



DEPARTMENT OF THE NAVY  
NAVAL AIR STATION MEMPHIS  
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From: Commanding Officer, Naval Air Station Memphis

Subj: RESTORATION ADVISORY BOARD MEETING

Encl: (1) Minutes from 27 September 1994 RAB Meeting  
(2) Draft Announcement of RAB Members

1. The next Restoration Advisory Board (RAB) meeting is scheduled for Tuesday evening, 25 October, 7:00 p.m., at the Baker Community Center, 7942 Church Street. Minutes from the previous meeting are forwarded as enclosure (1). A complete transcript of the previous meeting will be placed in the public repositories and the RAB Library.

2. To increase public awareness of the RAB, enclosure (2) has been drafted to announce members. If you have any objections, please inform Ms. Sue Hosmer, NAS Memphis Public Affairs Office, at 873-5761 before 25 October. If we do not hear from you by this date, we will assume you have no objections and we will publish the announcement in the newspaper.

3. Continuing with our efforts to strengthen the RAB's effectiveness, you are requested to develop ideas on how to implement the first three of our action items: (1) encourage RAB interaction with the Reuse Committee, (2) timely notification to members, and (3) presentations to civic groups. Please be prepared to discuss your ideas at the meeting on the 25th.

4. Thank you again for your participation and work as a member of this Board. If you have any questions, please do not hesitate to call Ms. Hosmer.

*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  
Mr. Jim Morrison  
CDR D. Clark  
Mr. Mark Taylor  
CDR R. Mason

OCT 19 1994

Naval Air Station Memphis  
Restoration Advisory Board (RAB) Meeting Minutes  
Tuesday, September 27, 1994

Baker Community Center  
Millington, Tennessee

Captain Willis of NAS Memphis opened the meeting at 7:00 p.m., thanking all participants. Captain Willis reviewed the evening's agenda before introducing Mr. David Porter of Southern Division, Naval Facilities Engineering Command.

Mr. Porter identified two items presented to each RAB member: an updated timeline, and a status update for the preceding month. In his overview of the timeline, Mr. Porter pointed out that the airport master plan has been drafted, the Environmental Impact Statement (EIS) is in progress, and investigation of the "gray areas" is about to begin. He also stated that the Federal McKinney screening process has been completed.

In his overview of the status update, Mr. Porter included the following: Both the State and the EPA have approved the "gray area" work plan, and field work is scheduled to begin on these gray areas at the end of October. The RFI work plan is still in the process of being finalized. The BRAC Cleanup Team (BCT) reviewed a report from a recent geophysical study. The preliminary report indicated that there is a confining layer that would prevent contaminants from reaching the Memphis Sands aquifer. A copy of the report will be placed in the RAB Library.

When the official SWMU list was developed by the EPA, there were a number of SWMUs that were identified as requiring "no further action" (NFA). On the north side of the activity where the property is going to be transferred, the BCT thought it was prudent to review the NFA SWMUs to make sure that there was no need for more work before the property is turned over. There is a total of seven in the portion that is to be available for transfer to the city. The BCT physically visited each of these, and reviewed all the available data on each of these. These sites are as follows:

SWMU 10 - eastern portion of the demolition construction debris landfill. The decision there was that this area would be adequately investigated when we investigate the drainage ditch (SWMU 38). This landfill is separated from SWMU 60 by the drainage ditch. If something comes up in samples along the ditch, then further testing will be undertaken in SWMU 10.

SWMU 11 - dirt roads. Some sampling was done on the south side of the base previously. Three samples were taken for PCBs back in the mid-80's, which indicated that there wasn't a problem with PCBs. However, the BCT decided to do some

sampling for PCBs on the north side dirt roads and horse trails.

SWMU 16 consists of two above ground waste storage tanks. The BCT made the decision to remove those tanks under the base's underground storage tank program, following RCRA requirements.

At SWMU 29, a package treatment plant at the lake area, no further action is needed. It receives domestic waste water from the bathrooms at the lake house and the recreational vehicle park.

SWMU 31 - aircraft washrack at fourth street, in front of Hangar North 126. One sample will be taken in the inlet basin at the wash rack and one at the outflow of the pipe from the storm drainage system.

SWMU 32, the wash rack in building 7, is a fairly new wash rack that discharges to the sanitary sewer. No further action is needed.

