

## NAVAL AIR STATION MEMPHIS RESTORATION ADVISORY BOARD

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David L. Porter  
Department of Defense

Mr. David G. Williams  
EPA Region IV

Mr. Clint Willer  
State of Tennessee

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14 September 1995

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Dear RAB Members:

On behalf of Captain Mallory, I am forwarding minutes from the August 29th meeting for your information and review.

On a personal note, I would like to inform you that Sue Lawley is retiring from federal service at the end of September. As I'm sure you all agree, Sue has been a tremendous asset to the RAB, and her involvement will be sorely missed. Best wishes to Sue in her retirement!

I look forward to seeing you at the next RAB meeting on October 24th, 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

enclosure: Meeting Minutes

**Meeting Minutes**  
**NAS Memphis Restoration Advisory Board (RAB)**  
**29 August 1995**  
**Baker Community Center**  
**Millington, Tennessee**

**Attendees:**

Captain James (Tony) Mallory  
Mr. Norman LaChapelle  
Mr. Russell Neighbors  
Mr. David Porter  
Mr. Charles Smith

Mr. Tom Seale  
Dr. David Watt  
Mr. Clint Willer  
Mr. David Williams

Captain James (Tony) Mallory opened the meeting by introducing himself. He is the new Commanding Officer at NAS Memphis and the Navy's new co-chair for the Restoration Advisory Board. He then asked RAB members to introduce themselves.

Captain Mallory then introduced Mr. David Porter, from Southern Division, Naval Facilities Engineering Command, who gave a status update on the investigations taking place.

Mr. Porter began by reviewing an updated schedule of the environmental cleanup timetable, provided in the handouts. The timetable showed that progress on the Environmental Impact Statement is well underway. There is one primary difference from the last schedule, produced in April: because there are four areas that need more data collected, the "Investigate Gray Areas" line has been extended. The follow-up Gray Area Work Plan has been finalized, and field work will begin this fall. Mr. Porter also called everyone's attention to another handout, an update on the program areas that have been worked on during the last few months. Completion of the Assembly A Report has been delayed because some of the data still needs to be compiled. The Assembly A Report should be in the RAB Library in the next couple of weeks.

Mr. Porter summarized the findings from the Assembly A investigation:

Investigations at **SWMU 8** (the cemetery disposal area) showed negligible contamination. Wells will continue to be monitored to ensure that there is no contamination. Assuming that this monitoring program continues to show the lack of contamination, the site will be recommended for "no further action".

**SWMU 1** is in a similar situation as the cemetery landfill. The investigation showed negligible contamination. This site also can be recommended for "no further action". A soil pile at the site contains elevated levels of petroleum products, and this soil will be removed and disposed of properly.

SWMU 60 is the Northside landfill. Very little contamination was found, with the exception of one area of petroleum contamination in the northwest corner of the site. There will be further investigation around this "hot spot" and at other locations on the site, to define the extent of contamination, and to confirm that it is an isolated incident.

SWMU 3, the Plating Shop Dry Well in Building N-121: Negligible contamination was found and "no further action" will be recommended for this site. The dry well itself may be removed.

SWMU 7, at Hangar N-126, showed some contamination. Chlorinated solvents were identified in the surficial groundwater aquifer. Contamination was found on the eastern boundaries of the site, therefore additional sampling and investigation will be conducted to more adequately define the extent of the contamination.

Field work is complete at the sites in Assemblies B and C, which are the sites with the next level of priority. The data is back from the laboratory and is currently being compiled and validated. Mr. David Williams will discuss preliminary findings from these investigations later in the meeting, and the reports on Assemblies B and C will be in the RAB Library by the next RAB meeting.

Work plans for Assemblies D and E have been developed. These are in the RAB Library for review. Assemblies E, F, G, and H are located on property the Navy is retaining. Work plans have not yet been developed for Assemblies F, G, and H.

The draft Environmental Impact Study (EIS) will be made available to the public in December. There will be a public hearing in January corresponding with a 45 day period for public comment. The final EIS is scheduled to be completed by Spring of 1996, recommending the reuse committee's plan as the "preferred alternative."

The Finding of Suitability to Lease (FOSL) has been reviewed by the EPA Region IV and the Tennessee Department of Environment and Conservation (TDEC). Comments are being incorporated into the final document, and it is expected to be signed by September 15. The expected date for the lease of the airfield is 1 October 1995.

The 1996 fiscal year and budget starts 1 October 1995. The two new SWMUs, 66 and 67 (areas where trash and drums had been dumped), were scheduled for this (fiscal) year to have the debris removed and then test the area for contamination. However, the money was not available. The money may be available in fiscal year 1996.

