Munitions Response Services (MRS)
MEC Clearance, Former Adak Naval Air Facility
Adak, Alaska

Environment, Energy & Sustainability
Symposium & Exhibition
May 2009
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# Munitions Response Services (MRS) MEC Clearance, Former Adak Naval Air Facility Adak, Alaska

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**Presented at the NDIA Environment, Energy Security & Sustainability (E2S2) Symposium & Exhibition held 4-7 May 2009 in Denver, CO.**

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PRESENTATION OBJECTIVES

- MRS Challenges at a remote location
- Logistical, Transportation & Operational challenges
  - Logistics
  - Infrastructure
  - Resupply
- Environmental challenges
  - Weather
  - Terrain
  - Operations
- Lessons learned
- Questions
Background

- Navy Munitions Response Contract (MRC) for Worldwide Sites
  - Remedial Action for MRS Rifle Grenade Range RG-01 to 2-feet (analog & DGM)
  - Remedial Action and AOC Certification for MRS Lake Jean LJ-01 to 4-feet (DGM)
  - Remedial Investigation/Feasibility Study (RI/FS) DGM of 24 sites in Operating Unit (OU) B-2 in Parcel 4
Location
Transportation

- Explosives, vehicles & Equipment by barge
- Regular barge twice monthly to Dutch Harbor
- Charter to Adak with 2-3 weeks advance notice
- Airline service (half passenger/half cargo) twice weekly (weather & volcanoes permitting)
Infrastructure

- Former Navy military housing (2 bedroom, 2 ½ bath)
- Limited food service
- Limited expendable sundries & supplies (costly)
- Vehicles are Rent-a-Wrecks left behind from the Navy (also costly)
- High costs for fuel
Climate & Geology

• Average annual mean temperature 50 degrees Fahrenheit
• Average wind velocity is 12 knots with 50> knot winds frequently in summer
• Rain and mist most days
• Highest elevation is Mount Moffett (3,875 feet)
• Few trees and mainly tundra over volcanic rock ranging from a few inches to several feet thick
• Wet and flooding in lower areas due to snowmelt from the mountains
• Varied terrain with limited roads and trails access
• Lowlands are crisscrossed with runoff streams and standing water
• Most site access is by foot and all terrain vehicle (ATV)
• Tundra grass height ranges from 1-4 feet
Vegetation & Weather

- Vegetation ranges in height from several feet to bare ground
- Most days on site were either raining, misty or a combination of both
- Foul weather gear is a must
Analog Operations

- Due to hazardous items (40mm Grenades) all initial entry and intrusive operations were in protective gear

- Footing on slopes with protective gear was tenuous
Protective Ensemble
DGM Operations

- Digital Geophysical Mapping (DGM) was performed using an EM-61 in the “stretcher mode” due to uneven terrain

- Steep terrain was also a challenge for DGM teams
Scrap Processing

• All munitions debris required certification and verification as 5X prior to off-site shipment for final demilitarization and disposal

• Adak has no sources for propane to operate the Thermal Flashing Unit (TFU)
Lessons Learned

- Plan ahead for Barge shipments. While advertised trip is 16 days from Seattle, actual time in route was 22 days.

- Plan for hazardous cargo, such as explosives and propane, that cannot go on passenger airlines for barge shipment. Estimate your requirements then double them as charter flights are expensive.

- Do ship all anticipated expendables and repair parts (such as truck tires, spare electronics, batteries, etc.) otherwise equipment is down waiting for next air cargo.

- Do not assume that there will always be two flights per week.

- Do have available a checkbook and credit card (MasterCard/Visa) as cash is scarce on Adak.

- *Take your fishing gear as it’s the only recreational activity on island*
Questions?