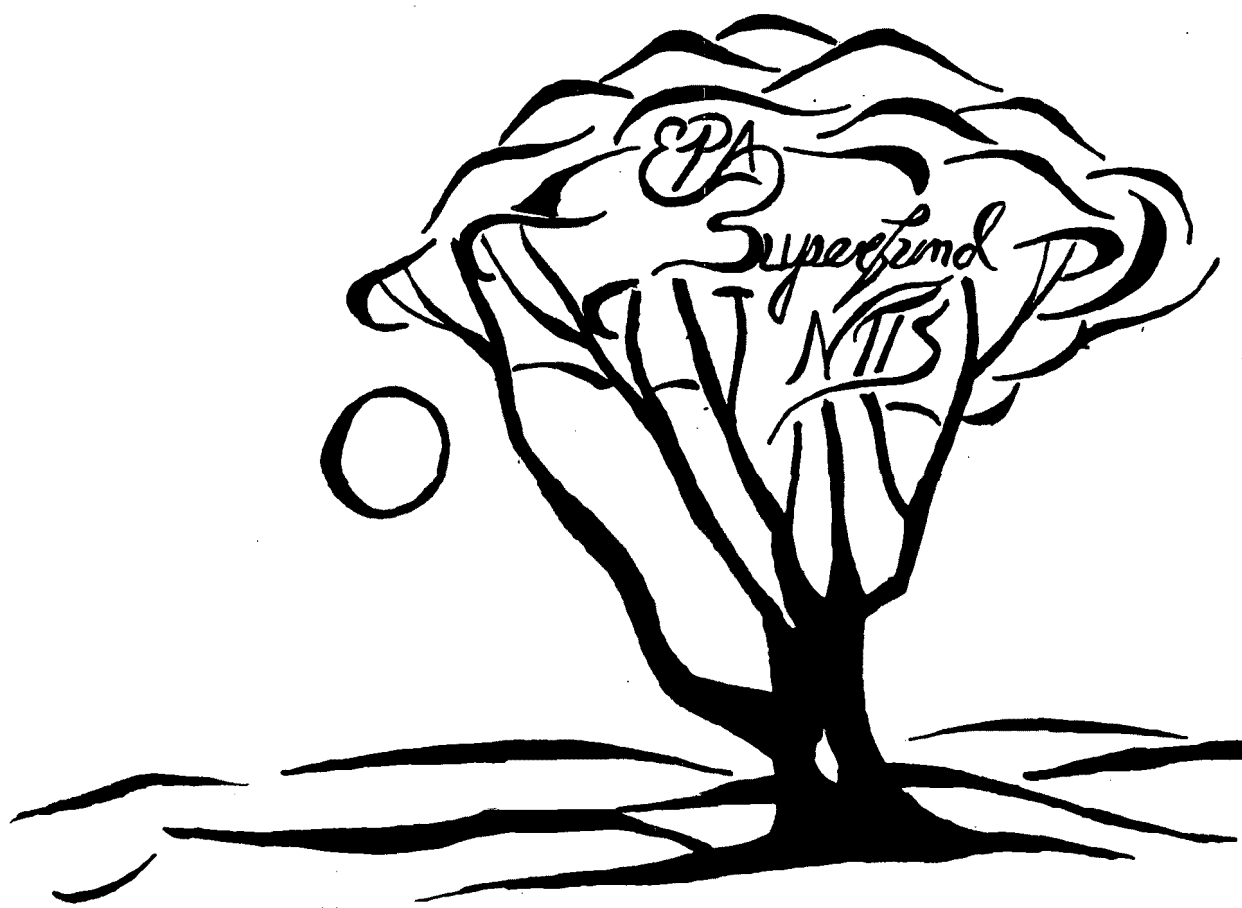
PB94-963843
EPA/ROD/R02-94/238
March 1995

EPA Superfund Record of Decision:

Federal Aviation Administration Technical Center (O.U. 5), Atlantic County, NJ 8/17/1994



RECORD OF DECISION

AREA I - FORMER INCINERATOR BUILDING
AND
AREA Q - FIRE STATION

FAA TECHNICAL CENTER
ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY

ROD FACT SHEET

SITE

Name:	FAA Technical Center, Area I (Former Incinerator Bldg.) and Area Q (Fire Station)
Location/State:	Atlantic County, New Jersey
EPA Region:	USEPA Region II
HRS Score (date):	39.65; 12/09/88
NPL Rank:	N/A

ROD

Date Signed:	08/17/94
Remedy/ies:	No Further Action

LEAD

Remedial/Enforcement:	Federal Facility (Federal Aviation Administration)
Primary Contact (phone):	Keith C. Buch, Project Manager, FAA, (609) 484-6644
Secondary Contact (phone):	Carla M. Struble, P.E., EPA, (212) 264-4595

WASTE

Type (metals, PCB, &c):	Area I (metals) - detected below NJDEP soil cleanup criteria Area Q (TPH) - detected below NJDEP soil cleanup criteria

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DECLARATION FOR THE RECORD OF DECISION
Area I - Former Incinerator Building, and
Area Q - Fire Station
FAA Technical Center

FACILITY NAME AND LOCATION

Federal Aviation Administration (FAA) Technical Center, Atlantic County
Atlantic City International Airport, New Jersey

STATEMENT OF BASIS AND PURPOSE

This decision document presents the no further action decision for Area I, the Former Incinerator Building location, and Area Q, the Fire Station Area, at the FAA Technical Center, Atlantic City International Airport, New Jersey. The no further action decision was chosen in accordance with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA), and, to the extent practicable, the National Contingency Plan. This decision is based on the administrative record for Areas I and Q.

Both the United States Environmental Protection Agency, Regional Administrator (Region II) and the Commissioner of the New Jersey Department of Environmental Protection and Energy concur with the selected remedy.

DESCRIPTION OF THE REMEDY

The selected remedy for Areas I and Q is no further action.

DECLARATION STATEMENT

The Federal Aviation Administration and EPA have determined that no remedial actions are necessary at Areas I and Q to ensure protection of human health and the environment. Pursuant to Section 121(c) of CERCLA, 42 U.S.C. 9621(c) and Section 300.430(f)(4)(ii) of the National Contingency Plan, 40 C.F.R. Section 300.430(f)(4)(ii), the sites are not limited with respect to future use or access and, therefore, a five-year review of the selected remedial action is not required.

