



DEPARTMENT OF THE NAVY
 NAVAL AIR STATION MEMPHIS
 7800 3RD AVENUE
 MILLINGTON, TENNESSEE 38054-5045

N00639 AR 000113
 MILLINGTON SUPPACT
 5090 3a

RECEIVED
 JUL 15 1994
 11000
 Ser 057 002911

18 JUL 1994

From: Commanding Officer, Naval Air Station Memphis
 Subj: RESTORATION ADVISORY BOARD MEETING
 Encl: (1) RAB meeting/bus tour minutes
 (2) RAB questionnaire

38054.000
 13.05.00.0019

10-00155

1. Minutes from the Restoration Advisory Board (RAB) meeting/bus tour on 28 June 1994 are forwarded as enclosure (1).
2. The next meeting of the RAB will be held at the Baker Community Center, 7942 Church Street, on Tuesday evening, 26 July, at 7:00 p.m.
3. The agenda for this meeting is your critique of the RAB meetings to date, and the development of topics, concerns, and points of interest which you, as RAB members, want to see addressed at future meetings. A questionnaire to assist in this effort has been developed and is forwarded as enclosure (2). Please take a few moments to answer these questions, and send it in by 20 July. It is proposed that we use this questionnaire as a starting point for our discussions at the meeting.
4. Thank you for your participation and work as a member of this Board. If you have any corrections, comments, or questions, please do not hesitate to call CDR Rich Mason, Base Transition Officer, at 873-7454. If you are unable to attend the meeting, I would appreciate you providing ideas and concerns by returning the questionnaire to CDR Mason at the above address.

T. L. Willis
 T. L. WILLIS

Distribution:
 Mrs. Frieda M. Ellerbrook
 Mr. George R. Harvell, Jr.
 Mr. Kenny Kelly, Sr.
 Mr. Norman C. LaChapelle
 Mr. Trent McVay
 Mr. Russell A. Neighbors
 CDR Russell Noble
 Mr. David L. Porter
 Mr. Tom Seale
 Mr. Charles F. Smith
 Mr. John A. Smith
 Dr. David M. Watt
 Mr. David G. Williams
 Mr. Clinton Willer

Copy to:
 Mr. Tareq Alhams
 Mr. Lawson Anderson
 Ms. Tonya Barker
 Mr. Jack Carmichael
 Mr. Jordan English
 Ms. Sue Lawley
 Ms. Sue Hosmer-Millican
 Mr. Jim Morrison
 CDR P. M. Motolenich
 Mr. Mark Taylor

MINUTES FOR THE NAS MEMPHIS RAB TOUR

June 28, 1994

NOTE: A tour of Naval Air Station Memphis was conducted in lieu of the Restoration Advisory Board's (RAB) regular meeting this month to allow Air and Water Research to conduct a public scoping meeting for the upcoming Environmental Impact Statement (EIS). The RAB decided in May that its usual meeting time would be best for conducting such a meeting.

The tour departed at 6 p.m., as scheduled, from the Baker Community Center in Millington, Tennessee. Mr. David Porter of Southern Division, Naval Facilities Engineering Command (SOUTHDIV), conducted the tour. He began by introducing Mr. Clinton Willer of the Tennessee Department of Environment and Conservation (TDEC).

Mr. Willer discussed options for July's RAB meeting, noting the Base Realignment and Closure (BRAC) Cleanup Team (BCT) had been invited to a workshop in Charleston, S.C., that conflicts with the regular meeting date. Options discussed were: 1) to skip the training and meet as regularly scheduled, and 2) meet without the regulators, using the session as an opportunity for community members to identify concerns and other agenda items for future RAB meetings.

It was agreed by voice consensus that the BCT should attend the training workshop with the RAB meeting proceeding as planned. The Navy will provide its usual support, allowing the meeting to operate normally.

Upon entering the base, the tour proceeded as listed in the accompanying itinerary. The tour included views of Solid Waste Management Units (SWMUs) 1, 3, 4, 5, 6, 7, 8, 10, 15, 16, 18, 21, 26, 27, 31, 32, 36, 38, 40, 42, 44, 50, 51, 52, 53, 60, 62, and 64. Several questions were asked about specific sites during the tour.

