



## Carswell/Plant 4

# FINAL SITE INVESTIGATION REPORT Building 1010 Jet Engine Test Stand

Restoration Advisory Board Executive Summary #41 • August 21, 2003

## INTRODUCTION

Naval Air Station Fort Worth Joint Reserve Base (NAS Fort Worth JRB), formerly Carswell Air Force Base, is in the process of planning and conducting activities for the identification, remediation, and closure of contaminated sites at the base through the Installation Restoration Program (IRP). The IRP is the primary mechanism of the Department of Defense for environmental response actions on U.S. Air Force (USAF) installations. IRP activities are governed by provisions of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), and other applicable federal and state regulations. The IRP at NAS Fort Worth JRB is being conducted through the combined efforts of the Air Force Center for Environmental Excellence (AFCEE) and the Air Force Real Property Agency (AFRPA).

## PROJECT BACKGROUND

A Site Investigation (SI) was conducted at the former Building 1010 Jet Engine Test Stand, which was located in the southeastern portion of NAS Fort Worth JRB (Figure 1). The SI was conducted based on historical aerial photographic evidence that suggested jet engine testing activities likely occurred at the site. A series of historical aerial photographs from

February 1954 through April 1979 identified a V-shaped earthen berm used for testing aircraft engines. The SI was conducted at the request of the United States Environmental Protection Agency (USEPA) Region VI and the Texas Commission on Environmental Quality (TCEQ). It should be noted that the former Building 1010 Jet Engine Test Stand was not included in the NAS Fort Worth JRB RCRA hazardous waste permit (HW-50289). Therefore, this SI was performed as a proactive measure as a voluntary action of the USAF.

## SITE INVESTIGATION STRATEGY

The SI was designed to achieve site closure under the Texas Commission on Environmental Quality Risk Reduction Standard (RRS) program. A SI sampling plan was designed to determine if a release from the Building 1010 Jet Engine Test Stand had occurred. In concurrence with the TCEQ, analytical methods were selected based on likely contaminants of concern resulting from typical activities conducted at jet engine test stands. The selected analytical methods included total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semivolatile organic compounds (SVOCs). Essential information consisting of soil lithology and an assessment of potential contaminant impacts on the quality of soil and groundwater within and around

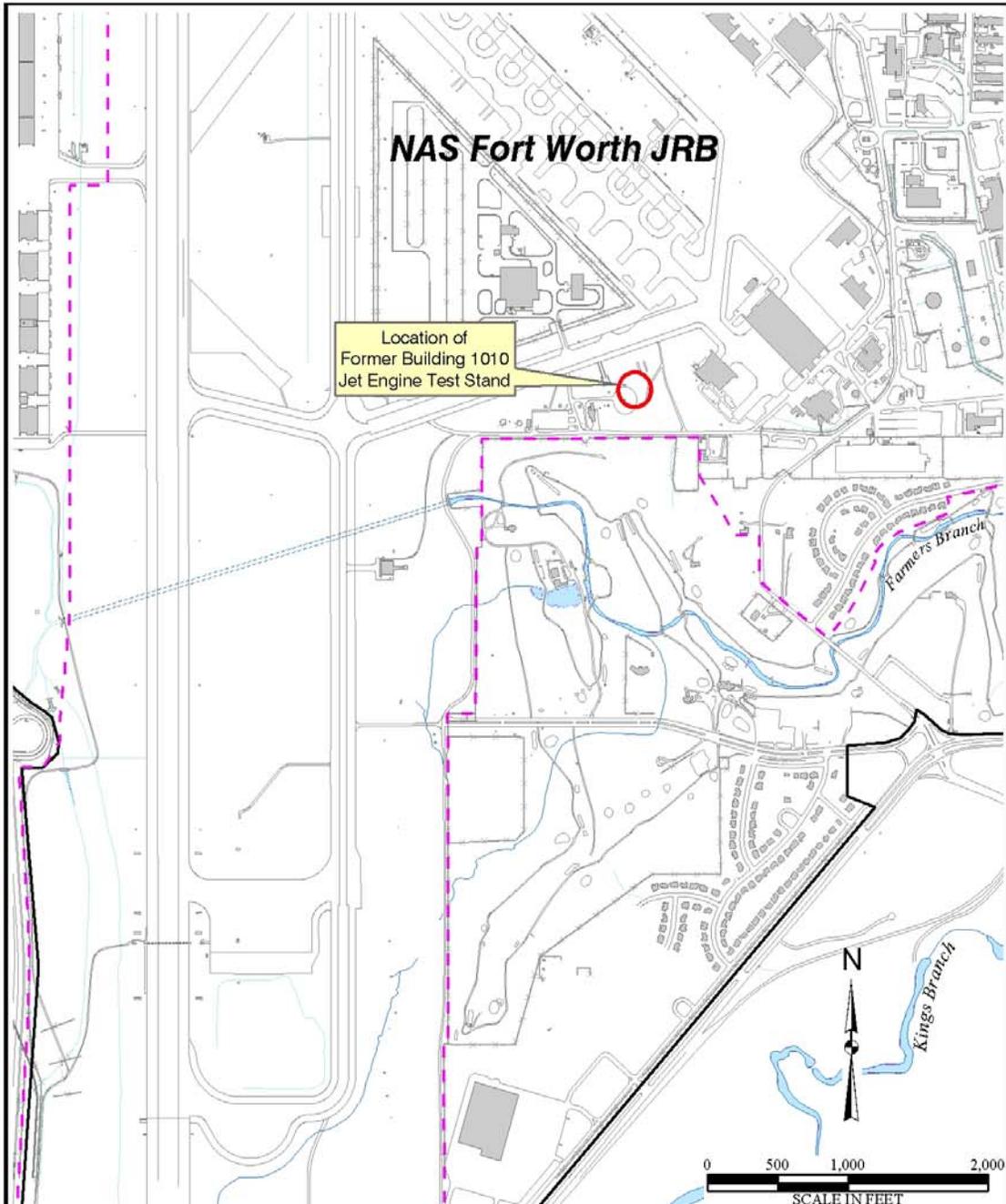
the former Building 1010 Jet Engine Test Stand were obtained.

SI activities at the former Building 1010 Jet Engine Test Stand were conducted in January 2003. These activities included the advancement of 2 soil borings, and the collection and analysis of 11 soil samples.

Field observations and analytical results indicate that a release to soils has not occurred at the former Building 1010 Jet Engine Test Stand. In addition, concentrations of TPH, VOCs, and SVOCs associated with jet fuel and lubricants were not detected above RRS 1 concentrations. Therefore, it is unlikely that shallow groundwater was affected. The Final Building 1010 Jet Engine Test Stand SI Report recommending closure under RRS 1 was submitted to the TCEQ in July 2003.

### For More Information:

*If you would like more information, please see our website at <http://www.afcee.brooks.af.mil/er/carswell/nasfw/> or contact Michael Dodyk, HQ AFCEE, at (817) 782-7169 or via e-mail at [Mike.Dodyk@carswell.af.mil](mailto:Mike.Dodyk@carswell.af.mil).*



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Legend	
	NAS Fort Worth JRB Boundary
	Former Carswell AFB Boundary

**Figure 1**  
  
**Location of  
 Former Building 1010  
 Jet Engine Test Stand**