

COMMUNITY INVOLVEMENT PLAN

ROBINS AIR FORCE BASE, GEORGIA

May 2025

Prepared For:



United States Army Corps of Engineers – Savannah District
100 W. Oglethorpe Avenue
Savannah, GA 31401

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REVISION HISTORY

Version	Date	Summary of Changes
1	May 2025	Version 1

An update to this Community Involvement Plan should be prepared as needed or no later than May 2028.

HISTORY OF COMMUNITY INVOLVEMENT DOCUMENTS/ASSESSMENTS

Date	Name	Administrative Record (AR) Number
December 2022 ⁽¹⁾	2022 Robins Air Force Base, Environmental Restoration Program, Community Relations Plan (CRP)	636057

⁽¹⁾ CRPs were prepared annually prior to 2022.

DISTRIBUTION LIST¹

- Robins Air Force Base (AFB) Public Affairs (PA)
- Air Force Civil Engineer Center (AFCEC)
- United States Army Corps of Engineers (USACE)

¹ See Appendix A for contact information.

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ACRONYMS AND ABBREVIATIONS

ABW	Air Base Wing
ACW	Air Control Wing
AFB	Air Force Base
AFCEC	Air Force Civil Engineer Center
AFFF	Aqueous Film-Forming Foam
AFMC	Air Force Materiel Command
AOC	Area of Concern
AR	Administrative Record
ATSDR	Agency for Toxic Substances and Disease Registry
BCE	Before Common Era
BZJV	Bhate Zapata Joint Venture
CAP	Corrective Action Plan
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CIP	Community Involvement Plan
CRP	Community Relations Plan
COCs	Contaminants of Concern
DAFI	Department of Air Force Instruction
DoD	Department of Defense
ECCO	Environmental Cleanup Communication and Outreach
ERP	Environmental Restoration Program
FFA	Federal Facility Agreement
FS	Feasibility Study
ft ²	Square feet
FY	Fiscal Year
GA	Georgia
GA EPD	Georgia Environmental Protection Division
Geosyntec	Geosyntec Consultants, Inc.
IROD	Interim Record of Decision
LF004	Landfill No. 4

NFA	No Further Action
NPL	National Priorities List
ORC	Optimized Remediation Contract
OU	Operable Unit
PA	Preliminary Assessment
PA	Public Affairs
PBR	Performance-Based Remediation
PCE	Tetrachloroethylene
PFAS	Per and Polyfluoroalkyl Substances
RAB	Restoration Advisory Board
RCRA	Resource Conservation and Recovery Act
RD	Remedial Design
RI	Remedial Investigation
RIP	Remedy In-Place
ROD	Record of Decision
RRSE	Relative Risk Site Evaluation
SARA	Superfund Amendments and Reauthorization Act
SI	Site Inspection
SWMU	Solid Waste Management Unit
TAPP	Technical Assistance Public Participation Program
TCE	Trichloroethylene
TRC	Technical Review Committee
U.S.	United States
USACE	United States Army Corps of Engineers
USAF	United States Air Force
USEPA	United States Environmental Protection Agency
WP14	Waste Pit 14
WR-ALC	Warner Robins Air Logistics Center

1 INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) under contract to the Bhat Zapata Joint Venture, LLC (BZJV) prepared this Community Involvement Plan (CIP) for the United States Army Corps of Engineers (USACE) and the United States Air Force (USAF), Air Force Civil Engineer Center (AFCEC) under Contract W912EP-16-D-0008, Task Order W912HN20F1021.

1.1 Purpose

The purpose of the CIP is to strengthen community participation during the cleanup process and to give the community an opportunity to become involved and to help shape the decisions that are made. This plan describes the public's role in the environmental cleanup of the United States Environment Protection Agency's (USEPA) Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) site and Resource Conservation and Recovery Act (RCRA) sites at Robins Air Force Base (AFB), Georgia (GA).

The Robins AFB Environmental Restoration Program (ERP) includes various cleanup sites within its boundary. This plan identifies community concerns and suggests ways to get the public involved in cleanup decisions. In addition, it describes ways to make sure the community is quickly and accurately informed about cleanup actions at Robins AFB. It also references opportunities for comments and public meetings.

For more information about community involvement and this plan, please contact the Robins AFB Air Base Wing (ABW) Public Affairs (PA) Office:

78 ABW/PA
620 9th Street, Suite 230, Robins AFB, Georgia 31098
(478) 926-2137

See **Appendix A** for a list of additional contacts.

1.2 Overview of the Community Involvement Plan

This CIP provides a summary of Robins AFB and provides tools for outreach to communities and residents in the vicinity of, or impacted by, ERP actions at the facility. Robins AFB-furnished material, the Administrative Record (AR), internal installation records, environmental restoration plans, and other applicable sources were used to prepare the plan. The specific goals of the Robins AFB ERP community involvement program are summarized below.

- Continue to evaluate and respond to public interests, desires, and needs for facts about cleanup actions.
- Provide facts quickly to potentially affected and interested citizens, elected officials, public interest groups, and agencies. Use the media, personal contacts, mail, newsletters, and other communication networks to present the facts.

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- Create interactive communication between the Air Force and the community.
- Respond to community interests and needs that may arise during base cleanup, including timely responses to media inquiries.
- Encourage public participation in cleanup actions.
- Gain the community's trust and understanding by being open with the public.
- Adhere to the Air Force Public Affairs policy, which states that the Air Force will give "maximum disclosure, minimum delay." (USAF, October 2024).

2 INSTALLATION BACKGROUND

Robins AFB is located in the geographic center of Georgia, adjacent to the city of Warner Robins, within Houston County (**Figure 1**). The base is 16 miles south of Macon and 100 miles south of Atlanta. Interstate I-75, United States (U.S.) Highways 41 and 341, and state highways 247 and 11 are the primary transportation links to the neighboring communities of Warner Robins and Centerville to the west, Perry to the south, Fort Valley to the southwest, Byron to the northwest, and Macon to the north. The Ocmulgee River borders the base on the east. The base is situated on more than 6,733 acres and consists of approximately 3.4 million square feet (ft²) of maintenance shops, 1.8 million ft² of administrative space, and 5.9 million ft² of storage space. The base's runway is the second largest in Georgia, measuring 12,000 feet long by 300 feet wide, with two 1,000-foot overruns.

2.1 History of the Installation

Robins AFB traces its history to June 1941, when Macon city fathers and civic leaders, with the help of U.S. Representative Carl Vinson, influenced the U.S. War Department to construct an Army Air Corps supply and maintenance depot in Houston County. The site was adjacent to the small town of Wellston, which at that time had a population of 47 families. The defense buildup preceding World War II was under way, and the Middle Georgia area was chosen primarily because it had land for an airfield, an abundance of pure water from artesian wells, and an abundant labor pool. These were important points to consider in 1941 when emphasis was on speed of construction.

Ground was broken officially on September 1, 1941, by the first depot commander, Colonel Charles E. "Steve" Thomas, and leading members of the Macon and Middle Georgia business and political communities. Officially dedicated on April 26, 1943, Robins Air Force Base, originally known as Robins Field (named after Brigadier General Augustine Warner Robins), played a key role in winning World War II. Robins AFB has hosted numerous units and organizations and even a major command. The primary function of the base has always been to act as the home of an Army Air Corps, then Air Force Depot. Originally known as the Georgia Air Depot, it was renamed several times, as follows: the Southeast Air Depot, Wellston Air Depot, Wellston Army Air Depot, Warner Robins Army Air Depot, Warner Robins Air Service Command, and Warner Robins Air Technical Service Command. At the end of World War II, as its function changed and satellite bases were closed, the name changed several additional times. In 1946, the Depot became the Warner Robins Air Materiel Area, and the installation was renamed to Robins AFB in 1948 after the Air Force became a separate service. The Depot designation changed again in April 1974 when its new world-wide responsibilities led it to be renamed the Warner Robins Air Logistics Center (Center).

The decades following World War II were a time of challenge and change for the base. After World War II, the employee population was reduced. During the Korean War, Robins AFB

workers swiftly and heroically retooled and fitted hundreds of mothballed B-29s, which played a key role in saving the Republic of South Korea from Communist aggression. In the 1960s and 1970s, Robins AFB played an important part in the Southeast Asia “Pipeline,” which supplied vital materiel to U.S. troops fighting in Vietnam. The changing requirements of a “Jet Age” Air Force added a new dimension to the logistics challenge and led to the development of Robins AFB as an avionics center and a huge, sprawling complex of diverse missions supporting the Air Force worldwide. That support was called upon once again during operations Desert Shield and Desert Storm in the Middle East. C-141 aircraft managed by the Center were the backbone of the airlift to Saudi Arabia. C-130s, also managed by the Center, provided valuable transport capabilities for the allied forces. Workers surged parts needed to keep aircraft flying and accelerated the maintenance and repair of aircraft vital to the war effort. Another Robins AFB responsibility, the F-15 Eagle, proved its superiority during repeated air strikes over the Persian Gulf.

To better achieve an operational sustainment process, Air Force Materiel Command (AFMC) leadership decided in 2004 to reorganize the entire Command along more military lines. In this process, the Air Logistics Centers were divided into new unit organizations that changed directorates into wings, divisions into groups, and branches into squadrons. From 2004 to 2012, the Warner Robins Air Logistics Center had two Wings (the 78th Air Base Wing and the 402d Maintenance Wing) and the Aerospace Sustainment Directorate. In 2012, AFMC leadership again reorganized the Command, and the Warner Robins Air Logistics Center was redesignated as the Warner Robins Air Logistics Complex (WR-ALC), and it became part of the Air Force Sustainment Center based at Tinker AFB in Oklahoma.

The history at Robins AFB also included past waste disposal practices that were standard for the times. These practices sometimes led to unintended environmental contamination. Though these practices have long since been discontinued, the ERP efforts today are targeted at total cleanup from this past contamination. **Table 1** references the history of base operations at Robins AFB.

2.1.1 Military Missions

The WR-ALC has worldwide management and engineering responsibility for the repair, modification, and overhaul of the F-15 Eagle, C-130 Hercules, C-5 Galaxy, U-2 Dragon Lady, Special Operations aircraft and helicopters, and analytical condition inspection and system support management for the C-17 Globemaster III.

Among its missions, the WR-ALC determines the spare parts, supplies, and equipment needed to support the weapon systems and commodities for which it has management responsibility. The WR-ALC budgets for, purchases, distributes, maintains, and repairs these weapon systems and commodities. The WR-ALC is logistics manager for the F-15 Eagle, C-130 Hercules cargo aircraft, and C-5 Galaxy aircraft; the U-2 Dragon Lady; 11 cargo and utility aircraft; four helicopters; three remotely piloted vehicles; and missiles. The WR-ALC manages more than 200,000 items to support these systems. The WR-ALC performs sustainment repairs and programmed depot

maintenance on the AC-130 fixed-wing gunship. Robins AFB is also the exclusive technology repair center for airborne electronics, gyros, and life support systems for the USAF; it houses one of the largest repair facilities in the world. The WR-ALC has various shops (plating, machining, metal bonding, etc.), which support major workload activities.

In 1996, the 116th Fighter Wing, formerly located at Dobbins Air Reserve Base in Georgia, converted from F-15A/B aircraft to the B-1 Bomber, became the 116th Bomb Wing, and relocated to Robins AFB. This transition involved a construction program of \$110 million and more than 1,100 new personnel. The 116th became the operational unit for the E-8C JSTARS in 2002 when the B-1 bombers were relocated from Robins AFB. The 116th Bomb Wing and the 93rd Air Control Wing (ACW) merged to become the 116th ACW on September 30, 2001. Ten years later, on September 30, 2011, the 116th ACW, which consisted of both guard and active duty personnel, de-blended and its sister unit, the 461st ACW was formed. The two Wings were known as Team JSTARS until JSTARS was retired in June 2024. In 2010, the Marine Corps Light Attack Helicopter Squadron 773 (HMLA-773), formerly located at Naval Air Station Atlanta in Georgia, relocated to Robins AFB. The Marines departed Robins AFB beginning in July 2016 to join the parent unit in New Jersey. Robins AFB provides support to worldwide customers for over 300 airborne electronics systems. This support involves integrated program management, engineering, and software services, as well as hardware repair for radar, infrared, communications, laser, navigation, and electro-optics systems.

Concurrently, Robins AFB is home to 54 mission partners, covering five major commands and three wings. Major units include:

- Headquarters Air Force Reserve Command;
- Warner Robins Air Logistics Complex;
- 78th Air Base Wing;
- 116th Air Control Wing;
- 461st Air Control Wing;
- 5th Combat Communications Group; and
- 638th Supply Chain Management Group.

There are also a number of Defense Logistics Agency and Air Force Life Cycle Management Center activities, as well as a number of smaller units and organizations which are important to the base, Air Force, and DoD.

2.2 Installation Environmental Program

Environmental cleanup activities at Robins AFB are part of a larger Department of Defense (DoD) environmental program entitled the ERP. ERP activities are primarily governed by two federal laws: CERCLA as amended by the Superfund Amendments and Reauthorization Act (SARA), and RCRA. Although the fundamental objectives and processes of both the CERCLA and RCRA corrective action programs are essentially the same, there are subtle differences in the processes used to implement the RCRA and CERCLA corrective action requirements. CERCLA establishes

the legal requirements for identifying, investigating, and cleaning up inactive hazardous waste sites. RCRA requires corrective action for releases of hazardous waste or constituents from past or present practices and operations that pose a threat to human health and the environment from any Solid Waste Management Unit (SWMU) at a storage, treatment, or disposal facility with a RCRA permit. **Figure 2** defines the primary steps of the ERP process under both of these corrective action programs. The ERP at Robins AFB is implemented and managed by AFCEC/CZOE – Robins Installation Support Section.

2.3 Environmental Restoration Program (ERP)

The mission of the ERP is to identify, investigate, and clean up contamination associated with past USAF activities as necessary to protect human health and the environment (Department of the Air Force Instruction [DAFI] 32-7020, May 2024). A key objective of the ERP is to reduce, or eliminate, when possible, threats to human health and the environment resulting from past use or disposal practices of toxic and hazardous substances, low level radioactive materials, petroleum products, oil, lubricants, and other pollutants and contaminants.

The Georgia Environmental Protection Division (GA EPD) is the state agency involved with the ERP process at Robins AFB and provides regulatory oversight and review for the RCRA sites. Under RCRA, the GA EPD has been delegated authority to manage hazardous waste in the state. As such, the GA EPD has primary regulatory authority for permitting hazardous waste treatment, storage, and disposal facilities in the state of Georgia and for corrective action at identified SWMUs and Areas of Concern (AOCs) that are located on those facilities. Because the base is a large quantity generator of hazardous waste and has a permit allowing storage of hazardous waste on the facility, a compliance officer has been assigned. The compliance officer is required to annually inspect the facility, manage, and modify the base's RCRA permit; review documents/reports; and interpret regulatory requirements as needed. Other staff members from the GA EPD, such as hydrogeologists and risk assessors, assist the compliance officer as needed.

The Air Force is the lead agency for remedial activities involved with the ERP process focused on cleanup of the CERCLA site at Robins AFB, with concurrence by the USEPA and the GA EPD. In accordance with Section 120 of CERCLA, the Air Force has negotiated a Federal Facility Agreement (FFA) with the USEPA and the GA EPD to establish a procedural framework and schedule for developing, implementing, and monitoring appropriate response actions at the site in accordance with CERCLA, the National Oil and Hazardous Substances Contingency Plan, and the Georgia Hazardous Waste Management Act. The AFCEC/CZOE – Robins Installation Support Section is responsible for remediating the National Priorities List (NPL) site at the base, and as such has assigned a Restoration Project Manager for this site. The USEPA and the GA EPD have each also assigned a Restoration Project Manager for this site, who is responsible for regulatory oversight and ensuring that site restoration is in compliance with CERCLA and State requirements.

2.3.1 ERP Objectives

The objectives of the Robins AFB environmental cleanup activities are summarized below.

- Support the base mission by protecting human health and the environment in and around Robins AFB, and restore impacted areas for beneficial reuse.
- Comply with existing federal and state statutes and regulations.
- Identify potential sources of contamination.
- Complete site investigations, as soon as practicable.
- Determine what risks, if any, are associated with releases of hazardous substances, pollutants, contaminants, or hazardous wastes.
- Develop, evaluate, select, and initiate remedial actions that reduce risks per state and federal legal requirements.
- Provide a way for the community to effectively participate in the decisions of the cleanup process.

2.3.2 Current Status

Section 3.5 summarizes the status of the restoration sites at Robins AFB.

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3 INSTALLATION RESTORATION SITES

3.1 General Site Information

In Fiscal Year (FY) 1982, Preliminary Assessment/Site Inspections (PA/SIs) were completed for 33 sites at Robins AFB. The most significant is the NPL site, consisting of Landfill No. 4 (LF004) and the Sludge Lagoon/Waste Pit 14 (WP14) (see Section 3.2). Since this time, Robins AFB has identified 86 environmental legacy sites. The base's aggressive restoration program has resulted in receiving decisions of "No Further Action" (NFA) from the GA EPD on 59 of these sites. Robins AFB environmental cleanup program documents are available to the public to learn more about the restoration site activities and requirements on the AR website (see **Appendix B** for website information).

Robins AFB has achieved unique success among Air Force installations in the aggressive implementation and management of the ERP. Robins AFB achieved Remedy-in-Place (RIP) at each ERP site seven years ahead of Air Force goals. The base was the first Air Logistics Complex to reach this milestone and has been historically recognized as having a restoration program that is "one of the best in the Air Force" by the Deputy Assistant Secretary of the Air Force for Environment, Safety, and Occupational Health.

In 2011, Robins AFB awarded a Performance-Based Remediation (or PBR) Contract for the remaining active restoration sites. The performance-based cleanup contract for Robins AFB had a period of performance of nine years. In 2020, the Air Force awarded an Optimized Remediation Contract (ORC) to continue remediation activities at the restoration sites. The ORC is also a performance-based contract.

The legacy environmental sites at Robins AFB are listed on **Figure 3A**. **Figure 3A** also shows the location of these sites and the current status of restoration at each legacy site. In general, legacy contamination found at Robins AFB is from the release of petroleum, oil, lubricants, gasoline, and aviation fuels during the performance of the base's training mission. Contamination also resulted from paints, solvents and other materials used in base support and maintenance operations. Pesticides and metals are sometimes included in the site-specific contaminants list. Emerging contaminants are discussed in Section 3.3.

3.2 National Priorities List (NPL)

The NPL is the list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the U.S. and its territories. The NPL is intended primarily to guide the USEPA in determining which sites warrant further investigation (<https://www.epa.gov/superfund/superfund-national-priorities-list-npl>).

Robins AFB was proposed for listing on the NPL on October 15, 1984 and was finalized on the NPL on July 22, 1987. This listing was primarily based on trichloroethylene (TCE) and perchloroethylene (PCE) contamination in soil and groundwater at Landfill No. 4 (LF004) and the Sludge Lagoon/Waste Pit 14 (WP14). The USEPA, GA EPD, and the Air Force have an executed FFA for Robins AFB, which became effective in September 1989.

LF004 and WP14 are divided into three operable units (OUs): LF004 and WP14 contaminant source areas (OU1), wetlands (OU2), and groundwater (OU3). Primary contaminants at the site include TCE and PCE in soil and groundwater. Remedial Investigation/Feasibility Study (RI/FS) activities were conducted at the NPL site in FY1986 and FY1988. An Interim Record of Decision (IROD) was completed in FY1991 for OU1, in FY1994 for OU2, and in FY1995 for OU3. In FY1993, the installation constructed run-on controls and completed the pilot-scale system for lagoon solidification at OU1. In FY1994, the installation completed Phase I of the Leachate Collection System. In FY1995, a pilot system for the Phase II Leachate Collection System was constructed. In FY1996, the following projects were completed: Full-scale Phase II Leachate Collection System Design, Sludge Lagoon Solidification, OU2 Sediment Containment Design, and Remedial Design (RD) for the Groundwater Treatment Facility for the NPL site. In FY1998, construction was completed on the Groundwater Treatment Facility for OU3 and the Base Industrial Area Site, as well as the OU1 Cover. The final Record of Decision (ROD) for OU1 and OU3 was signed in September 2004. A risk assessment for OU2 was completed in December 2000. In 2003, it was determined that contamination found in OU2 was not attributed to releases from the NPL site. Therefore, remediation in the wetlands is no longer being addressed under CERCLA but was completed in compliance with the RCRA Corrective Action Program. CERCLA-mandated five-year ROD reviews have been routinely completed; the fifth was completed and approved in 2021.

