



# Moffett Field - Hangar 1

## Update No. 2

Moffett Field, California

June 2005

### Introduction

This information update provides an overview of the environmental activities related to Hangar 1 at the former Naval Air Station Moffett Field. In keeping with the Navy's commitment to provide regular information about sites at Moffett Field, this is the second such update on the site. Hangar 1 is located on the west side of the runways, on the south portion of the base. The hangar is visible from many locations within the surrounding communities, as well as from U.S. Highway 101.

The Navy recently began an engineering evaluation/cost analysis (EE/CA) for Hangar 1, the topic of this update. Information about the EE/CA, its purpose and content is presented below, following an overview of the site. In addition, a schedule for activities related to the EE/CA, including community involvement opportunities are included. Project points of contact and location of the information repository are provided on pages 3 and 4.

**Before the Navy can conduct a removal action at Hangar 1, an Engineering Evaluation/Cost Analysis must be done. An "EE/CA" evaluates the best way to clean up a site to protect people and the environment.**

### Site Background

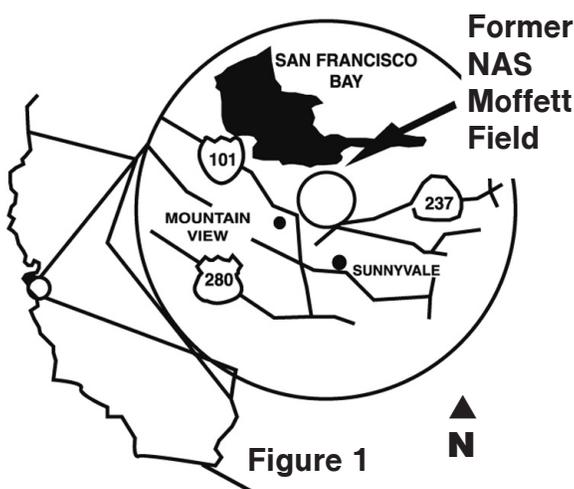
In 1997, a relatively uncommon chemical, a polychlorinated biphenyl (PCB) called Aroclor 1268, was discovered in sediments at a stormwater retention pond. PCBs were once commonly used in electrical equipment, and Aroclor 1268 was used in some building materials. Tests were conducted, and the contaminant was traced back to Hangar 1. It was also discovered that the paint and building materials used to construct and maintain Hangar 1 over the years contained PCBs, asbestos and lead.