Q - Was the well in Building N-88 tested for chemical contamination before it was closed?

A - Documents in 1977 or 1978 show the well was pumping sand and gravel, indicating structural failure. The well was closed in 1982 and a replacement well was installed directly across the street. Deterioration of the well screen, allowing sand and gravel to enter the well, was verified during its closure.

Q - What are the trailers near SWMU 53?

A - For non-destructive inspection (NDI) testing, operated by Aircraft Intermediate Maintenance Department (AIMD).

Q - Will samples from the investigation of SWMUs 5 and 64 be analyzed for glycol ether?

A - The question was referred to Mark Taylor, who will check into it.

Q - Does overflow from the Firefighting Training Area (SWMU 5) go into the drainage ditches?

A - Not any longer. Drainage now is routed into an oil/water separator and then into the sanitary sewer. This separator, #1662, is a vented, two-cell system.

Q - What contamination was found in soil excavated during an underground storage tank (UST) removal, which was piled at SWMU 60 and has since been disposed of?

A - Diesel and JP-5 (jet fuel).

Q - Is any fuel received by rail?

A - Not any more.

Q - Can copies of the Material Safety Data Sheet (MSDS) for Aqueous Film-forming Foam (AFFF) be obtained?

A - Yes

The tour concluded just before 7 p.m. at the Baker Community Center. An EIS public scoping meeting followed in the Community Center with most of the RAB members attending.

Materials distributed during RAB base tour:

Color map of area to be toured

Key to color coding (environmental condition of property)

Tour itinerary

Written response to comments from Mr. Kenny Kelly

Fact sheet on property disposal process

Survey Questionnaire
Restoration Advisory Board
NAS Memphis

Statement of Purpose

The purpose of this survey questionnaire is to determine from each of the Naval Air Station Memphis Restoration Advisory Board (RAB) members if anything needs to be done to strengthen the RAB's effectiveness as a group working with the Navy to ensure that the best decisions are made with regard to the environmental issues at NAS Memphis. The turnout of people from the local community for RAB meetings has been small thus far. All of the meetings have been published in advance in the local newspaper, and the date and agenda for the next meeting are announced at the end of each meeting. Your candid answers to the following questions will provide us with valuable information and a better insight into what should be done to generate more interest by the community into the environmental issues and solutions.

1. Do you think presentations by RAB members about environmental programs at NAS Memphis (for example, to local civic organizations, schools and churches) would help generate community participation in future RAB meetings?

YES _____ NO _____

2. Would you be willing to participate in the presentations to these groups?

YES _____ NO _____

3. Should interviews be conducted within the local community?

YES _____ NO _____

4. Would you be willing to prepare interview questions/plans of action/identify targeted audience/conduct interviews?

YES _____ NO _____

5. Do you think the meetings are being conducted in the correct manner?

YES _____ NO _____

If no, what can be done to improve the meetings? _____

6. Do you think the time/location for the meetings is appropriate?

YES _____ NO _____

If no, what is a better location/time for the meetings? _____

7. Is the method of notification for the RAB meetings sufficient to ensure maximum participation?

YES _____ NO _____

If no, what other methods would you suggest be used to ensure maximum participation? _____

8. Has information discussed at past RAB meetings been presented in a way that can be understood by anyone attending the meeting?

YES _____ NO _____

If no, how can information be presented in the future to make it more understandable? _____

9. Have handouts at RAB meetings been adequate/understandable?

YES _____ NO _____

If no, please indicate which ones were not adequate/understandable and provide any suggestions you might have that would have improved them. _____

10. What other handouts/methods of sharing information do you think the RAB should use? (Examples: films, newsletters, etc.)

11. Do you think topics discussed at RAB meetings have been appropriate?

YES _____ NO _____

If no, please indicate which ones you thought were inappropriate and why. _____

12. What topics do you want discussed at future RAB meetings?

13. What additional role would you like to play in future meetings? (e.g. leading a RAB meeting, making a presentation to explain a process/decision, man a poster station to explain a process/decision.) _____

14. What would you like to do to communicate to the community what you and other members of the RAB are accomplishing? _____

15. Do you think the RAB meetings are achieving our goal to involve the community in the decisions we make about environmental issues at NAS Memphis?