3.3 Emerging Contaminants

Emerging contaminants refer to substances or materials that are recognized as having a potential, perceived, or actual risk to human health or the environment due to lack of published health standards. DoD recognizes community concerns and uncertainty about the impacts of emerging contaminants and other contaminants of concern (COCs) on human health and the environment, as well as concerns regarding the duration of ongoing cleanup and remediation efforts. A potential release is fully investigated to determine the appropriate cleanup action based on risk. These investigations can be preliminary assessments, site inspections, or due diligence reports, which are used to determine the next phase of environmental cleanup. DoD strives to continuously improve communication and consistently report on its progress to address these concerns and keep community members and other stakeholders informed. Community engagements, in-person installation visits, outreach events, technical presentations, reports, and briefings are some of the ways in which DoD is currently engaging with the public, Congress, and other stakeholders in accordance with the Environmental Cleanup Communication and Outreach (ECCO) Initiative.

Per- and Polyfluoroalkyl Substances (PFAS)

PFAS are a large class of chemicals found in many consumer products, as well as in industrial products such as certain firefighting agents called aqueous film-forming foam (AFFF). PFAS are also found in essential use applications such as in microelectronics, batteries, waterproofing agents, and medical equipment. There is significant attention on PFAS releases from DoD activities and the subsequent potential impacts to human health and the environment. The presence of PFAS in the environment is a national issue due to its widespread use in many industrial and consumer products. DoD recognizes the importance of this issue and is committed to addressing PFAS in a deliberative, holistic, and transparent manner.

Reports indicate most people in the U.S. have been exposed to PFAS and have PFAS in their blood. Health monitoring studies show PFAS are most prominently detected in workers associated with manufacturing and in communities with elevated levels of PFAS in their drinking water. Current scientific research suggests that exposure to high levels of certain PFAS may lead to adverse health outcomes such as reproductive effects (e.g., decreased fertility), immune effects, and increased risk of some cancers, but it is unclear what health effects are associated with low levels of exposure to PFAS. When released into the environment, PFAS can enter the soil and migrate through surface water (including lakes and rivers) and groundwater. In some cases, these waters serve as a source of drinking water for individuals (private water wells) or a municipality. Not all groundwater is used for drinking water, and the groundwater that is used for drinking water is often treated before consumption. This treatment ensures that water that is consumed by the public is safe and meets state and federal requirements for water quality.

Although previous PFAS investigations have focused on AFFF releases to the environment, additional investigations are in progress or planned with the objective to identify supplemental (non-AFFF) PFAS sources. Assessments for such sources of contamination may be active as part of separate, ongoing PFAS investigations and remedial efforts.

Figure 3B shows the PFAS sites that have been identified in recent years at Robins AFB by the Air Force. No PFAS have been identified in drinking water at Robins AFB. A PA was completed in May 2015, which included a records review to identify potential sites. In 2017, a Site Inspection was conducted to collect soil and groundwater samples. Based on these results, shallow soil and groundwater PFAS contamination was identified at the 19 sites shown on **Figure 3B**. In August 2022, a contract was awarded to conduct a RI, with the goal of further delineating the vertical and horizontal extent of the PFAS contamination at these sites. The RI is ongoing and scheduled for completion in late 2025.

3.4 Risk Evaluation

USAF policy requires that sites be prioritized for cleanup based primarily on relative risk. Relative risk evaluation is a means of grouping sites or areas of concern (AOCs) into high, medium, and low priority categories. Categorization is based on evaluation of site information using three factors: the contaminant hazard factor (that is, the types of contaminants present and how hazardous they are); the migration pathway factor (whether the contaminants are moving and

in what direction); and the receptor factor (presence or absence of humans or plants/animals with the potential to be exposed to the contaminants). For further information on how relative risk is evaluated, refer to the DoD Relative Risk Site Evaluation Primer (DoD, Summer 1997).

A Relative Risk Site Evaluation (RRSE) is a methodology used by the DoD to sequence environmental restoration work. The DoD fundamental premise is “worst first,” meaning the DoD Component shall address installations that pose a relatively greater potential risk to public safety, human health, or the environment before installations posing a lesser potential risk. Relative risk is not the sole factor in determining the sequence of environmental restoration work, but it is an important consideration in the sequencing process. The methodology is described in the DoD Relative Risk Site Evaluation Primer (DoD, Summer 1997).

The RRSE framework provides a DoD-wide approach for evaluating the relative risks to human health and the environment posed by contamination present at component installations. The relative risk site evaluation framework is based on information fundamental to risk assessments: sources, pathways, and receptors, to sequence restoration work. However, the RRSE is not a baseline risk assessment or health assessment in the CERCLA process. The RRSE specific to PFAS can be found on the AR.

3.5 Site Descriptions and Status

Multiple sites at Robins AFB are in the process of environmental investigation, cleanup, and monitoring. The status of each site is provided on **Figures 3A** and **3B**. For detailed information regarding each site, see **Appendix C**.

4 COMMUNITY BACKGROUND

4.1 Community Profile

This section summarizes the profile of the local area and communities that influence, and are influenced by, Robins AFB. An area location map is shown on **Figure 1**.

4.1.1 Area History

Houston County

Houston (pronounced “Howston”) County was named after John Houston, a famous Georgia congressional representative, governor, and judge. Following a treaty with the Creek Indians, the county was first laid out in 1821, with the Ocmulgee River as its eastern boundary, the Flint River on the west, and extending north as far as current-day Macon and south opposite the town of Hartford. The original Houston County encompassed all or parts of the city of Macon and the present-day Bibb, Crawford, Upson, Peach, Macon, and Pulaski Counties. The 1820s saw Houston County’s area reduced when Bibb and Crawford Counties were given a large piece of the northern side of Houston’s territory, Peach County was given a northwestern portion, and Pulaski County received sections from the south and southeast. In 1837, Macon County was created, taking from Houston a large part of the western territory.

Perry, the county seat, was settled in 1823 and named in honor of Commodore Oliver Hazard Perry of the 1813 Battle of Lake Erie fame. Centerville appeared on area maps as early as 1888 and was chartered as a city in 1958. Until World War II, Warner Robins was a tiny community of 47 people known as Wellston. On June 14, 1941, it was selected as the site for an Army Air Corps Depot, and on March 5, 1943, the new community of Warner Robins was officially chartered and incorporated.

Peach County

Peach County was formed in 1923. Fort Valley, the county seat, was incorporated in 1856, but had a post office as early as 1825. Originally known as Fox Valley, a clerical error changed the name to Fort Valley. A newspaper article dated September 1925 boasted that “Fort Valley is the point from which more peaches are shipped annually than any other point on earth.” Byron, formerly in Houston County, was incorporated in 1874, named after the English poet of the same name. Byron’s early history and growth were closely linked to the historic Byron Rail Depot, which was an important railroad center for both passenger travel and peach shipping.

Bibb County

The Macon-Bibb County area has a long and interesting history. Macon is located on Georgia's Fall Line, where the Piedmont region meets the flat Coastal Plains. This area is also the site of

the Ocmulgee Old Fields, which were home to Creek native tribes and their predecessors for as long as 12,000 years before European settlers arrived. Archaeological excavations at the Ocmulgee National Monument indicate the presence of Native American settlements beginning about 8,000 years Before the Common Era (BCE). Spanish explorer Hernando DeSoto recorded the first Christian baptism on the "new continent" during his explorations in the area in 1540. His priests baptized two Native Americans in the Ocmulgee River near the funeral and temple mounds at Ocmulgee National Monument.

In 1806, after the Creeks ceded their lands east of the Ocmulgee River, Fort Hawkins was built as a trading post and for the protection of settlers moving across the Southeast. Following treaties with the Native Americans in 1821, Bibb County was created in 1822 and Macon, incorporated in 1823, was designated as the county seat. The first college in the world for women, Georgia Female College (now Wesleyan College) was chartered in Macon in 1836. During the Civil War, Macon resisted two attacks by Union troops but was occupied by the Federals in 1865. A Confederate depository was located in Macon, as well as foundries and munitions plants.

4.1.2 Municipal Demographics

Population

Houston County continues to exhibit significant growth, as documented by several state and federal sources, with a 26.3 percent increase in population from 2000 to 2010 (factfinder2.census.gov) and another 22.9 percent increase from 2010 to 2023 (data.census.gov). The population in both Peach County and Bibb County grew from 2000 to 2010 (17 percent and 1.1 percent, respectively) and again from 2010 to 2023 (4.0 percent and 0.6 percent, respectively). Long-term population projections indicate an increase in Houston County and Peach County, and a slight increase in Bibb County over the next five years. **Table 2** provides more detailed recent population data for the three counties, as well as select cities in the vicinity of the base.

The largest Houston County racial/ethnic groups are White (52.6%), Black (31.3%), and Hispanic (7.3%). The median age in Houston County is 36.2. The largest Peach County racial/ethnic groups are White (43.4%), Black (42.9%), and Hispanic (9.1%). The median age in Peach County is 37.8. The largest Bibb County racial/ethnic groups are Black (54.3%), White (34.9%), and Hispanic (4.5%). The median age in Bibb County is 36.6. The above ethnicity and age statistics are based on the most currently available data from data.census.gov and georgia-demographics.com.

Local Government

Houston County, Peach County, and Bibb County are each governed by a Board of County Commissioners. Houston and Peach counties have a five-member county commission. Bibb County and the City of Macon have consolidated governments with nine county commissioners and a full-time mayor. The city governments of Warner Robins, Perry, and Fort Valley consist of a mayor and six city council members; Warner Robins and Fort Valley have full-time mayors,

while Perry has a part-time mayor and a full-time city manager. Centerville is governed by a part-time mayor and four city council members, and Byron has a part-time mayor with five city council members.

Economics

Robins AFB is one of Georgia's largest employers. Statistics from the Economic Impact Statement for FY2024 indicate that the base had an approximated \$4.263 billion impact on Georgia. Robins AFB employs approximately 22,400 personnel, with a net payroll of \$1.74 billion. Annual contracts awarded by the base in Georgia totaled \$6.78 billion.

Education

The Houston County School District and its 38 schools accredited by Cognia educate approximately 31,000 students in grades Pre-K through 12. The mission is to produce high achievement through continuous growth; our vision is to be the standard for world-class education; and our ultimate goal is graduation. Houston County students consistently perform higher than the state average on tests such as Milestones and the SAT. District-wide, the 2024 four-year cohort graduation rate was 91.2 percent, 5.8 percentage points higher than the state.

The Peach County public education system, with an enrollment of approximately 4,000, consists of seven schools: four schools in Fort Valley plus three schools in Byron. Also located in Peach County is Fort Valley State University, a four-year college, with an enrollment of approximately 2,700 students.

The Bibb County public school system consists of 21 elementary schools, six middle schools, six high schools, one virtual school, and four special entity schools, with a total enrollment of approximately 22,000 students. There are also several private schools in the county and two state-approved charter schools. Institutions of higher education include three colleges: Wesleyan College, the first college in the world to grant degrees to women, Mercer University, and the main campus of Middle Georgia State University. Also located in Macon are the Georgia Academy for the Blind and Central Georgia Technical College.

On-Base Housing

Robins AFB houses a community that as of April 2025 includes 254 on-base privatized family housing units that accommodate over 850 residents and six dormitories housing more than 350 airmen. Residents benefit from a wide range of essential services typically found in a community of this size, ensuring a high quality of life. The base boasts more than 240 acres of recreational land, along with a medical clinic, daycare, youth center, library, and bowling alley, providing ample opportunities for leisure and wellness.

4.1.3 Barriers to Engagement

The most significant impact on engagement is related to community interest. While the community expressed ongoing interest in receiving information related to environmental programs at the base, there appears to be mild interest both in the base's cleanup activities, and public generally do not ask follow-up questions or show any inclination to get involved when shared with related information. As commented by several elected officials, the overall lack of interest and concern is reflective of the public's confidence that Robins AFB is a good steward of the environment. One interviewee in 2022 stated that the public interest is relatively low because the base is doing such a good job managing their environmental program and being transparent about any potential concerns. However, Robins AFB will continue to assess public opinion through the use of questionnaires and interviews.

4.2 History of Community Engagement

The DoD believes that the earlier the public is involved in the ERP process, the sooner their concerns can be incorporated into the cleanup process. Historical community engagement activities at Robins AFB have generally consisted of the following activities:

- Community interviews;
- Publication of a CIP (termed CRP prior to the development of this CIP);
- Public Restoration Advisory Board (RAB) meetings followed by release of information in the form of Fact Sheets; and
- Establishment of a public information repository where citizens have access to technical documents and other materials related to the ERP.

Robins AFB recognizes the importance of involving the public in the environmental restoration process. The RAB was established to serve as a forum so that people in the local communities can be involved with Robins AFB and regulatory agencies working toward providing stewardship for our shared environment. The mission of the RAB is to encourage community participation in the full range of environmental restoration matters at Robins AFB.

RAB meetings are held semi-annually. Prior to each RAB meeting, a public notice is run in local print media to announce and publicize the event. The meetings are attended by members, Robins AFB personnel, regulatory agency representatives, and members of the local community, as well as contractors, briefers, and others with an interest in the environment. Frequently, distinguished guests attend; these may include command personnel from the base and local elected officials. RAB meetings are open to the public.

RAB meetings are chaired by the Installation Co-chair and the Community Co-chair. The installation co-chair promotes effective partnering of the Robins AFB on-base community and branch personnel with the local communities and environmental regulatory agencies. This partnership helps to achieve the most effective sharing of information of interest with the communities. The installation co-chair also ensures access to appropriate base personnel to

provide briefings on topics of interest and to answer any questions raised by RAB community members. The community co-chair serves as the lead representative of the local communities on the RAB. This individual brings any questions, suggestions, or special items of interest voiced by local constituents to the RAB membership and serves as the interface with local communities. The community co-chair ensures the effective partnering of the base with the community residents and organizations to exchange information and ideas. This individual also helps to ensure that complete information is disseminated to interested parties.

RAB meetings normally open with a welcoming statement and announcements. Various briefings are presented by base personnel and others, supported with graphics and storyboards as appropriate. The topics presented are timely and of great interest to the membership and the general public. Historically, meetings have also included tours of environmental sites. Minutes documenting the activities of each meeting are prepared and submitted to the RAB members.

A second primary avenue for ensuring community access to ERP information related to environmental sites at Robins AFB is the Information Repository. The Air Force has been highly proactive in developing and maintaining an electronic record of final documents related to their environmental cleanup programs (see **Appendix B**). Robins AFB environmental cleanup program documents are available to the public for review on the AR website.

4.3 Community Interest Assessment (Tools and Methodology)

Different public involvement tactics can be used depending on the level of outreach necessary to properly inform the surrounding communities and meet the mission goals of Robins AFB. Outreach tools suggested by the Air Force are provided below.

- Community Interest Assessment Flyer Template (Air Force Document)
- Public Notices – Paid advertising in major and local publications, including alternative language publications
- Announcements on social media pages (e.g., Installation Commander or PAs' Facebook page, Twitter, etc.)
- Public-facing websites
- Public Service Announcements on local media platforms
- Press releases to major media, including alternative language channels
- Civic Leader Engagement

Because Robins AFB has an active RAB with a website and interviews are routinely conducted, there is significant community involvement already occurring. The above additional activities could be considered if needed. PA should be consulted for the best way to reach the community, if necessary.

4.4 Community Concerns

Community interviews have been conducted every two years since 1996 throughout the cities of Warner Robins, Centerville, and Perry in Houston County, Byron and Fort Valley in Peach County, and Macon in Bibb County (the 2020 interviews were not held due to the COVID-19 pandemic). The most recent interviews were conducted in October 2022. The 2022 interview sessions were conducted by Fred Otto, the Restoration Program Manager and RAB Manager for Robins AFB; and an independent community relations consultant. Interviewees have historically included representatives of local municipalities, citizen groups, the business community, and private citizens. Members of the Robins AFB RAB have also been interviewed. The key comments expressed during these interviews are summarized below.

4.4.1 General Perceptions about Robins AFB

Over the years, almost everyone interviewed has spoken enthusiastically about the role Robins AFB plays as the single largest employer in the area and one of the largest in the state. “Everybody loves the base” was the view expressed by one respondent during a 2008 interview, and this comment has been typical of local comment during the entire interview span. Accolades from interviewees have focused on the high morals, high integrity, and professionalism of Robins AFB employees, and the “awesome knowledge base” available to the community because of the presence of the base in the community. Over the years, the interviewees have noted that the base has always been a leader in environmental cleanup, and encouraged the base leadership to continue to maintain a culture of excellence.

During the 2022 interviews, the interviewees were presented with a brief history of the environmental cleanup program at Robins AFB. As part of this discussion, the 2025 Restoration Site Status Map was compared to the 1998 Restoration Site Status Map (**Figure 4**) to provide a visual image of the significant progress that the base has made in cleaning up the environmental sites. One interviewee commented that the base is doing a “great job.” The PFAS site map (**Figure 3B**) was also presented while discussing the PFAS investigations that have been conducted to date.

4.4.2 Relationship Between the Base and Local Communities

During the interviews, elected officials and business leaders have spoken highly of the cooperative ways in which local government, commerce, and the base work together. During the 2010 interviews, one of the RAB board members noted that during the May 2010 RAB tour to learn about the base’s emergency response capabilities, he was very pleased to see the level of partnership that occurs between the base and the fire stations and emergency personnel in the surrounding counties.

Several interviewees have complimented the senior base leadership for being so open and accessible and for participating so actively in community affairs. “An A+ relationship!” and “a

true spirit of cooperation” is how local officials have characterized the interactions between Robins AFB and local municipalities during recent interviews. During the 2008 interviews, one interviewee noted that it is a “miracle” and a true testament to effective teaming partnerships that the base has been able to come to an agreement on the cleanup strategies on so many sites with both the GA EPD and the USEPA in such a short time period. In 2016, one interviewee commented on how much he “appreciates how open the base is with communication to the public”.

A recurring theme in the interviews relates to the progress of the base’s environmental cleanup. “The base is seen as environmentally friendly,” one interviewee asserted. Many interviewees consider the base’s approach to cleanup to be so smooth and well-planned that the average citizen has no idea the cleanup is going on. In 2018, an RAB member noted that the community knows that the base has everything under control; people trust the base. The community knows that the cleanup will progress in an expedited manner.

4.4.3 Knowledge of the Robins AFB Environmental Restoration Program

During the span between the first set of interviews in 1996 and the most recent in 2022, interviewees have revealed essentially constant knowledge and interest relative to the cleanup, but a significant increase in public confidence that Robins AFB is doing a good job has been noted during this time period. In fact, several elected officials have commented that the overall lack of interest and concern is reflective of the public’s confidence that Robins AFB is a good steward of the environment.

During select interviews, the interviewees have been informed that the environmental program has won several awards in recognition of the outstanding progress, including the 2013 and 2015 Secretary of Defense Environmental Quality Award for excellence in the environmental program. Interviewees responded that these awards were wonderful, and that the base should take great pride in receipt of them. Interviewees have complimented the base leadership for doing such a tremendous job and taking such a proactive approach. Many interviewees have thanked the RAB Manager for taking the time to come out and inform them of the progress that has been made.

4.4.4 Public Knowledge of the Restoration Advisory Board

During early interview sessions, most of the interviewed municipal officials and members of the general public either did not know an RAB existed, or if they did, were unfamiliar with its purpose or activities.

As part of recent interviews, the interviewees have received information about the methods used by the base to distribute information regarding the cleanup program to the community, including the RAB meetings, Fact Sheets, the RAB public website, this CIP, etc. Several elected officials in these interviews were aware of people in their communities who were RAB members, and most of the elected officials said they would like to attend an RAB meeting in the future.

Elected officials have acknowledged receiving the RAB Fact Sheet through RAB members. Several interviewees have complimented the base on the look and content of the materials. Officials have commented that the Fact Sheets are tremendously helpful and extremely useful. Interviewees have expressed ongoing interest in receiving information related to environmental programs at the base.

During the interviews, the interviewees are also informed that the presentations from each RAB meeting, the Fact Sheets, as well as each year's CIP are posted on the RAB website.

4.4.5 Member Opinions about the Restoration Advisory Board

Long-term RAB members have felt, in general, that their expectations about belonging to the RAB had been met and that their longevity with the RAB was due to the personal benefits they gained from their participation. Several RAB members have positively commented on the impact of the Robins RAB Manager in ensuring that topics of current interest are presented, the tours are efficiently conducted, and member questions receive complete answers. Many have attributed their continued presence on the board to their interest in what is going on and what approaches are used to address the cleanup problems at the base, as well as the sense of doing something worthwhile. Some of the expectations other RAB members said had been realized included learning more about the "reality" of base operations and environmental issues, playing a role in communicating to others, and bringing items of interest to the base from the community. One member said he had learned more from his RAB participation than he had given, a sentiment shared by several of the other members that have been interviewed.