Gary Poulsen — 4/28/94
(Signature) (Date)
Gary E. Poulsen, P.E., Manager
Facility Engineering and Operations Division
FAA Technical Center

(Signature) — 8/17/94 (Date)
William J. Muszynski, P.E.
Deputy Regional Administrator
United States Environmental Protection Agency, Region II

DECISION SUMMARY
RECORD OF DECISION
Area I - Former Incinerator Building and
Area Q - Fire Station
FAA Technical Center

I. SITE NAME, LOCATION AND DESCRIPTION

The FAA Technical Center encompasses an area of approximately 5,000 acres in Atlantic County, New Jersey, eight miles northwest of Atlantic City. A facility location map is provided in Figure 1. Among the installations on the property are the Atlantic City International Air Terminal, the New Jersey Air National Guard 177th Fighter Interceptor Group, the Upper Atlantic City Reservoir, the Laurel Memorial Park Cemetery and the extensive facilities of the FAA Technical Center. Atlantic City's municipal water supply is provided by nine ground water supply wells located just north of the Upper Atlantic City Reservoir on FAA property as well as by water drawn directly from the Atlantic City Reservoirs. The reservoirs are fed by the north and south branches of Doughty's Mill Stream, which traverse portions of the Technical Center grounds. The public water supply facilities on-site are owned by the Atlantic City Municipal Utilities Authority (ACMUA).

The FAA Technical Center is located within the Atlantic Coastal Plain, a broad, flat plain which encompasses the southern three-fifths of New Jersey. The area within two miles of the Center has a maximum relief of about 60 feet, ranging from an elevation of ten feet above mean sea level (AMSL) at the lower Atlantic City Reservoir to 70 feet AMSL to the west and north of the airport. The Facility itself is relatively flat; slopes generally range from 0 to 3 percent. Forested areas exist north, south, and east of the airport runways. These areas comprise about 40% of the 5,000 acre FAA property. The remaining 60% of the site has been cleared for FAA facilities and consists of buildings and paved surfaces, grassed lawns and native grassland and shrubs adjacent to the runways.

The area within one mile of the Technical Center boundaries includes open or forested land and commercial and residential areas. A large forested tract containing no commercial or residential property exists west of FAA. To the east, the property is bordered by the Garden State Parkway, the Atlantic City Reservoir, and the forested land surrounding the reservoir. The area north of the Center contains commercial properties along the White Horse Pike (Rt. 30) and a concentrated residential area, Pomona Oaks, north of the White Horse Pike. The closest residential area south of the Center is a series of three trailer parks at the intersection of Tilton Road and Delilah Road. The majority of commercial and residential areas south of the Center are greater than 2,000 feet away from the FAA property, south of the Atlantic City Expressway. All residential areas in the vicinity of FAA appear to be upgradient or otherwise isolated from the ground water flow at the Technical Center.

Area I, the Former Incinerator Building Area, is located in the southwest portion of the FAA facility, east of Tilton Road and approximately 400 feet north of the South Branch of Doughty's Mill Stream (Figure 2). A small incinerator previously located at Area I was used to burn domestic trash at the Naval Air Station, which operated at the site during the 1940's and 1950's. A more complete description of the site can be found in the Environmental Investigative/Feasibility Study Report (March 1989) at pages 22-1 to 22-8.

Area Q, the Fire Station Area, is located north of the existing Fire Station, near the FAA hangar in the central portion of the facility and south of the major east-west runway (Figure 2). Fire training was conducted at the facility. A more complete description of the site can be found in the Environmental Investigative/Feasibility Study Report (March 1989) at pages 30-1 to 30-8.

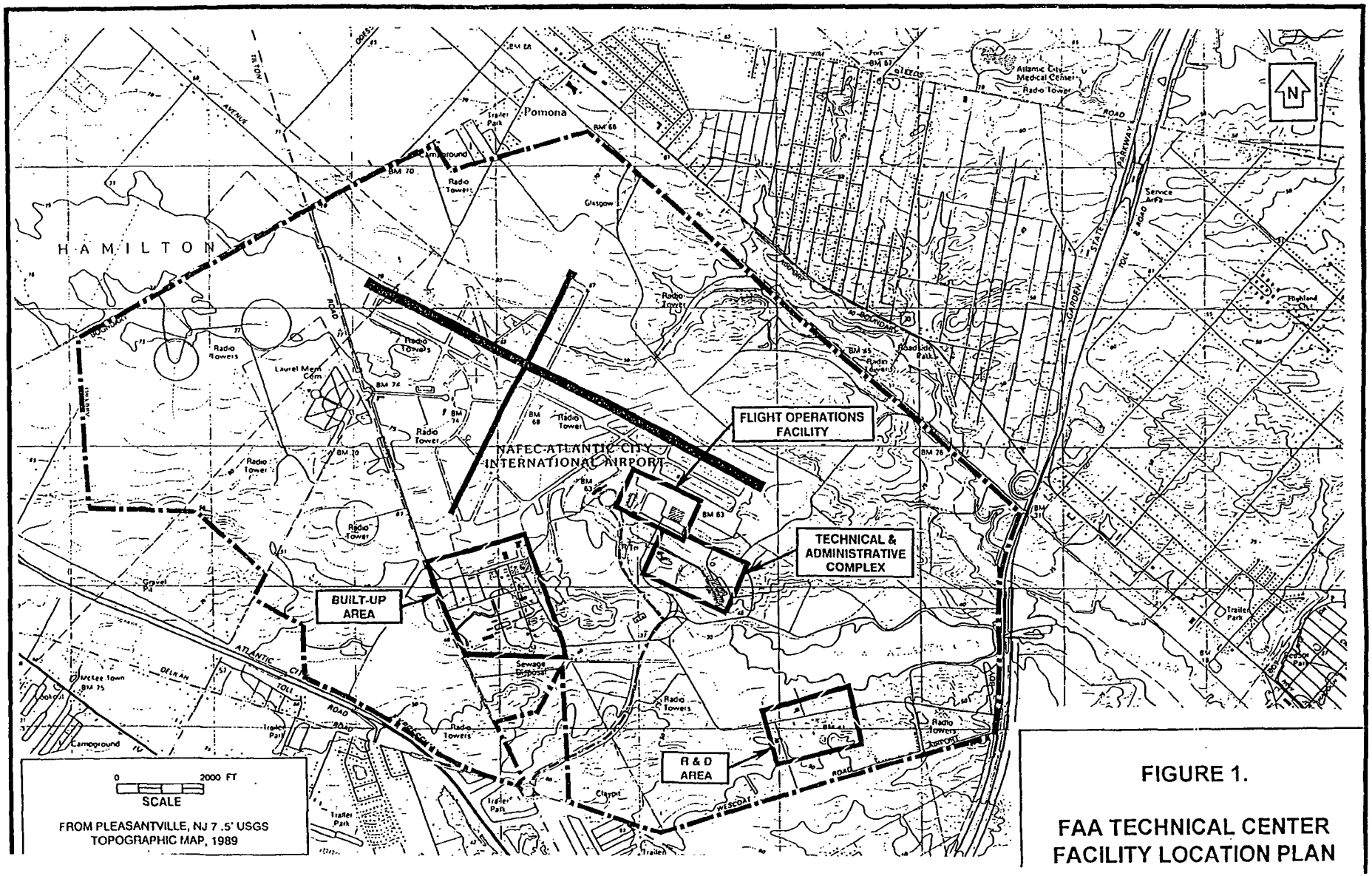

FIGURE 1.