SWMU 36, called the North Side Sewage Treatment Plant Incinerator, was used to burn classified paper and plastic ID cards. The BCT decided to take some soil samples around the area where the incinerator was located.

Mr. Porter also mentioned the new SWMU. The Navy has formally notified EPA and the state about the SWMU. The Navy also has a contractor on line to do an Interim Measure removal action at the site. Mr. Porter also talked about the lease of Hangar North 126 to the Millington Municipal Airport Authority. The lease has been signed on the hangar, and is effective the first of October. The airport authority has signed a sublease with a fixed-base operator (FBO) to use a portion of the facility.

In response to questions, Mr. David Williams said that the BCT looked at the 50 drums in the new SWMU and didn't find one that didn't have a hole in it or wasn't empty, although the exact integrity and contents of the drums have not yet been determined. A sampling plan will be developed for the removal of these drums.

Mr. John Smith commented that the Wastewater Division of Tennessee Department of Environment and Conservation might be consulted for concurrence on the "No Further Action" designation at SWMU 29. Conversation yielded that, due to the construction of the discharge pipes as field lines, not direct surface water discharge, the Division of Groundwater might be consulted. Mr. Kenny Kelly asked if the field lines were in the marsh area at the lake. The response was that the force main that exits the treatment plant goes across the dam of the lake, up on top of the hill, and into a dosing tank up on top of the hill. The field

lines from that dosing tank come back down towards the lake. The field lines are up on the hill.

Captain Willis introduced Sue Lawley of Southern Division, Naval Facilities Engineering Command. Ms. Lawley reminded the board that they had gone through an exercise during the last meeting to come up with 41 ideas to make the RAB a more viable working group with the community members. She reiterated that every member on RAB has a specific group of people within the community that they should be working with, exchanging information with, and getting information to bring back so the BCT can have the information needed to make decisions. The top three issues (in terms of the number of votes received) were as follows: (1) to encourage RAB interaction with the reuse committee, (2) timely notification of members, and (3) a presentation for the RAB to use for civic groups. Ms. Lawley continued with a discussion of the importance of active participation by the community RAB members to be able to reach a consensus on environmental cleanup and reuse. She charged the community members of the RAB to take the first seven agenda items and come to a consensus on what needs to be done to implement them and make the RAB a stronger working group. With no questions after this presentation, Captain Willis thanked Ms. Lawley and introduced Mark Taylor of Southern Division, Naval Facilities Engineering Command.

Mr. Taylor spoke on upcoming investigations on the "gray areas" (areas identified in the Environmental Baseline Survey that need further investigation before they can be environmentally characterized). Mr. Taylor asked if everyone had a chance to review the "Gray Area" Workplan. Mr. Kenny Kelly asked for clarification on why this document was placed in the RAB library, but not in the public repository. Mr. Taylor explained that the document was approved earlier in the day, and the document would go to the public repository of information. He also indicated that he would check into updating the index at the RAB Library, to ensure that the new document is listed.

Mr. David Williams explained that DOD has wanted to release draft documents to the RAB so the RAB can be involved in the review process. However, draft documents sometimes contain inaccuracies, which is why they are drafts. Because of the interactive nature of the RAB, the BCT has agreed to release draft documents to the RAB. He added that, although the document was approved earlier, comments can be incorporated at any time. Any comment made tonight will be considered.

Mr. Taylor reminded the RAB of a letter that was distributed, explaining the presence of the gray area document and encouraging written comments to be presented before this meeting. At this point he entertained comments on BRAC sites (the highest priority sites) covered in the plan. Mr. Kelly asked if the alleged PCB transformer storage area on the north side was incorporated as a gray area in this plan. The reply was

that this site was going to be incorporated into the RFI for site N-16, the materials storage area, and will not be a gray area. A question was raised about a bunker in the area of the stables that is marked herbicides. The BCT reported that they had looked at it, and it was completely empty, so the bunker will be decontaminated. Samples will be taken to ensure complete decontamination.

Mr. Taylor continued with notes that there were two comments that came up on the work plan today, and one of them is on page 20 -- Facility N7, and there was a mismatch with the text stating five soil samples would be taken, and the map only showed two. Two would be sufficient because the area has concrete all around. On page 7, Facility N122, just two samples are shown on the map, and the text states that four samples will be retrieved. After a re-inspection, five will be taken.