RAB members interviewed consistently give high praise for how the RAB meetings are conducted and the support provided by the RAB staff. Members have commented that the RAB staff is very inviting and encouraging, the presentations are very good, the handouts are helpful, and the meetings are very informative. Many members have commented on the success of the tours, which showcase the restoration activities. As one member described in the 2016 interviews, "they help me connect the dots between the briefings and the actual field activities". During the 2012 interviews, an RAB member commented that "I like what I am presented and the depth at which it is presented." Members have noted that they appreciate the willingness of the base to be open to communication and their honesty in "discussing where they are making progress and where they are not." One RAB member stated that the RAB staff had "never not filled a request [for information] I have had." New RAB members have said they were delightfully surprised that when they asked a question or requested additional information, the designated topic would appear on the next meeting's agenda and that any information promised would be delivered. Members have noted their appreciation of the comment form provided at each meeting to ask questions or provide comments and/or suggestions.

Interviews of RAB members have also yielded compliments for good agendas and concise presentations. Stated one member, "The presenters stay on time, are always knowledgeable, and all questions are answered." Another member said he "push[es] away from the table

satisfied, with just enough information presented.” Also appreciated by a new RAB member was the fact that the individuals who make presentations at the meetings come up afterwards to talk to the members. In that same vein, one interviewee liked the fact that the Air Force consultants are at every meeting and interact with the RAB members. Many RAB members over the years have attributed the smooth running of the RAB to the RAB Managers, who members have described as “responsive,” “very versatile,” with “keen flexibility” with good public relations and technical skills. During the 2012 interviews, one interviewee stated, “I have never seen a community meeting that is better managed.” Regarding the post RAB documentation, one RAB member commented that they are “inclusive, concise, and an excellent record of the meeting events.”

Throughout the interviews, members have continued to lament the difficulty in getting more public participation and community interest both in the base’s cleanup and in RAB activities. Most members have expressed the common observation that when they share information with friends, neighbors, relatives, or co-workers (as most of them say they do), people are usually mildly interested but generally do not ask follow-up questions or show any inclination to get involved.

RAB members interviewed did cite several ways in which they share the cleanup information they learn with various audiences, including students and organizations. Several members discussed their efforts in sharing information with the professional, environmental, and civic organizations to which they belong.

4.4.6 Level of Public Environmental Awareness

Interviewees over the years have expressed differing opinions on the level of local environmental awareness. Some citizens had low knowledge of local environmental problems, while others said environmental awareness was higher than average. Elected officials in Macon and Fort Valley believe that the presence of Superfund sites in their communities has heightened the level of local environmental interest.

The current sentiment is that local environmental knowledge is adequate, but that real interest is generated only when a particular issue has potential to affect an individual or one’s neighbors. One interviewee in 2022 stated that the public interest is relatively low because the base is doing such a good job managing their environmental program and being transparent about any potential concerns.

4.4.7 Considerations in Communicating ERP Environmental Information

Two major local newspapers are used as key mechanisms for dissemination of environmental information and widespread communications vehicles for the local communities. The *Houston Home Journal* serves as the primary local printed medium, followed by the *Telegraph*. The *Houston Home Journal* serves as the legal organ of Houston County, Georgia, serving Robins AFB,

Warner Robins, Centerville, Perry and surrounding areas. The Robins AFB website (www.robins.af.mil) also provides a resource for official information, base happenings, and community news.

Related to other forms of communication, interviewees have indicated that local broadcast news media, including broadcast television, cable channels, and radio, are effective outlets for transmitting news. In particular, several interviewees have noted that brief presentations by Robins AFB officials to local organizations (e.g., the 21st Century Partnership) may be an effective means for disseminating information regarding the cleanup program to the local community.

5 COMMUNITY ENGAGEMENT PROGRAM

5.1 Community Engagement Process

Robins AFB is responsible for establishing community involvement programs under CERCLA and the ERP. DoD Instruction 5410.19 (DoD 2025) states that DoD community outreach objectives will do the following.

- *Increase public awareness, trust, and understanding of the DoD and the Military Departments including their missions, activities, policies, and requirements.*
- *Inspire patriotism through observance of the traditions of the Military Departments and the examples set by Service personnel.*
- *Preserve new and enduring overseas relationships with allies, coalitions, and multi-national partners.*
- *Maintain a reputation as a good neighbor within communities at home and abroad, as well as respected and professional organization charged with the responsibility of national security.*
- *Support the personnel recruiting and retention programs of the Military Departments.*
- *Engage, educate, and empower the public, at home and abroad, to support the DoD and Service members worldwide.*

Limited DoD resources means that decentralized planning and geographic dispersion of these resources are critical to accommodating local conditions and maximizing the breadth of public engagement. To achieve this directive, PA personnel are required to ensure that outreach activities are in the best interest of DoD and support the community. Community outreach support must be confined to those activities that are of common public interest and benefit to a local, state, regional, national, or broadly representational community (DoD 2025).

Engagement practitioners should identify the local leadership, citizens action groups, and other relevant parties early (USEPA 2020). Proactive and consistent outreach informs stakeholders of a project's intent and purpose and requests feedback to develop an inclusive, transparent program that represents a community's needs.

5.2 Community Involvement Plan

5.2.1 Key Community Needs and Concerns

As noted in Section 4.4, the community has not expressed needs or concerns related to the ERP at Robins AFB. The biggest barrier has been the difficulty in gaining more public participation and community interest.

5.2.2 Key Communication Methods

Robins AFB has historically communicated through public meetings, document distribution, public notices, the RAB website, and other appropriate methods within the framework of CERCLA and other applicable laws and regulations. Robins AFB will evaluate communication recommendations and modify them as appropriate to meet the CIP objectives and targets described in Section 5.3 below.

5.2.3 Technical Assistance Services

Technical Assistance for Public Participation (TAPP) programs provide communities with independent technical assistance to improve their understanding of the scientific and engineering issues underlying cleanup. TAPP can help community members better understand technical issues and options for remediation, as well as more effectively articulate their concerns and preferences during the decision-making process (DoD, 2000).

Key Points of TAPP include the following.

- Purpose: TAPP funds activities that facilitate public participation and improve the public's understanding of technical conditions and cleanup activities.
- Eligibility: Community members who are part of RABs or Technical Review Committees (TRCs) can apply for TAPP funds.
- Application Process: The application involves identifying an eligible project, obtaining a majority vote from RAB/TRC members, and completing the necessary forms.
- Funding: TAPP is funded from the installation's cleanup budget, not from a new source of money.

To date, the TAPP program has not been utilized at Robins AFB in relation to the ERP.

5.2.4 Special Services or Approaches

Special services or other approaches required for inclusive and effective engagement will be identified and evaluated on an as-needed basis based on feedback garnered during outreach efforts.

5.3 Community Involvement Objectives and Targets (Action Plan)

5.3.1 Objectives

Community participation is an important aspect of a site or installation cleanup. The Robins AFB ERP community relations program seeks to continue to facilitate communication that has existed

between Robins AFB and local citizens for many years. The overall objective of the CIP is to increase direct communication with individual citizens who are interested in the Robins AFB ERP. Specific objectives of the community relations program are as follows:

Objective #1:

Encourage community participation and facilitate two-way communication between surrounding communities and Robins AFB ERP officials. Written materials emphasize the various avenues through which community members can easily receive information, have questions answered, or convey comments. Technical information is provided to community members to increase the public's understanding of the ERP cleanup process. Information documents are archived and made available to the public through the AR (see **Appendix B** for website information).

Objective #2:

Educate community members about the ERP. Through RAB meetings, the public is educated on the ERP process. Fact Sheets are published and distributed throughout the community following each meeting, and the RAB website is updated regularly.

Objective #3:

Provide clear and accurate information about the location and boundaries of each ERP site. Several ERP sites are close to areas that can be readily observed by military and/or civilian workers (see **Figures 3A** and **3B**). Because of this fact, written and graphic materials are provided in this CIP to define each site location and its specific boundaries.

Objective #4:

Provide the community with clear, accurate, and timely information about activities associated with the cleanup. If necessary, Robins AFB attempts to inform local citizens, officials, military housing representatives, and military/civilian workers of the schedule for conducting field investigations, removal actions, and other activities that involve the mobilization of workers and equipment. The advance notice ensures that people are not surprised by the presence of field personnel. It also helps the base anticipate increases in public interest that may occur when on-site activities begin.

Objective #5:

Provide citizens with explanations of sampling and test results. Results of sample analyses associated with the cleanup of environmental sites are made available to the RAB members and are recorded in reports made available to the public through the AR.

Objective #6:

Provide information on potential impacts on human health or the environment. Robins AFB informs community members of public health issues. Bioenvironmental Engineering Services communicates information on health risks to the community.

Objective #7:

Coordinate with Robins AFB PA to facilitate communication. Providing a central contact office that represents Robins AFB allows concerned citizens and officials to have access to government officials for site inquiries and concerns. It also allows the government officials to address promptly any community concerns when they arise. Direct communication enhances opportunities for community participation in the ERP process.

Objective #8:

Maintain communication with local officials. Members of local government are valuable contacts for citizens in surrounding communities. Citizens are more familiar with local officials and may tend to contact them before they contact Robins AFB representatives. Cooperation and ongoing personal contact between local officials and Robins AFB is necessary to ensure a harmonious working relationship and a reliable and constructive flow of information.

Objective #9:

Maintain communication with on-base housing management. The Robins AFB housing management office is a valuable contact for military families living on base. Family members may naturally tend to ask questions or pose concerns to these housing managers before they contact Robins AFB representatives. Cooperation between the housing managers and Robins AFB environmental and PA staffs may be necessary in certain situations to ensure a harmonious working relationship and a reliable and constructive flow of information.

Objective #10:

Develop communication avenues with interested citizens not currently receiving ERP information. Fact Sheets sent to local elected officials provide the name and telephone number of the RAB Manager, the names of the RAB members, and the address of the RAB website.

Objective #11:

Maintain consistency with Robins AFB PA Publication Guidelines. Publications developed related to specific activities contained in this CIP will be consistent with Robins AFB PA publication guidance.

5.3.2 Targets

The section describes the recommended community involvement activities. These activities are divided into three categories: (1) General ERP Activities; (2) CERCLA Site Activities; and (3) RCRA Site Activities. The General ERP Activities are applicable to the entire program, regardless of whether a specific site is governed by CERCLA or RCRA. However, a distinction is made for certain activities, since CERCLA and RCRA each have different public communication requirements. The timing of the different CERCLA and RCRA activities will be tied to the appropriate technical milestones applicable to the two laws. Following each activity are the specific objectives that each activity meets.

5.3.2.1 General ERP Activities

Activity 1. Designate a central contact person(s) at Robins AFB.

The Robins AFB PA Office serves as the central contact person for the public. PA is responsible for coordinating accurate, consistent, and timely responses to questions from citizens, civic leaders, and local officials throughout the ERP process and for conveying community concerns to the RAB. If new restoration information or an unexpected environmental incident with the potential to affect the local community were to occur on the base, PA would be notified. PA would ensure timely public notification using methods deemed appropriate to the situation to inform those on the base and in the community who may be impacted. Contact information is provided in **Appendix A** for DoD Contacts, Regulatory Contacts, Community Representatives, and Media Contacts. (Meets Community Relations Objectives #1 and #7.)

Activity 2. Update the ERP information repository.

The AR contains both CERCLA and RCRA program documentation for the ERP. The repository enables community members to have access to information regarding ERP activities and to stay informed of findings at the individual sites. It contains documents that were used to form the basis of the remedy selections made at the NPL site and is the official legal record of environmental investigative and remedial activities at the site. **Appendix B** provides the website address. (Meets Community Relations Objectives #2, #3, #4, #5, and #6.)

Activity 3. Maintain list of individuals and organizations interested in receiving information about the ERP at Robins AFB.

Robins AFB maintains a list (see **Appendix A**) of mayors and others interested in ERP activities. Anyone who wishes to be added to the list should contact the RAB manager (see **Appendix A**). (Meets Community Relations Objectives #1, #4, #8, #9, and #10.)

Activity 4. Channel information on ERP activities through the RAB and increase the visibility of the RAB.

Robins AFB has a very active RAB, including members from surrounding communities. The quarterly RAB meetings are held off base to ensure participation by elected officials and community members. The date, time, and location of each RAB meeting is published in Houston Home Journal and the Telegraph newspapers prior to the meeting. After each meeting, a Fact Sheet is developed and distributed that contains an overview of the issues presented and discussed during the quarterly meeting. The public is welcome to contact the RAB Manager for questions and comments concerning the RAB. The contact information for the RAB Manager is identified on the Fact Sheets. In addition, an RAB website has been developed to channel information on ERP activities to the communities through electronic means. The web address for the RAB website is provided on the Fact Sheets. (Meets Community Relations Objectives #1, #2, and #10.)

Activity 5. Provide information about site boundaries and their relationship to family housing and on-base schools.

The locations for the environmental sites at Robins AFB are identified on **Figures 3A and 3B**. Additionally, site boundaries are provided, as applicable, in documents available in AR. RAB meetings are held on a semi-annual basis and provide detailed information on the environmental sites on Robins AFB. These meetings are open to the public. Public notices are published in the local newspapers to allow community members an opportunity to attend the RAB meetings. (Meets Community Relations Objectives #3, #4, and #9.)

Activity 6. Send news releases and/or public notices to local media outlets.

Local media are made aware of environmental issues ongoing at Robins AFB. To ensure that the local communities receive timely notification of upcoming RAB meetings, public notices are published in the local media in advance of the meetings. (Meets Community Relations Objectives #1, #2, #4, #5, and #11.)

Activity 7. Develop articles for local newspapers.

The Robins AFB PA Office reviews and approves branch-drafted ERP articles for publication in local newspapers. The articles inform military personnel, their families, and civilian workers about the technical progress of the ERP, upcoming fieldwork, public meetings, and public comment periods. (Meets Community Relations Objectives #1, #2, #4, #5, #9, and #11.)

Activity 8. Develop and distribute updated Fact Sheets or newsletters that contain information on ERP sites.

Robins AFB publishes and distributes Fact Sheets to report on progress being made at the various ERP sites. (Meets Community Relations Objectives #2, #4, #5, #6, #8, #9, and #10.)

Activity 9. Place ERP materials and announcements on the Restoration Advisory Board website.

The website is accessible to the public at www.robinseab.org. (Meets Community Relations Objectives #1, #2, #3, #4, #6, and #10.)

Activity 10. Summarize findings and announce availability of ERP Public Health Assessment.

In April 1998, the Agency for Toxic Substances and Disease Registry (ATSDR) conducted a Public Health Assessment, which reviewed the ERP from the health perspective of the surrounding community. The Final Public Health Assessment Report was briefed to RAB members. (Meets Community Objectives #2 and #6.)

Activity 11. Revise this CIP.

This CIP is updated every three years. (Meets Community Relations Objectives #1 and #11.)

5.3.2.2 CERCLA Site Activities

There are specific public activities that are either required by law or encouraged by the USEPA protocol for CERCLA sites. These apply to the CERCLA NPL site at Robins AFB (LF004 and WP14) and the related OUs. OU1 is the landfill and sludge lagoon source areas. OU2 is the wetlands and surface water downgradient of OU1, and OU3 is the groundwater.

A ROD has already been prepared for OU1 and OU3. A fifth five-year ROD review, including a public comment period, was completed and the final report issued in 2021. Since the contamination at OU2 was not attributed to the NPL site, OU2 was addressed under the RCRA program, and NFA status for the site was granted in September 2006.

The following activity will occur after the RA is complete for OU1 and OU3.

Activity 1: Provide public comment opportunities for a proposed deletion of the CERCLA site from the NPL.

Once the RA has been completed and the USEPA has placed a Notice of Intent to Delete in the Federal Register, the agency will announce a 30-day public comment period. The USEPA will respond to any significant comments submitted during the comment period before the agency carries out its final deletion. Once the deletion is finalized, a notice to that effect will be placed

in the information repository. (Meets Community Relations Objectives #1, #2, #4, #6, #8, #9, and #10.)

5.3.2.3 RCRA Site Activities

RCRA communication requirements were formerly not as stringent or as extensive as those under CERCLA. However, in December 1995, the USEPA issued a final rule expanding its public participation requirements. These requirements are listed under Parts 124 and 270 in Title 40 of the Code of Federal Regulations and apply to facilities undergoing Part B permitting or permit modifications under Subtitle C. Facilities such as Robins AFB that treat, store, or dispose of hazardous waste must apply for and receive a permit allowing them to manage this waste. Such permits spell out the conditions and requirements the facility must meet for a specific period of time. The permit may be modified to include new conditions or requirements, or to change existing conditions or requirements.

The following are key activities for the Robins AFB RCRA sites.

Activity 1: Provide opportunities for the public to comment on Corrective Action Plans (CAPs) and/or RCRA permit modifications and develop a Public Participation Package for public review.

Upon regulatory approval of a CAP or a NFA status resulting in a permit modification, the GA EPD will prepare and submit a Public Participation Package to the information repository for public review. The Public Participation Package contains a Statement of Basis concerning each proposed action. As part of the process, the GA EPD announces a 45-day public comment period. The public participation information is also provided to persons on the GA EPD mailing list prior to the public comment period. During this time, interested community members may submit oral or written comments to the GA EPD. (Meets Community Relations Objectives #1, #2, #4, #6, #8, #9, and #10.)

Activity 2: Hold public meetings.

A public meeting can be held during the CAP/permit modification public comment period, if the GA EPD feels there is sufficient community interest or cause for such a meeting. **Appendix B** lists the suggested locations for public meetings. (Meets Community Relations Objectives #1, #2, #4, #8, #9, and #10.)

Activity 3: Announce the closure of a RCRA ERP site.

A RCRA ERP site is officially closed when an NFA decision is made by the GA EPD. Procedures for the announcement of site closure action are contained in Activity 1 above. (Meets Community Relations Objectives #2, #4, #8, #9, and #10.)

5.4 Additional Community Involvement Activities

Additional community involvement activities should be assessed as needed but no less than every 3 years.

5.5 CIP Review and Update Requirements

As described in Activity 11 under Section 5.3.2.1, this CIP shall be updated every three years.