FAA TECHNICAL CENTER FACILITY LOCATION PLAN

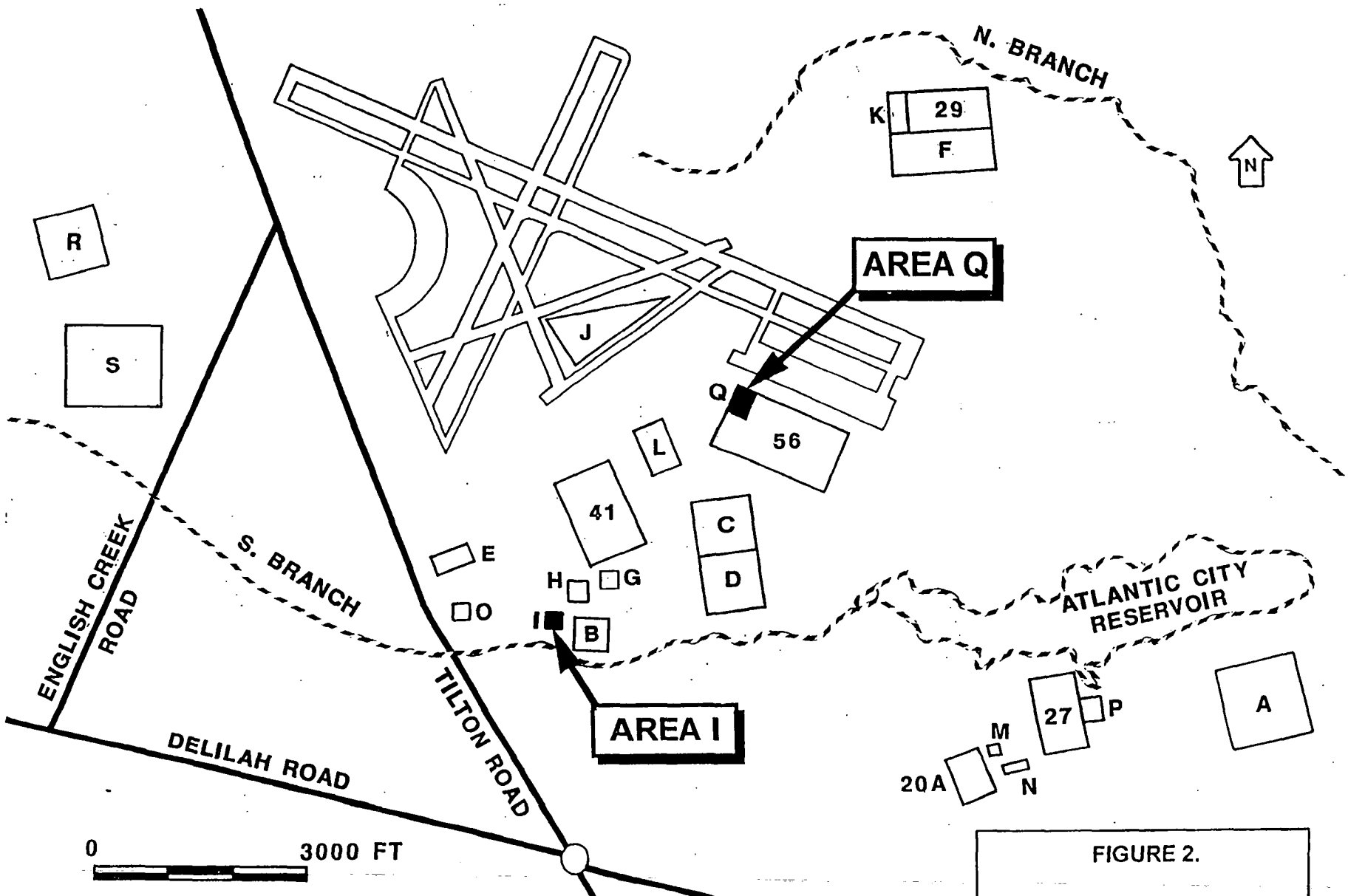

FIGURE 2.

SITE LOCATION MAP

II. SITE HISTORY AND ENFORCEMENT ACTIVITIES

A. Land Use

The first significant development of what is now FAA property came during the 1930s when the Atlantic City Reservoir was created by damming the South Branch of Doughty Mill Stream. Prior to 1942, the entire property was wooded, except for the presence of large borrow pits near the present-day Research and Development (R&D) facilities. On a 1940 aerial photograph several dirt roads and what appeared to be a railroad right-of-way traversed the property. In 1942 a Naval Air Base, including most of the existing runways, was constructed over much of the eastern two-thirds of the property. Many of the buildings in the western built-up area were also constructed at this time. In 1958, the Navy transferred its interests to the Airways Modernization Board (AMB).

The FAA took over the operations of the AMB in November 1958. The development of most of the R&D portion of the facility south of the Atlantic City Reservoir occurred in the early 1960's. The FAA's large Technical/Administrative Building was constructed in 1979. The New Jersey Air National Guard has maintained their facilities at the northern end of the built-up area since 1973.

At Area I, the Naval Air Base operated a small incinerator for domestic trash. The incinerator was demolished in the late 1960's. A steep, 8- to 10-foot high slope exists at the base of the building's former foundation location. A site plan is provided in Figure 3.

At Area Q, fire training activities were conducted from 1976 through the late 1980's. Training was conducted by burning jet fuel, waste oils and other materials in a 6-foot diameter, 4-inch high steel pan. In late 1986 and 1987, gasoline was used to ignite microfiche, aircraft seats and various other materials. A section of plane fuselage was also used in fire training activities at the site. A site plan is provided in Figure 4.

The FAA Technical Center was listed on the National Priorities List (NPL) on August 30, 1990, 55 FR 35502, with an effective date of October 1, 1990.

B. Environmental Investigation/Feasibility Study

TRC Environmental Corporation (TRC) was contracted by the FAA to conduct an Environmental Investigation/Feasibility Study (EI/FS) at the FAA Technical Center. Included in the scope of work were the investigations of Area I and Area Q, as described below.

Area I

Area I was included in the Phase I EI/FS activities, conducted between December 1986 and July 1987, to determine if any ash or other incinerator wastes were disposed of on-site and to document any impacts of these disposal practices on soil quality at the site. Based on the results of the Phase I investigation, the necessity of conducting an evaluation of ground water quality would be determined. During the EI, ten holes were hand-augured to final depths of 3- to 5-feet in order to delineate an area of ash disposal. Soil samples were collected from a depth of 0- to 4-feet at three of the augured hole locations. The samples were analyzed for priority pollutant metals and EP Toxicity leachable metals. Visual observations and analytical results confirmed that a significant quantity of ash and cinders associated with the former incinerator building remain at Area I. A number of metals were detected in chemical analyses of the ash/soil matrix, including arsenic, cadmium, copper, lead, mercury and zinc. Based on the results of the Phase I investigation, an investigation of ground water quality was not necessary.