YES _____

NO _____

If no, what can we do to accomplish this goal? _____

16. What do you believe is the objective of the RAB? _____

17. What should the RAB be doing? _____

18. Do you feel there is adequate support staff present at RAB meetings to answer questions?

YES _____

NO _____

If no, please indicate the types of technical expertise you feel needs to be present at RAB meetings to answer questions.

19. In the past when questions could not be answered at the meetings, answers to questions have been included in minutes or provided in writing to RAB members by the next meeting.

a. Have these answers been adequate/understandable to clarify the issues raised?

YES _____ NO _____

If no, please indicate which questions were not adequately answered/not understandable. _____

b. Is this method of answering questions satisfactory?

YES _____ NO _____

If no, what other method(s) would you suggest? _____

20. Do you feel that the BRAC Cleanup Team is being honest and upfront with the RAB?

YES _____ NO _____

If no, please explain why/provide suggestions on what can be done to win the RAB's confidence. _____

21. Do you think you need any special training/orientation in order to be a contributing member of the RAB?

YES _____ NO _____

If yes, please specify the training/orientation needed. _____

22. Has your involvement in the RAB thus far been what you expected?

YES _____ NO _____

If no, please explain what you expected your involvement would have been. _____

23. What other suggestions/comments do you have that you feel will strengthen the NAS Memphis RAB to ensure sound two-way communication occurs between the community and the RAB.

RESTORATION ADVISORY BOARD (RAB) TOUR

A tour of Solid Waste Management Units (SWMUs) located within the portion of NAS Memphis to be transferred under the Base Realignment and Closure Act.

Tuesday, 28 June 1994
6:00 pm - 7:00 pm

- DEPART BAKER COMMUNITY CENTER AT 6:00 PM.
- ENTER NORTH SIDE OF NAS MEMPHIS AT FIFTH. TURN RIGHT ON ATTU, THEN LEFT ON EIGHTH. PAUSE AT BRIG AND NOTE PROPOSED PROPERTY LINE, THEN PROCEED UP EIGHTH TO N-121. STOP AND NOTE THE FOLLOWING:
 - SWMU 3: Building N-121 Plating Shop Dry Well** - Building N-121 contained a plating shop which conducted training on cadmium, chromium, copper, and nickel plating using cyanide based solutions. A dry well on the south side of the building was used for disposal of concentrated plating solutions from the plating tanks. The plating facility operated from 1951 to 1976. This SWMU will be investigated to determine the extent of contamination.
 - SWMU 4: Building N-121 Plating Shop Storm Sewer and Drainage Ditch** - Rinse water from the plating shop at Building N-121 was discharged into the storm sewer and drainage ditch. This SWMU will be investigated to determine the extent of contamination.
- PROCEED TOWARDS MAG 41 HANGAR, VEER LEFT, NOTE PROPOSED PROPERTY LINE BETWEEN METAL BUILDINGS. TURN LEFT ON FUNAFUTTI. STOP AND NOTE THE FOLLOWING:
 - SWMU 44: Building N-102 Hazardous Waste Accumulation Point** - This area was an accumulation point for vehicle batteries. The batteries were stored on pallets until picked up by a battery salvager. This SWMU will be investigated to determine if a release has occurred.
 - SWMU 26: Building N-102 Battery Acid Neutralization Unit** - A sink in Building N-102 was used to neutralize battery acid. From 1980 to 1992, the sink discharged to an underground "water overflow" tank prior to entering the sanitary sewer. This SWMU will be investigated to determine if a release has occurred.
 - SWMU 18: Building N-112 Underground Waste Tank** - A 550-gallon underground tank is used to store waste oil and hydraulic fluid. This SWMU will be investigated to determine if a release has occurred.
 - SWMU 21: Building N-10 Underground Waste Tank** - A 5,000-gallon tank used to store waste oil and hydraulic fluid. The tank was removed in 1992, but the area will be investigated to determine if a release has occurred.

○ TURN RIGHT ON FIFTH AND PROCEED TO AIRFIELD CONTROL TOWER. STOP AT FLIGHT LINE AND POINT OUT THE FOLLOWING ACROSS THE AIRFIELD:

SWMU 1: Fire Department Drill Area - This is training area which operated from 1960 to 1984 at the end of inactive runway 9. During the monthly training session, approximately 55 to 100 gallons of JP-4 and waste fuels were sprayed on and around a simulated aircraft and ignited. The area will be investigated to determine the extent of contamination.