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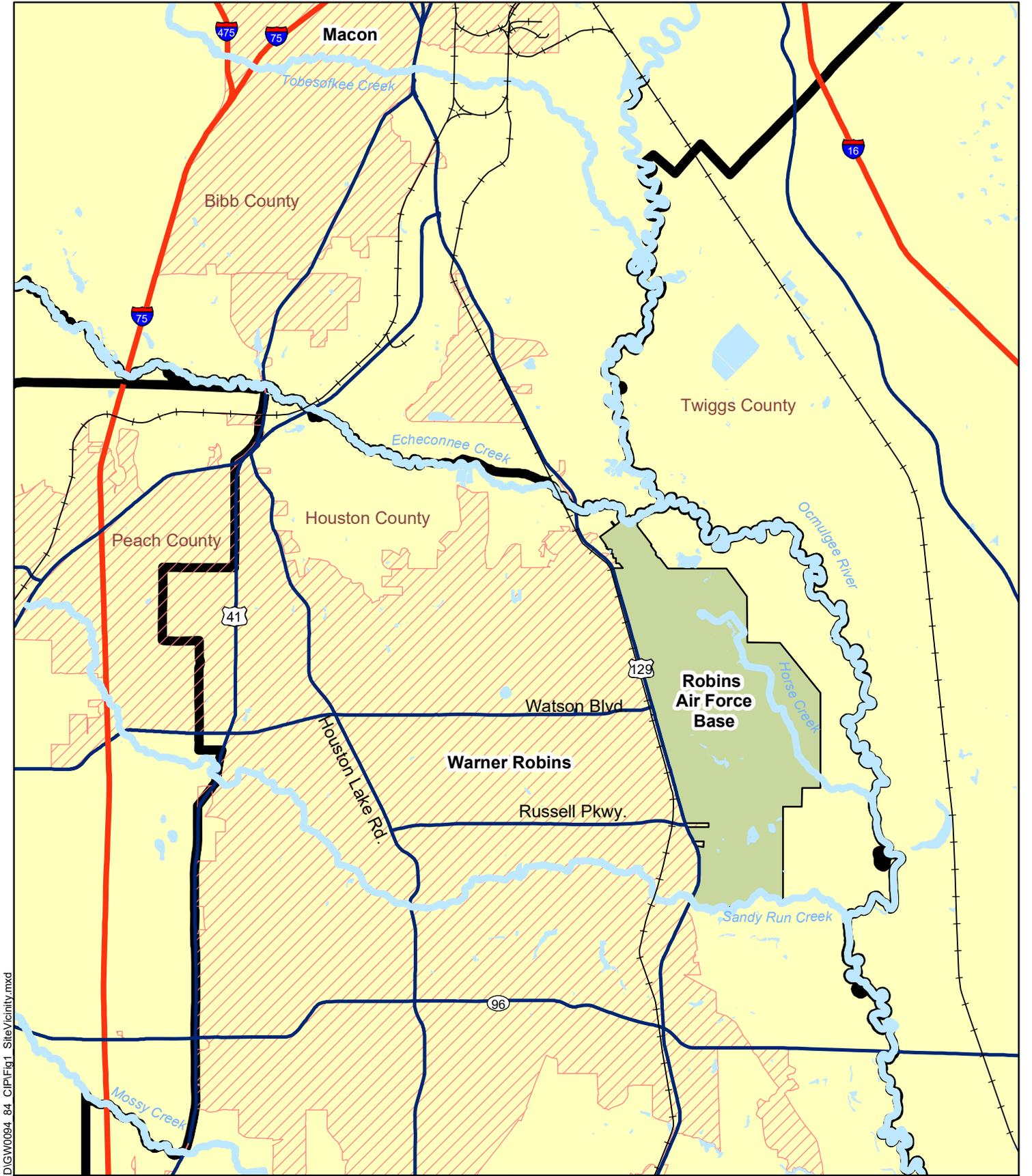
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FIGURES

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Figure 1

**Robins Air Force Base
Site Vicinity Map**

-  Sandy Run Creek
-  Urban Area
-  Major Road
-  Installation Area
-  Interstate
-  Hydrography
-  Railroad
-  County Boundary

March 2025

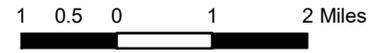
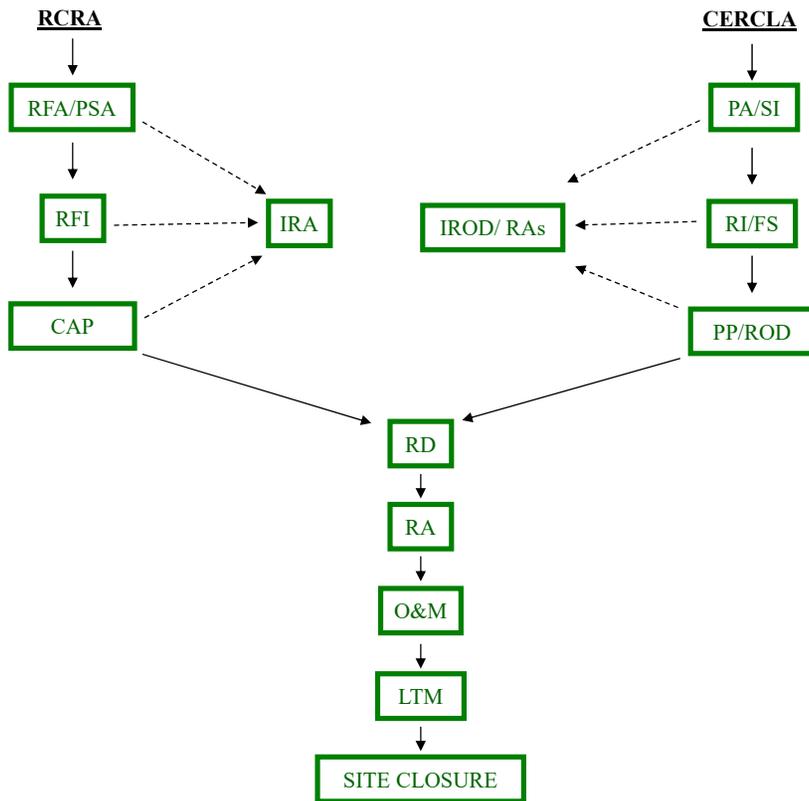


Figure 2-2 Environmental Restoration Program (ERP) Process



RFA/PSA - RCRA Facility Assessment/Potential Source Assessment
 RFI - RCRA Facility Investigation
 CAP - Corrective Action Plan
 IRA - Interim Remedial Action
 PA/SI - Preliminary Assessment/Site Inspection
 RI/FS - Remedial Investigation/Feasibility Study
 PP/ROD - Proposed Plan/Record of Decision
 IROD/RAs - Interim Record of Decision/Removal Actions
 RD - Remedial Design
 RA - Remedial Action
 O&M - Operations and Maintenance
 LTM - Long-term Monitoring

RCRA (Resource Conservation and Recovery Act)

RCRA Facility Assessment/Potential Source Assessment: A study conducted to identify individual sites, SWMUs, that could pose a hazard to public health or the environment. If no hazard exists, the SWMU is categorized as "No Further Response Action Planned" (NFRAP).

RCRA Facility Investigation: An investigative phase to fully delineate the contamination at the site. The information that is gathered in this step is used to develop a cleanup strategy.

Corrective Action Plan: The CAP presents the selected cleanup alternative that will provide adequate remediation to meet the regulatory requirements. CAPs integrate the Corrective Measures Study (CMS) and Corrective Measures Implementation (CMI) steps of the traditional RCRA corrective action process together. Once the CMS is complete, the CAP outlines the available data, the results of the CMS, and presents the proposed CMI. The CAP is submitted for formal regulatory review.

Interim Remedial Actions: Cleanup measures that are directed to address an imminent threat to public health or control contaminant releases to the environment. These may be initiated at anytime during the process and do not necessarily bring the site to close out.

CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act)

Preliminary Assessment/Site Inspection: A study to identify sites that may pose hazards to public health or the environment. Sites are scored using a Hazard Ranking System (HRS) based on the amount/toxicity of the contamination and the potential for migration/human exposure. If a site receives a sufficiently high score, it is proposed for inclusion on the National Priorities List (NPL).

Remedial Investigation/Feasibility Study: An investigative phase to fully delineate the contamination at the site (RI) and an evaluation of potential cleanup strategies (FS).

Proposed Plan/Record of Decision: The PP describes the proposed cleanup method in a formal document that is released for public comment. After public comments are reviewed and an agreement is reached with appropriate regulatory authorities, the ROD is a record of the legal decision for site cleanup.

Interim Record of Decision/Removal Actions: Cleanup measures that are directed to address an imminent threat to public health or control contaminant releases to the environment. These may be initiated at anytime during the process and do not necessarily bring the site to close out. If an IROD is used, the process includes a formal regulatory review.

Remedial Design: A detailed engineering design for the cleanup technology outlined in the CAP or ROD.

Remedial Action: The implementation phase of the corrective action including construction and installation.

Operations and Maintenance: O&M of the approved corrective action to reduce the contaminant levels to meet required regulatory levels.

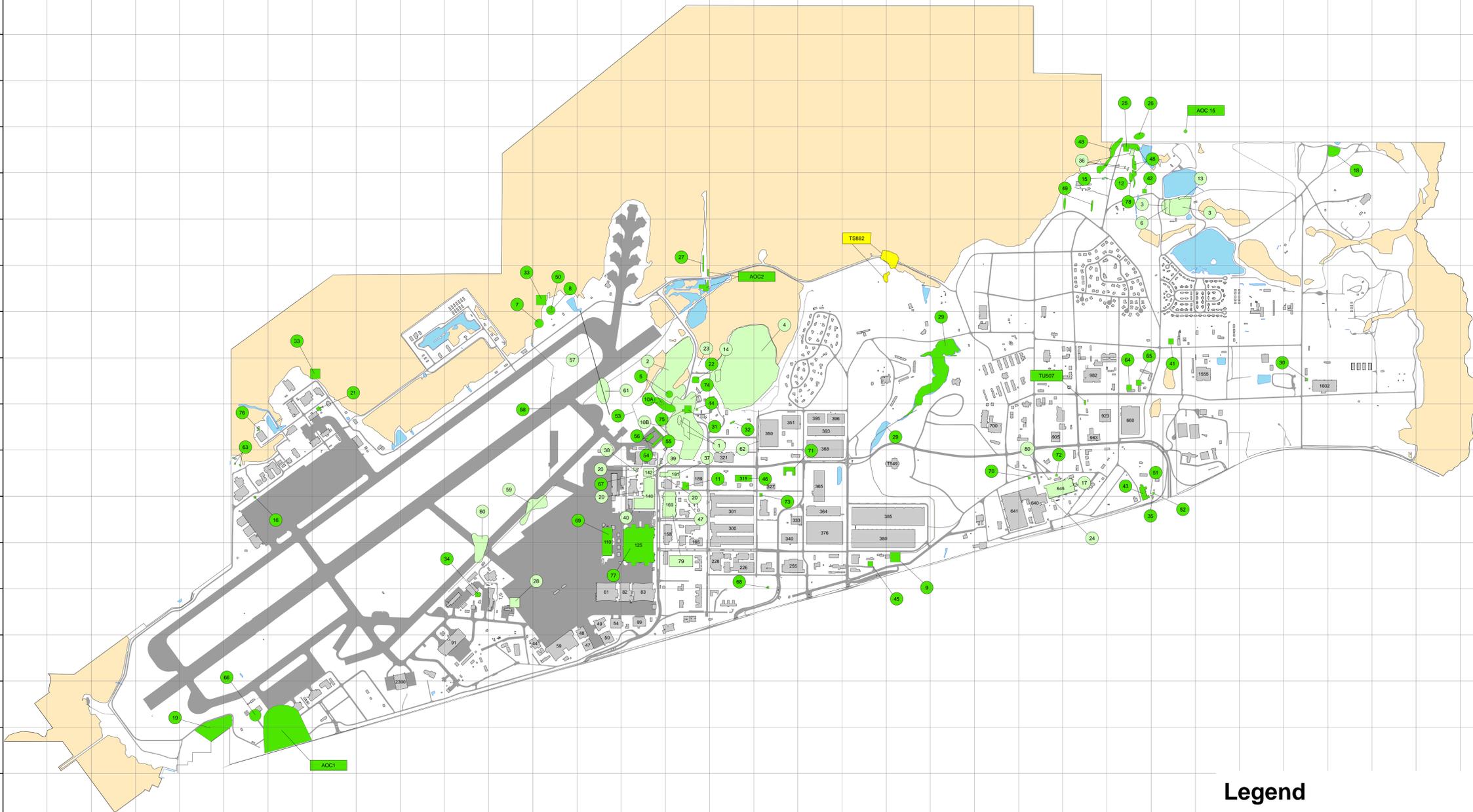
Long-term Monitoring: Testing conducted to assure that the corrective action is removing contaminants and to evaluate when contaminant levels have stabilized below the required regulatory levels. Even after the corrective action is complete, LTM may continue to ensure that contaminant levels remain below the regulatory limits.

Site Closure: Site is considered closed when no further response is required to protect human health and the environment.

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A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

2025 RESTORATION SITE STATUS MAP



Legend

- CAP/ROD/Decision Document
- RIP
- NFA
- Buildings
- Lakes/Ponds
- Wetlands



0 1,125 2,250 4,500 6,750 9,000 Feet

Robins Air Force Base Environmental Sites (Solid Waste Management Units, Areas of Concern, and Other Sites)

SWMU/ AOC#	ERP / MMRP No.	Site Description	Corrective Action Status	Location Grid
1	LF001	Landfill No. 1	RIP	M-16
2	LF002	Landfill No. 2	RIP	K-16; L-15,16
3	LF003	Landfill No. 3	RIP	H-27
4	LF004	Landfill No. 4 (CERCLA) NPL Site	RIP	K-L-17,18; M-17
5	FT005	Fire Protection Training Area No. 1	NFA	L-15,16; M-13
6	FT006	Fire Protection Training Area No. 2	RIP	H-27
7	FT007	Fire Protection Training Area No. 3	NFA	K-13
8	FT008	Fire Protection Training Area No. 4	RIP	J-13
9	SS009	DDT Spill Site at Entomology Shop Buildings 295 & 296	NFA	P-21
10A	SS010	JP4 Spill Site A	NFA	L-M-15,16
10B	SS040	JP4 Spill Site B	RIP	L,M,N-16
11	SS011	PCB Spill Site	NFA	N-16
12	WP012	Hazardous Waste Disposal Area	NFA	G-25
13	WP013	Laboratory Chemical Disposal Area	RIP	H-27
14	WP014	Sludge Lagoon (CERCLA) NPL Site	RIP	L-17
15	RW015	Low Level Radioactive Burial Site	NFA	H-25
16	OT016	Well No. 8 TCE Contamination	NFA	O-6
17	OT017	Building 645 TCE Contamination	RIP	N-24,25; O-24
18	LF018	Construction Debris Landfill, East of Building 1400 (PAVE PAWS)	NFA	G-31
19	LF019	Construction Debris Landfill at North End of Base	NFA	S-5,6; T-5,6
20	OT020	Greater Base Industrial Area TCE Groundwater Contamination	RIP	N-15,16; O-15
21	OT021	Corrosion Control Facility at Building 80	NFA	M-8
22	OT022	Satellite Storage Area Southeast of Building 361	NFA	L-16
23	OT023	Sanitary Sludge Placement Area Southeast of Building 361	RIP	L-16
24	OT017	Former Waste Solvent Underground Storage Tank at Building 645	RIP	O-24
25	OT025	Pasture Disposal Site	NFA	G-26
26	OT026	Off-Base Drum Disposal Site	NFA	G-26
27	OT027	Gas Line Road Dump Site	NFA	LJ-16
28	CG028	Purge Fluid Leak at Building 45	RIP	Q-12
29	OT029	Duck Lake and Stream SE of Building 295 & 296	NFA	M-20; K,L,M-21; K,L-22
30	N/A	Building 1601-DRMO Hazardous Waste Container Storage Building	NFA	L-30
31	N/A	Building 352-Hazardous Waste Container Storage Building	NFA	M-16
32	N/A	Building 369-Dioxin Container Storage Building	NFA	M-17
33	AOC1	SAC Drum Site	NFA	L-8; J-13
34	AOC3	Fire Fighting Foam Lagoon	NFA	O-11
35	N/A	Methyl Ethyl Ketone Unit at Building 680	NFA	O-26
36	DC034	Horse Pasture Trench Disposal Sites	RIP	G-26
37	OT020	Solvent Reclamation Area (Building 181)	RIP	N-15,16
38	OT020	Industrial WWTP I&2 at Building 141	RIP	N-15
39	OT020	Metal Finishing Shop at Building 142	RIP	N-15
40	OT020	Machine Shop at Building 140	RIP	N-15
41	N/A	Civil Engineer Prefab Yard and Transformer Storage Yard	NFA	M-27
42	N/A	Former Transformer Storage Site at Building 1378	NFA	H-26
43	SS025	Plastic Shop Baghouses at Building 670 (Former Dry Cleaning Facility)	NFA	N-10,26
44	N/A	Phenolic Treatment Facility at Building 363	NFA	M-16
45	N/A	Chemical Site No. 25 and Truck Wash Area	NFA	P-20
46	N/A	Vehicle Steam Cleaning Area at Building 319	NFA	N-17
47	CG504	Aboveground Diesel Fuel Storage Tank at Building 177-2 & Fuel Line to Steam Plant	RIP	O-16
48	DC034	Miscellaneous Disposal Sites	NFA	G-25,26; H-26
49	DC034	Horse Pasture West of Site RW15	NFA	H-25
50	N/A	Fire Protection Training Area No. 5	NFA	J-13
51	N/A	Oil/Water Separator at Building 680	NFA	N-26
52	N/A	Chemical Storage Shed at Building 680	NFA	N-27
53	OT020	Storm Sewer System from Base Industrial Area to Outfall 009	NFA	L,M-15
54	OT020	Industrial Wastewater Treatment Plant Process Line Between Building Nos. 141 & 142	NFA	N-15
55	SS040	Soil Contamination at Monitoring Well RB20ANW5	NFA	N-15
56	OT020	Jet Engine Maintenance Building 145, 256 & 257	NFA	M-15
57	OT041	Twin 72-Inch Underground Storm Drain Culvert System Through South Flightline	RIP	J,K,L,M-14
58	OT030	Culvert Storm Drain From the Base Industrial Area to Drainage Ditch at Fire Protection Training Area No. 3 (SWMU 7)	NFA	K,L,M,N-13
59	CG501	JP-8 Product Line Along Main Controlled Taxiway	RIP	O-12; N,O-13
60	CG502	JP-8 Product Line Near Intersection of Taxiway No. 2 and Taxiway No. 3	RIP	O-P-11
61	CG503	JP-8 Product Line Near South End of Main Runway	RIP	L-14
62	OT037	Third Street Storm Sewer and Outfall	RIP	M-18
63	OT038	Test Firing Range for M61-20mm Guns	NFA	N-6
64	N/A	Two Former Heating Oil Tanks at Building 993	NFA	L-26
65	N/A	Former Heating Oil Underground Storage Tank at Building 994	NFA	L-26
66	N/A	Target at ANG B-1 Site	NFA	S-6
67	N/A	Former Building 113 Aboveground Storage Tank	NFA	N-15
68	N/A	Former Building 245 Aboveground Storage Tank	NFA	P-18
69	N/A	Building 115 Aircraft Hangar	NFA	O-P-14
70	N/A	Building 640 Industrial WWTP Process Line	NFA	N-24
71	N/A	Building 359 - Hazardous Waste Container Storage Building	NFA	N-18
72	N/A	Building 644 - Heating Oil Underground Storage Tank	NFA	N-24
73	N/A	Building 325 - Old DRMO Hazardous Waste Container Storage Building	NFA	N-18
74	N/A	Building 360 Heating Oil Underground Storage Tank	NFA	L-16
75	N/A	Building 352 Heating Oil Underground Storage Tank	NFA	M-16
76	N/A	Building 2076 Heating Oil Underground Storage Tank	NFA	M-6
77	N/A	Four Pairs of Vaults & Associated Piping at Building 125 (C-5 Hangar)	NFA	O-P-15
78	N/A	Lead Slag Area in Horse Pasture	NFA	G,H-26
79	SS043	Building 169	RIP	N-16; O-15,16
80	OT017	Building 647	RIP	N-24
AOC1	SS036	Area of Concern Near Taxiway No. 4	NFA	S-6,7; T-6,7
AOC2	N/A	Wetlands Downgradient of the NPL Site and GBIA	NFA	J-16,17
AOC15	N/A	Unexploded Ordnance (UXO) Site	NFA	G-27
N/A	TU507	Building 922	NFA	L-25
N/A	TS882	Former Skeet Range	Decision Document	I-20,21; J-20,21

ABBREVIATIONS & ACRONYMS

AOC - Area of Concern
 CAP - Corrective Action Plan
 CERCLA - Comprehensive Environmental Response, Compensation, & Liability Act
 ERP - Environmental Restoration Program
 MMRP - Military Munitions Response Program

N/A - Not Applicable
 NFA - No Further Action required at this time
 NPL - National Priorities List Site
 FFA - Federal Facility Agreement Dated June 14, 1989
 Incorporated into this Permit by Reference

RIP - Remedy in Place
 ROD - Record of Decision
 SWMU - Solid Waste Management Unit



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Figure 3A
2025 RESTORATION
SITE STATUS MAP