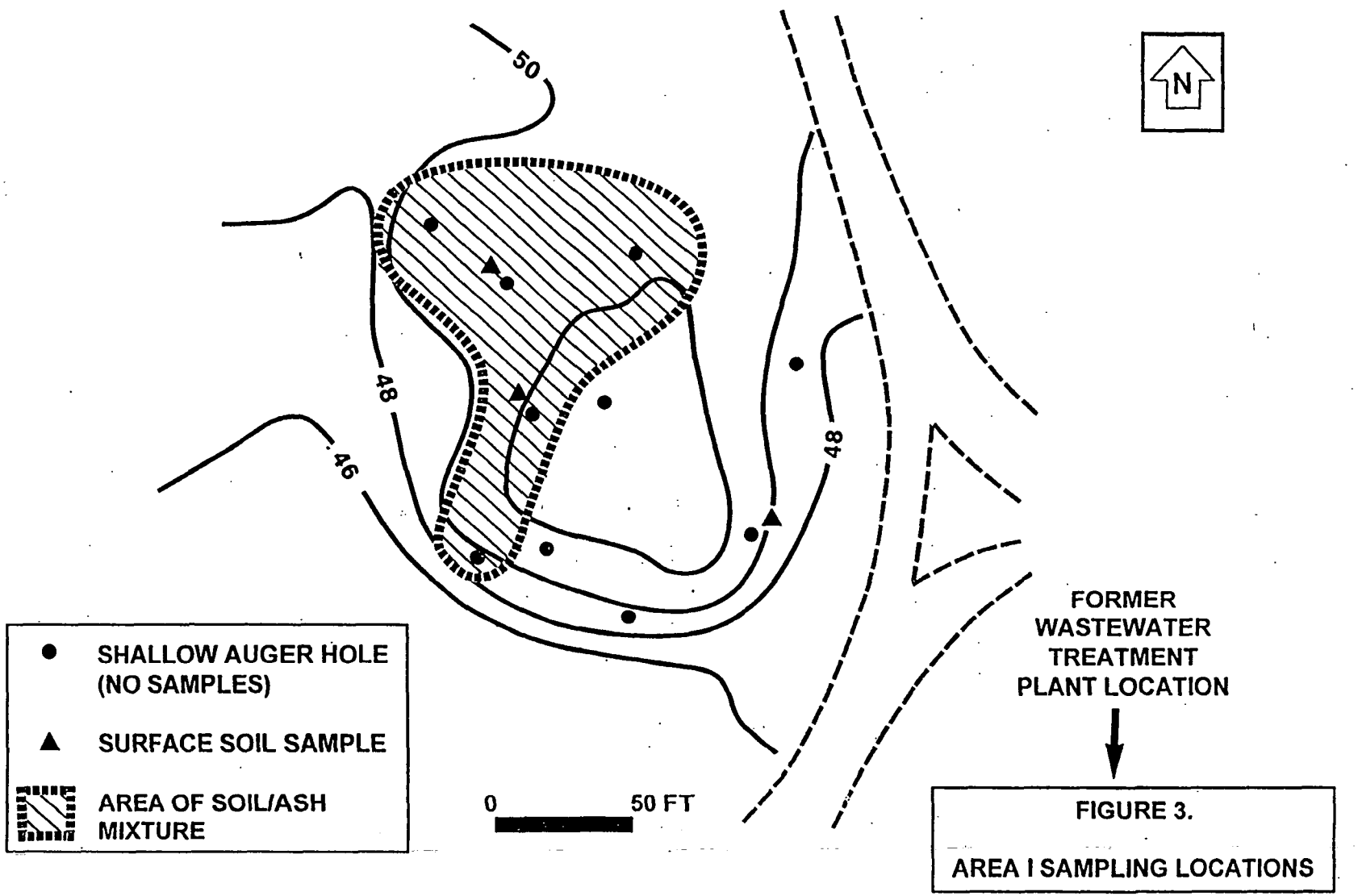

FIGURE 3.