SWMU 8: Cemetery Disposal Area - The Cemetery Disposal Area (northeast of the Chamberlayne Cemetery) is a 5 to 8 acre landfill area which was used for solid and hazardous waste disposal from 1965 to 1980. The area will be investigated to determine the extent of contamination.

SWMU 62: M1, Arresting Gear Drainage Area - Three buried 55-gallon drums were used from 1985 to 1990 to collect rainwater and residual waste (hydraulic fluid, lubricating oil, and diesel fuel) from the operation of the arresting gear. This area will be investigated to determine if a release has occurred.

○ TURN AROUND AT TOWER. NOTE SWMU 32, THEN TURN RIGHT AT N-7 AND PROCEED TO N-126.

SWMU 32: N-7 Aircraft Wash Rack - The wash rack was used since 1979 to clean very small amounts of residual corrosion inhibitor treatment chemical. The aircraft were treated with chromic acid, or "alodine", and washed using high pressure detergent water to remove the acid. **PER EPA, NO FURTHER ACTION REQUIRED.**

○ STOP OUTSIDE OF N-126 AND NOTE SWMU 7 (DRYWELL), AND OTHER SWMUS ASSOCIATED WITH N-126:

SWMU 7: Building N-126 Plating Shop Dry Well - The hangar housed a plating facility for the Aircraft Intermediate Maintenance Department. A dry well on the south side of the building was used for the disposal of concentrated nickel, cadmium, and chromium cyanide based plating solutions and rinse water from the plating operations. The plating shop operated from 1955 to 1978. This area will be investigated to determine the extent of contamination.

SWMU 6: Building N-126 Battery Shop Storm Sewer Ditch - A battery shop operated here from 1955 to 1981. Electrolyte spills and drippings were discharged into floor drains which discharged to a drainage ditch. The ditch will be investigated to determine the extent of contamination.

SWMU 50: Building N-126, MAG 42 Hazardous Waste Accumulation Point - This area served as a waste accumulation point for automobile batteries and containerized mineral spirits and paint thinners from a Marine aircraft squadron (MAG 42). The area will be investigated to determine if a release has occurred.

SWMU 51: Building N-126, VR 60 Hazard us Wast Accumulation Point - This area served as a waste accumulation point for containerized mineral spirits and paint thinners from a Navy aircraft squadron (VR 60). The area will be investigated to determine if a release has occurred.

SWMU 52: Building N-126, VP 67 Hazardous Waste Accumulation Point - This area served as a waste accumulation point for mineral spirits and paint thinners from a Navy aircraft squadron (VP 67). The area will be investigated to determine if a release has occurred.

○ PROCEED TO N-88 AND NOTE LOCATION OF WELL WHICH WAS CLOSED. POINT OUT LOCATION OF NEW WELL AND SWMU 15 AND 16:

SWMU 15: N-94 Underground Tank Farm - The N-94 Tank Farm consists of an area of approximately 40,000 square feet in which were buried ten 10,000 to 25,000 gallon underground storage tanks (tanks removed in 1992). The tanks were originally installed as part of an aircraft apron fueling system, but switched at some point after the fueling system was deactivated into waste storage units. The waste stored included paint waste, paint solvents, freon, paint stripper, waste oil, waste gasoline, and waste alodine (dilute chromic acid). The tank farm area will be investigated to determine if a release has occurred.

SWMU 16: N-94 Aboveground Waste Storage Tanks - Consists of two 8,000 gallons tanks which were originally part of an aircraft apron fueling system. At some point in the past after the fueling system was deactivated, the tanks were used to store wastes, including waste lubricating oil and waste jet fuel. One on the tanks is now used by the flying club for storage of aviation gas, while the other is used for storage of waste oil. **PER EPA, NO FURTHER ACTION IS REQUIRED.**

○ TURN AROUND AND NOTE SWMU 31, 42, AND 53, THEN PROCEED TO ENIWETOK:

SWMU 31: Aircraft Wash Rack at 4th Street - This wash rack, which dates from 1956, was used to clean small amounts of residual corrosion inhibitor treatment chemical from aircraft (chromic acid, or "alodine"). **PER EPA, NO FURTHER ACTION IS REQUIRED.**

SWMU 42: Building N-12 Hazardous Waste Storage Area - This area was used as an interim hazardous waste storage facility prior to the construction of the permitted Part B storage facility. Various types of containerized hazardous wastes were stored prior to disposal (paint waste was most prevalent). This area underwent an approved Resource Conservation Recovery Act (RCRA) closure. Since closure, however, the site has been used for the storage of empty containers and PCB transformers. Sampling will be performed to ensure a release has not occurred since closure.