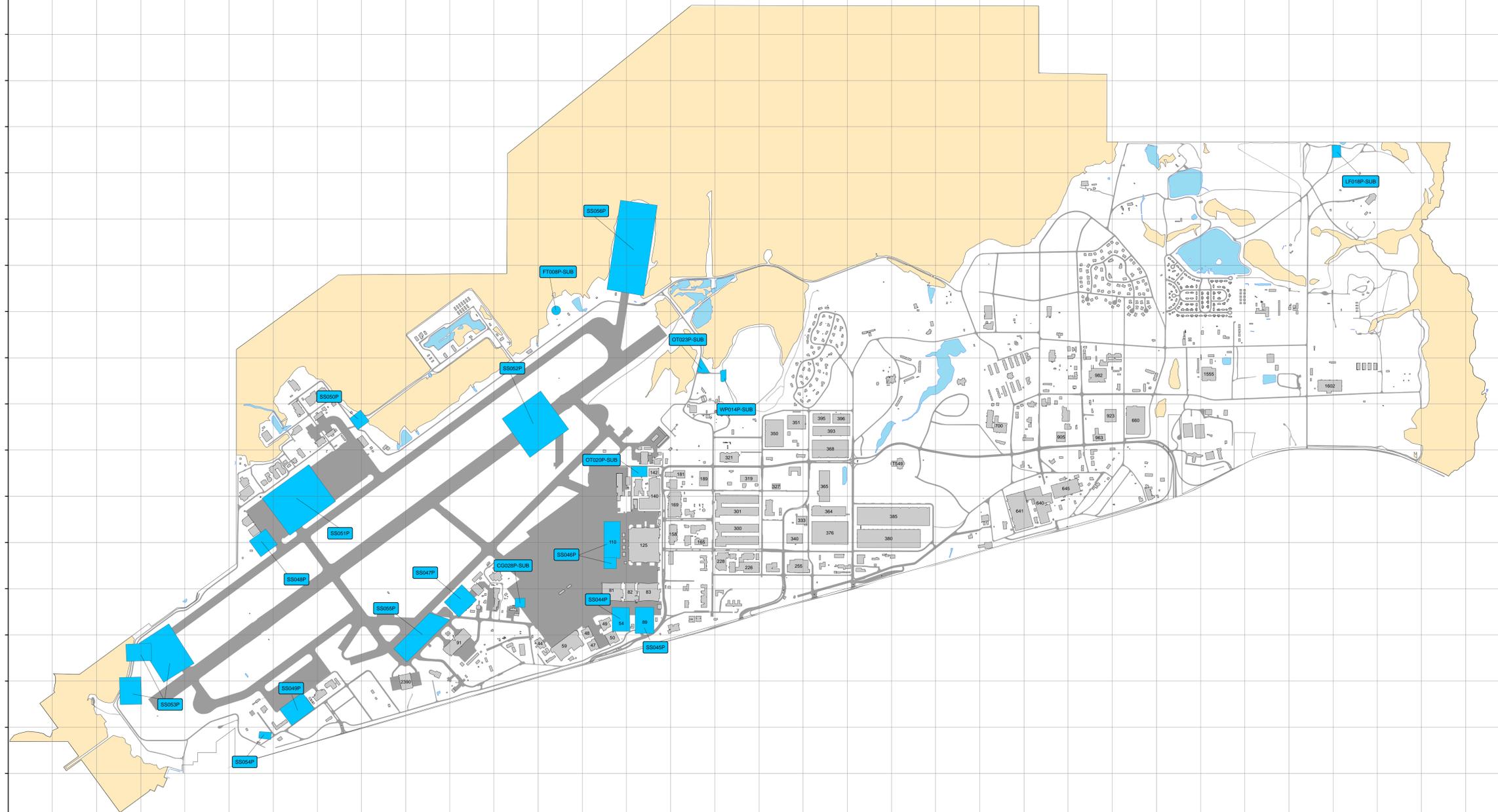
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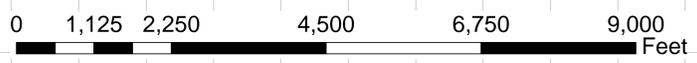
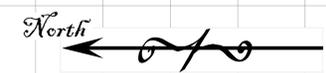
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2025 RESTORATION SITE STATUS MAP (PFAS SITES)



Legend

- PFAS Site
- Buildings
- Lakes/Ponds
- Wetlands



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Robins Air Force Base Environmental Sites (Other Sites)

ERP No.	Site Description	Corrective Action Status	Location Grid
FT008P-SUB	Fire Protection Training Area No. 4	RI	J,K-13
SS044P	Building 54	RI	Q-14,15
SS045P	Building 89	RI	Q-15
SS046P	Building 110 and Former Crash Station	RI	O,P-14
SS047P	Building 131	RI	P-11; Q-10,11
SS048P	Building 2036	RI	O-6; P-6,7
SS049P	Building 2316	RI	S-7
SS050P	Building 2086 (Fire Training Station #3)	RI	M-8,9
SS051P	B-52 Fuel Fire	RI	N-6,7,8; O-6,7,8
SS052P	C-141 Landing	RI	L,M-12,13; N-12
SS053P	B18 Tire Fire and Sample Location 14B (SL-14B)	RI	Q-4; R-3,4,5; S-3
CG028P-SUB	Aircraft Fuel Purge Station	RI	Q-12
SS054P	Foam Retention Lagoon for Buildings 2316 and 2328	RI	T-6
SS055P	Spray Test Area	RI	Q-10; R-9,10
SS056P	Old Alert Pad	RI	H,I,J-14,15
OT020P-SUB	Industrial Wastewater Treatment Plant	RI	N-15
WP014P-SUB	Sludge Lagoon	RI	L-17
OT023P-SUB	Sanitary Sludge Placement Area	RI	L-16
LF018P-SUB	Landfill No. 18	RI	G-31

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ABBREVIATIONS & ACRONYMS

ERP - Environmental Restoration Program
 PFAS - Perfluoroalkyl and Polyfluoroalkyl Substances
 RI - Remedial Investigation
 SWMU - Solid Waste Management Unit
 SL - Sample Location



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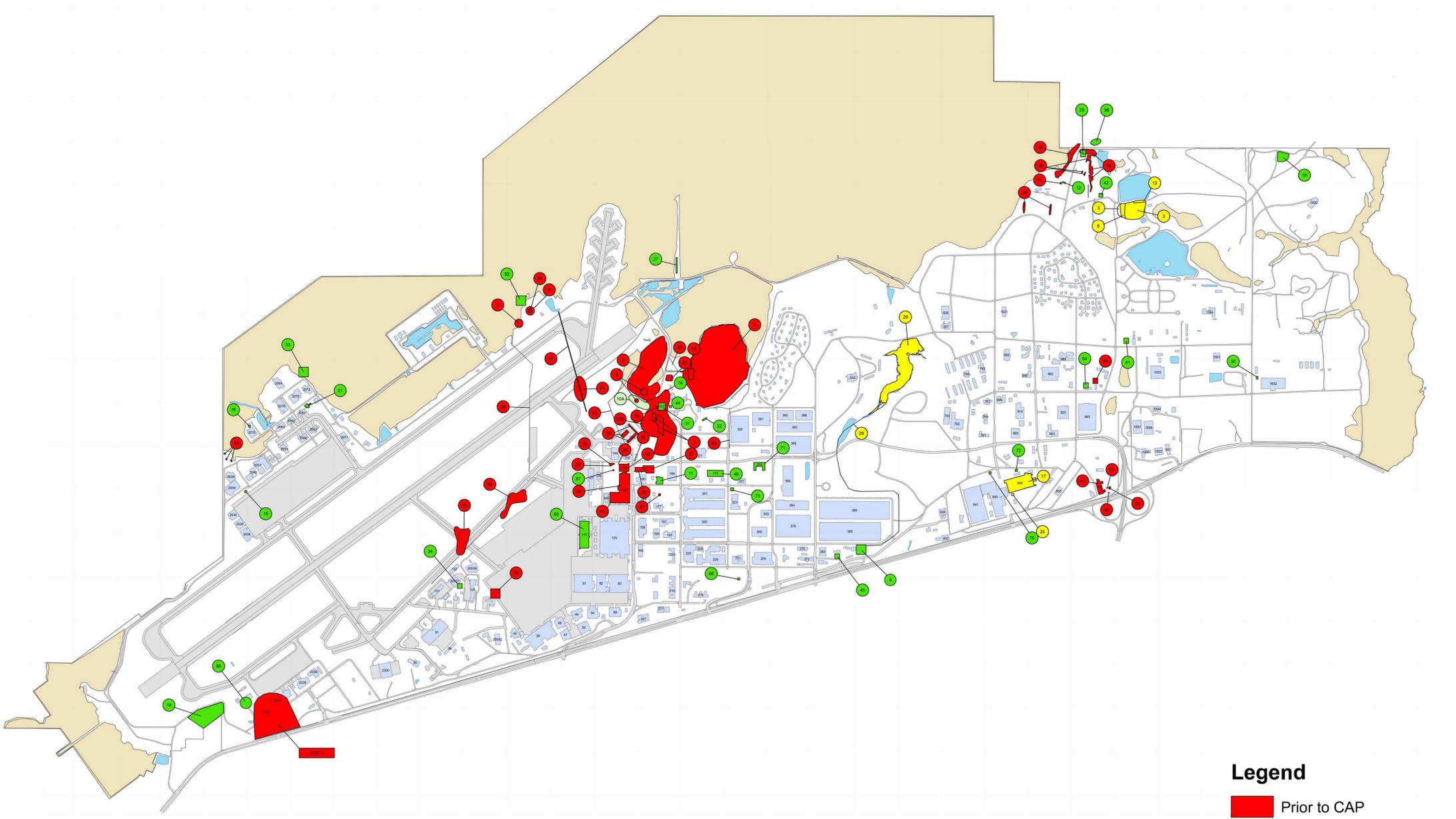
Figure 3B
2025 RESTORATION
SITE STATUS MAP (PFAS SITES)

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<small>Date</small> July 28, 2008	<small>Revision Date</small> March 26, 2025	<small>Rev. #</small>

1998 RESTORATION SITE STATUS MAP

Robins Air Force Base Environmental Sites (Solid Waste Management Units, Areas of Concern, and Other Sites)

SWMU AOC #	ERP No.	SWMU/AOC Description	Corrective Action Status	Location Grid
1	L101	Landfill No. 1	Prior to CAP	M-16
2	L102	Landfill No. 2	Prior to CAP	K-16, L-15,16
3	L103	Landfill No. 3	CAP	H-27
4	L104	Landfill No. 4 (CERCLA/SFUS)	Prior to CAP	K-17, L-16, M-17
5	L105	Fire Protection Training Area No. 1	Prior to CAP	L-15,16
6	L106	Fire Protection Training Area No. 2	CAP	H-27
7	L107	Fire Protection Training Area No. 3	Prior to CAP	L-15
8	L108	Fire Protection Training Area No. 4	Prior to CAP	L-11
9	SS09	DDE Spill Site at Entomology Shop Bldg. 205 & 206	NFA	F-21
10A	SS10	IP4 Spill Site A	RIP	L, M-15,16
10B	SS10	IP4 Spill Site B	Prior to CAP	L, M-16
11	SS11	PCH Spill Site	NFA	N-15
12	WP12	Wastewater Disposal Site	NFA	G-25
13	WP13	Laboratory Chemical Disposal Area	CAP	H-27
14	WP14	Wastewater Disposal Site	Prior to CAP	L-15
15	WP15	Low Level Radioactive Waste Site	Prior to CAP	L-15
16	OF16	Well No. 5 TCE Contamination	NFA	G-6
17	OF17	Building #5 HCl Contamination	CAP	N-24
18	LF18	Construction Debris Landfill, East of Bldg. 1400 (PAVE PAWS)	NFA	G-30
19	LF19	Construction Debris Landfill at North End of Base	NFA	S-4, T-5,6
20	DT20	Greater Base Industrial Area (VOC Contamination) Contamination	Prior to CAP	N-25, L-10, G-19
21	OT21	Concrete Control Facility at Building 80	NFA	M-4
22	DT22	Drinking Water Well Contamination at Building 100	Prior to CAP	L-10
23	DT23	Concrete Slurry (Drinking Water Contamination) at Building 100	Prior to CAP	L-10
24	OT24	For use of Walkover on Un-Asphalted Area (at Bldg. 645)	CAP	O-24
25	OT25	Plaster Disposal Site	NFA	G-26
26	OT26	Off-Base Drum Disposal Site	NFA	G-26
27	OT27	Gas Line Road Dump Site	NFA	L-16,16
28	SD28	Drain Check Leak at Building 45	Prior to CAP	Q-22
29	OT29	Drain Lake and Stream Site of Bldg. 210 & 214	CAP	K, L, M-21, L-22
30	N/A	Bldg. 101 (4000) Hazardous Waste Container Storage Building	NFA	L-20
31	N/A	Bldg. 212 Hazardous Waste Container Storage Building	NFA	M-16
32	N/A	Bldg. 309 (Drum) Container Storage Building	NFA	M-17
33	AD33	SAC Drum Site	NFA	L-1, F-13
34	AD34	Fire Fighting Fuel Lagoons	NFA	Q-31
35	N/A	Waste 1 (Hot) Remote Unit at Bldg. 205	Prior to CAP	G-26
36	DT36	Basic Paints (Drum) Disposal Site	Prior to CAP	G-26
37	OT37	Self-Heat Reclamation Area (Bldg. 111)	Prior to CAP	N-36
38	DT38	Industrial WWT (A-2) Bldg. 111	Prior to CAP	N-37
39	DT39	Drum Stacking Site at Building 102	Prior to CAP	N-37
40	DT40	Drum Stacking Site at Building 102	Prior to CAP	G-24
41	N/A	Civil Engineer Post Yard and Transformer Storage Yard	NFA	S-27
42	N/A	Former Transformer Storage Site at Bldg. 1176	NFA	H-26
43	SD43	Plaster Slurry Hazards at Building 170	Prior to CAP	N-25,26
44	N/A	Plastic Treatment Slurry at Building 303	NFA	M-16
45	N/A	Chemical Site No. 25 and Truck Wash Area	NFA	F-20
46	N/A	White Steam Cleaning Area at Building 119	NFA	N-27
47	N/A	Abandoned Diesel Fuel Storage Tank at Building 1712	Prior to CAP	G-26
48	DT48	Drum Stacking Site at Building 1712	Prior to CAP	G-26, H-26
49	DT49	Basic Paints (Drum) Disposal Site	Prior to CAP	G-26
50	N/A	Fire Protection Training Area No. 5	Prior to CAP	L-11
51	N/A	Oil Waste Separator at Building 480	Prior to CAP	N-26
52	N/A	Chemical Storage Shed at Building 600	Prior to CAP	N-26
53	DT53	Storm Sewer System (near Road Industrial Area) at Building 600	Prior to CAP	L-11, M-13
54	DT54	Industrial Wastewater Treatment Plant Process Line Reverse	Prior to CAP	N-31
55	SS55	Soil Contamination at Monitoring Well R200NWA	Prior to CAP	N-31
56	DT56	Jet Engine Maintenance Bldg. 143, 256 & 227	Prior to CAP	M-13
57	OT57	Drain 12- inch Underground Storm Drain Culvert System Through	Prior to CAP	O-1, M-14
58	DT58	Culvert Storm Drain from the Base Industrial Area to Drainage	Prior to CAP	K, L, M-13
59	N/A	IP-8 Product Line Mixing Main Control Building	Prior to CAP	G-22, N-13,17
60	N/A	IP-8 Product Line Near Intersection of Tailrace No. 2 and	Prior to CAP	O-19, L-11
61	N/A	IP-8 Product Line Near South End of Mark Runway	Prior to CAP	L-11
62	DT62	Drum Stacking Site at Building 911	Prior to CAP	M-14
63	DT63	Drum Stacking Site at Building 911	Prior to CAP	L-15
64	N/A	Three Former Heating Oil Tanks at Building 911	NFA	L-15
65	N/A	Drum Stacking Site at Building 911	Prior to CAP	L-15
66	N/A	Drum Stacking Site at Building 911	Prior to CAP	L-15
67	N/A	Former Building 911 (Alo. 900 sq. ft. 5' tall gr. To tank	NFA	N-15
68	N/A	Former Building 245 Underground Storage Tank	NFA	Q-18
69	N/A	Building 170 Aircraft Hangar	NFA	O-14
70	N/A	Building 110 Industrial WWT Process Line	NFA	N-13,24
71	N/A	Building 130 - Hazardous Waste Container Storage Building	NFA	N-18
72	N/A	Building 140 - Heating Oil Underground Storage Tank	NFA	N-20
73	N/A	Building 155 - Oil (HWM) Hazardous Waste Container Storage Building	NFA	O-18
74	N/A	Building 309 Heating Oil Underground Storage Tank	NFA	L-16
75	N/A	Building 309 Heating Oil Underground Storage Tank	Prior to CAP	L-16
76	N/A	Building 309 Heating Oil Underground Storage Tank	Prior to CAP	L-16
77	SS77	Area of Concern Near Tailrace No. 4	Prior to CAP	K, S-12



Legend

- Prior to CAP
- CAP
- RIP
- NFA
- Lakes/Ponds
- Wetlands

ABBREVIATIONS & ACRONYMS

- AOC - Area of Concern
- CAP - Corrective Action Plan
- CERCLA - Comprehensive Environmental Response, Compensation, & Liability Act
- HWMU - Hazardous Waste Management Unit
- ERP - Environmental Restoration Program
- N/A - Not Applicable
- NFA - No Further Action required at this time
- NPL - National Priorities List Site
- Federal Facility Agreement Dated June 14, 1989
- Incorporated into this Permit by Reference
- POL - Petroleum, Oil, & Lubricants
- RCRA - Resource Conservation & Recovery Act
- RFI - RCRA Facility Investigation
- RI - Remedial Investigation
- RIP - Remedied in Place
- SWMU - Solid Waste Management Unit



Figure 4
1998 RESTORATION
SITE STATUS MAP

Modified By: Geosyntec/Caroline D. Nelson	Prepared For: AFCEC/CZOE	Rev. #:
Date: July 28, 2008	Revision Date: September 19, 2018	

TABLES

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Table 1
History of Base Operations at Robins Air Force Base

Period	Types of Operations	Hazardous Substance Activities
Pre-1941	Farmland, Swamp/Lowland	None
1941-1943	Base Construction	Construction
1943-1945	Flight Training Center Logistics <ul style="list-style-type: none"> - B-17, B-26, and B-29 Bombers - C-46, C-47, C-54, and C-60 Cargo Aircraft - A-20 and A-26 Attack Aircraft - Piston Engine Spark Plugs 	Landfills, Airplane/Automotive Fuel Storage, Hangars, Machine Shops, Wastewater Treatment Facility, Fire Protection Training Areas
1945-1956	Logistics <ul style="list-style-type: none"> - B-29 Bombers - C-119, C-130, and Other Cargo Aircraft - Piston Engine Spark Plugs 	Landfills, Fuel and Oil Storage, Low Level Radioactive Disposal, Wastewater Treatment Facility, Fire Protection Training Areas, Hangars, Machine Shop, Paint, and Depaint
1956-1961	Logistics <ul style="list-style-type: none"> - C-124, C-130, and C-133 Cargo Aircraft - Piston Engine Spark Plugs 	Landfills, Fuel and Oil Storage, Wastewater Treatment Facility, Fire Protection Training Areas, Hangars, Machine Shop, Paint, and Depaint
1961-1968	Operations <ul style="list-style-type: none"> - B-52 Bombers Logistics <ul style="list-style-type: none"> - C-7, C-123, C-130, and C-141 Cargo Aircraft 	Landfills, Fuel and Oil Storage, Wastewater Treatment Facility, Fire Protection Training Areas, Hangars, Machine Shop, Paint, and Depaint
1968-1983	Operations <ul style="list-style-type: none"> - B-52 Bombers Logistics <ul style="list-style-type: none"> - AC-130 Special Operations Aircraft - C-130 and C-141 Cargo Aircraft - F-15 Fighters - Avionics, Electronics, Communications, Radar, and Electronic Countermeasures 	Weapons Storage Area, Landfills, Fuel and Oil Storage, Wastewater Treatment Facility, Fire Protection Training Areas, Hangars, Machine Shop, Paint, and Depaint
1983-1995	Operations <ul style="list-style-type: none"> - B-52 Bombers - KC-135 Refuel Aircraft Logistics <ul style="list-style-type: none"> - AC-130 Special Operations Aircraft - C-130 and C-141 Cargo Aircraft - F-15 Fighters - Avionics, Electronics, Communications, Radar, and Electronic Countermeasures 	Fuel and Oil Storage, Wastewater Treatment Facility, Fire Protection Training Areas, Hangars, Machine Shop, Maintenance Facilities, Paint, and Depaint

1995-2025	<p>Operations</p> <ul style="list-style-type: none"> - KC-135 Refuel Aircraft - JSTARS (Retired June 2024) - Marine Corps Light Attack Helicopters (Left Robins AFB in 2016) <p>Logistics</p> <ul style="list-style-type: none"> - AC-130 Special Ops Aircraft - C-5, C-17, C-130, C-141 (Taken Out of Service in 2006) Cargo Aircraft - F-15 Fighters - Avionics, Electronics, Communications, Radar, and Electronic Countermeasures - U-2 Reconnaissance Aircraft - Helicopters 	<p>Fuel and Oil Storage, Wastewater Treatment Facility, Fire Protection Training Areas, Hangars, Machine Shop, Maintenance Facilities, Paint, and Depaint</p>
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Table 2
Select Middle Georgia Population Information

	2010 Census	2023 Estimate	2023 Rank	% Change 2010- 2023	2030 Projected*	Projected % Change 2010-2025
Bibb County	155,547	156,512	16	0.6%	161,471	3.8%
Houston County	139,900	171,974	14	22.9%	188,263	34.6%
City of Warner Robins	66,588	84,537		27.0%		
City of Perry	13,839	24,029		73.6%		
Centerville	7,148	8,470		18.5%		
Peach County	27,695	28,805	68	4.0%	30,709	10.9%
Byron	4,512	6,132		35.9%		
City of Fort Valley	9,815	89,382		810.7%		

Notes: "Rank" indicates relative population among Georgia's 159 counties.