AREA I SAMPLING LOCATIONS

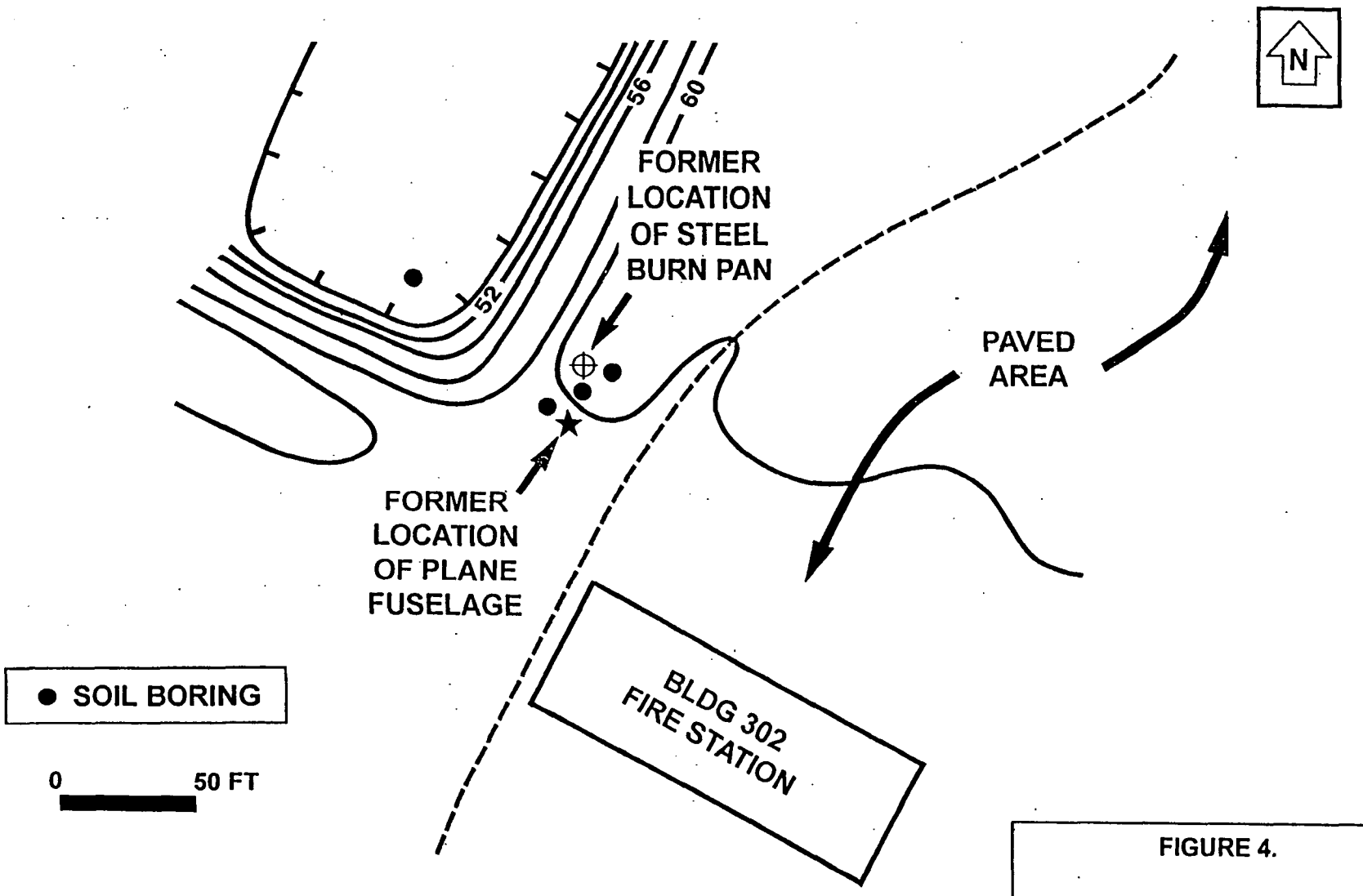

FIGURE 4.

AREA Q SAMPLING LOCATIONS

Area Q

Area Q was also included in the Phase I EI/FS activities, conducted between December 1986 and July 1987. Area Q was investigated to determine if past fire training activities at the site resulted in contamination of environmental media. The necessity of conducting an evaluation of ground water quality would be determined on the basis of the Phase I investigation results. Five 10-foot soil borings were drilled at Area Q, with two samples collected from each boring for total petroleum hydrocarbon analysis. The analytical results confirmed that petroleum hydrocarbons exist in the soil throughout the area at concentrations ranging from 2.5 parts per million (ppm) to 32 ppm. Based on the results of the Phase I investigation, an investigation of ground water quality was not necessary.

III. HIGHLIGHTS OF COMMUNITY PARTICIPATION

A newspaper notification of the availability of the Proposed Plan for Areas I and Q was published in the Atlantic City Press on September 23, 1993. The notice invited the public to comment on the EI/FS, Risks Evaluations for the two sites, and Proposed Plan. The Proposed Plan for Areas I and Q was also issued to interested parties (see Appendix B) on September 23, 1993. The public comment period was held from September 23, 1993 through October 22, 1993. The Proposed Plan, EI/FS Reports, and Risk Evaluation were placed in the information repositories of the Atlantic County Library.

A public meeting was held on October 7, 1993 at the Atlantic County Library. At the meeting, representatives from the FAA, the FAA's environmental consultant, TRC Environmental Corporation, USEPA, and NJDEPE were available to answer questions about Areas I and Q. The attendance list from the meeting is attached (see Appendix C). No comments were received during the public comment period, as noted in the Responsiveness Summary, which follows this Decision Summary.

This decision document presents the selected No Further Action alternative for Areas I and Q of the FAA Technical Center in Atlantic County, New Jersey, chosen in accordance with CERCLA, as amended by SARA and, to the extent practicable, the NCP. The decision for Areas I and Q is based on the administrative record.

IV. SCOPE AND ROLE OF RESPONSE ACTION

Based upon the Risk Evaluations conducted for Areas I and Q, which are discussed in more detail in the following sections, no principal threats to human health or the environment have been identified at Areas I or Q, thereby providing the basis for the "no further action" decision. It should be noted that Areas I and Q represent two of more than twenty areas of potential environmental concern identified at the FAA Technical Center. This document addresses only Areas I and Q, and is not intended to address the entire FAA property. The other areas of concern will be subject to separate response action decisions.

V. SUMMARY OF SITE CHARACTERISTICS

A. Area I

Several inorganic priority pollutants were detected in the soil samples, including the following: arsenic (with a maximum detected concentration of 13 ppm); cadmium (at a maximum of 2.2 ppm); chromium (at a maximum of 13 ppm); copper (at a maximum of 29 ppm); mercury (at a maximum of 0.23 ppm); lead (at a maximum of 20 ppm); and zinc (at a maximum of 48 ppm). Mercury was the only analyte detected in the EP toxicity analyses. It was detected in one of four samples at a concentration of 0.0014 ppm.

The soils sampled at Area I consisted of ash and cinders, with one sample characterized as cinders and dark fill. Based on ground water levels measured at an adjacent area of investigation (Area B), the direction of ground water flow at Area I is expected to be approximately south, toward the South Branch of Doughty's Mill

Stream. By extrapolating the Area B ground water contours from Area B to Area I, it is estimated that the ground water elevation in the vicinity of Area I would vary from approximately 33 to 35 feet above mean sea level (msl). With maximum ground surface elevations of just over 52 feet msl at Area I, the depth to ground water at the site is estimated to be on the order of 17 to 19 feet.

B. Area Q

As stated previously, soil samples collected at Area Q exhibited total petroleum hydrocarbon concentrations ranging from 2.5 to 32 ppm.

Soils in the top 8 feet at the former location of the burn pan consist of medium to coarse sand. Beneath a depth of 8 feet, soils are dominated by fine to very fine sand. At other boring locations which were topographically lower than the burn pan location, fine to very fine sand was the dominant soil type over the entire 10-foot depth of the borings. Based on the stratigraphy observed at an adjacent potential area of concern (Area 56), it is expected that fine to medium sands extend to a depth of greater than 100 feet, where the Middle Cohansey Clay is encountered, and that the Upper Cohansey Clay is either poorly defined or entirely absent. In the vicinity of the former steel burn pan, the ground water table is expected at a depth of approximately 22 feet. Ground water is expected to flow southeast, toward the Upper Atlantic City Reservoir.

VI. SUMMARY OF SITE RISKS

Risk evaluations were conducted for both Areas I and Q to evaluate the potential risks posed by the sites.

A. Area I

A Risk Evaluation (September 1989, Revised January and March, 1990) was conducted for Area I based on the results of the Environmental Investigations conducted at the site. The detected inorganic levels in the site soils were evaluated to determine if Area I poses a threat to human health and the environment, and whether the site warrants further action or evaluation. Potential risks associated with Area I were evaluated by considering the nature and extent of contamination at the site, as well as by comparing detected contaminant levels in site soils to relevant regulatory or background levels. It is on the basis of these assessments that no Phase II site investigations were conducted at Area I and the no further action decision was developed.