Mr. Kelly expressed concern over the apparently limited scope of sampling at some sites. Mr. Williams explained that the initial sampling is just to see if release has occurred. If there are any hits, more extensive sampling will be done. He also explained that the types of samples are more inclusive than their names indicate.

Mr. John Smith asked who is to be doing this soil sampling for hydrocarbons, especially fuel compounds like hexane and benzene. The reply was that the Navy's contractor, EnSafe would do that sampling.

Mr. David Williams wanted to add that investigations are not just specifically pinpointing lead or one or two metals. Almost every facility is going through a whole spectral analysis. He also added that the BCT should hold this plan open, and if there were any comments, the BCT would be open to addressing them in written form. Captain Willis then introduced Mr. Jim Hanley for a presentation on Direct Push Technology, also known as DPT.

Mr. Hanley, representing Century Technology of Orlando, Florida, reviewed the technology and rationale behind DPT. DPT is the technology to be used to make holes for many of the sampling locations around the base. DPT can be used for groundwater, soil and soil gas sampling. DPT is less costly than traditional drilling because it generates much less Investigation Derived Waste (IDW), which is very costly to dispose. His tools currently can look at soils down to the limits of the device -- in some cases, 400 feet. However, typically in the local geology these would be less than 50 feet, which should be enough for the vast majority of the sites at the base.

Captain Willis then reintroduced David Porter. Mr. Porter said that the lease on Hangar 126 has been signed. He also said that the joint use between the Navy and the Millington Municipal Airport Authority of the runway is still in the works; but should be finalized by the end of the week.

Captain Willis then introduced David Williams of the U.S. Environmental Protection Agency to review the finding of the new site (SWMU 66). Mr. Williams said that the SeaBees went out to clear a ravine to remove a tree interfering with a radar in the area, and while clearing out some trees, they found approximately 50 drums and other debris in the ravine. When the site was investigated, there were no liquid products or any immediate hazards noted. All of the visible drums had holes in them, indicating that there weren't any drums that would present an immediate hazard. The indications are that the majority of the drums have all been opened and they all have holes in them. Indications are that what was contained in the drums was primarily waste oil. Tests will determine if any of these waste oils were deposited in the ravine when the drums were dumped. Additional items found in the ditch include the following: several bales of wire fencing, several metal lockers, a refrigerator, a few empty cans of paint, general scrap metal, a large metal desk, and several railroad ties, and a "25 MILES PER HOUR" speed limit sign.

Mr. Williams stated that the removal will be accomplished under an Interim Measures Work Plan. This speeds up the process of getting rid of any debris before proceeding to the normal RCRA Facility Investigation (RFI) and Feasibility Study. The contractor will remove all the debris, and go over the area with a metal detector to make sure all the metal and everything has been removed. They will also go over the area with screening instruments that can determine whether there are any petroleum hydrocarbons or volatile organic vapors present in the soil, and will follow up with laboratory testing. Also, if there are any areas in the ravine that show any physical staining, those will be removed and tested. He indicated that the contractor would be working in white "moon suits" - using what's called a Tyvek suit. They'll be using a face mask respirators -- no forced air -- through the preliminary analysis.

The question was raised if there would be a concerted effort to test either surface water runoff at a certain discharge point, or groundwater. Mr. Williams said that they would be going downstream of the ravine to take tests in the lowest part of the ravine that would be susceptible to some sort of runoff.

Captain Willis thanked Mr. Williams and reiterated the information on how the investigations will be taking place. He explained that it was just standard operating procedure to wear Tyvek coveralls and respirators when the dangers are unknown.

Captain Willis opened the floor for questions from the audience. There were none.

At this point, discussion turned to the next few meetings and their agendas. It was decided that the next meeting would be held on Tuesday, October 25, also at 7:00 p.m. at the Baker Community Center. The November meeting would be held on November

29, the week after Thanksgiving. Captain Willis suggested that an update be a regular agenda item for all future meetings. Another agenda item suggested was an update on the Airport Master Plan. Notification via a computer bulletin board was also suggested as a way to expedite communications between RAB members and the BCT. It was also suggested that a tour of the base be attempted as part of the November meeting.