*Projected by the Governor's Office of Planning and Budget

Source: U.S. Census Bureau (data.census.gov) and State of Georgia
(www.opb.georgia.gov)

APPENDIX A
CONTACTS

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Centerville, Georgia 31028
(478) 953-4734

Lester Miller, Mayor
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LaRhonda Patrick, Mayor
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Jeffery Lundy, Mayor
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Community Co-Chair
- Ms. Tiffany Bowen
- Mr. Lawrence Collins
- Mr. James Harden
- Mr. John Harley
- Mr. Stephen Johnson
- Mr. Mike Maffeo
- Dr. Brian E. Rood

MEDIA CONTACTS

Houston Home Journal
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Perry, GA 31069-2556
(478) 987-1823
hhjonline.com

The Telegraph
487 Cherry St Ste 100
Macon, GA 31201
(478) 744-4200
www.macon.com

APPENDIX B

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PUBLIC INFORMATION LOCATIONS

Information Repository/Administrative Record/Other Information Locations

The information repository and administrative record contain work plans, technical reports, and other relevant information associated with the ERP. The information repository and administrative records for the Robins AFB ERP is maintained online.

Air Force Administrative Record

- To search the AR, go to [AF Administrative Record](https://ar.cce.af.mil) (https://ar.cce.af.mil). Select Robins AFB, GA in the Installation List.
- Example searches:
 - To search by Site: Go to the box labeled Sites, highlight the desired site, click search. Scroll down to see records returned. Click on view to read each document. **Always Reset Search** to review next Sites.
 - To search by OU#: Go to the box labeled OU, highlight the desired OU#, click search. Scroll down to see records returned. Click on view to read each document. **Always Reset Search** to review next OU#.
 - To search by AR#: Go to the box labeled AR, highlight the desired AR#, click search. Scroll down to see records returned. Click on view to read each document. **Always Reset Search** to review next AR#.

Public Meeting Locations

The following locations could be used for public meetings or information open houses.

Museum of Aviation
1942 Heritage Blvd.
Warner Robins, Georgia 31098
(478) 926-3558
Contact: Ms. Gwen Davis

Homer J. Walker Civic Center
702 Watson Blvd.
Warner Robins, Georgia 31093
(478) 293-1043
Contact: Mr. Jeremy Thomie

Homer J. Walker Municipal Complex
Warner Robins City Hall
700 Watson Blvd.
Warner Robins, Georgia 31093
(478) 293-1059
Contact: Ms. Felicia Wright

Centerville City Hall
300 East Church Street
Centerville, Georgia 31028
(478) 953-4734
Contact: Ms. Tess Chambers

APPENDIX C
SITE DESCRIPTIONS

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ROBINS AFB SITE DESCRIPTIONS

LEGACY SITES

SWMU 1 (LANDFILL NO. 1; LF001)

SWMU 1 is located in the central portion of Robins AFB and occupies approximately 2 acres. The site is adjacent to and downhill of two POL ASTs and their associated concrete containment structures.

SWMU 1 was a landfill in use from 1946 to 1951, and landfilled materials consisted of refuse from the Base housing area. Some industrial waste may have also been landfilled at the site. A Phase II RFI was conducted between September 1998 and June 1999 where site-specific contamination was identified. Based on the draft RFI, a CAP was prepared. Benzene was listed as a COC that could pose a risk through migration to groundwater and subsequent receptor exposure to groundwater. The Final CAP was accepted in 2001 by the GA EPD, and the direct exposure of humans to surface and subsurface soils was identified as the primary exposure pathway. The accepted remedy in the final CAP is the establishment of ICs.

The ICs currently in use include the installation of warning signs on existing security fences and on posts around the perimeter of the site and the incorporation of LUCs into the Base Comprehensive Plan. The O&M plan for SWMU 1 will be implemented for a period of 30 years, until 25 June 2031, and includes inspections of the signs and posts.

SWMU 2 (LANDFILL NO. 2; LF002)

SWMU 2 is a 22-acre landfill located north of Richard Ray Boulevard and east of SWMU 1. It replaced LF001 as the Base's daily waste disposal facility and was in operation from 1951 to 1963. Materials landfilled at the site included household refuse, construction debris (including metal, glass, plastic, cinders, wood, and shingles) as well as some industrial waste.

Site-specific contamination was identified at the site in a Phase II RFI conducted between September 1998 and June 1999. A CAP was prepared based on the findings of the Phase II RFI and the OU No. 2 (OU2) Wetlands BRA. Benzene was identified as a COC due to the risk of migration to groundwater and subsequent receptor exposure to groundwater. The final CAP was accepted by the GA EPD in 2001 and identified direct exposure of humans to surface and subsurface soils as the primary exposure pathways. ICs were established as the accepted remedy in the final CAP.

Warning signs were installed on existing security fences and on posts around the perimeter of the site as part of an IC. Land use restrictions were also incorporated into the Base Comprehensive Plan. The O&M plan for SWMU 2 will be implemented for a period of 30 years, until 25 June 2031, and includes inspections of the signs and posts.

SWMUs 3, 6, and 13 (LANDFILL NO. 3 [LF003], FPTA FT006, AND WP013)

SWMU 3 is located in the southeastern portion of the Base and covers approximately 8 acres. SWMU 3 includes three separate sites: (1) LF003; (2) the FPTA FT006; and (3) the Laboratory Chemical Disposal Area (WP013), which consists of two unlined disposal pits. The site is bordered by kennel facilities, Scout Lake, and Base housing to the west; Luna Lake and recreational areas to the east; an open area for horse riding and unnamed tributary to Horse Creek to the north; and a wooded area and wetlands to the south.

Before being acquired by Robins AFB, the site was comprised of farm fields surrounded by wooded areas. A 1949 aerial photograph of this area shows a large excavation present where SWMU 3 and Luna Lake are

now located. This excavation may have served as a retention basin or borrow pit. From as early as 1958 to at least 1966, aerial photographs show that the SWMU 3 location was largely occupied by a swampy area. The site was used as a landfill from 1964 until 1967. A vegetative soil cap was placed over the landfill and construction on the recreational areas to the east of the site began that same year. Luna Lake was excavated, lined with low-permeability clay, and filled with water during the construction activities. The soil generated during the excavation was used to form the vegetative cover for the landfill.

Since the 1980s, several investigative activities have taken place at the site including an IRP Phase I Records Search; an IRP Phase II, Stage 1 Confirmation/Quantification; an IRP Phase II, Stage 2 Confirmation/Quantification; and an RFI. These investigations found that the groundwater had been impacted by a variety of contaminants due to the historical disposal and training practices in the area.

The final CAP for SWMU 3 was approved by the GA EPD in March 1998. Several VOCs, SVOCs, and inorganic compounds were identified as COCs and their RLs were established. A soil-bentonite slurry wall, a landfill cap, a gas collection and flare system, and a LC system were installed in 1995 as IMs to contain the bulk of the contaminant mass within the footprint of the landfill. The current remedial system includes the IMs, an SVE system, and a groundwater extraction system outside the slurry wall to provide hydraulic containment of the dissolved-phase plume.

SWMUs 4 and 14 (LANDFILL NO. 4 [LF004] AND WP014)

LF004 is a 45-acre inactive landfill centrally located at Robins AFB and managed under the USEPA CERCLA program. The landfill was used between 1965 and 1978 for the disposal of general refuse and industrial wastes. The landfill also includes WP014. In 1982, Robins AFB conducted a basewide survey that identified LF004 as an area with high potential for groundwater contamination. In 1987, LF004 was placed on the NPL. In 1989, Robins AFB entered into a FFA with the GA EPD and the USEPA to establish procedures for developing, implementing, and monitoring appropriate response actions in accordance with CERCLA, the National Oil and Hazardous Substances Pollution Contingency Plan, and the Georgia Hazardous Waste Management Act. Although listed as SWMU 4 and SWMU 14 in the Base's Hazardous Waste Permit, neither unit is considered a SWMU because they are not regulated under RCRA.

The LF004 NPL site was initially divided into three OUs known as OU1, OU2, and OU3. OU1 contains LF004 and the Sludge Lagoon WP014 contaminant source areas. WP014 is a 1.5-acre unlined lagoon used from 1962 to 1978 for the disposal of sludge from the industrial wastewater treatment plant and other miscellaneous industrial wastes. Potential contaminants included phenols, heavy metals, cyanide, solvents, cleaners, paint removers, hydraulic fluids, and oils. WP014 was closed and capped in 1978. Robins AFB completed remediation of WP014 in 1996 by in-situ volatilization followed by excavation and solidification. The solidified sludge was spread over two emplacement areas next to the excavation area. A geocomposite cover system and passive landfill gas ventilation system were installed over the entire surface of LF004, including WP014, as part of cover renovation activities in September 1998. OU2 was the adjacent wetlands and was considered containing no contamination related to the OU1 source areas. As a result, OU2 was granted tentative NFA status on 12 April 2005 and final NFA status on 29 September 2006. OU3 is the groundwater contaminated by OU1. The ROD addresses OU1 and OU3.

At OU1, corrective measures have been in place since 1998, including source area treatment, a landfill cover system, passive venting of the landfill gas, surface water controls, and LUCs. The site remedy was transitioned to MNA in 2010. A Fifth Five-year review was conducted between 2015-2016 and submitted

to USEPA in 2021. O&M and inspection activities are performed routinely at LF004 in accordance with the ROD.

SWMU 10B (SS040)

SWMU 10B has historically been defined as the Base POL area, or POL Yard, located on the eastern edge of the GBIA. The site is generally bounded by Robins Parkway and industrial areas to the west and Richard Ray Boulevard and industrial areas to the south and southeast. Flightline areas are located to the north and northeast. The site includes the fuel storage tank farm, which consists of JP-8 aboveground bulk storage tanks, control buildings, and underground pipelines. Previously, six JP-4 aboveground tanks were located on the western end of the POL Yard. Spills and leaks from the tanks and underground pipes in the area have been identified as the primary sources of soil and groundwater contamination at SWMU 10B. The spills and leaks are reported to have included diesel fuel, JP-4, and JP-8.

In 1999, a Phase II RFI was completed at 24 SWMUs in the GBIA, including SWMU 10B, to delineate the vertical and horizontal extent of contamination. The Phase II RFI identified residual product and a plume of fuel-related VOCs commingled with a chlorinated solvent plume related to SWMU 20. Based on the Phase II RFI results, corrective actions were required to address soil and groundwater contamination at SWMU 10B. A CAP to address contamination at SWMU 10B was approved in 2002. The remedy selected included an SVE system within the POL Yard, an AS/SVE curtain along Richard Ray Boulevard, an AS/SVE system at the RI4JP6W groundwater monitoring well area, and a biosparge curtain near OT023L001. The CAP also included monitoring and removal of LNAPL at select wells and MNA for impacted groundwater that would not be directly affected by the active treatment systems.

In 2014, a CAP Addendum proposing the use of both surfactant flushing and biosparging to supplement the existing remedial systems was submitted to and approved by the GA EPD. The site-specific primary groundwater COCs include petroleum-related VOCs and SVOCs, chlorinated ethenes, and select metals. The site-specific surface and subsurface soil COCs include petroleum-related VOCs and SVOCs, chlorinated ethenes, and select metals. The current remedial systems at the site include the SVE system, AS/SVE curtain, two HDD biosparge wells, and a SSDS beneath Building 197.

SWMU 17 AND SWMU 24 (OT017)

SWMU 17 and SWMU 24 are located in the southwestern portion of Robins AFB and have historically been defined as the groundwater plume in the vicinity of Buildings 640 and 645 and the former leaking UST at Building 645, respectively. The site generally includes buildings and parking areas associated with industrial and administrative activities. Remediation activities at these two SWMUs are being tracked as part of SWMU 17; and therefore, the site is referred to herein as SWMU 17. Buildings 640 and 645 were constructed in 1952 as vehicle maintenance and aircraft propeller shops, respectively, and converted to their current use as an avionics repair complex in 1962. Historically, TCE and other chlorinated solvents were used to clean electronic equipment at the complex. Between 1971 and 1985, a UST near the northwest corner of Building 645 reportedly received liquid waste from adjacent Building 640 as part of an etching process that primarily generated copper sulfate. Use of the UST was discontinued in 1983; however, the tank and its service lines remained in place until their removal in 1988.

During routine sampling of the Robins AFB water supply wells in 1987, TCE was detected above the drinking water standard in Base water supply well WS-14, which located approximately 1,000 ft hydraulically downgradient of the northwest corner of Building 645. Two following RFIs revealed that a TCE plume extended as far as 3,000 ft east and southeast of the former UST site. During the 1990s,

groundwater monitoring results near the former UST indicated TCE concentrations of up to 100,000 µg/L, suggesting the presence of DNAPL. To address the contamination, a CAP was developed and submitted to the GA EPD in April 1998. Residential exposure to groundwater through drinking water supplies was identified as a potential exposure pathway, and therefore, required corrective action. The site-specific COCs included chlorinated solvents. SVE was selected for source removal near the former UST and a groundwater extraction system was selected to treat contaminated groundwater. In February 2014, the GA EPD approved a new CAP that proposed the use of ERD, along with continued operation of the existing SVE system, to remediate VOCs at the site. With GA EPD approval, the groundwater extraction system was shut down in September 2013 and the inactive groundwater extraction wells have been used as groundwater monitoring wells. ERD injection events were conducted in 2013, 2015, 2016, and 2019, including injection of EVO and/or a buffering solution. A bioaugmentation event was conducted at the site in 2017 to supplement the existing microbial population.

SWMU 20 (OT020)

SWMU 20 is defined as the GBIA chlorinated solvent groundwater plume extending from SWMUs 37, 38, 39, and 40 (the GBIA soil SWMUs) in the west central portion of the Base toward the wetlands area adjacent to Horse Creek on the eastern portion of the Base. A PSA Report identified the four SWMUs as likely sources of TCE contamination at SWMU 20. These SWMUs were identified as: (1) SWMU 37 – Solvent Reclamation Area at Building 181; (2) SWMU 38 – IWTP Nos. 1 and 2 at Building 141; (3) SWMU 39 – Metals Finishing Shop Building 142; and (4) SWMU 40 – Machine Shop at Building 140.

Based on the findings of an RFI, Robins AFB began implementing IMs to eliminate leaks from process piping and to perform groundwater hot spot extraction, including a pipe investigation and repair/replacement in 1996 as well as the installation of four groundwater extraction wells in 1997.

In June 1999, a Phase II RFI in GBIA identified a TCE plume and a smaller chlorobenzene plume that originated from the GBIA soil SWMUs and migrated from west to east, discharging to Horse Creek and its floodplain wetland. Other chlorinated solvent plumes and dissolved metal plumes (i.e., lead and chromium) were present, but were smaller in size and were also contained within the TCE plume. Based on the Phase II RFI findings, a CAP was developed to address the SWMU 20 groundwater contamination and approved by the GA EPD in 2002. The site-specific groundwater COCs include chlorinated ethenes, benzenes, and select metals. The selected remedies include a combination of groundwater extraction and AS/SVE system in areas of the plume containing the highest contaminant concentrations and MNA for the portions of the plume not affected by the remedial system.

In 2013, a CAP Addendum proposed a more aggressive remedy, which included expanding the existing AS/SVE system and the shutdown of the groundwater extraction system. The CAP Addendum was formally approved on 18 December 2013. The groundwater extraction system was shut down in 2013. The expanded system commenced operation in 2014.

SWMU 23 (OT023)

SWMU 23 is located in the central portion of Robins AFB, just south of Richard Ray Boulevard and east of the GWTP. Historically, the SWMU 23 site was utilized by the sewage treatment plant as a landfill for the surface disposal of treated sewage sludge. The site was also reported to have possibly received sludge from the IWTP and various industrial shops. The dates of operation are unknown.

In 1994, Robins AFB conducted an RFI of SWMU 23 to characterize the nature and extent of contamination of the soil and groundwater at the site. Results of this investigation found various VOCs, SVOCs, and metals in the surface and subsurface soils. Additionally, various inorganic compounds and VOCs were detected in the groundwater samples. As part of a Phase II RFI, additional surface and subsurface soil sampling at SWMU 23 was performed to evaluate the horizontal and vertical extent of contamination. The results of the Phase II RFI were submitted to and subsequently approved by GA EPD. As a result, a CAP was developed and submitted to GA EPD in 2002. The accepted remedies for contaminated soil, sediments, and sludge were a final engineered cover for the landfill area and implementation of ICs. The final engineered cover at SWMU 23 was completed in June 2004. The ICs include the perimeter fence installed near Richard Ray Boulevard, warning signs identifying the site installed on the perimeter fence, LUCs through the Real Property Office identifying the site for no construction, and a lock maintained on the entrance at all times. The O&M Plan for SWMU 23 is scheduled to be implemented for a period of 30 years, ending on 14 August 2032.

SWMU 28 (CG028)

SWMU 28 is associated with a release from the purge fluid recovery system at Building 45 located in the northwest portion of the Base. The site was discovered when purge fluid was observed in an excavation near Building 45 in February 1990 during repairs to a fuel transfer valve. Purge fluid is used to remove volatile components of jet fuel from aircraft fuel systems, and by design, has the characteristics of low volatility and low solubility and does not contain appreciable quantities of volatile (and more mobile) compounds.

A PSA was prepared under the Department of Energy HAZWRAP and the purge fluid leak site was listed on the Hazardous Waste Facility Permit (Permit No. HW-064[S]) as a site warranting investigation. The Phase I RFI identified LNAPL thicknesses of up to 3 ft in the vicinity of the ASTs and smaller amounts in other areas of the site. The Phase II RFI identified three distinct free product plumes and associated dissolved groundwater plumes; the largest of which lies beneath the purge fluid ASTs, main operations area, and the bowser storage pad area. The smaller plumes were observed beneath defueling stations DF2 and DF3 and the fueling hydrants located south and parallel to the defueling stations, and east and southeast of Building 45. Remediation activities have been underway at SWMU 28 since 1998, including four passive (canister) and four active (belt skimmer) LNAPL recovery units. The canister units were taken out of service within 1 year, and the belt skimmers were replaced with passive recovery skimmer-pump systems in 2000.

In 2004, a CAP for SWMU 28 was submitted to GA EPD with the CAOs of: (1) reduce LNAPL thickness in all monitoring wells to less than 0.01 ft; and (2) reduce concentration of COCs in monitoring wells to risk-based RLs. The approved remedy for SWMU 28 included operating the passive LNAPL recovery system and monitoring the site for COCs and MNA parameters annually. In 2012, a CAP Addendum was submitted that proposed a more aggressive remedial approach using surfactant flushing. RLs for soil were added, RLs for groundwater were updated, and the LNAPL thickness goal was reduced to “non-detectable.” In October 2016, a technical memorandum was submitted to GA EPD to revise the surfactant formulation and surfactant delivery process for SWMU 28. GA EPD required that a CAP Addendum be prepared to allow for implementation of the change. However, corrective action activities were expedited prior to formal approval of the CAP Addendum 2 to include manual LNAPL removal, enhanced fluid recovery, and surfactant enhanced aquifer remediation. Subsequent pilot tests included MFR injections and HVR. A biosparge pilot test is currently ongoing.

SWMU 36 (DC034) (Horse Pasture Site)

SWMU 36 includes wooded areas and a field used as a horse pasture. The site is located in the southeastern portion of the Base, adjacent to the installation property boundary. The site is bounded on the north by wetlands; on the east by forested wetlands and the Ocmulgee River; on the south by Rebecca Creek, Luna Lake recreational camping areas, and LF003; and on the west by open space and Base residential housing. The site includes the following SWMUs:

- SWMU 36: Former trench disposal and burn pit area
- SWMU 48A: Area of miscellaneous fill material
- SWMU 48B: Area of miscellaneous fill material
- SWMU 48C: Area of miscellaneous fill material
- SWMU 49A: Former small-arms firing range (northern area)
- SWMU 49B: Former small-arms firing range (southern area)

The GA EPD initially identified the Horse Pasture Site during a review of a RFI for adjacent sites. Historical Base records indicate that SWMUs 36, 48A, 48B, and 48C at the Horse Pasture Site were operated from the mid-1950s through the mid-1970s. SWMUs 49A and 49B were operated as a small-arms firing range through the 1960s. These historical activities affected soil and groundwater at the site with a variety of contaminants. After activities at these SWMUs ceased, the sites were backfilled and re-vegetated or allowed to re-vegetate naturally.