The ash/soil mixture at Area I contains low levels of seven metals. Of these metals, chromium, mercury, lead and zinc were detected at average concentrations typical of New Jersey background levels (Fields, et.al., 1989). The remaining three metals, arsenic, cadmium and copper, slightly exceeded typical background levels but were less than NJDEPE soil action levels which were applicable at the time the sampling was conducted. In a comparison of soil contaminant levels to current NJDEPE soil cleanup criteria, cadmium is the only constituent which was detected at a level exceeding the associated residential direct contact soil cleanup criterion (1 ppm). However, the site is considered to be in compliance with NJDEPE soil cleanup criteria because the average cadmium level is less than the residential direct contact soil cleanup criterion and because no single soil sample exceeds the criterion by a factor of ten.

Based on this evaluation of soil contaminant levels at the site, Area I is not believed to pose a threat to human health or the environment.

B. Area Q

A Risk Evaluation (September 1989, Revised January 1990) was conducted for Area Q based on the results of the Environmental Investigations conducted at the site. The presence of petroleum hydrocarbons in the site soils was evaluated to determine if Area Q poses a threat to human health and the environment, and whether the site warrants further action or evaluation. Potential risks associated with Area Q were evaluated by

considering the nature and extent of contamination at the site, as well as by comparing detected contaminant levels in site soils to relevant regulatory or background levels. It is on the basis of these assessments that no Phase II site investigations were conducted at Area Q and the no further action decision was developed.

The soils at Area Q contain total petroleum hydrocarbons at concentrations ranging from 2.5 to 32 ppm. These concentrations are less than the NJDEPE soil action level of 100 ppm for total petroleum hydrocarbons which was applicable at the time the sampling was conducted. This action level served as an indicator of the potential need for further study and, based on the detected concentrations of petroleum hydrocarbons at levels well below the 100 ppm action level, Area Q was not considered to present a threat to human health or the environment. Additionally, contaminant concentrations are below the current NJDEPE cleanup criterion of 10,000 ppm for total organics. The limited extent and low concentrations of total petroleum hydrocarbon contamination at the site support the no action alternative.

VII. DESCRIPTION OF THE "NO ACTION" ALTERNATIVE

The preferred alternative for Areas I and Q at the FAA Technical Center is No Further Action. Results of the environmental investigations have shown that the detected contaminant levels at each of these sites are below regulatory cleanup criteria or typical background levels. Based on this evaluation, it has been determined that the areas are protective of human health and the environment. No further remedial activities, exposure controls or monitoring are proposed for the two areas.

After reviewing the existing data base and Risk Evaluation performed for Areas I and Q, the NJDEPE and The Pinelands Commission have indicated concurrence with the Proposed Plan of No Further Action. Copies of the declarations of concurrence are attached as Appendix A.

VIII. DOCUMENTATION OF NO SIGNIFICANT CHANGES

The Proposed Plan for Areas I and Q was released for public comment on September 23, 1993. The Proposed Plan concluded that No Further Action is required to ensure protection of human health and the environment at Areas I and Q. No written or oral comments were submitted during the public comment period. Therefore, it has been determined that no significant changes to the remedy, as originally identified in the Proposed Plan, are necessary.

RESPONSIVENESS SUMMARY
AREA I, FORMER INCINERATOR BUILDING AND
AREA Q, FIRE STATION
FAA TECHNICAL CENTER

The purpose of this Responsiveness Summary is to review public response to the Proposed Plan for Areas I and Q. It also documents the FAA's consideration of such comments during the decision-making process and provides answers to any major comments raised during the public comment period.

The Responsiveness Summary is divided into the following sections:

- Overview - This section briefly describes the selected remedy and any changes to the remedy from that included in the Proposed Plan for Areas I and Q.
- Background on Community Development - This section provides a summary of community interest in Areas I and Q and identifies key public issues. It also describes community relations activities conducted with respect to these areas of concern.
- Summary of Major Questions and Comments - This section summarizes verbal and written comments received during the public meeting and public comment period.

I. OVERVIEW

Area I is the former site of an incinerator building while Area Q is the site of former fire training activities near the Fire Station at the FAA Technical Center. The FAA Technical Center is located at the Atlantic City International Airport in Atlantic County, New Jersey. This Responsiveness Summary addresses public response to the Proposed Plan for Areas I and Q only.

The Proposed Plan and other supporting information are available for public review at the Atlantic County Library, 2 South Farragut Avenue, Mays Landing, New Jersey.

II. BACKGROUND ON COMMUNITY INVOLVEMENT

This section provides a brief history of community participation in the investigation and risk evaluation activities conducted at Areas I and Q.

Throughout the investigation period, the USEPA, NJDEPE, Atlantic County Department of Health and The Pinelands Commission have been directly involved through proposal and project review and comments. Periodic meetings have been held to maintain open lines of communication and to keep all parties abreast of current activities.

Prior to the public release of Area I and Q documents, the FAA Technical Center public relations staff compiled a list of local public officials who demonstrated or were expected to have an interest in the investigation. Local environmental interest groups were also identified and included on this list (see Appendix B).

On September 23, 1993, a newspaper notification was published in the Atlantic City Press inviting the public to comment on the EI/FS process and Proposed Plan. The announcement also identified the time and location of a public meeting to be held to discuss the "no further action" proposal, the location of the information repository, the length of the public comment period, and the address to which written comments could be sent.

On September 23, 1993, FAA issued the Proposed Plan for Areas I and Q to concerned parties on the list described in the previous paragraph. Public comments were accepted from September 23, 1993 through October 22, 1993.

A public meeting was held on October 7, 1993, at the Atlantic County Library in Mays Landing, New Jersey. The Area I and Q site investigations and risk evaluations were discussed. FAA representatives included: Keith C. Buch, Project Manager and Howard Kimpton, Supervisor, Environmental Section. Carla Struble, Remedial Project Manager, Federal Facilities Section represented the USEPA Emergency and Remedial Response Division; and Ian Curtis, Case Manager, and George Nicholas, Case Geologist represented the NJDEPE Bureau of Federal Case Management. Sean Clancy represented the Atlantic County Health Department. FAA's contractor, TRC Environmental Corporation (TRC) also attended. The complete attendance list is provided in Appendix C to this Record of Decision. A transcript of the public meeting is provided in Appendix D.

III. SUMMARY OF MAJOR QUESTIONS AND COMMENTS

No questions were raised at the public meeting held on October 7, 1993, and no written comments were received during the thirty-day public comment period.

