

FORMER FIRE TRAINING AREA NO.1

FT-02

Joint Base Andrews

April 2022

BACKGROUND

Fire Training Area Number 1 (FT-02) is located on the west flightline. The site was used as a fire training area from 1948 to 1958. Waste liquids (including solvents, fuels, and lubricants) were dumped, ignited, and extinguished with protein foams, carbon tetrachloride, and chlorobromomethane. An adjacent area was used to temporarily store 55-gallon drums of waste oil, jet fuel, paint thinner, and other flammable liquid wastes prior to training events. FT-02 was closed and the area was completely regraded during subsequent flightline construction.

All CERCLA-required documentation plus three in-situ bioremediation injections, the selected remedy in the Record of Decision (ROD), are complete. The injections were completed in 2010, 2013, and 2018.

The original 97-acre Land Use Control (LUC) boundary for FT-02 included active taxiways and aircraft parking aprons with continuous heavy aircraft traffic. A 2019 Notice of Non-Significant Change Memorandum formally documents and justifies the reduction of the LUC boundary to 34 acres based on groundwater monitoring data that exceeds the cleanup criteria in the ROD plus a 100-foot buffer area surrounding the exceedances (Figure 1). The memorandum is included in the Joint Base Andrews (JBA) Administrative Record and is referenced in all subsequent FT-02 LUC reports.

The ROD was completed for FT-02 in 2009. The site is currently in the remedial action-operations phase. A reduction in contaminants of concern (COCs) and the area of the COC plume has been observed.

CHALLENGES

The site includes the most active taxiways and aircraft parking apron on JBA. This necessitates additional planning to conduct any and all work, including temporary airfield construction waivers, ramp freezes, and security considerations related to distinguished VIPs.

A contaminant source area was never identified for FT-02, and there is a real possibility for a sorbed-soil source under the flightline. If so, FT-02 could continue a slow desorption process that would extend the timeline for site closure (SC).

POST PBC REMEDIAL ACTION ACTIVITIES

In 2020, an Optimized Remediation Contract (ORC) was awarded and the Contractor is continuing the post-ROD RA-O activities at the site, including semi-annual groundwater monitoring and substrate injection, the most recent sampling event being completed in November 2021.

Two permanent horizontal injections wells were installed under the 89th Air Wing ramp and Taxiway Whiskey. The wells were installed using a double-ended bore drilled from west to east, ending in the grassy area between Taxiway Whiskey and the runway



Figure 1 : Site FT-02 with TCE Plume

A fourth injection event was completed in April 2022 using DPT at the toe of the plume and the newly installed horizontal wells at the head of the plume, in an effort to reach SC by 2031.

Two additional monitoring wells will be installed in the Summer of 2022 as described in the Site-Specific Work Plan.

RISK DRIVERS

Contaminants: Primarily trichloroethene and degradation products. Other contaminants include petroleum constituents. The current volatile and semi-volatile organic compound groundwater plume covers 34 acres of the active flightline.

Impacted Media: Groundwater

Exposure Pathways Completed: None

Drainage: Piscataway Creek

Current Land Use/Surface Cover: Airfield Operations

Reasonably Anticipated Land Use: Airfield Operations

Relative Risk: Low