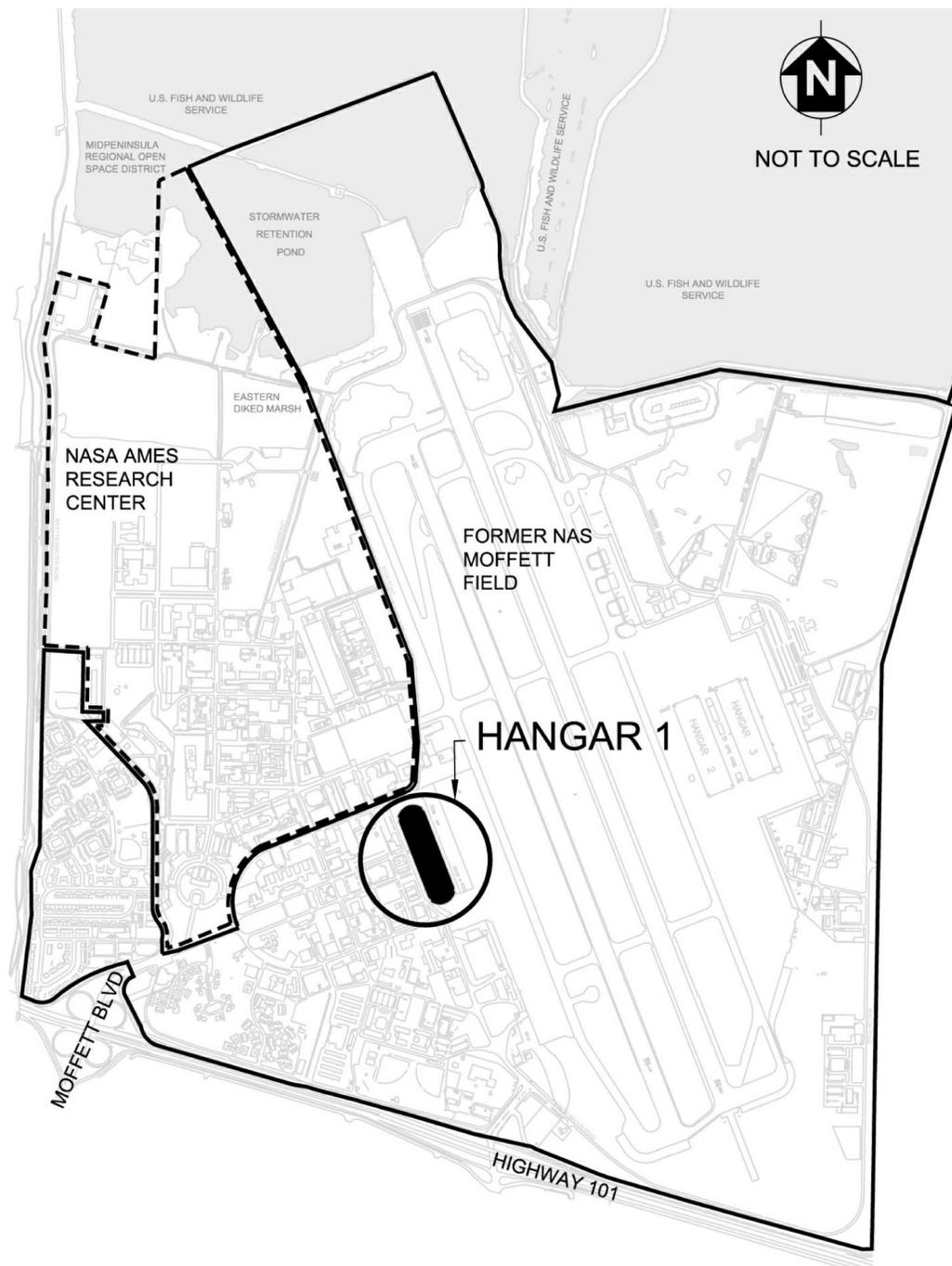
In October and November 2002, NASA conducted an air study to see if there

were PCBs in air inside and outside the hangar. The tests showed that PCBs were not present in air outside Hangar 1. However, Aroclor 1268 was found to be present in air inside the hangar at levels that could be harmful. As a result, the hangar was closed to the public.

In 2002 and 2003, NASA conducted tests on the hangar's siding, as well as the stormwater drain that surrounds Hangar 1 and flows to the stormwater retention pond. Aroclor 1268 was detected in the siding samples at levels up to 188,000 parts per million. The PCB was also found in the stormwater drain sediment at levels up to 540 parts per million.

In 2003, actions were taken to protect the environment by both the Navy and NASA. NASA conducted a time-critical removal action (TCRA) to clean up contaminated sediments in the perimeter drain. The Navy conducted a TCRA to minimize the release of PCBs from Hangar 1 to the stormwater retention pond. This involved sealing the hangar surface to keep the materials from peeling and chipping off. The special coating was meant to provide protection for at least three years (until about late 2006). Therefore, the TCRA served as an interim action until the Navy





**Figure 2**

could develop a more permanent solution to the source of contamination. The Navy, U.S. Environmental Protection Agency and the San Francisco Bay Regional Water Quality Control Board agreed that Hangar 1 is a source of environmental contaminants, and that those contaminants pose an imminent danger to human health and the environment. They also agreed that a non-time critical removal action (NTCRA) pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. Section 9601 et seq.) was the most efficient method to address the problem.