APPENDIX A

NJDEPE AND PINELANDS COMMISSION LETTERS OF CONCURRENCE

APPENDIX B

LIST OF PROPOSED PLAN RECIPIENTS

APPENDIX B
LIST OF PROPOSED PLAN RECIPIENTS

The Honorable William J. Hughes
Member, United States House of Representatives
Central Park East, Building 4, Suite 5
222 New Road
Linwood, NJ 08221

The Honorable James Whelen
Mayor of Atlantic City
Room 706
1301 Bacharach Boulevard
Atlantic City, NJ 08401

The Honorable Harry W. Leeds, Jr.
Mayor of Galloway Township
300 Jimmy Leeds Road
Galloway Township, NJ 08201

The Honorable James J. McCullough
Mayor of Egg Harbor Township
3515 Bargaintown Road
Egg Harbor Township, NJ 08221

The Honorable John J. Percy, III
Mayor of Hamilton Township
21 Cantillon Boulevard
Mays Landing, NJ 08330

Mr. Richard E. Squires
Atlantic County Executive
1333 Atlantic Avenue
Atlantic City, NJ 08401

The Honorable Frank Lautenberg
United States Senator
208 White Horse Pike
Suite 18-19
Barrington, NJ 08007

Colonel Thomas E. Griffin
Commander 177th Fighter Interceptor Group
400 Langley Road
ANGACYIAP
Pleasantville, NJ 08232-9500

APPENDIX B
LIST OF PROPOSED PLAN RECIPIENTS (CONTINUED)

The Honorable William Gormley
New Jersey Senate, Second District
1333 Atlantic Avenue
Atlantic City, NJ 08401

Mr. John F. Gaffney
Chairman Freeholder-at-Large
201 Shore Road
Northfield, NJ 08225

Mr. Terrence Moore
Executive Director, State of New Jersey
Pinelands Commission
Springfield Road
P. O. Box 7
New Lisbon, NJ 08064

Mr. Neil Goldfine
Executive Director, Atlantic City
Municipal Utilities Authority
29 South New York Avenue
Atlantic City, NJ 08401

Ms. Louise Speitel
Atlantic County Environmental Society
205 Tremont Avenue
Absecon, NJ 08201

Environmental Response Network
Attn: Ms. Doreen Khebzou
104 East Sterling Drive
Absecon Highlands, NJ 08201

Mr. Gus Ruh
Atlantic County Department of Public and
Environmental Health
201 Shore Road
Northfield NJ 08225

Mr. Clifford Day
U.S. Fish and Wildlife Service
927 North Main Street, Building D
Pleasantville, NJ 08232

APPENDIX B
LIST OF PROPOSED PLAN RECIPIENTS (CONTINUED)

Sierra Club
South Jersey Group
210 Central Avenue
Linwood, NJ 08221

APPENDIX C

PUBLIC MEETING ATTENDANCE LIST

SIGN-IN SHEET
PUBLIC MEETING
OCTOBER 7, 1993

PROPOSED PLAN
AREA I - FORMER INCINERATOR BUILDING AND
AREA Q - FIRE STATION AREA
FAA TECHNICAL CENTER, ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY

NAME	ADDRESS	PHONE NUMBER
1. Keith C. Buch	FAA Tech Center	485-6644
2. Howard E. Kimpton	FAA Technical Center	485-5998
3. George Nicholas	NJDEPE	609-292-8427
4. SEAN CLANCY	ATL. CO HD	645-9700
5. CARLA M. STRUBLE	USEPA	212-264-4595
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APPENDIX D

PUBLIC MEETING TRANSCRIPT

THE CORBY GROUP 1-800-255-5040 LASER STOCK FORM FMSRN-94

/\/\/\

MR. BUCH: Well, I see that it's -- according to our clock it's about two minutes after seven o'clock. The meeting was advertised to begin at seven o'clock, so in fairness to everybody that's here now that's willing to hear our meeting, we'll begin.

My name is Keith Buch. I'm the program manager for the Superfund Clean-up at the FAA Technical Center. To my right is Robert Smith who is an engineer with TRC Environmental Consultants in Connecticut. TRC Environmental Consultants has been on board at the FAA Technical Center doing remedial investigations and feasibility studies and designs since 1986 in connection with our Superfund Clean-up.

To his right is Jean Oliva. Jean Oliva is a project engineer who works for TRC. She handles most of the proposed plans, risk assessments, feasibility studies, and things of that nature.

The projectionist -- his full-time job -- his full-time day job is a geologist. Larry is one of the more important people on this project because without a thorough understanding of geology, you can't effect any clean-ups at the FAA Technical Center or anywhere.

Okay. With that in mind, I think we'll get started. Just a few ground rules tonight, if you haven't sign in, please sign in at the front table. There are plenty copies of agendas there for anyone that wishes one. They

THE CORBY GROUP 1-800-253-5040 LASER STOCK FORM FMSRN-94

tell me at nine o'clock they lock the front doors here and we have to exit this door here. However, judging by the size of the crowd this evening, I don't think we'll go too much past seven-thirty, so I don't think we'll have to worry about that.

For anyone that's interested, you hear a lot of talk about our repository and how it's made available to the public. The repository is right in the reference library off to your left here, if you'd like to stop and take a look at that on your way out. All of the information that we see at our monthly task force meetings are also at the library.

I see some familiar faces out in the audience. I think I'll introduce them for the record. You just stand and -- Carla Struble is the program manager for EPA, Region 2. Ian Curtis, the handsome gentleman with the tie is the program manager for the New Jersey DEPE. The gentleman walking around is George Nicholas, who ably assists Ian Curtis in the evaluation of our remedial investigations and feasibility studies. And the triathlon who just walked in works for the County Health Department. He's a fine gentleman by the name if Sean Clancy. Last but not least is my supervisor, Howard Kimpton, who has been my supervisor for many years now at the FAA Technical Center.

Well, without any further ado, I think I'll turn over the meeting to Robert Smith, and Robert Smith will give

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a very, very, very, very brief overview of the clean-up program to date. Thank you, Bob.

MR. SMITH: Thank you. I'd like to very briefly present a history of the Technical Center and how we became involved in the environmental investigations.

In 1980 and 1981 contamination that was found at Price's Pit Landfill affected the Atlantic City well field located adjacent to that site. In 1981, the New Jersey Department of Environmental Protection and Energy -- New Jersey DEPE -- and the Atlantic City Municipal Utility Authority hired Roy F. Weston to conduct a study to relocate the well field. As a result of this study, the Technical Center was selected as the site and best location for the Atlantic City Municipal Utility water supply.

In 1983 and 1984, through the New Jersey DEPE, they performed an assessment of the surrounding areas that might have been potential pollution sources to the new well fields. Weston confirmed the presence of pollutants, and the New Jersey DEPE issued a consent order to the Technical Center to perform remedial investigations at the site. FAA contracted with TRC Environmental Consultants in 1986 to perform a Remedial Investigation/Feasibility Study. As part of that contract, a complete background investigation of the Center was required. Twenty-four areas have been identified that require an evaluation.

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The presentation tonight will include a slide depicting the relative locations of all areas under investigation, including the locations of Area I, the former incinerator building, and Area Q, the first station.

