wasn't part of the agenda today. Quite frankly we had a House Armed Services subcommittee come down and we took them around to the various sites. At that particular point they were disappointed. There was no green ooze coming up out of the ground and there was no Love Canal kind of situation; they were, in fact, all covered with trees and it was a reforestation project that we had at the time to do that. So what we can do

is arrange, if that's a desire to civilian public people, then the next time we meet we'll make a portion of that next meeting a time to go out to the sites, in our opinion, the ones that we feel will be the number one or number two kind of positioning and show you what it looks like from the ground level and allow you to walk around.

JAMES MALONE: I think in the future will be a better time so they'll see what we thought was at the site. The drawings will basically show where we think the site was, what we see and what ground water wells are at the site. Certainly I can do a field trip at one time to explain and show the sites to you. But as he just said, some of these sites, the problem is even finding the sites much less recognizing it.

DR. COLING: I don't think it's necessary to visit everyone. That's quite a list.

MS. KILGORE: I have no questions.

ERIC NUZIE: I'd Just like to explain a little bit about how it will work with us. I'm going to be the focal point. I have been the coordinator for the IRP since it started with our agency. Basically the way it will work, I'll sit as the focal point, but, I mean, if we're going to have a major

issue that might be a RCRA point, I'd bring a RCRA person with me, also the district people may come. And also here with me is Jim Crane who has been the main technical reviewer out of Tallahassee for all of these bases and everything. Jim will also be coming to most of the meetings. In this manner I'll be able to speak for the agency because the people that I'll need to talk to will be here. We would also be interested in seeing some of the sites, too.

ANDREW PUFFER: I guess I could explain a little bit why a RCRA person is in attendance at this particular meeting. There are some permitting activities dealing with certain areas of the base associated with those permitting activities there are statutory requirements to also locate and identify sites that we call solid waste management units or sites that present a potential for environmental impact and that sort of thing. So as part of that permitting process we also bring in other sites that might cause some potential for concern.

At this particular base the large majority of sites that will be reviewed will be done under the RCRA process. There may be some also brought in through Superfund but at this' time we anticipate that most will be done through the RCRA

Program.

CAPTAIN JUPIN: My pain tolerance for meetings are normally about forty-five minutes to an hour and we are now at thirty-seven minutes so I think that could be a world's record for the first meeting of the TRC if there are no further questions or comments from any of principals.

(No Response.)

Okay. I thank everyone for their attendance. We will be in touch to setup the next meeting once the contractor provides some of the initial work plans for us and as a portion of that because of the interest we will go out and about and allow you to see the pine trees and the dirt in the areas that, in our opinion, are in fact the ones or the number one reason or the worst case evolution for what we think is buried there, why we think it's there and where we're headed out of that particular evolution.

Anybody else?

(No response.)

Thank you very much for your attendance. We'll be in touch, and again, copies of the verbatim description will be made available to the members, particularly, and it will become a portion of

a public record at repositories throughout the Pensacola area, one in which will be the University, others of which will be at various libraries or public facilities downtown so that people can be aware of what's going on here on the Air Station.

Thank you again.

(WHEREUPON, THE MEETING WAS CONCLUDED AT THIS TIME.)

Sandra G. Jarrell
SANDRA G. JARRELL

COURT REPORTER