Phase I and Phase II RFIs were conducted at the site between 1998 and 2003. During the investigations, TCE, cis-1,2-DCE, total DCBs, and chlorobenzene were detected in groundwater at elevated concentrations. As a result, a CAP was developed to address contamination in site soil and groundwater and was approved by the GA EPD in 2005. Remediation of soil contamination and debris in the shallow unsaturated zone at SWMUs 36, 48A, 48B, 48C, 49A, and 49B was completed in November 2004 through soil removal (i.e., excavation) and disposal activities and received NFA status from GA EPD for soil. The site has since been referred to as SWMU 36. Following the soil removal activities, subsurface remediation using ISCO was conducted during 2005 and 2006. In 2011, a revised CAP to expediate site cleanup was submitted to GA EPD in 2014 and was approved in 2015. The revised CAP has CAOs to reduce COC concentrations in groundwater to below the RLs and to limit further off-site migration of groundwater COCs. Selected remedies include a combination of ERD, AS/SVE, and iSOC® technology to remediate impacted groundwater at the site. Five ERD injection events were conducted from 2013 to 2019. The AS/SVE barrier commenced operation in February 2014, but is currently shut down with regulatory approval. iSOC® system commenced operation in October 2016.

SWMU 37 (SOLVENT RECLAMATION AREA BUILDING 181)

SWMU 37 is the solvent reclamation area at Building 181 located in the GBIA. The boundary of SWMU 37 includes the outside wall of Building 181 and the surrounding area, where hazardous constituents were detected in soils. Building 181 contained five solvent recovery stills that were in use from the early 1980s to the mid-1990s.

Site-specific contamination was identified at SWMU 37 as the result of the Phase II RFI, conducted between September 1998 and June 1999. Based upon an evaluation of detected hazardous constituents at SWMU 37, GA EPD required preparation of a CAP for SWMU 37. Chemicals found in subsurface vadose zone soil (approximately 1 to 14 ft bgs) with concentrations that exceeded screening levels, or that were indicated as COCs in the OU2 Wetlands BRA for wetland receptors, were considered COCs for the SWMU

37 CAP. PCE, TCE, and 1,1-DCE were detected at concentrations above the respective screening levels, indicating that these chemicals exist in soil at high enough concentrations to pose a risk to human receptors through migration to groundwater. Three metals (aluminum, arsenic, and iron) exceeded screening levels for direct exposure to humans in soil samples. However, none of these metals exceeded the background levels in unsaturated soils. VOC contamination in groundwater beneath the site is managed as part of SWMU 20.

The Final CAP for SWMU 37, which was approved by GA EPD on 1 August 2001, identified direct human exposure to subsurface soils as the primary exposure pathway. As stated in the CAP, the remedy for the contaminated soil, sediments, and sludge at SWMU 37 is the establishment of ICs and physical barriers. The ICs include the installation of warning signs on existing security fences and on posts installed around the perimeter of the SWMU. Also, LUCs for SWMU 37 were incorporated into the Base Comprehensive Plan. The O&M Plan for SWMU 37 will be implemented for a period of 30 years, ending on 1 August 2031.

SWMU 39 (METAL FINISHING SHOP AT BUILDING 142)

SWMU 39 is defined by the outside wall of Building 142 located in the GBIA, which houses equipment for electroplating aluminum, titanium, and steel aircraft parts with gold, silver, copper, cadmium, chromium, tin, and nickel. Building 142 has been in operation since 1973. Wastes from the plating processes are discharged to the industrial wastewater line leading to Building 141.

Site-specific contamination was identified at SWMU 39 as the result of the Phase II RFI, conducted between September 1998 and June 1999. Based upon a comparison of detected hazardous constituents at SWMU 39 to a “background” standard, GA EPD required preparation of a CAP for SWMU 39. Chemicals in vadose zone soil (approximately 1 to 14 ft bgs) with concentrations that exceed screening levels, or that were indicated as COCs in the OU2 Wetlands BRA for wetland receptors, were considered COCs for the SWMU 39 CAP. Three chemicals (PCE, TCE, and 1,1-DCE) were detected at concentrations above the respective screening levels, which indicated that these chemicals exist at high enough concentrations in soil to pose a risk to human receptors through migration to groundwater. Three metals (aluminum, arsenic, and iron) detected in soil exceeded screening levels for direct exposure to humans. However, none of these metals exceeded the Base background levels in soils. VOC contamination in groundwater beneath the site is managed as part of SWMU 20.

The Final CAP for SWMU 39, which was approved by GA EPD on 1 August 2001, identified direct human exposure to subsurface soils as the primary exposure pathway. As stated in the CAP, the accepted remedy for the contaminated soil, sediments, and sludge at SWMU 39 is the establishment of ICs and physical barriers. The ICs include installation of a warning sign on existing security fences and on posts installed around the perimeter of the SWMU. Also, LUCs for the SWMU were incorporated into the Base Comprehensive Plan. The O&M Plan for SWMU 39 will be implemented for a period of 30 years, ending on 1 August 2031.

SWMU 40 (MACHINE SHOP AT BUILDING 140)

SWMU 40 and the Old Wet Wing Area are located within the GBIA. Building 140 was constructed in the area where two electrolysis nickel-plating shops were operated in the 1940s. Wastes from these plating shops were reportedly dumped in the area now occupied by an asphalt lot at the western end of Building 140.

Site-specific contamination was identified at SWMU 40 as the result of the Phase II RFI, conducted between September 1998 and June 1999. Based upon a comparison of detected hazardous constituents at SWMU 40 to a background standard, the GA EPD required preparation of a CAP for SWMU 40. The SWMU 40 CAP established a two-part remedial approach: ICs for the area around and beneath Buildings 140 and 146, and active vadose-zone soil remediation at the OWWA (Building 146). The SVE system operated between June 2003 and November 2010. VOC contamination in groundwater beneath the site is managed as part of SWMU 20 (described in Section 8 of this report).

In August 2011, a soil investigation was completed to evaluate the extent of soil contamination north of Building 146. The results of the investigation indicated that concentrations of site COCs exceeded their respective RLs in areas north of Building 146. The Base conducted a soil removal action in early 2012.

The ICs include installation of a warning sign on existing security fences and on posts installed around the perimeter of the SWMU. Also, LUCs for the SWMU were incorporated into the Base Comprehensive Plan. The O&M Plan for SWMU 40 will be implemented for a period of 30 years, ending on 18 April 2032.

SWMU 47 (CG504)

SWMU 47 encompasses groundwater contamination near Building 177 that resulted from a leaking underground fuel line and associated pump house connected to a 250,000-gallon AST. Building 177 is a steam plant that supports the GBIA. The AST is connected to the Base tank farm, located approximately 1,000 ft east of SWMU 47, by an underground pipeline. In 1996, petroleum-contaminated soil was encountered by contractors during upgrades to the AST containment dike and fuel lines. Visibly contaminated soil was excavated between the pump house and Building 177, and from beneath the former pump house near the railroad trestle. An RFI conducted in 1997 identified petroleum hydrocarbon contamination in both soil and groundwater. LNAPL was also detected in the area between Building 177 and the AST east of the building near select monitoring wells. The RFI also identified an area of soil, approximately 850 square ft, between Buildings 163 and 169, with arsenic concentrations above background levels. Arsenic impacts extended to approximately 2 ft bgs.

An IM was initiated in 2000 to reduce the free product plume at SWMU 47 through EFR methodology. Starting in 2002, a Ferret™ pump, or in-well pump with the ability to minimize the amount of groundwater removed, was utilized to recover free product.

In 2004, a CAP that proposed LNAPL recovery using recovery pumps and operation of a biosparge system in conjunction with MNA was submitted to and approved by GA EPD. The CAP identified the primary COCs for groundwater and their RLs. In October 2012, a CAP Addendum was submitted to the GA EPD proposing enhancing LNAPL removal and accelerating remediation at SWMU 47. The CAP Addendum also presented revised RLs for the primary groundwater COCs and RLs for arsenic, total chromium, and hexavalent chromium in soil for unrestricted/residential future land use as requested by GA EPD. The approved remedies include the use of surfactant flushing, with HVE and manual bailing as warranted, to accelerate remediation of LNAPL as well as excavation for arsenic-impacted soil identified during the RFI. A second CAP Addendum was approved by GA EPD on 8 March 2023, proposing surfactant flushing, HVR, and bioremediation with augmentation. The associated RD/RA Work Plan is currently being implemented.

SWMU 57 (OT041)

SWMU 57 has historically been defined as the twin, 72-inch underground storm drain box culvert located near the south end of the main runway. The site is bounded by the runway and associated flightline areas

to the north, west, and south and by the NPDES Outfall 003 retention pond, Horse Creek, and forested wetlands and the Ocmulgee River to the east. The culverts discharge at Outfall 003, east of Beale Drive, to a retention pond and associated drainage ditch that flows into Horse Creek. The culvert system became a SWMU when a chlorobenzene plume was identified in the vicinity of the storm drain during flightline investigation activities in 1995.

SWMU 57 was investigated as part of the GBIA Phase II RFI. Based on historical investigations conducted at the site, groundwater contamination is limited to the Quaternary alluvial and upper Providence aquifers. Additionally, BRAs were completed to identify COCs including benzenes and naphthalene as well as their corresponding RLs. Based on the BRAs, groundwater was the sole medium identified as a potential exposure pathway, and therefore, required corrective action. A CAP was developed by Robins AFB and approved by GA EPD in August 2002. The CAP selected groundwater P&T to clean up the contaminant plume. An updated CAP was submitted to GA EPD in September 2012. The 2012 CAP noted that the P&T had reached a point of diminishing returns and proposed a revised approach of shutting down the groundwater P&T system and installing an AS system using HDD wells and operating at biosparge flow rates to accelerate remedial progress. The updated CAP was approved by GA EPD in May 2013 and construction of the system commenced in July 2013. The horizontal biosparge system commenced operation in February 2014. The CAOs and COCs remained unchanged in the 2012 CAP.

SWMU 59 (CG501)

SWMU 59 is located approximately 400 ft north of the C-130 aircraft parking area and bounded by flightline areas. The site is comprised of soil and groundwater contamination resulting from petroleum associated with two pipelines that parallel the western side of the main controlled taxiway (Taxiway H). One pipeline was abandoned in place in May 2001. The other pipeline is an active 4-inch-diameter pipeline that currently transports aircraft fuel from Macon, Georgia, to an on-Base bulk fuel storage facility. The active pipeline was reportedly placed into service in 1964 and was used to transport JP-4 until the mid-1990s, when Robins AFB converted to JP-8 for aircraft fueling.

In 1995, petroleum contamination was discovered near SWMU 59 during flightline investigations. The flightline investigations documented free-phase LNAPL and a dissolved phase benzene plume, which was further delineated during an RFI conducted in 1999. Based on the results of the RFI, the benzene plume at SWMU 59 was relatively narrow but extended approximately 3,000 ft downgradient, with concentrations greater than 5,000 µg/L detected in groundwater monitoring wells. Other detected contaminants included ethylbenzene, toluene, TMB, and naphthalene. The conclusion drawn from the investigations was that the active JP-8 pipeline and/or the inactive pipeline were possible sources of contamination. However, tightness testing, pressure testing, tracer gas testing, and visual inspection via trenching did not produce any evidence that the active pipeline was the source of the release.

In March 2000, Robins AFB implemented IMs at SWMU 59 to address free-phase LNAPL and LNAPL residuals in the unsaturated soils, including a DVE system installed in an area suspected to have the highest residual LNAPL contamination.

Based on the RFI findings, corrective action was required to address the SWMU 59 contamination. Robins AFB developed a consolidated CAP for SWMUs 59 and 60 due to the close proximity of the sites and the similar nature of the contamination. The CAP was approved by the GA EPD in March 2002. Selected corrective actions include AS/SVE and MNA. The SVE system operated for 10 years and was shut down in June 2012 with regulatory approval due to reaching the point of diminishing returns. Beginning in 2012,

an expanded sparge system that included two additional HDD wells and two iSOC® wells was implemented as an alternative treatment approach. The iSOC units were shut down with regulatory approval in 2024. A CAP Addendum was approved by GA EPD in October 2021 to install two additional HDD wells beneath the intersection of Taxiways H and B to target treatment of residual LNAPL below the water table and eight additional vertical sparge wells to target dissolved phase COCs in the source areas adjacent to the taxiways at SWMU 60. Expansion of the system was completed in 2025.

SWMU 60 (CG502)

SWMU 60 is located approximately 1,700 ft north of SWMU 59 and is bounded by flightline areas. The site is comprised of soil and groundwater contamination resulting from petroleum associated with two pipelines that parallel Taxiway H. One pipeline was abandoned in place in May 2001. The other pipeline is an active 4-inch-diameter pipeline that currently transports aircraft fuel from Macon, Georgia, to an on-Base bulk fuel storage facility. The active pipeline was reportedly placed into service in 1964 and was used to transport JP-4 until the mid-1990s, when Robins AFB converted to JP-8 for aircraft fueling.

In 1995, petroleum contamination was discovered near SWMU 60 during flightline investigations. The flightline investigations documented free-phase LNAPL (free product) and a dissolved phase benzene plume, which was further delineated during an RFI conducted in 1999. Based on the results of the RFI, the benzene plume at SWMU 60 extended approximately 1,400 ft downgradient, with concentrations greater than 1,000 µg/L detected in groundwater monitoring wells. Other detected contaminants included ethylbenzene, n-propylbenzene, toluene, TMBs, and naphthalene. The conclusion drawn from the investigations was that the active JP-8 pipeline and/or the inactive pipeline were possible sources of contamination. However, tightness testing, pressure testing, tracer gas testing, and visual inspection via trenching did not produce any evidence that the active pipeline was the source of the release.

Based on the RFI findings, corrective action was required to address the SWMU 60 contamination. Robins AFB developed a combined CAP for SWMUs 59 and 60 due to the close proximity of the sites and the similar nature of the contamination. The CAP was approved by GA EPD in March 2002. Selected corrective actions include AS/SVE and MNA. The SVE system operated for 10 years and was shut down in June 2012 with regulatory approval due to reaching the point of diminishing returns. Beginning in 2012, an expanded sparge system that includes three additional HDD wells, as well as two iSOC® wells was implemented as an alternative treatment approach. The iSOC units were shut down with regulatory approval in 2024. A CAP Addendum was approved by GA EPD in October 2021 to install two additional HDD wells beneath the intersection of Taxiways H and B to target treatment of residual LNAPL below the water table and eight additional vertical sparge wells to target dissolved phase COCs in the source areas adjacent to the taxiways at SWMU 60. Expansion of the system was completed in 2025.

SWMU 61 (CG503)

SWMU 61 is associated with jet fuel contamination in the area surrounding a former valve leak in an underground JP-8 product pipeline. The JP-8 product line runs northeast from the Base POL area, crosses underneath the main runway, and carries fuel to the Joint – Stars/Fuel Tanker operation area in the northeast part of the Base. The valve leak was identified where the product line was routed beneath the 72-inch stormwater culverts, identified as SWMU 57. The leaking section of the JP-8 line was repaired in April 1996 and re-routed on top of the twin culverts. The area surrounding this JP-8 fuel supply line valve was defined as SWMU 61.

Between September 1998 and June 1999, Robins AFB conducted a complete characterization of SWMU 61 as part of the Phase II RFI for 24 SWMUs to fully delineate the vertical and horizontal extent of the dissolved phase contamination. In addition to the RFI, BRAs were completed to identify COCs and corresponding proposed RLs. Based on the BRAs, groundwater was the sole medium identified as a potential exposure pathway and, therefore, required corrective action.

A CAP was developed by Robins AFB for SWMU 61 and was approved by GA EPD in August 2002. The CAP selected AS/SVE as the remedy for SWMU 61. The initial AS/SVE system, consisting of 11 AS wells and 12 SVE wells, began operation on 28 June 2003. An additional AS well (AS12) was installed in November 2006. The AS/SVE system was shut down in 2009 with regulatory approval due to reaching the point of diminishing returns to allow for a rebound assessment. Based on the rebound study results, the site was transitioned from active remediation to MNA with continued monitoring at well S61W4, as per GA EPD concurrence letter dated 14 June 2011. However, the COC concentration remained above RLs at S61W4 despite continuous polishing activities through nearby iSOC® wells. S61W4 was replaced with S61W4R in 2024.

To address the remaining COCs to achieve site closure, a CAP Addendum and RD/RA Work Plan were submitted to GA EPD in 2022. MFR ISCO injection was selected as corrective action. The first injection event was completed in January 2023. The initial post-injection sampling results from replacement well S61W4R demonstrate the impact of MFR injection on the COC concentrations at the site. S61W4R will continue to be sampled to evaluate injection effectiveness and for long-term monitoring.

SWMU 62 (OT037)

SWMU 62 is the groundwater plume that resulted from releases near Building 327 and the Third Street storm sewer system, although there is no direct evidence of a leak or spill at the site. The site is located in the central portion of the Base and on the west (upgradient) side of LF004. In 1990, the SWMU 62 groundwater plume, containing PCE; TCE; cis-1,2-DCE; and CT was identified and assumed to be the result of releases from drums buried at the western edge of LF004. However, investigation of the suspect drum disposal area failed to identify any drums containing chlorinated solvents and linked the groundwater plume to a 48-inch outfall for the Third Street storm sewer system. Later investigations, including a PSA in 1997 and RFI in 1999, eliminated the storm sewer and nearby buildings as potential sources, including Building 350. Furthermore, the only soil samples with substantial concentrations were collected at the capillary fringe adjacent to Building 327. To date, a definitive source area has not been located. Based on groundwater data from the RFI, the vertical extent of the contamination in the groundwater is confined to the uppermost portions of the upper Providence aquifer.

A CAP was developed by Robins AFB for SWMU 62 and was approved by GA EPD in April 2002. The CAP selected MNA as the soil remedy and groundwater extraction and treatment to address groundwater COCs, respectively. Groundwater COCs identified in the Phase II RFI for SWMU 62 include PCE; TCE; CT; chloroform; 1,1-DCE; 1,2-DCA; antimony; arsenic; and total chromium.

A revised CAP was approved in May 2012 to accelerate the cleanup of the contaminant plume. The CAOs are designed to remediate groundwater to the RLs. The revised CAP selected ISCO injection as the enhanced corrective action. Three injection events were completed, including potassium permanganate injection in 2013, a second injection between 2016 and 2017, and a catalyzed hydrogen peroxide injection in 2024. Post-injection groundwater monitoring is being conducted to monitor groundwater COC concentrations.

SWMU 79 (BUILDING 169)

SWMU 79, located in the GBIA, is an aircraft parts repair facility that was constructed in the early 1940s using concrete slab-on-grade construction. Several expansions and renovations have occurred since the building's initial construction. The current building is approximately 290 ft by 570 ft. Pavement or buildings cover most of the ground surface in this area. SWMU 79 is bordered to the north by First Street, to the east by Milledgeville Street, to the south by SWMU 47, and to the west by Cochran Street.

A Limited RFI was conducted between 2012 and 2013 to define the nature and extent of soil contamination around the perimeter of Building 169. Various VOCs were detected at concentrations exceeding the USEPA Residential Regional Screening Levels for soil and the site-specific soil screening levels developed during the Limited RFI. COCs for SWMU 79, established during the Limited RFI, include chlorobenzenes; TMBs; isopropylbenzene; methylene chloride; naphthalene; PCE; and TCE.

IMs were conducted in two phases between February and December 2014 near Building 169 to remove or treat soil with COC concentrations above their respective soil saturation concentration values. Phase I included excavation of contaminated soil, placement of a low permeability cap, and installation and operation of a temporary SVE system between February and October 2014. Phase II included ISCO and additional excavation of contaminated soil in late October and December 2014. The CAP for SWMU 79 was approved by GA EPD in August 2015. The selected corrective actions include the low permeability cap installed during IM implementation and implementation of LUCs for soil around the perimeter of the building. VOC contamination in groundwater beneath the site is managed as part of SWMU 20. Active remediation approaches will be evaluated as part of an overall remediation strategy for the area beneath Building 169 when the demolition has been completed. SWMU 79 is inspected quarterly to ensure the low permeability cap and LUCs at the site are currently in compliance with the CAP.

SWMU 80 (BUILDING 647)

SWMU 80 (Building 647) is located in the southwest portion of the Base and within the avionics campus, approximately 50 ft east of Building 645. Building 647 was approximately 1,800 square ft in size and was demolished in 2013. An RFI Report for SWMU 80 identified soil as an impacted medium with VOCs, including chlorobenzenes, and SVOCs, including PAHs, likely the result of former operations in Building 647. SWMU 80 is located within the footprint of IRP Site OT017, which addresses a chlorinated VOC plume in groundwater. The groundwater monitoring for SWMU 80 is included within SWMU 17 and separate monitoring is not necessary.

The human health risk assessment completed during the RFI concluded that there are no unacceptable risks or hazards to future non-residential receptors (i.e., commercial/industrial workers, maintenance workers, construction workers, and trespassers) from assumed exposure to soil. Only 1,4-DCB in unsaturated soil exceeded the RL of 31 mg/kg based on the risk characterization.