All work has been performed in accordance with all applicable Federal and State environmental laws, statutes, and regulations. The FAA and TRC have worked closely with USEPA, New Jersey DEPE, the Atlantic County Health Department, and with the Pinelands Commission. Each step of the investigation was reviewed and approved by both the USEPA, New Jersey DEPE, and the Pinelands, if required. No work was conducted until all necessary approvals were received.

I'm going to turn over the meeting to Jean, who will go into a detailed presentation of the proposed plan.

MS. OLIVA: Thank you, Bob. As Bob mentioned, tonight's meeting is on the proposed plan for Area I, the former incinerator building, and Area Q, the fire station area.

(Showing Slide 1)

Area I is located in the southwestern portion of the facility approximately 3,000 feet west of the Upper Atlantic City Reservoir.

(Showing Slide 2)

This slide also shows the location of I, of Area I relative to the locations of other areas of concern at the

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FAA Technical Center.

(Showing Slide 3)

An incinerator which burned domestic wastes was previously located at Area I. The incinerator was part of the Naval Air Station which was constructed in the early 1940s. Ownership of the facility was transferred to the FAA in 1958, and the incinerator building itself was demolished in the late 1960's.

Showing Slide 4)

This is a photo of Area I as it appears today. The incinerator was constructed on top of the small hill, which is visible in the photo. There are no other visible remains of the former building.

(Showing Slide 5)

An environmental investigation was conducted to determine if the incineration activities has resulted in contamination of on-site soils. To meet this goal, a hand auger was used at ten locations to characterize the soils to a depth of three to five feet. One soil sample was collected at three of the ten auger holes and submitted for analysis for total metals and EP toxicity leachable metals, which at the time of the investigation was an analysis used to determine if a waste was a hazardous waste or not.

(Showing Slide 6)

This slide shows a plan view of the site with two-

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1 foot contour intervals indicated and adjacent site roadways.
2 The round dots in the slide are the locations of the ten
3 auger holes, and adjacent to the round dots at three
4 locations are small triangles which indicate the locations
5 where the soil samples were collected. As you can see by
6 the shaded area of this slide, there was an area of the site
7 where ash and cinders were found to be mixed with the soils
8 in the top three to five feet of soil.
9 **(Showing Slide 7)**
10 So basically the Area I investigation indicated
11 that ash and cinders are present on site, but the soil
12 samples collected from these materials contained inorganics
13 at levels less than regulatory action levels in clean-up
14 criteria.
15 The EP toxicity analysis identified the presence
16 of only one metal -- mercury -- at a level much less than
17 that which would characterize the waste as a hazardous waste.
18 **(Showing Slide 8)**
19 Following the investigation of Area I, potential
20 risks associated with the area were evaluated to determine if
21 additional investigation or remedial action was warranted.
22 Since the detected contaminant levels are less than regula-
23 tory levels which have been developed to protect human health
24 and the environment, no action was determined to be a protec-
25 tive remedy.

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We will now discuss Area Q, which is located in the central portion of the facility adjacent to the runways. Area Q is the fire station area.

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Area Q was used for fire training exercises from 1976 until 1987. Materials such as jet fuel and waste oils were burned in the six-foot diameter, four-inch-high steel burn pan. There is also an airplane fuselage which was located adjacent to the burn pan and used for fire training exercises.

(Showing Slide 11)

This is a photograph of the location where the burn pan was previously located.

(Showing Slide 12)

The environmental investigation at Area Q was developed to determine if fire training activities had resulted in the contamination of soils. Five soil borings were drilled at the site with two soil samples collected from each boring for total petroleum hydrocarbon analyses.

(Showing Slide 13)

This is a plan view of Area Q. You can see the fire station building in the lower right-hand corner. There's a paved area adjacent to it. You can also see contour lines which indicate the presence of an impoundment in

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the upper left-hand corner of the site. It's a surface water impoundment so there's a depression there. The former location of the steel burn pan is located, as well as the former location of the airplane fuselage.

Three of the soil borings, which are indicated by the round dots, were located adjacent to the steel burn pan and plane fuselage. One of the borings was located part way down into the surface impoundment, and the last boring was located at the bottom of the surface impoundment.

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Analysis of the samples collected from the soil borings identified the presence of total petroleum hydrocarbons at levels of 2.5 to 32 ppm. These concentrations were less than the applicable action levels in clean-up criteria.

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Potential risks associated with the area were evaluated to determine if additional investigation or remedial action was warranted. Again, like Area I, since we detected contaminant levels at below regulatory criteria which have been developed to protect human health and the environment, no action was determined to be a protective remedy.

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Therefore, for both Area I and Area Q the preferred remedy in the proposed plan is no further action.

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1 Pending public comment on this proposed plan, New Jersey
2 DEPE, EPA, and the Pinelands Commission have indicated con-
3 currence with the no-action decision.
4 **(Showing Slide 17)**
5 This slide summarizes the process used in deter-
6 mining the final action at Areas I and Q. Public acceptance
7 is one of the criteria which is considered by the FAA in
8 developing the final remedial action for the sites.
9 Through this meeting as well as an on-going
10 thirty-day public comment period, the FAA is soliciting pub-
11 lic comments on the proposed plan. Written comments on the
12 plan will be accepted through October 22nd, and verbal
13 comments will be accepted here tonight.
14 Based on the proposed plan and public comments on
15 the proposed plan, a record of decision will be prepared
16 which will present the final remedial decision for the two
17 sites. The record of decision will include a responsiveness
18 summary which will address all public comments received
19 during this period. Upon finalization of the record of
20 decision, a notice will appear in the Atlantic City Press and
21 a copy of the record of decision and responsiveness summary
22 will be included in the administrative record, which is
23 maintained in the Reference Section here at the Atlantic
24 County Library.
25 I will now turn the program back over to Keith

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1 Buch.

2 MR. BUCH: Thank you very much, Jean. At this

3 time I'd be more than happy to entertain any questions from

4 the audience. If you wish to speak, please state your name

5 and affiliation for the record. Thank you very much.

6 (No response)

7 MR. BUCH: Does anyone have any questions that

8 they'd like to ask?

9 (No response)

10 MR. BUCH: Seeing that there's no questions, I

11 will close the meeting and you will see the record of

12 decision in a few weeks, which will include the presentation

13 that we had here tonight. Thank you all for coming, and have

14 a safe trip home tonight.

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1 **C E R T I F I C A T E**

2

3 I, **GLORIA C. IRWIN**, of **GCI TRANSCRIPTION AND**
4 **RECORDING SERVICES**, a Notary Public and State- and Federally-
5 Approved Sound Recording operator and transcriber, do hereby
6 certify that the foregoing is a true and accurate transcript
7 of the public meeting as taken by electronic sound recording
8 before me at the time, place, and on the date hereinbefore
9 set forth.

10

11 Gloria C. Irwin
12 Notary Public of New Jersey
13 My Commission expires June 28, 1994

14 Dated: October 15, 1993

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