SWMU 53: Building N-12, AIMD Hazardous Waste Accumulation Point - Area is a waste storage accumulation point for mineral spirits, TCE, and paint thinners from the Aircraft Immediate Maintenance Depot. **PER EPA, NO FURTHER ACTION IS REQUIRED.**

- TURN RIGHT ON ENIWETOK. PAUSE TO SHOW PREVIOUS LOCATION OF N-15 (REPORTED PAST STORAGE LOCATION OF PCB TRANSFORMERS). NOTE SWMU 64:

SWMU 64: Building N-16 Material Storage Area - Used oil and aqueous film forming foam (AFFF) were stored here on a concrete pad. Refills for fire extinguishers are stored here now. The area will be investigated to determine if a release has occurred.

- TURN RIGHT ON DAKAR. NOTE WASTE STORAGE FACILITY AND SWMU 40:

SWMU 40: Salvage Yard No. 1 - The salvage yard operated from 1945 until 1989, and was used as a storage for scrap metal, scrap cars, and batteries. The area will be investigated to determine if a release has occurred.

- LOOP AROUND FIRE FIGHTING TRAINING FACILITY (FFTF) AND NOTE SWMU 5 AND SWMU 4 (DRAINAGE DITCH PREVIOUSLY MENTIONED):

SWMU 5: Fire Fighting Training Area - The area is used to train firemen in rescue techniques (training began in 1949 and continues today). The three rectangular pits are un-bermed, and prior to 1977 overflow discharges of JP-4 fuel occurred. This overflow drained into the adjacent storm drainage system. The two circular pits have a double lip curbing to contain fuel during the burning operation. Prior to the installation of an oil/water separator in 1977, discharges from the area flowed directly into the storm sewer system. In September 1980, approximately 50 gallons of oil were spilled due to a malfunction of a drain line. The training area will be investigated to determine the extent of contamination.

- CONTINUE TO JP-5 TANKS, PAUSING TO NOTE THE FOLLOWING:

SWMU 10: Demolition/Construction Debris Landfill (eastern portion) - A 13 to 25 acre site which was used as a disposal area from 1951 to 1986. It is reported that the area was originally a ravine used for the disposal of construction debris. **PER EPA, NO FURTHER ACTION IS REQUIRED.**

SWMU 60: North Side Landfill (western portion) - The area, reportedly once a ravine, was used for disposal of construction debris from 1951 to 1986. An abandoned tank was discovered in the landfill in 1980. In 1993, Nas Memphis received permission from TDEC to use the site as a spoil area for excavation material from underground storage tank removals. This material has been disposed at the BFI landfill through a "Special Waste" Permit issued by THEC. The North Side Landfill will be investigated to determine the extent of contamination.

SWMU 38: Industrial Drainage Ditches - Various storm drains and ditches around the base received occasional discharges of industrial wastes from floor drains in buildings. These floor drains have been eliminated or repiped to the sanitary sewer as buildings were remodeled and replaced. The ditches will be investigated to determine the extent of contamination.

SWMU 36: North STP Incinerator - The incinerator was used to burn classified materials and plastic identification cards, and operated from 1943-1984. **PER EPA, NO FURTHER ACTION IS REQUIRED.**

SWMU 27: North Side Sewage Treatment Plant - The sewage treatment plant operated from 1943 to 1984, at which time it was demolished. When operating, the plant served housing and some industrial areas. The industrial areas are presumed to have discharged a variety of oils, solvents, paints, and other chemicals in addition to domestic sewage. The area will be investigated to determine if a release has occurred.

o LOOP AROUND JP-5 TANKS AND RETURN TO BAKER COMMUNITY CENTER.