Mr. Russell Noble asked if any sampling had been done around the drums at these sites (SWMUs 66 and 67). He asked why samples could not be taken, results received, and the drums removed according to what was found, rather than wait for special funding for a special removal project. He suggestion that these drums were not likely to have contained hazardous material and could therefore be handled as regular, nonhazardous debris. Mr. David Porter noted that it's possible such a course of action will be considered. Over 50 drums were dumped and some of the drums were still labeled as once having solvents in them, so contamination could not be ruled out. Mr. David Williams and Mr. Clint Willer noted that at one time it was thought that it would be quicker to do the removal rather than the extended study process. Unfortunately it hasn't worked out that way. It may be cheaper to go back and do the study, depending on the budget for next year.

Mr. David Williams, Environmental Protection Agency Region IV, then presented preliminary data results from the investigation at Assemblies B & C:

**SWMU 15 - N-94 Underground Storage Tank Farm.** Testing in the loess and in the upper fluvial aquifer found petroleum-based contaminants. The contaminants are typical of underground storage tank (UST) sites. Benzene was found in higher concentrations than other contaminants found in the loess. In the fluvial aquifer some contaminants were above the risk-based screening concentrations. Additional investigation, including the installation of monitoring wells, will be undertaken.

**SWMU 21 - N-10 Underground Waste Tank.** [Editor's Note: Carbon tetrachloride (a solvent) was detected in the fluvial aquifer, exceeding the risk-based screening concentrations. Additional investigation, including the installation of monitoring wells, will be undertaken.]

**SWMU 26 - Battery Acid Neutralization Unit.** There were no contaminants found above risk-based screening concentrations in the surface soil samples.

**SWMU 27 - Northside Sewage Treatment Plant.** This area has been abandoned for about 20 years. There were two contaminants found at concentrations above the risk-based screening standards: arsenic and beryllium.

**SWMU 62 - M-21 Arresting Gear Drainage area.** Soil testing at this area came out "clean", with no concentrations above risk-based screening standards.

**SWMU 40 - Salvage Yard No. 1.** One loess groundwater sample and one fluvial groundwater sample exceeded the risk-based screening concentrations for 1,2,4-trimethylbenzene. All other samples were below risk-based screening

concentrations. Further investigation at this site will be addressed under the underground tank program.

**SWMUs 4, 6, 10, and 38 - Northside Drainage Ditches - and SWMU 31 - Washrack Inlet.** There were several different contaminants found here, primarily around the washrack inlet. The contaminants were semivolatile organic compounds (petroleum byproducts) including polyaromatic hydrocarbons, and metals. These chemicals and materials are common to aircraft washrack operations and parking lot runoff. The contaminant that presents the highest concern is benzo(a)pyrene, but it's in small areas near outfalls that can be easily dug up and removed. Anoclor 1260, a polychlorinated biphenyl (PCB) also was found in these areas. The levels of lead are a concern and will be further investigated. Dieldrin, a pesticide, showed up but did not exceed industrial screening levels.

Mr. Williams was asked about problems associated with copper. He answered that copper is not a problem, except in very high concentrations. Copper is found only in low concentrations at this site. The one metal that could be a problem in this area is chromium. Chromium concentrations in this area are low, however.

Captain Mallory asked if there was any immediate risk from the compounds found at any of the sites discussed this evening. David Williams stated that there was nothing, found yet, that could be extremely hazardous to human health from contact. The risks associated with these sites would only come from repeated contact over very long periods of time (such as 24 hours a day for 70 years).

Mr. Williams was asked if the same criteria are used for transferring property whether it will be for industrial or residential use. He stated that for residential standards, the criteria would be more protective than for industrial. Under industrial standards, cleanup would not have to be as intensive in some areas, and may involve small spot removals.

Mr. Frank Ryburn, of the Millington Municipal Airport Authority, discussed the pending long term lease of the airfield. The first draft copy of the lease was received and, with a few corrections, a second draft copy was presented. He was awaiting comments and with a few corrections should be closer to a lease. Currently, the Airport Authority can operate under the Navy's license.

Mr. Jim Ferguson, from the Millington Base Reuse Committee, then spoke. The Base Reuse Plan was adopted by the reuse committee during a morning meeting. The reuse plan consists primarily of an airfield combined with light industrial and commercial uses. There is only one section, north of the hospital, that could become office or residential. With this phase complete, the environmental cleanup can plan accordingly and move forward, but the reuse committee's ground-level planning has just begun.

There is a long way to go before the reuse plan is in full swing. The first step was taken today by approving the plan.

There was a discussion between Mr. Frank Ryburn, Mr. Jordan English (Tennessee Department of Environment and Conservation), Mr. Clint Willer and Mr. David Williams, regarding the transfer of property for use as the airport and whether FAA would give a grant.

There were no other questions. The date for the next RAB meeting was set for 24 October, at 6:30 p.m. and it will be held in the same place, the Baker Community Center. For the agenda, there will be a discussion of the potential impact of budget cuts, along with normal updates on the progress of the environmental cleanup process.

Captain Mallory adjourned the meeting.

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