
SPILL SITE SS-26

FORMER HANGAR 15, FORMER AOC-30

Joint Base Andrews

February 2013

BACKGROUND

Hangar 15 was built in 1947 located on East Perimeter Road, south of Hangar 13 (SS-22), north of Hangar 16 and adjacent to the east operational apron. Hangar 15 was used for aircraft and equipment maintenance. In the 1980s, the hangar's use changed from maintaining and storing aircraft to maintenance of small aircraft, vehicles and ground equipment. It was used by Civil Engineering to house snow plows at the time of its demolition in 1998. Oil and solvent spills were evident by stains on the hangar floor and apron. The site was formerly referred to as Area of Concern 30 (AOC-30), the Preliminary Assessment/Site Investigation (PA/SI) phase of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) process was completed in 2007. During the PA/SI phase, contaminants were detected in groundwater which resulted in the requirement of a complete Remedial Investigation (RI). The RI delineated the contaminated groundwater plume, showing that it extends underneath the 113th Air National Guard apron. The suspected source is the aircraft wash rack related to the oil-water separator at Bldg 3120 and not Hangar 15. An additional source area may be present closer to the area near Bldg 3114, aka Shelter 5, but this could not be confirmed during the RI. The regulators have approved the RI document with the suspected data gaps due to the complexity of site access, allowing the restoration process to continue towards implementation of a remedy. The development of the Feasibility Study (FS) is underway with transmittal to the regulators anticipated in January 2013.

CHALLENGES

The entire site is within the operational footprint of the 113th Air National Guard, where the Capitol Guardians are located. The Capitol Guardians provide continuous air sovereignty forces to defend the Nation's Capital. They are permanently on alert for immediate fighter jet response to threats within the National Capitol Area airspace. There are security restrictions to access the site, and appropriate credentials to escort workers in the area are not easily attained. There are areas that are off-limits to construction because the mission cannot be impacted. Appropriate airfield requirements must be met, including temporary airfield construction waivers, wing tip restriction, explosive ordinance training, etc., in order to access the site.

PERFORMANCE-BASED APPROACH

The 2008 a Performance Based Contract (PBC) was awarded that ended in 2011 upon completion of the RI. Due to the site being larger than anticipated with additional complexities and challenges arising from site access issues, this PBC did not meet the objectives of the contract. In 2011 a new multisite

PBC was awarded with the objective of achieving a remedy in place, which includes the Feasibility Study (FS), the Proposed Plan (PP), the Record of Decision (ROD), the Remedial Design (RD), the Remedial Action Work Plan (RAWP), and finally, the implementation of the Remedial Action – Construction (RA-C) phase to install the selected remedy. The remedy will be installed before August 2015. Institutional Controls will be required at the site to limit human exposure to contaminants until the remedial action achieves drinking water concentrations.

JBA is working collaboratively with the 113th Air National Guard to engineer a cost-effective remedy that will minimize impacts to the operations.

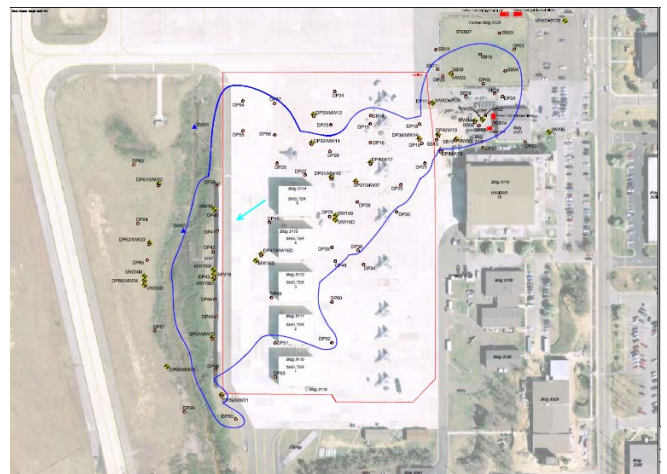


Figure 1: SS-26 Maximum extent of chlorinated Volatile Organic Compound (VOC) plume

RISK DRIVERS

Contaminants: Trichloroethene (TCE), cis-1,2-DCE, vinyl chloride, carbon tetrachloride, and benzene exceed regulatory standards in groundwater.

Impacted Media: Groundwater

Exposure Pathways Completed: Construction Workers

Drainage: Piscataway Creek

Current Land Use/Surface Cover: Industrial/Airfield

Reasonably Anticipated Land Use: Industrial/Airfield

Relative Risk: Low