A CAP for Building 647 was developed by Robins AFB to evaluate corrective actions for contaminated soil at SWMU 80. The CAP was approved by GA EPD in 2022. The CAO for soil is to prevent the exposure of all plausible current and future receptors (e.g., groundskeeper and on-site adult and child resident) to contaminated soil containing 1,4-DCB above the residential RLs developed in the RFI, via all potential exposure routes (e.g., ingestion, dermal contact, and inhalation of COCs). As a result, LUC was selected as a passive approach to limit future development of the property to eliminate exposure to residents and children and therefore, achieving the CAO for contaminated soil at the Site. ICs implemented at SWMU 80

have operated in accordance with the CAP requirements. SWMU 80 is inspected quarterly to ensure that the low permeability cap and LUCs at the site are currently in compliance with the CAP.

TS882 (FORMER SKEET RANGE)

The former skeet range, which operated between 1942 and 1953 is located near the central portion of Robins AFB on the east side of Pine Oaks Golf Club along Hannah Road. A CSE Phase I investigation was conducted in 2008 and concluded that of the 22 potential MRAs evaluated at Robins AFB, only the former skeet range was recommended for further evaluation. A CSE Phase II investigation was conducted in 2013 and recommended further human health evaluation for lead and PAHs and additional ecological assessment. An RI was completed in 2016. The RI identified unacceptable risks to human health and ecological receptors associated with two distinct areas at TS882: (1) an 0.75-acre PAH-Impacted area; and (2) a 3.71-acre Lead-Impacted area, which occurs partially within an adjacent wetland area. The selected remedy includes excavation, off-site disposal, backfilling, and restoration of the PAH-Impacted area, and LUCs and MNR at the Lead-Impacted area.

EMERGING CONTAMINANTS SITES

FT008P-SUB (FPTA 4)

FPTA 4 and 5 are on Beale Drive, near the southern end of the Robins AFB runway. The area is bordered by forested wetlands to the north and east, Weir 7 retention basin to the southeast, and Beale Drive to the southwest. From 1969 through 1986, fire training exercises were conducted at FPTA 4 using JP-4 fuel and AFFF. FPTA 4 was a lined concrete pit, approximately 50 ft in diameter and surrounded by a concrete dike. AFFF was used during fire training exercises and was discharged into the adjacent wetland.

Following its closure in 1986, FPTA 4 was demolished, and approximately 3 cubic yards of soil from beneath the concrete joints were removed and disposed at Landfill 18. After Landfill 18 stopped accepting waste, the FPTA 4 soil, along with other contaminated soil, was land-farmed on-site at the landfill. FPTA 4, a former IRP site (FT08), is also identified as SWMU 8.

Construction on FPTA 5 began in 1986 on the same footprint as FPTA 4. The new facility included a concrete-lined, diked pit approximately 100 ft in diameter. FPTA 5 opened in 1988, and fire training exercises commenced using JP-4 and AFFF. Overflow from the burn pit drained through an OWS designed to separate water from the firefighting foam and unburned fuels. The separated fuel and foam were held in a tank, and the water was discharged into the Horse Creek wetland area. In the early 1990s, FPTA 5 was retrofitted with a lift station to pump water from the OWS to the IWTP, which discharges to the WWTP. A defoaming agent was added to fluids in the burn pit before any overflow entered the OWS. Following the renovation, fire training exercises changed to using JP-8 jet fuel and AFFF.

In 2003, FPTA 5 was modified to burn propane gas. Overflow from the burn pit is now contained within a closed system that recirculates the water within the burn pit. Because the system was converted to a propane-fired burner, AFFF use at FPTA 5 ceased. Recirculated water is used to extinguish propane fires. FPTA 5 is also identified as SWMU 50.

SS044P (BUILDING 54)

Building 54 is on the west side of Robins AFB in a heavily developed area adjacent to Perimeter Road. The building is bordered by paved areas on the east, west, and south sides and grassy areas along the north side. Originally, Building 54 had an AFFF fire suppression system, which was converted to a high-expansion foam fire suppression system in 2015. The building has a trench drain adjacent to the hangar doors to capture liquids and foam leaving the building. The trench drain flows to the IWTP, which discharges to the WWTP.

SS045P (BUILDING 89)

Building 89 is on the west side of Robins AFB in a heavily developed area adjacent to Perimeter Road. The building is bordered by paved areas on the east and west sides and grassy areas along the north and south sides. The building has an AFFF fire suppression system and a trench drain adjacent to the hangar doors to capture liquids and foam leaving the building. The trench drain flows to the IWTP, which discharges to the WWTP.

SS046P (BUILDING 110 AND FORMER CRASH STATION)

Building 110 is on the main parking ramp in a heavily developed area west of the airfield. The building is bordered by paved areas on the north and east sides, a combination of pavement and grassy areas to the south, and a small grassy area along the west side. Originally, Building 110 had an AFFF fire suppression

system that was subsequently changed to a water deluge system. The original AFFF fire suppression system remains in place but is not functional. The building has a trench drain at the hangar door to capture any liquids or foam leaving the building. The trench drain flows to the IWTP, which discharges to the WWTP.

The Former Crash Station (Demolished Buildings 109 and 159) is on the parking ramp, west of the airfield and adjacent to Building 110. The Former Crash Station was surrounded by pavement except one small grassy area to the east. Aerial imagery indicates the Former Crash Station was demolished and replaced by Building 20109 and concrete pavement between 2007 and 2009. The Former Crash Station served as the main flightline fire station between 1982 and 2005. During its operational history, AFFF discharged into the vehicle bays, spilling out onto the concrete ramps. The fire department also tested the AFFF equipment each morning on the ramp area. Buildings 109 and 159 had a trench drain at the doors to capture liquid and foam leaving the building. AFFF captured in the trench drain flows to the IWTP, which discharges to the WWTP. AFFF not captured by the trench drain is captured in the stormwater system and contained in unlined retention basins at either Weir 3 or Weir 7 on the east side of the runway. Weirs 3 and 7 discharge to Horse Creek.

SS047P (BUILDING 131)

Building 131 is on the west side of Robins AFB, in a heavily developed area, between Taxiways H and H1. The building is bordered by pavement on each side. The building has an AFFF fire suppression system and a trench drain in front of the rolling doors to capture liquids and foam leaving the building. The trench drain flows to the IWTP, which discharges to the WWTP. AFFF not captured by the trench drain is captured in the stormwater system and contained in unlined retention basins at either Weir 3 or Weir 7. Weirs 3 and 7 discharge to Horse Creek. Historically, Building 131 relied on a plastic-lined lagoon to retain foam released from the building. The lagoon discharged to the IWTP and was at the current location of Building 20031. The lagoon was removed in late 2007 and replaced with a concrete underground storage tank.

SS048P (BUILDING 2036)

Building 2036 is east of the airfield on the former JSTARS Ramp. The building is bordered by pavement on the northwest, northeast, and southeast sides, and a grassy area on the southwest side. The building has an AFFF fire suppression system and a trench drain in front of the hangar doors to capture any liquids or foam leaving the building. A manual valve is used to divert discharge from the trench drain into either a plastic-lined lagoon (200 ft northwest of Building 2036) or to an OWS, connected to the IWTP. The foam lagoon discharges to the IWTP, which discharges to the WWTP. AFFF not captured by the trench drain is captured in the stormwater system and conveyed to SL-13, where it is discharged into a wetland.

SS049P (BUILDING 2316)

Building 2316 is on the ANG apron, west of the airfield. The building is bordered by pavement on the northwest and southwest sides and grassy areas on the southeast and northwest sides. The building has an AFFF fire suppression system and a trench drain at the hangar door to capture any liquids or foam leaving the building. A manual valve diverts discharge from the trench drain into either a plastic-lined lagoon (600 ft northwest of Building 2316) or to an OWS, connected to the IWTP. The foam lagoon discharges to the IWTP, which discharges to the WWTP. AFFF not captured by the trench drain is captured in the stormwater system and conveyed to SL-14A, where it is discharged into a wetland.

SS050P (BUILDING 2086) (FIRE STATION NO. 3)

Fire Station 3 is east of the airfield near the intersection of Blunk Drive and Beale Drive. The building is surrounded by pavement except for a grassy area on the northeast side of the building. Wetlands are

approximately 115 ft southeast of the building. Fire Station 3 serves as a fire station and houses one fire engine that carries 500 gallons of AFFF. Seven drums (385 gallons) of 3% AFFF concentrate were stored at Fire Station 3. However, the fire truck is resupplied with AFFF concentrate at Fire Station 2. Approximately 2 gallons of AFFF concentrate leaked from a fire truck, starting in the front parking lot and extending onto the intersection of Blunk Drive and Beale Drive. The AFFF spill was vacuumed and the residual washed into the grassy area between the road and the fire station. Surface drainage likely conveyed the AFFF into the stormwater pond northeast of the fire station. The pond effluent discharges into the wetlands, southeast of the fire station.

SS051P (B-52 FUEL FIRE)

The B-52 Fuel Fire area is on the JSTARS ramp. A fire occurred in either 1978 or 1979 when a B-52 aircraft burst into flames while refueling. Because the concrete apron joints are sealed, AFFF used to extinguish the fire would have migrated with stormwater runoff to the wetland southeast of the apron or been captured in the stormwater drainage system and discharged through Weir 1.

SS052P (C-141 LANDING)

The C-141 Landing area is on the south end of the main runway, near Taxiway A. The site is surrounded by grassy areas. An unknown quantity of AFFF was discharged at the location. Surface drainage in this area is conveyed by the stormwater drainage system to either Weir 4, 5, or 6.

SS053P (B-1B TIRE FIRE AND SL-14B)

The B-1B Tire Fire occurred on Taxiway D East, at the north end of the runway. The fire occurred in 2000, when a B-1B aircraft aborted takeoff, causing the brakes to overheat, which caused the tires to catch fire. An unknown volume of AFFF was used to extinguish the fire. Because the concrete pavement joints are sealed, AFFF used to extinguish the fire would have migrated with stormwater runoff along open, unlined drainage ditches to culverts at SL-14A and SL-14B.

SL-14A is outside the Base security fence, on the east side of the gravel road leading to the Warner Robins water treatment plant. The site is bordered by forested wetlands to the north and east and open grassy areas and a paved road to the south and west. The wetland associated with the Echeconnee Creek, which flows into the Ocmulgee River, is the major drainage feature in this portion of the Base. AFFF-contaminated stormwater from the ANG area (Buildings 2316 and 2328) and the associated foam retention lagoon is released through SL-14A. In addition, AFFF from the B-1B tire fire location could have been released through SL-14A. SL-14A does not have a retention pond, or weir, to control its discharge. Unretained stormwater passes through the culvert and is released into the wetland. The discharge valve for the lagoon was opened in 2007, releasing the lagoon contents into the stormwater drainage system. The stormwater drainage system in this area discharges to an unlined ditch and flows toward a grassy area north of the runway where it enters a stormwater drain. Once in the stormwater system, surface drainage flows beneath the runway, into a concrete lined channel that flows to culverts at SL-14A, and then to a wetland north of the Base. Documented AFFF discharge has been released through SL-14A from the Foam Retention Lagoon. The total quantity of AFFF released through SL-14A is unknown.

SL-14B is outside of the Base security fence, along the north side of the gravel road leading to the Warner Robins water treatment plant. The site is bordered by forested wetlands to the north and east, and open grassy areas and a paved road to the south and west. The wetland associated with the Echeconnee Creek, which flows into the Ocmulgee River, is the major drainage feature in this portion of the Base. Stormwater containing AFFF captured in the area of the B-1B Tire Fire location could have been released through SL-

14B. SL-14B does not have a retention pond, or weir, to control its discharge. Unretained stormwater passes through the culvert and is released into the wetland. No documented AFFF discharge has been released through SL-14B; the total quantity of AFFF released through SL-14B is unknown.

CG028P-SUB (AIRCRAFT FUEL PURGE STATION)

The Aircraft Fuel Purge Station is on the northeast corner of the main parking apron. Historically, this area was used to purge fuel from aircraft, and AFFF was used to suppress vapors during fuel releases. Because the concrete apron joints are sealed, the AFFF would have migrated to grassy areas along the northwest and northeast edges of the apron, or been captured in the stormwater drainage system and directed to an unlined retention basin at Weir 7.

SS054P (FOAM RETENTION LAGOON FOR BUILDINGS 2316 AND 2328)

The plastic-lined, foam retention lagoon is northwest of the ANG apron, near the intersection of Joint Stars Road and Finch Lane. The lagoon is surrounded by grassy areas. Any liquid or foam captured in the trench drains at Buildings 2316 and 2328 is diverted to the Foam Retention Lagoon, which discharges to the IWTP and subsequently to the WWTP. The foam retention lagoon discharge valve was opened between 1 and 3 October 2007, releasing the lagoon contents into the stormwater drainage system. The stormwater drainage system in this area discharges to an unlined ditch east of Building 2302 and flows toward the grassy area north of the runway (on the Base side of Joint Stars Road). After the runoff reaches the northern end of the runway, it enters a stormwater drain that directs flow around the runway and into a concrete-lined channel that flows to culverts at SL-14A and then to a wetland north of the Base. Historically, the stormwater drainage system in this area discharged into the wetland past the end of the runway near Joint Stars Road. When the road to the wastewater treatment plant owned by Warner Robins was constructed in the early 1950s, the drainage location was closed.

SS055P (SPRAY TEST AREA)

The spray test area is a large grassy area bounded by Taxiways C, C1, H, and H1. The Robins AFB Fire Department uses this area to test spray AFFF equipment. The spray test area is currently active, and the area is used to conduct monthly AFFF equipment checks.

SS056P (OLD ALERT PAD)

The Old Alert Pad is near the southeast end of the runway, on Taxiway F1. The concrete pad is surrounded by open grassy areas, which are surrounded by forested wetlands. The Old Alert Pad is used for annual AFFF vehicle spray testing to measure the distance and pattern for each AFFF vehicle. Typically, the tests are only performed on sunny, windless days. Most of the liquid mixture is allowed to naturally evaporate on the center of the Old Alert Pad. According to the PA, approximately 70 gallons of AFFF is used during each annual testing, but the total volume of AFFF used is unknown. The stormwater drainage system in this area discharges through Weir 7.

OT020P-SUB (INDUSTRIAL WASTEWATER TREATMENT PLANT)

The IWTP (Building 141) is west of the runway in a heavily developed area of the Base. The site is paved, with the exception of small grassy areas in the central area of the plant. The IWTP (Building 141) serves two waste streams. One plant treats electroplating wastes from Building 142, and the other plant treats waste from various industrial shops and OWSs. Any AFFF trapped in the hangar floor drains is conveyed to a hangar-specific OWS that is connected to the IWTP. In 1996, an integrity survey of the associated piping and conveyances revealed breaks, cracks, punctures, and missing sections in the piping at numerous locations. Between 1962 and 1978, IWTP sludge was disposed of at the Sludge Lagoon, otherwise known

as SWMU 14/WP014. After 1978, IWTP sludge was disposed in an off-Base RCRA disposal facility. IWTP (Building 141) is included in OT020, which includes the entire trichloroethene plume within the Base industrial area. The IWTP discharges to the WWTP, which discharges though treated effluent Outfalls 008, 009, and 010 to the Ocmulgee River under a NPDES permit. Prior to 1993, the WWTP effluent discharged through an open channel into Horse Creek, which flows to the Ocmulgee River.

WP014-SUB (SLUDGE LAGOON)

The Sludge Lagoon is located southeast of the WWTP. Because all hangars on Robins AFB have trench drains that flow through a hangar-specific OWS to the IWTP, any AFFF captured in the hangar floor drains would have drained to the IWTP. From 1962 until 1978, IWTP sludge was disposed of at the Sludge Lagoon. Beginning in 1979, IWTP sludge was disposed off-Base at a RCRA disposal facility. The Sludge Lagoon is identified as SWMU 14/WP014. Remediation of the Sludge Lagoon was completed in 1996, including in-situ volatilization, excavation, and solidification. The solidified waste from the Sludge Lagoon was disposed in Landfill 4, which was subsequently covered by a high-density polyethylene membrane.

OT023P-SUB (SANITARY SLUDGE PLACEMENT AREA)

The Sanitary Sludge Placement Area is on Richard Ray Boulevard near the WWTP, southwest of the southern end of the runway. The WWTP receives sanitary wastes from Base facilities and began receiving IWTP effluent in 1982. All hangars have trench drains that drain through a hangar-specific OWS, to the IWTP. IWTP effluent discharges to the WWTP. Until the early 1980s, WWTP clarifier sludge was disposed of at the Sanitary Sludge Placement Area, a current IRP site (OT023) identified as SWMU 23. Beginning in the mid-1980s, WWTP sludge was disposed of at the Houston County Landfill in Kathleen, Georgia.

LF018P-SUB (LANDFILL 18)

Landfill 18 is at the intersection of two unnamed gravel roads approximately 1,600 ft northeast of Building 1400, which is at the east end of March Banks Drive. Contaminated soil from FPTA 4 removal activities was disposed of at Landfill 18. After Landfill 18 was closed, the soil from FPTA 4, along with other petroleum hydrocarbon-contaminated soil, was land farmed at the Landfill 18 site. After several years of land farming, the operation was determined to be unsuccessful. The contaminated soils were subsequently disposed at ReNew Earth Recovery Systems, LLC, in Macon, Georgia. Landfill 18 is a former IRP site (LF18), also identified as SWMU 18.

Acronyms

- AFB – Air Force Base
- AFFF – Aqueous Film Forming Foam
- ANG – Air National Guard
- AS – Air Sparge
- AST – Aboveground Storage Tank
- bgs – below ground surface
- BRA – Baseline Risk Assessment
- CAO – Corrective Action Objective
- CAP – Corrective Action Plan
- CERCLA – Comprehensive Environmental Response, Compensation, and Liability Act
- COC – Contaminant of Concern
- CSE – Comprehensive Site Evaluation
- CT – Carbon Tetrachloride
- DCA – Dichloroethane
- DCB – Dichlorobenzene
- DCE – Dichloroethene
- DF – Defueling
- DNAPL – Dense Non-Aqueous Phase Liquid
- DVE – Deep Vacuum Extraction
- EFR – Enhanced Fluid Recovery
- ERD – Enhanced Reductive Dechlorination
- EVO – Emulsified Vegetable Oil
- FFA – Federal Facilities Agreement
- FPTA – Fire Protection Training Area
- FT – Fire Training Area
- ft – feet
- GA EPD – Georgia Environmental Protection Division
- GBIA – Greater Base Industrial Area
- HAZWRAP – Hazardous Waste Remedial Actions Program
- HDD – Horizontal Directional-Drilled
- HVE – High Vacuum Extraction
- HVR – High Vacuum Recovery
- IC – Institutional Control
- IM – Interim Measure
- IRP – Installation Remediation Program
- ISCO – In-Situ Chemical Oxidation
- ISOC – In-Situ Submerged Oxygen Curtain
- IWTP – Industrial Wastewater Treatment Plant
- JP-4 – Jet Propellant Fuel No. 4
- JP-8 – Jet Propellant Fuel No. 8
- JSTARS – Joint Surveillance Target Attack Radar Systems
- LC – Leachate Collection
- LF001 – Landfill No. 1
- LF002 – Landfill No. 2
- LF003 – Landfill No. 3
- LF004 – Landfill No. 4

- LNAPL – Light Non-Aqueous Phase Liquid
- LUC – Land Use Control
- MFR – Modified Fenton’s Reagent
- MNR – Monitored Natural Recovery
- MRA – Munitions Response Area
- mg/kg – milligram per kilogram
- µg/L – micrograms per liter
- MNA – Monitored Natural Attenuation
- No. – Number
- NFA – No Further Action
- NPDES – National Pollutant Discharge Elimination System
- NPL – National Priority List
- O&M – Operations and Maintenance
- OU – Operable Unit
- OWS – Oil Water Separator
- P&T – Pump and Treat
- PA – Preliminary Assessment
- PAH – Polycyclic Aromatic Hydrocarbon
- PBR – Performance-Based Remediation
- PCE – Tetrachloroethene
- POL – Petroleum, Oil, and Lubricants
- PSA – Potential Source Assessment
- RA – Remedial Action
- RCRA – Resource Conservation and Recovery Act
- RD – Remedial Design
- RI – Remedial Investigation
- RL – Remediation Level
- RFI – RCRA Facility Investigation
- ROD – Record of Decision
- SL – SL
- SSDS – Sub-slab Depressurization System
- SVE – Soil Vapor Extraction
- SVOC – Semivolatile Organic Compound
- SWMU – Solid Waste Management Unit
- TCE – Trichloroethene
- TMB – Trimethylbenzene
- US EPA – United States Environmental Protection Agency
- UST – Underground Storage Tank
- VOC – Volatile Organic Compound
- WP – Waste Pit
- WWTP – Wastewater Treatment Plant