## Engineering Evaluation/ Cost Analysis

Before the Navy can conduct an NTCRA, an EE/CA must be done. An EE/CA evaluates the best way to clean up a site to protect people and the environment. The EE/CA for Hangar 1 will involve considering the source of contamination, forming the cleanup objectives and proposing cleanup alternatives. The EE/CA will provide the basis for the cleanup action at Hangar 1.

The four categories of alternatives that have been identified and will be considered to address contamination at Hangar 1 are:

**Alternative 1, encapsulation/coating of exterior**

**Alternative 2, removal of contaminants**

**Alternative 3, collect stormwater runoff from exterior and treat**

**Alternative 4, hangar demolition and off-site disposal**

Each alternative will be evaluated based on the following criteria:

- effectiveness
- implementability
- cost

A public comment period on the EE/CA Report will be held (see “Community Involvement,” at right). The Navy will work in cooperation with the U.S. Environmental Protection Agency; the California Regional Water Quality Control Board, San Francisco Region; and the community in the implementation of the selected cleanup remedy.

Because Hangar 1 is listed on the National Register of Historic Places, the cleanup action must meet the requirements of the National Historic Preservation Act (NHPA). The Advisory Council on Historic Preservation and the State Historic Preservation Officer will be given an opportunity to comment on the proposed cleanup. The CERCLA community involvement program will meet the NHPA public participation requirements.

## What’s Next

The interim coating used to seal the hangar’s exterior surface was meant to provide protection for 3 to 5 years. To be conservative, the Navy is planning to have a remedy to control the contamination source in place within 3 years, which is November 2006. The Navy has an aggressive schedule to meet this deadline.

- August 2005 - release EE/CA Report for public and regulatory review
- August 3 to September 23, 2005 - public comment period on EE/CA Report
- September 14, 2005 - public meeting
- November 2005 - release Action Memorandum
- January 2006 - begin NTCRA

The EE/CA will present the recommended alternative, and

the “Action Memo” provides a written record of the decision made to select that alternative and the approval to conduct it.

## Community Involvement

The Navy encourages public involvement throughout all stages of its environmental cleanup program, through such things as fact sheets, open houses and site tours. At times, community involvement activities are required by federal or state law.

By law, the EE/CA Report must be made available for public review for at least 30 days. The Hangar 1 EE/CA Report will be available for public review and comment at the information repository and administrative record file from August 3 through September 23, 2005. Addresses and contact information to ensure that you are able to comment on the EE/CA are provided below.

The EE/CA Report will also be discussed at the Restoration Advisory Board meeting, held at the Mountain View City Hall, on July 14, 2005. These meetings are always open to the public. In addition, the Navy will hold a public meeting in September 2005 to receive public comments on the draft EE/CA Report.

## Project Points of Contact

Involving and keeping the public informed is an important aspect of the Navy’s cleanup program at the former NAS Moffett Field. Please feel free to contact the following Navy representatives or visit the information repository listed on the back page.

### Mr. Rick Weissenborn

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E-mail: jill.votaw@navy.mil

## Information Repository

All site-related documents are available for review in the information repository.

### Mountain View Public Library

585 Franklin Street  
Mountain View, CA 94041  
General Reference Desk: (650) 903-6337  
Monday - Thursday 10 a.m. to 9 p.m.  
Friday and Saturday 10 a.m. to 6 p.m.  
Sunday 1 to 5 p.m.

## Administrative Record File

The administrative record file is the legal file that documents environmental cleanup decisions at Moffett Field and makes documents available to the public.

### Naval Facilities Engineering Command

Southwest Division, Bldg. 129  
1220 Pacific Highway  
San Diego, CA 92132  
Contact: Ms. Diane Silva, Records Manager (619) 532-3676  
E-mail: [diane.silva@navy.mil](mailto:diane.silva@navy.mil)

For an appointment, please call the Administrative Records Coordinator in advance Monday through Friday between 8:30 a.m. to 4:30 p.m. Documents may not be removed from the facility; however, they may be photocopied or scanned using the requestor's own portable equipment. Documents may also be sent to a commercial copy service for reproduction. Costs will be incurred by the requestor.

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