With no further comments, the meeting was adjourned.

Items distributed:

Agenda

Fact Sheet (New Site Notification)

Updated Environmental Timeline

RAB Announcement  
Second Draft - 9/29/94

**Naval Air Station Memphis**  
would like to introduce the community members of the  
**NAS Memphis Restoration Advisory Board**

Honorable George C. Harvell (co-chair)  
Captain T. LaMar Willis (co-chair)

insignia  
here

Mrs. Frieda M. Ellerbrook  
Mr. Kenny Kelly, Sr.  
Mr. Norman C. LaChapelle  
Mr. Trent McVay  
Mr. Russell A. Neighbors  
CDR Russell Noble (Ret.)  
Mr. Tom Seale  
Mr. Charles F. Smith  
Mr. John A. Smith  
Dr. David M. Watt

These citizens have graciously volunteered their time as community representatives to work in partnership with the Navy, advising on environmental cleanup alternatives at NAS Memphis.

All Restoration Advisory Board meetings are held at the Baker Community Center, 7942 Church Street, Millington, TN.  
**YOU ARE ENCOURAGED TO ATTEND THESE MEETINGS,  
YOUR QUESTIONS AND INPUT ARE ESSENTIAL.**  
Dates for meetings are announced in local newspapers. If you would like additional information, please contact one of these representatives or the NAS Memphis Public Affairs Office: (901) 873-5761

Dimensions:

4.25"w x 5.5"h

Ad to be placed in Millington Star and Memphis Commercial Appeal

## BRAC Cleanup Team Status Update

Items of Interest for the Restoration Advisory Board (RAB) - 27 September 1994

- "GRAY" AREAS - The work plan for investigation of the "gray" areas has been approved by EPA Region IV and Tennessee Department of Environment and Conservation (TDEC), and field work is scheduled to begin in late October.
- RCRA FACILITY INVESTIGATION (RFI) - The work plan for investigation of Solid Waste Management Units (SWMUs) is being finalized, and field work is scheduled to begin in late October on the high priority areas (i.e., plating shop dry wells and landfills). The work will incorporate innovative drilling techniques (direct push technology and roto sonic) which will speed the investigation process.
- Preliminary findings from a geophysics study to characterize geology at the base was presented to the BRAC Cleanup Team on 27 September. The preliminary findings, which incorporate data from the transient electromagnetic (TEM) survey, conclude that the Memphis Sand aquifer is reasonably well protected from the downward migration of contaminants by a contiguous confining layer (this preliminary summary will be placed in the RAB Library).
- EPA Region IV and TDEC representatives have reviewed, and physically visited, the seven BRAC-related "No Further Action" SWMUs to confirm that additional work is not needed prior to transfer. Results are summarized below:
  - SWMU 10 (Demolition/Construction Debris Landfill, Eastern Portion) - will be investigated via the sampling of adjacent SWMU 38 (Miscellaneous Industrial Ditches).
  - SWMU 11 (Oiled Dirt Roads) - additional samples will be collected on the north side dirt roads/horse trails to confirm that PCBs are not a problem.
  - SWMU 16 (N-94 Aboveground Waste Storage Tanks) - tanks will be removed under the base's tank program. An Interim Measures Work Plan will be developed.
  - SWMU 29 (Lakehouse Sewage Treatment Plant) - no further action needed.
  - SWMU 31 (Aircraft Wash Rack at 4th Street) - Samples will be taken of the sediment in the inlet drain and at the outfall of the storm drain to ensure there is no problem.
  - SWMU 32 (Building N-7 Aircraft Wash Rack) - no further action needed.
  - SWMU 36 (North Side Sewage Treatment Plant Incinerator) - soil samples will be collected around the previous location of the incinerator to confirm there is no problem.
- The Navy has formally notified EPA Region IV and the State of Tennessee of the new SWMU on the north side near the radar unit at facility 1696. A contract has been awarded with Morrison Knudsen to conduct an Interim Measures removal of the approximately 50 drums and trash and debris found in the ravine. An Interim Measures Work Plan will be developed prior to the field work.
- The Millington Municipal Airport Authority has leased a portion of hangar N-126, and has subleased with a Fixed Base Operator (FBO) to use a portion of the facility.